



Meeting Date: April 6, 2022
Meeting Time: 5:00 P.M.
Meeting Location: City Hall
118 Hillsboro Avenue

BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE AGENDA

Committee Members

Jo Gibson, Chair Pro Tem	Susan Hume
Mary Vandevord, Secretary	Musonda Kapatamoyo
Danielle Adair	Emily Morrison
Greg Brumitt	Stephanie Robbins
Clayton Hopkins	Steve Stuart

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- I. ROLL CALL
 - II. PUBLIC COMMENT
 - III. APPROVAL OF MINUTES
 - IV. OLD BUSINESS
 - V. NEW BUSINESS
 - a. Election of Officers
 - b. Edwardsville Bicycle and Pedestrian Master Plan Community Survey Summary
 - c. Benchmarking
 - d. Preliminary Recommendations Based on Public Input
 - VI. ADJOURNMENT

If prospective attendees require an interpreter or other access accommodation, please contact the Edwardsville City Clerk's office at 618-692-7500 no later than 48 hours prior to the commencement of the meeting to arrange the accommodations.

BICYCLE & PEDESTRIAN ADVISORY COMMITTEE

March 2, 2022

5:00 PM

MINUTES

Approved: _____

Date: _____

The regularly scheduled meeting of the Edwardsville Bicycle and Pedestrian Advisory Committee was held at 5:00 p.m. at City Hall located at 118 Hillsboro Avenue in Edwardsville, Illinois.

I. ROLL CALL:

Present

Jo Gibson, Vice Chair
Mary Vandevord, Secretary
Danielle Adair
Clayton Hopkins
Susan Hume
Musonda Kapatamoyo
Stephanie Robbins

Absent

Kyle Anderson, Chair
Greg Brumitt
Emily Morrison
Steve Stuart

Breana Buncher, Staff

II. PUBLIC COMMENT: None.

III. APPROVAL OF MINUTES:

Vandevord requested correction to the spelling of “Stephanie” on Item III. Vandevord made a motion to approve the minutes of January 5, 2022, as corrected; second by Hume. Motion carried unanimously.

IV. OLD BUSINESS: None.

V. NEW BUSINESS:

- a) *Goals for 2022*: Vice-Chair Gibson reviewed the committee’s discussion of goals and potential subcommittees from the prior meeting. The goals/possible subcommittee topics were:
1. Education, including for the general public and in schools
 - i. Gibson indicated interest in this topic and would like to see a “Did You Know?” campaign.
 - ii. Discussion also included coordinating with high school drivers’ education classes about bicycle and pedestrian safety.
 - iii. Collaboration with SIUE was also discussed under this topic.

BPAC members interested in working on this topic included Gibson, Kapatamoyo, and Vandevord.

2. Events

- i. Under this topic, the committee members discussed events in the community that could help educate and engage the general public about bicycle and pedestrian safety. Hume mentioned community events, such as the Rotary Criterium and the Touch-A-Truck Event. Hopkins mentioned partnering with nonprofit organizations that sponsor bicycle giveaways for children and families.

BPAC members interested in working on this topic included Adair.

3. Policy

- i. Policy topics of interest that were discussed included land development codes.

BPAC members interested in working on this topic included Adair, Hume, and Hopkins.

4. Bike Culture

- i. This topic relates to create a culture of bicycling in the community.

None of the present BPAC members indicated interest in working on this topic, but members noted that Brumitt expressed interest at prior meetings.

Breana Buncher reviewed OMA rules regarding subcommittees. A group of four or more Committee members is considered an official subcommittee and must follow OMA and follow legal notice procedures. Group meetings of three or less are not official subcommittees and not subject to OMA rules.

Breana Buncher provided an update regarding the master plan schedule. She noted that at the last meeting, the committee members indicated a desire for less discussion and time spent on the master plan. As such, the next scheduled committee discussion on the master plan is June, when the draft plan will be presented. Buncher provided an updated schedule for the plan, which was also emailed to the committee members.

The committee discussed the updated schedule and asked for more review and discussion than was presented. The committee came to general consensus that the committee's role is to recommend a plan to the Public Services Committee/City Council, and thus, the members would like future agendas to allow for 30-45 minutes of working sessions on the master plan with the consultant. The remainder of the meeting time should be reserved for discussion on the committee goals and other brainstorming. Gibson requested to add "General Discussion" to future agendas so that more open dialogue could occur. The committee would like to review pieces of the master plan before a draft plan is written and presented in June.

General discussion and consensus at the meeting is that the BPAC as an entity needs to come together as a group. The priority should be to focus on the Master Plan first and then tackle the other items on the goals list as the next priority. Buncher said she would follow up with the consultant to check availability and feasibility of the committee request.

- b) *Discussion of Statement of Economic Interest:* Breana Buncher updated the committee on updated rules for all elected and appointed officials in Illinois. She provided a handout regarding filing Statement of Economic Interest, which includes explanations on what committee members need to disclose as of January 1, 2022.

VI. ADJOURNMENT:

With no further business to discuss, Robbins made a motion to adjourn the meeting at 6:25 pm; second by Adair. Motion carried unanimously.



Report to the Bicycle & Pedestrian Advisory Committee
March 31, 2022

Edwardsville Bicycle & Pedestrian Master Plan Community Survey Summary

- 347 surveys completed (*657 were completed in 2019*)
- 80% respondents reside in Edwardsville (62025 zip code)
 - 12% of respondents reside in Glen Carbon (62034 zip code)
- 55% of respondents are between the ages of 35-54 (*52% in 2019*)
- 88% of respondents use a car as their most frequent mode of transportation
- 80% of respondents walk or bike multiple times each week
 - 75% of respondents are walking/biking for exercise/to enjoy the outdoors
 - 9% are commuting/running errands
- 58% of respondents identify as “Interested but Concerned” cyclist (riding on bike trails)
 - This tracks with national trends
 - Another way to interpret this is the “Cautious Majority”
- 40% of respondents listed “Proximity to automobile traffic” as the greatest deterrent to biking & walking in Edwardsville
 - The second highest (18%) deterrent is “Road/sidewalk/trail conditions (potholes, debris, lack of ramps)”
- When asked how to encourage more biking & walking in Edwardsville, these were at the top of “Very Important”:
 - More sidewalks, bike lanes, or trails (80%), *increase of 11% from 2019 survey*
 - Safe crossing for cyclists and pedestrians (76%), *decrease of 8% from 2019 survey*
 - Connections to existing trails (75%), *increase of 7% from 2019 survey*
 - Maintenance of existing sidewalks, bike lanes, or trails (65%), *decrease of 6% from 2019 survey*
 - Adequate lighting (43%), *decrease of 24% from 2019 survey*
- The top three destinations of respondents can be categorized into three categories:
 - Destinations:
 - Downtown Edwardsville
 - Hoppe Park/Watershed
 - SIUE
 - General Areas:
 - Bars/restaurants/coffee shops
 - Parks
 - Shopping/Grocery Stores
 - Neighboring Communities:
 - Glen Carbon
 - Marine
 - Collinsville

- On the following pages, you can find a summary of the Top Three Corridors & Top Three Intersections that respondents listed as needing improvement. Those in orange are part of our preliminary recommendations for facility additions/improvements in the 5-year Master Plan.

Top Three Corridors

Rte. 159/Troy	104	
Goshen/Center Grove	87	
Rte. 157	75	*
Main/Plum	60	*
Governors	39	
Vandalia/St. Louis	29	
Watershed	15	*
Schwarz Rd	13	
Rte. 143	12	
Franklin	10	
Madison	9	
Esic/University Drive	9	*
Buchanan	8	
East Lake/Dunlap	8	
New Poag Rd	8	
Gerber	6	
Hillsboro	6	
Springer Alley/Brown Ave	6	
Leclaire	3	
Cougar Road/Illini Drive	2	
Grandview Connectivity to Trail	2	
Rte. 140	2	
Union	2	
Ridge View	2	
Barnett	1	
Country Club Drive	1	
Hearthstone	1	
Home Ave	1	
Jefferson	1	
Kansas	1	
Orchard St	1	
Sheridan Ave	1	
Vicksburg Commons	1	
Wolf street	1	

MCT/MEPRD Trails

Nickel	18
Quercus	16
Delyte Morris Trail/SIUE	14
Nature	12
Heritage	4
Tunnels	3
Schoolhouse	2
Edwardsville Junction	2
Bluff Trail	1
Confluence	1

General Areas

Downtown	21
Edwardsville Crossing	11
Plummer Park	2
Trace	2
Orchards/Movie Theatre	2
Holiday Shores	1

* = current City projects

Due to the fact that many corridors are known by multiple names (i.e. Goshen/Center Grove), groupings have been made to be inclusive of all data points. Additional combinations could be made if desired.

Top Three Intersections

159/Troy/Plum & Governors	86	157 & Country Club View	4
159/Troy/Plum & Center Grove/Goshen	85	157 & Schwarz	4
159/Troy/Main & St. Louis/Vandalia	45	East Lake/West Lake (Dunlap Area)	4
157 & Center Grove/Goshen	35	Esic & Center Grove	4
143/Vandalia & RP Lumber	32	Esic & Governor's Parkway	4
157 & Governors Pkwy	23	Esic at Nature Trail	4
2nd/St. Louis/Watershed*	18	Schwarz & Schwarz	4
143 & Nickel Plate/Schwarz	15	Connect Watershed trail to SIUE trail	3
159/Plum & Terra Verde*	13	Goshen & District Dr.	3
Plum/Main & Schwarz	11	143 & Governors	2
159/Troy & Montclair to Franklin	9	Between Trail & Culvers	2
157 & Esic/University/Trace	8	Vandalia & Fillmore	2
Franklin & Madison	7	Ginger Creek & 157	2
Governors & Madison	7	Main & Union	2
Hillsboro (various intersections)	7	143 & Park Dr	1
Vandalia & Buchanan	6	159 & Harvard	1
157 & Main/St. Louis	5	Goshen & Ridgeview	1
157 & Meridian	5	Governors & Ridgeview	1
Goshen & Gerber	5	Governors & Vicksburg	1
Governors & Gerber	5	Illini Drive & Cougar	1
New Poag Road & University Drive	5	Plum Street & Harvard	1
Park Street & Main Street	5	Vandalia & Kansas	1

* = current City projects

Due to the fact that many corridors are known by multiple names (i.e. Troy/Plum/Main), larger groupings have been made to ensure limited assumptions and to be inclusive of all data points. This results in some "Intersections" including two separate areas. New/upgraded facilities are therefore recommended for both physical intersections.

Some highlighted contributions under "Other Input" from respondents has been categorized by the plan's three major goals:

- Accessibility
 - "Can we install large signs around town that show bike and ped routes?"
 - "Are children allowed to bike on sidewalks? What about adults/teens accompanying child bicyclists? Is there an age limit?"
 - "Make it legal to ride a bike on the sidewalk"
 - "Repair stations"
 - "Easy access to grocery stores with bike parking is the most important need to make biking a true substitute for driving in Edwardsville!"
 - "Sidewalks should be a priority"
 - "When a pedestrian pushes the button to cross at Hillsboro and S. Main (by the Courthouse), all cars must stop. Why can't that be the norm across the entire City at all

crosswalks. If you want to encourage more folks to walk as a healthy lifestyle option, make walking a priority by making it safe.”

- Connectivity
 - “Because I ride a recumbent bike, I limit myself strictly to trails. I fear drivers won't see me. It would be great if trails could communicate safely with businesses, like Market Basket.”
 - “Our bike paths are a strong asset to our community which should be maintained and expanded. The safest form of bicycle use is on separate paths from auto traffic. Please add more access points as possible and feasible. Thank you.”
 - “Weather is a huge barrier to use of the trails where we live, especially when we only have "good" weather 3-4 months a year, at most. If this is a project the community wants to focus on, please focus on improving access to the downtown area and allowing people to support businesses. Please also ensure people are able to park their bikes safely and securely.”
 - “It would be awesome and family friendly if there were better ways onto the trails from nearby subdivisions/neighborhoods”
- Safety
 - “159 splits the town in half and makes it difficult to bicycle for errands like Schnucks or Lowe’s. The paths are amazing for recreation, but we need protected bike lanes on major roads for people to really be able to safely use bicycling for transportation.”
 - “All of the new big streets (Goshen, Governors) are designed solely for cars. It forces families to have to drive to school and makes the whole area extremely unsafe. Add protected sidewalks and bike trails!”
 - “Any crosswalk not at a traffic light is a problem. Drivers don't stop.”
 - “We are very experienced and confident riders and have had to stop riding on Goshen Rd between the Meyer Y and Ridgeview where we access the trails because it has become so dangerous since opening Plummer Park. The hill there is horrible because people will pass even though they can't see if someone is coming the other way. The road is barely 2 lanes and does not have any kind of shoulder.”
 - “I think with the Eville High School, Metro East Lutheran, Sports Complex, and Township Park are all on Center Grove Rd there needs to be sidewalks (trails) on one side or the other. The amount of people and kids walking on the side of the road and over the overpass is not safe.”
 - “Routes need to be well lit”

Other comments for consideration by the BPAC:

- “Why do you not have bike store owners or bike store employees on this committee? They are the people that talk to the bikers.”
- “I love the bike trails around Edwardsville. I work at EHS, I wonder if a teen cycling club would be of interest to the students.”
- “Add more gravel sections in new lines. Gravel is the hottest thing in cycling, it would add tourism if we had a bit more (like the section that goes to new Douglas). If you ever want to chat with riders like me (lots of miles in the area) contact me and I can set up time with many more like me that ride the trails more than anyone. Keith@keithguilford.com”

Benchmarking

League of American Bicyclists: Key Steps to Bronze for Edwardsville (summary)

- Adopt a Complete Streets policy and **create implementation guidance...**(to) design and operate the entire right-of-way to enable safe access for all users...when repaving or otherwise doing major maintenance on roadways.
- **Continue to expand and improve the bike network and follow a bicycle facility selection criteria that increases separation and protection of bicyclists.**
- Increase the amount of high-quality bicycle parking throughout the community.
- Expand bicycle safety education...for students of all ages and ensure that schools...are particularly safe and convenient for biking and walking.
- Increase the number of local League Cycling Instructors in your community.
- Improve Bike Month activities by creating more community-wide events.
- Increase the amount of staff time spent on improving conditions for people who bike and walk, either by creating a new dedicated position or expanding the responsibilities of current staff.
- Create a Bicycle & Pedestrian Advisory Committee (BPAC)...for ongoing citizen input into...important policies, plans, and projects. Ensure members of the committee reflect the diversity and ability levels of cyclists in your community.
- Launch a bike share system that is open to the public.

People for Bikes ranked these U.S. small towns (all with populations under 50,000) high in their 2021 City Ratings:

Provincetown	MA	Population: 2,994 – 60,000	Area: 17.5 mi ²
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Commercial Street, Provincetown's main drag, is one-way for cars but two-way for bicycles.

Development is dense in Provincetown and no highways bisect it. <https://pfb-advocacy-academy-full.webflow.io/series/series-1>

Traverse City	MI	Population: 15,570	Area: 8.66 mi ²
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City is flat and laid out on a grid. There's also a strong history of recreational mountain biking, which helped lay the foundation for in-town bike culture. Nonprofit TART Trails has been hosting a bike commuter event for 27 years. There are also three bike shops in town and regular workshops where residents can learn about things like winter biking.

Pella	IA	Population: 10,231	Area: 9.35 mi ²
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"It's a small, grid town that's just easy to get around in," said Mark Wyatt, executive director of the Iowa Bicycle Coalition. "Pella also has a pretty substantial trail system leading out of town." Chris Van Gent, who owns the sole bike shop in town believes relatively inexpensive investments like wayfinding signs, sharrows and crucially, more much-needed bike parking, would help boost ridership. Unlike many other small towns in rural America, Pella's main street is also distinct from the highway, leaving a series of connected, low-stress streets intact.

Edwardsville	IL	Population: 25,171	Area: 20.5 mi ²
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Preliminary Recommendations Based on Public Input

Many of the recommendations from the League of American Bicyclists could be implemented simultaneously, however there are advantages to implementing an improved network and encouraging enhanced ridership in a linear fashion.

With the absence of a traditional central downtown, a typical grid system of roadways *and* the presence of multiple state highways, we will have to force our own “grid system” of facilities.

Starting with those connections that create the most tension – so close, yet so far away – we can expand the network exponentially. However, there will be challenges to improving facilities within the existing built environment, and sacrifices will have to be made. Funding will be the largest limiting factor, both for construction and land acquisition (where needed).

Beginning with the projects that have already been identified for improvement within the City, we will recommend a standardized process for facility selection. This will also include review of network support amenities such as bike parking, drinking fountains, trash cans, and signage.

Additionally, prior to formal facility recommendations, significant energy will be spent studying the current signalized intersections along the desired routes to determine what is possible for prioritizing walking and biking movements over vehicular transportation.

Focusing on planned improvements for the next five years will create an opportunity for reflection, review and refocusing. What has helped the City achieve the goals and what hasn't? Has physical infrastructure yielded the highest impact or has it been engagement and education? We will recommend Key Performance Indicators the City can use to assess success.