

Marion to Carbondale Bike Route

JACKSON AND WILLIAMSON COUNTY

FEBRUARY, 2018

**PREPARED BY:
Southern Illinois Metropolitan Organization**

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SUMMARY OF EXHIBITS

EXHIBIT 1	Project Location and Study Area
EXHIBIT 2	Preliminary Alternatives
EXHIBIT 3	Bike Crashes in the Study Area
EXHIBIT 4	BLOS & IRIS Data
EXHIBIT 5	Recommended Alternative
EXHIBIT 6	ECO-CAT Environmental Resources
EXHIBIT 7	Wetland Resources
EXHIBIT 8	Public Involvement
EXHIBIT 9	Project Study Group Meeting Minutes and Team Members

INTRODUCTION

A. Project Purpose and Study Area

The Study Area is located between the communities of Marion and Carbondale along the Illinois 13 corridor as shown in **Figure 1** below. This study was prompted by Illinois Department of Transportation (IDOT), District 9 with the purpose of establishing an overall plan for bike/pedestrian accommodations that could be implemented in conjunction with planned improvements to IL 13. The Project Study Group (see **EXHIBIT 9**) also recommends that the project purpose should be to provide a route that is safe for a wide range of cyclists and will attract the most users. Providing a commuter route along IL 13 was given a lower priority since the IL 13 corridor does not house the types of destinations that are typically frequented by cyclists.

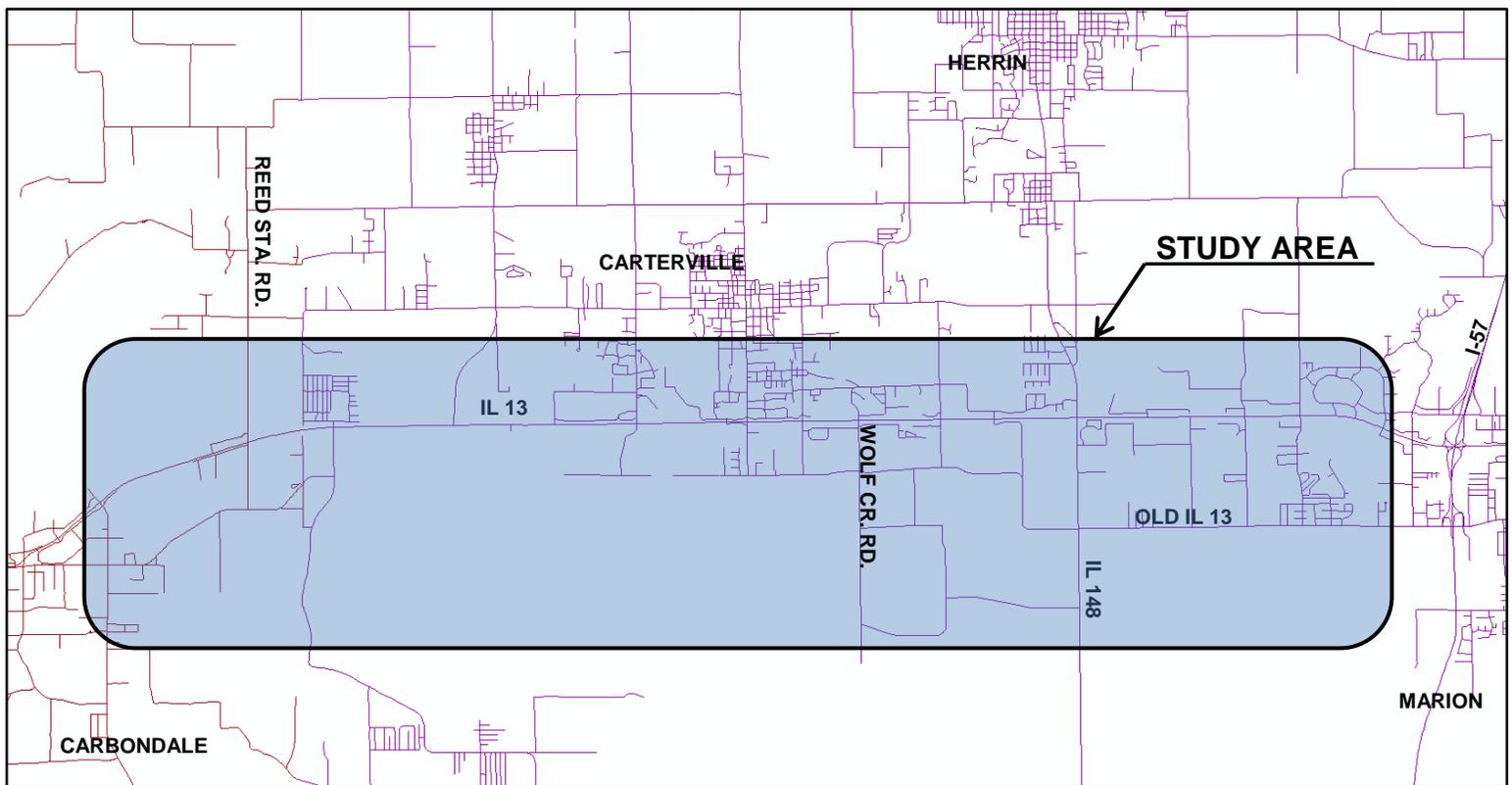


Figure 1- Study Area

B. Existing Multi-Use Trail Segments

Beginning in 2010 with the start of IDOT's expansion of IL 13 to 6 lanes, several segments of multi-use trail have been constructed between Marion and Carbondale along the IL 13 Corridor. These segments total approximately 5 miles in length and are shown below in **Figure 2**.

All of these segments were constructed by IDOT in order to comply with the “Complete Streets” provisions included in the *Illinois Highway Code* which states in part: “Bicycle and pedestrian ways shall be given full consideration in the planning and development of transportation facilities” and “In or within one mile of an urban area, bicycle and pedestrian ways shall be established in conjunction with the construction, reconstruction, or other change of any State transportation facility.”

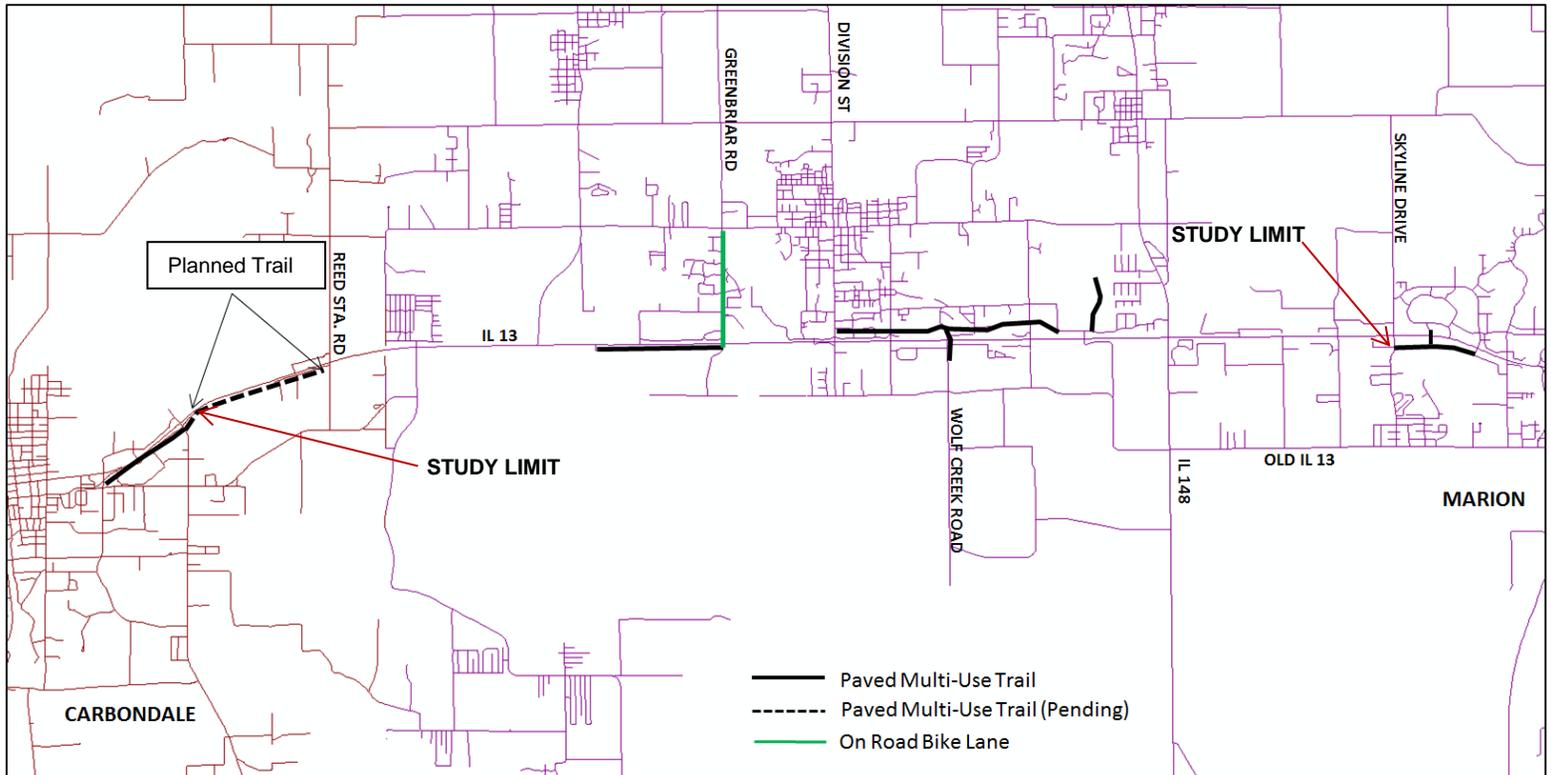


Figure 2 – Existing Multi-Use Trails and Bike Lanes

C. Study Limits

The study limits were established from the project purpose of providing a bike/pedestrian accommodation between the communities of Carbondale and Marion. The study limits were also set so that a linkage would be provided to an existing bike/pedestrian trail or network. In Carbondale, the study limit was chosen to be the Giant City Road intersection, as this will tie into the city’s existing network and Multi-use trail along the south side of IL 13. IDOT already has plans to construct a portion of this trail (from Reed Station Road to Giant City Road) as shown in **Figure 2**. At Marion, the study limit was set at the existing Multi-use trail south of IL 13 at Skyline Drive. An established bike route does not currently exist across Marion and it was determined to be beyond the scope of this study to identify bike routes within the city of Marion.

D. Project Study Group

A Project Study Group was assembled to assist in the study process. The Project Study Group consisted of representatives from the local agencies that could have jurisdiction over the trail and also local cycling advocates. Specifically, IDOT, Williamson County, Jackson County, Cities of Marion, Herrin, Carbondale, Carterville and Crainville, Crab Orchard National Wildlife Refuge (CONWR), John A. Logan College (JALC), Jackson County Health Department, local cycling advocates and the Southern Illinois MPO (SIMPO) were all represented on the study team. The team provided input regarding a target user group for the route, beginning and ending points, identification of alternatives, and evaluation of alternatives. A listing of the Study Group members is included in **Exhibit 9**.

Preliminary Alternatives and Analysis

A. Giant City Road to Greenbrier Road Recommendation

As shown in Figure 3 below, a multi-use path from Giant City Road to near Reed Station Road is already planned for construction by IDOT. This trail segment is on the south side of IL 13 and will be maintained by the city of Carbondale. Also shown in **Figure 3**, is a multi-use trail (currently under construction by IDOT) from Campground Road to Greenbrier Road. This trail segment is also on the south side of IL 13 and will be maintained by the CONWR.



Figure 3

Due to the presence of Crab Orchard Lake, the only feasible alternative between these trail segments (a distance of 2.4 miles) is a route adjacent to IL 13 utilizing existing right of way or adjacent to the existing right of way. When IDOT completes the planned expansion to 6 lanes through this location, current policy would dictate the construction of a separated multi-use trail. The logical alternative then would be to construct the trail on the south side of IL 13, connecting with the existing trail segments shown in **Figure 3**, this plan has been discussed and the Study Group and IDOT agree that there is no other reasonable alternative. This recommendation then, establishes a bike plan from Giant City Road to Greenbrier Road. The rest of this report will focus on the remaining study limits, from Greenbrier Road eastward to Marion.

B. Preliminary Alternatives Identified

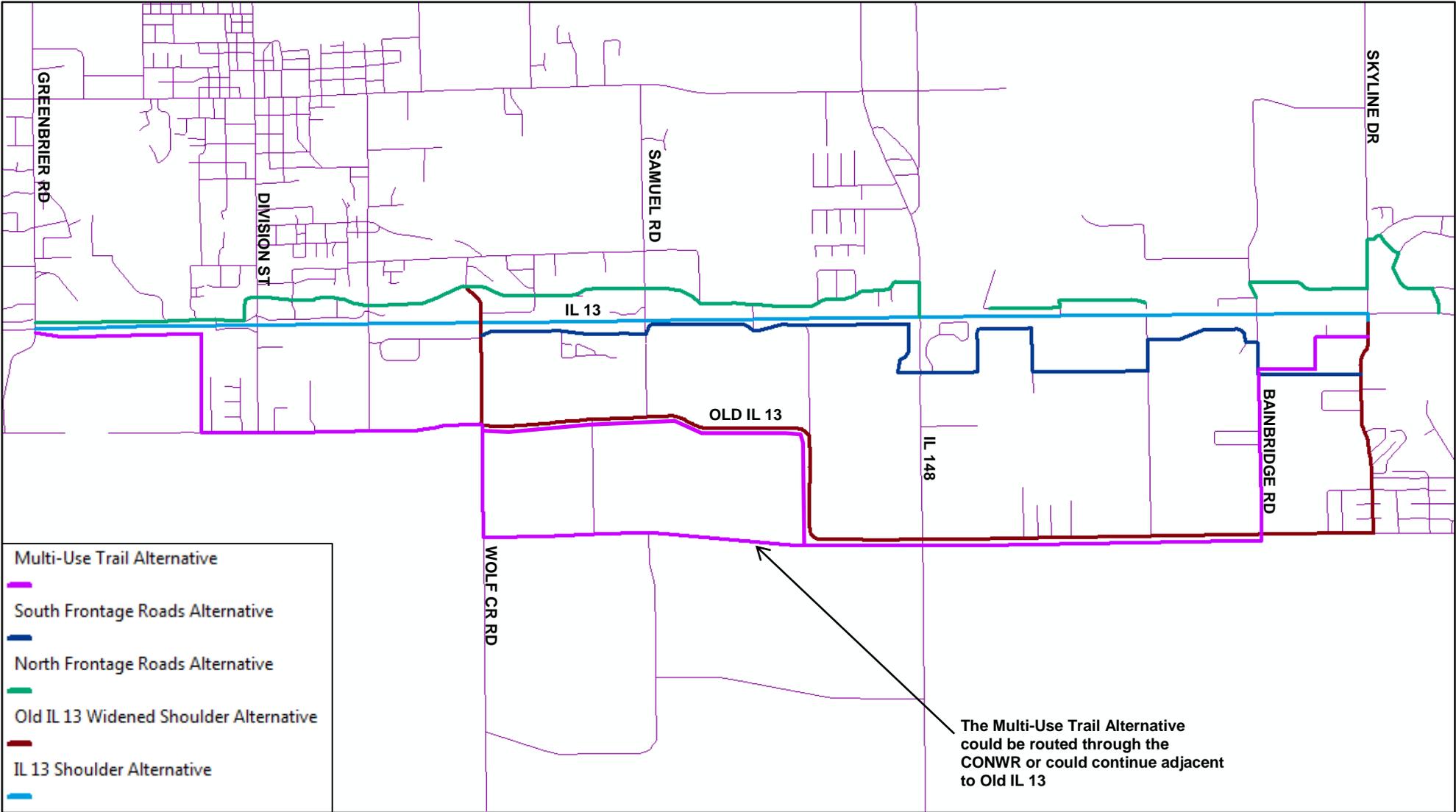
The study team identified 5 preliminary alternatives for consideration, these alternatives ranged from the use of existing shoulders to construction of a separated multi-use trail. The preliminary alternatives are listed below and shown in **Figure 4**:

- IL 13 – Using the existing shoulder
- Frontage roads north of IL 13 (Shared lanes with segments of multi-use trail)
- Frontage roads south of IL 13 (Shared Lanes with segments of multi-use trail)
- Old IL 13 (Use a widened shoulder)
- Multi-use trail along Old IL 13 with a potential segment through CONWR

A multi-use trail on or adjacent to IL 13 right of way was not considered for the full length of the study limits for the following reasons:

- For much of the corridor there is extensive commercial development adjacent to IL 13 making land acquisition for a trail impractical
- At several locations there are existing nearby parallel frontage roads which could be utilized as a shared facility at much less expense
- Where IL 13 has been expanded to 6 lanes the expansion has largely utilized the available right of way leaving little to no space for trail accommodation

FIGURE 4



C. Initial Screening of Alternatives

The initial screening of the preliminary alternatives was based on Safety, Bike Level of Service (BLOS) and how well the alternative met the study purpose and need. BLOS is a nationally used measure of on-road bicyclist comfort level. It is based on lane widths, shoulder widths, shoulder type, truck traffic volume, total traffic volume, posted speed and other factors. The data used for the BLOS determination was obtained from the Illinois Roadway Information System (IRIS) and is depicted graphically for each route in **EXHIBIT 4**. The BLOS method yields a rating from A to F with A being most suitable and F being least suitable. BLOS is also closely associated with the relative safety of the route (i.e. routes with higher comfort level are safer than routes with a lower comfort level). Bike Crashes in the study area are shown in **EXHIBIT 3**; there were no bike related crashes on any of the alternative routes during the years 2012 to 2016.

A summary of the preliminary analysis is shown in **Table 1** below:

TABLE 1			
ALTERNATIVE	BLOS	RELATIVE SAFETY	MEETS PURPOSE AND NEED
ILLINOIS 13 (Shoulder)	B to D	FAIR to POOR	POOR
North Frontage Roads	A to D	GOOD TO POOR	POOR
South Frontage Roads	A to C	GOOD TO FAIR	GOOD
Old IL 13 (Shoulder)	B to D	FAIR to POOR	POOR
Multi-Use Trail	A	GOOD	GOOD TO VERY GOOD

The study team recommended that the IL 13 Shoulder Alternative, North Frontage Road Alternative and Old IL 13 Shoulder Alternative all be eliminated from further consideration (See the Committee Meeting minutes in **EXHIBIT 9**). These alternatives do not provide the level of safety and attractiveness to a wide range of users that is desired for the facility. The South Frontage Road Alternative and Multi-Use Trail Alternatives were recommended for further analysis.

DETAILED ALTERNATIVE ANALYSIS

A. South Frontage Roads Alternative

a. General Description

From west to east, the South Frontage Road Alternative would begin at Greenbrier Road providing a connection to the existing trail along the frontage road that provides access to the Crab Orchard campground. The route would cross IL 13 with a marked pedestrian crossing at Greenbrier Road (see **Exhibit 5-4**) and would then extend eastward across the JALC campus. East of JALC a trail could be constructed along Plaza Drive and Commerce Drive to Division Street or alternatively an on road accommodation along Tippy Road could be utilized. The route would then follow the existing Multi-Use trail along Commerce Drive to Wolf Creek Road and utilizing the existing trail along Wolf Creek Road to cross over IL 13. From there the route would follow existing frontage roads along the south side of IL 13 with short segments of new Multi-Use trail needed between Samuel Road and Briggs Road and also between Briggs Road and Cox Drive. East of IL 148 the route would utilize existing frontage roads and short sections of Penecost Road, Bainbridge Trail and Skyline Drive, ending with a connection to the existing Multi-use trail at the Walton Way/Skyline Drive intersection (See **Figures 12-1** through **12-3**).

b. Safety & BLOS

As previously discussed, BLOS is closely associated with the relative safety of a route and by that measure the South Frontage Roads alternative would be expected to be a reasonably safe route for adult cyclists with the BLOS score ranging from “A” to “C” (see **EXHIBIT4-3**). Since much of this route utilizes the concept of a “Shared Lane” with motor vehicles, the route would not be safe for children. The roads utilized are relatively low speed with moderate traffic (ADT 1,150 to 3,950) so that experienced cyclists would not be uncomfortable using the route. Some areas of safety concern do exist and are discussed below:

IL 148 Crossing

IL 148 has an ADT of 9,200 at the proposed route crossing; in addition, there are heavy turning movements into Meadowland Parkway from northbound and southbound IL 148. The combination of high traffic volumes with multiple lanes (see **Figure 5**) and turning vehicles can result in cyclists being shielded from view by vehicles or vehicles shielded from view to cyclists.



FIGURE 5

Division Street Crossing

Similar to IL 148, Division Street has a relatively high ADT (9,300) at the proposed route crossing, with heavy turning movements and multiple turn lanes (see **Figure 6**). The combination of high traffic volumes with multiple lanes and turning vehicles can again result in cyclists being shielded from view by vehicles or vehicles shielded from view to cyclists.



FIGURE 6

IL 13 and Greenbrier Road Crossing

The IL 13 and Greenbrier Road crossing poses some safety concerns due to the high traffic volumes (24,000 ADT on IL 13 and 9,300 ADT on Greenbrier Rd), vehicle speeds and width of the crossing (see **Figure 7**). The intersection is signalized so a pedestrian/bike signal phase with a crosswalk could be implemented to increase the safety of the crossing.



FIGURE 7

c. Property Impacts

The South Frontage Road Alternative would have few impacts to private property. The only locations where property would need to be acquired would be on the south side of IL 13 between IL 148 and Samuel Road. Three narrow strips totaling about 3 acres would need to be acquired; these parcels are shown in **Figures 8** and **9** below. An agreement with JALC would also be needed for the multi-use trail on the JALC property.

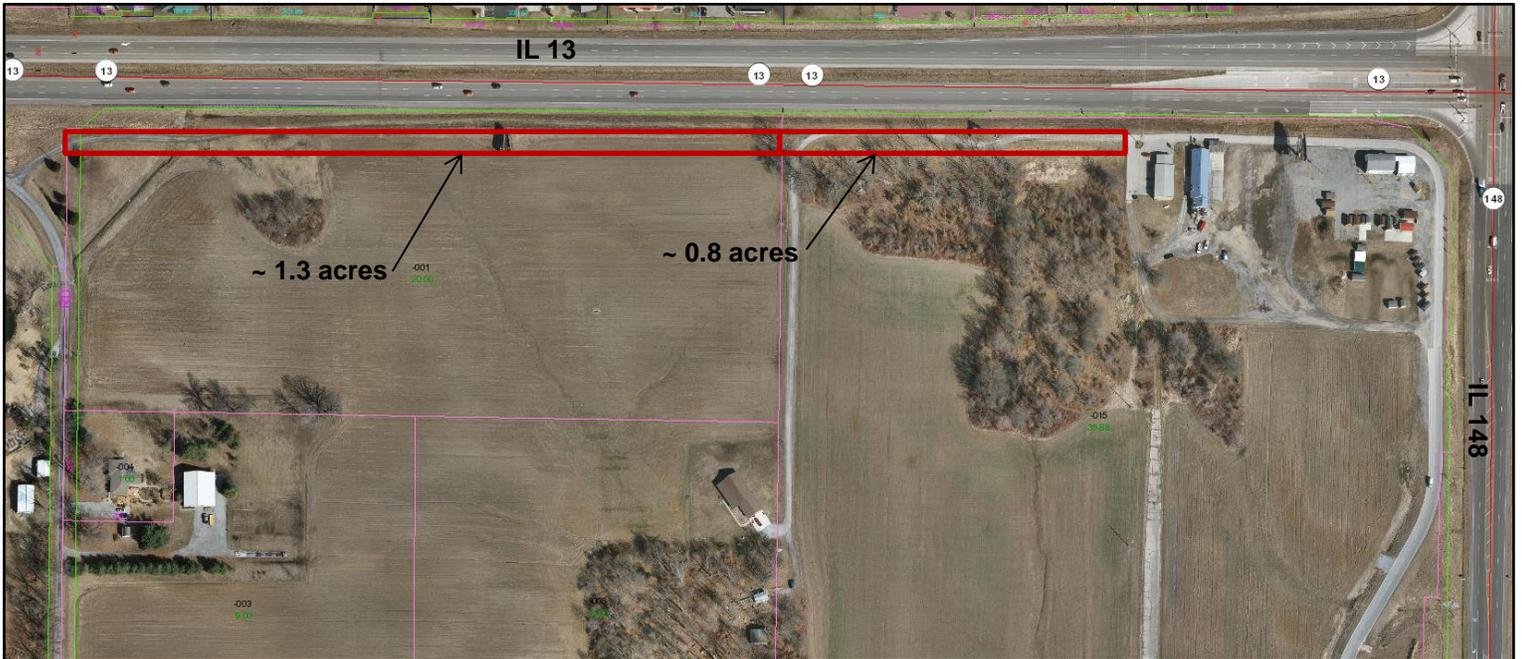


FIGURE 8

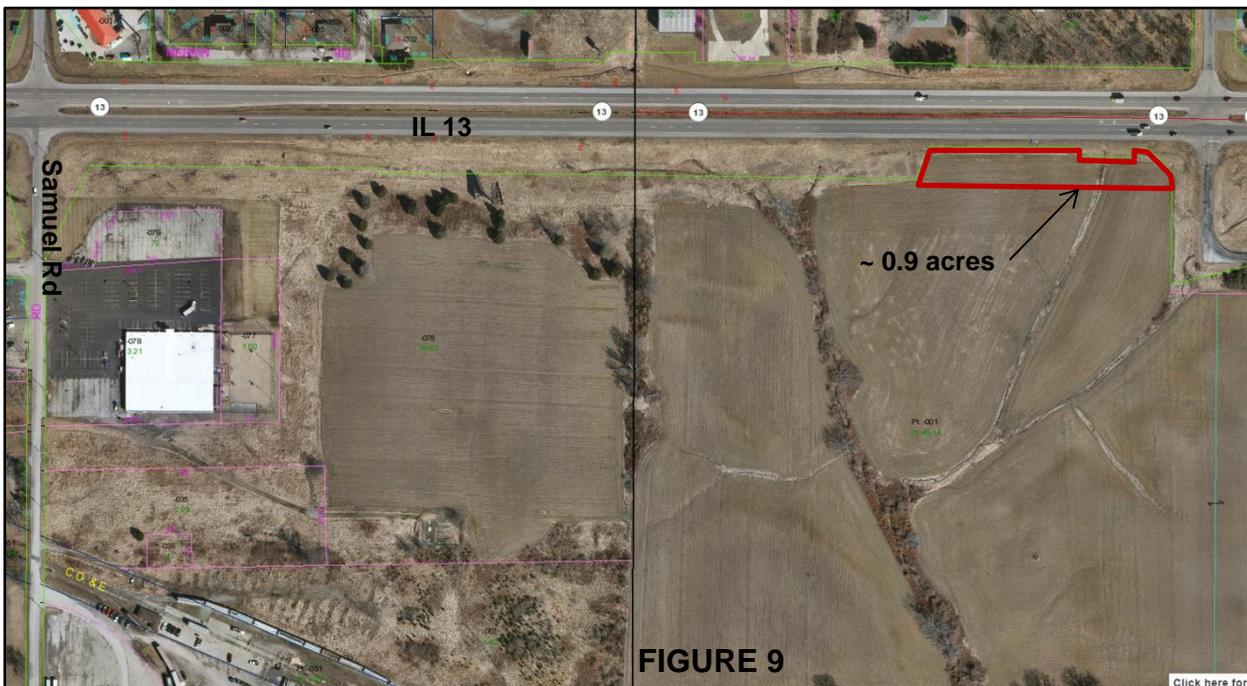


FIGURE 9

[Click here for](#)

d. Environmental

Since the South Frontage Road Alternative largely follows existing roadways or trails it would have minimal environmental impacts. The only location with the potential for impacts is the short section along Greenbrier Road on the CONWR property and the section across the JALC campus. The Illinois Department of Natural Resources EcoCat database was utilized to screen those areas for environmental resources. The results of the screening are shown in **EXHIBIT 6-1** and discussed below:

Threatened or Endangered Species:

No protected species were identified by the EcoCat tool within the South Frontage Road Alternative Corridor.

Wetlands:

Depending on the routing across the JALC campus the South Frontage Road Alternative has the potential to impact between 0.05 and 0.15 acres of Riverine wetlands as shown below in **Figure 10**. These minor impacts would not pose a significant obstacle to implementation of this alternative.

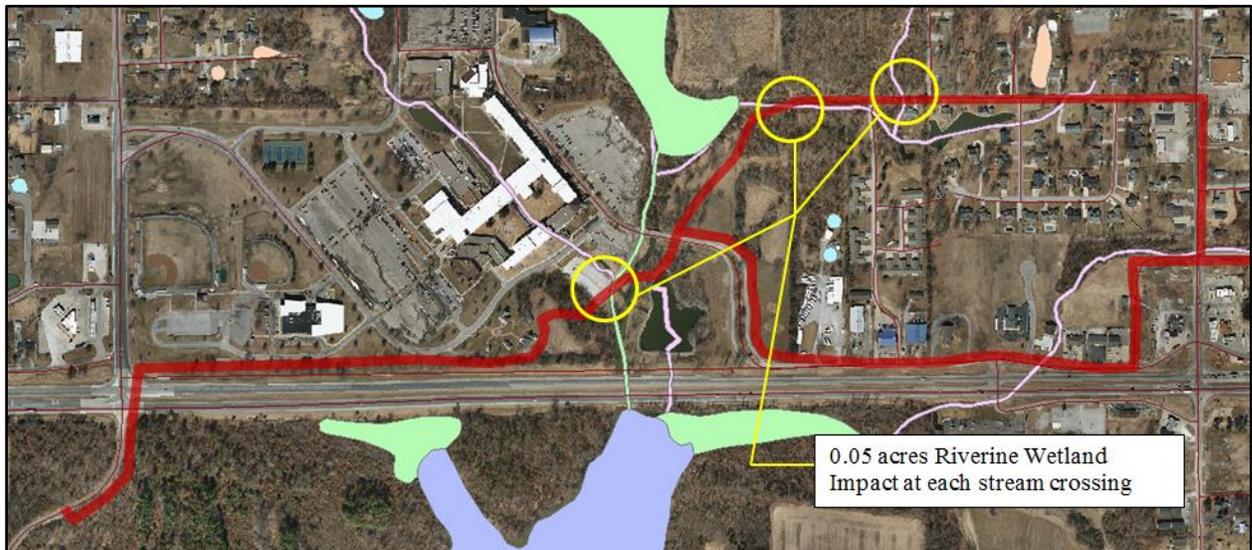


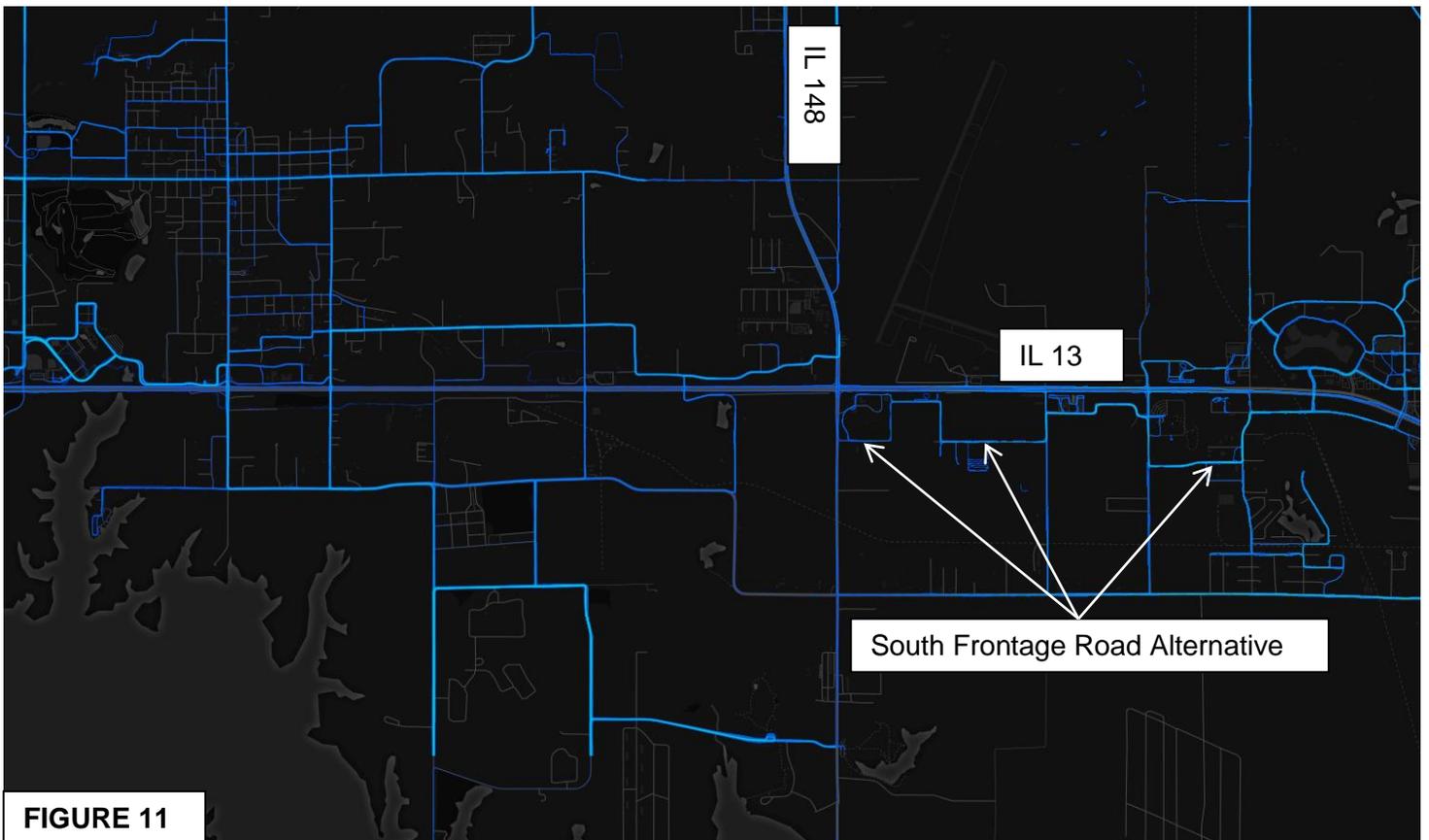
FIGURE 10

e. Projected Use

The South Frontage Road Alternative would be more appealing than cycling on the shoulder of IL 13. The rider would be away from the heavy

traffic and noise adjacent to the highway. The required north/south segments east of IL 148 do add some extra distance to this route (about 1 mile). This extra distance would not be detrimental for recreational and fitness users, but may inhibit use by commuters or cross country riders.

This route is currently being used by fitness and recreational riders as can be seen on STRAVA, which is a fitness phone app that records user's activities. These activities are uploaded and can be viewed in aggregate online at the STRAVA labs global heat map which plots these activities from users worldwide. **Figure 11** below shows these activities as a blue line, a brighter line indicates more activity.



The general consensus of the Study Group is that this alternative would see significant use but has the disadvantage of using on road accommodations which would result in significantly less use than the Multi-Use trail alternative. Many riders are not comfortable riding with traffic and families with children would also be unlikely to use the on road segments of the route.

f. Meets Purpose and Need

The stated purpose and need of this study is to identify a bike route that will meet IDOTs need for pedestrian and bike accommodation in the IL 13 corridor, provide a route that is safe for a wide range of cyclists and provide a route that is attractive for all users.

The South Frontage Road Alternative would fulfill IDOTs need for accommodation. Regarding safety, this alternative would be safe for experienced cyclists and for cautious adults and teens. The route would not be safe for children due to the on road accommodations and busy crossings. The route would be attractive to fitness riders as it is already used by this category of riders. Those riding by necessity may not use portions of the route due to the extra distance required.

In summary, this alternative would fulfill the overall purpose and need but the safety and attractiveness of the route are at a minimum acceptable level.

g. Cost

Since a significant portion of this alternative is located on existing roadways and trails the cost is relatively low. A complete implementation of this alternative is estimated to cost about \$2,300,000 with most of this cost resulting from construction of new multi-use trails west of IL 148 and across the JALC campus.

SOUTH FRONTAGE ROADS ALTERNATIVE



- SHARED LANE
- - - MULTI-USE TRAIL
- - - EXISTING MULTI-USE TRAIL

SOUTH FRONTAGE ROADS ALTERNATIVE



FIGURE 12-2

- SHARED LANE
- - - MULTI-USE TRAIL
- - - EXISTING MULTI-USE TRAIL

B. Multi-use Trail Alternative

a. General Description

From west to east, the Multi-Use Trail Alternative would also begin with a connection to the existing trail at Greenbrier Road and would then follow the same route as the South Frontage Roads Alternative to Wolf Creek Road and over IL 13 (see **Figure 16-1**). As shown in **Figure 4**, the Multi-Use Trail Alternative could also be routed along the south side of IL 13, turning northward west of Division Street and following the perimeter of CONWR all the way to Wolf Creek Road. The committee decided not to recommend this routing as the primary option due to its expense and potential environmental impacts. This routing is discussed further in the Supplemental Connections section of this report (see page 26). From the Wolf Creek Road/Old IL 13 intersection the route has two alternatives: one routing would extend south along Wolf Creek Road, turn east on Post Oak Road and then follow an abandoned roadway eastward to IL 148, the other routing would be constructed along the south side of Old IL 13 (see **Figure 16-2**). From IL 148 the route would be constructed parallel to Old IL 13 and could be constructed on an old railroad alignment or closer to Old IL 13 on an expansion of the existing roadway easement (see **Figure 16-3**). At Bainbridge Road, the route would turn north using a Multi-Use path on the east side of the roadway and then turn east on a multi-use path north of Commercial Road (see **Figure 16-3**). The route would then turn northward and extend to the IL 13 right of way (Golf Road Option) or turn eastward to connect with Bradford Lane (see **Figure 15**). Both options would involve either a purchase of right of way or an agreement with Heartland Regional Hospital. The Bradford Lane Option would also require acquisition of private property west of Bradford Lane.

b. Safety & BLOS

As previously discussed, BLOS is closely associated with the relative safety of a route and by that measure the off road sections of the Multi-Use Trail Alternative have the best possible score. Some safety concerns will exist at certain roadway crossings and from the Wolf Creek Road Overpass the same safety concerns at Division Street that were discussed for the South Frontage Roads Alternative would exist.

Old IL 13 Crossing

Old IL 13 has an ADT of about 7000 vpd at the proposed route crossing near Bainbridge Road (see **Figure 13**); in addition, there are heavy turning movements at the intersection as Bainbridge Road provides a primary north/south connection between IL 13 and Old IL 13. Bainbridge Road also provides the access to the Heartland Regional Medical Center. The relatively high traffic volumes and speed (speed limit 50mph) will pose a safety concern for cyclists and pedestrians and special safety measures (high visibility crossing, signage and lighting) will be needed.



FIGURE 13

IL 148 Crossing

IL 148 has an ADT of about 6300 vpd at the proposed route crossing south of Old IL 13. The intersection is signalized (see Figure 14) and a pedestrian phase could be added to improve the safety of the crossing. Due to the relatively high traffic volumes and speeds (speed limit 45mph on all approaches) it is recommended that the intersection have full pedestrian accommodations.



FIGURE 14

c. Property Impacts

The Multi-Use Trail Alternative would also have few impacts to private property since most of the trail would be constructed on an easement from the Crab Orchard National Wildlife Refuge. A small amount of right of way or temporary easement may be needed along the east side of Bainbridge Road and right of way would also be needed to extend the trail due west from Bradford Lane (see the Bradford Lane Extension in **Figure 15**), although this need could be avoided by turning the route northward along Golf Road and then eastward on the existing IL 13 right of way (Golf Road Option in **Figure 15**). Additionally, an agreement would be needed for the

portion of the route to be constructed on the Heartland Regional Hospital complex.

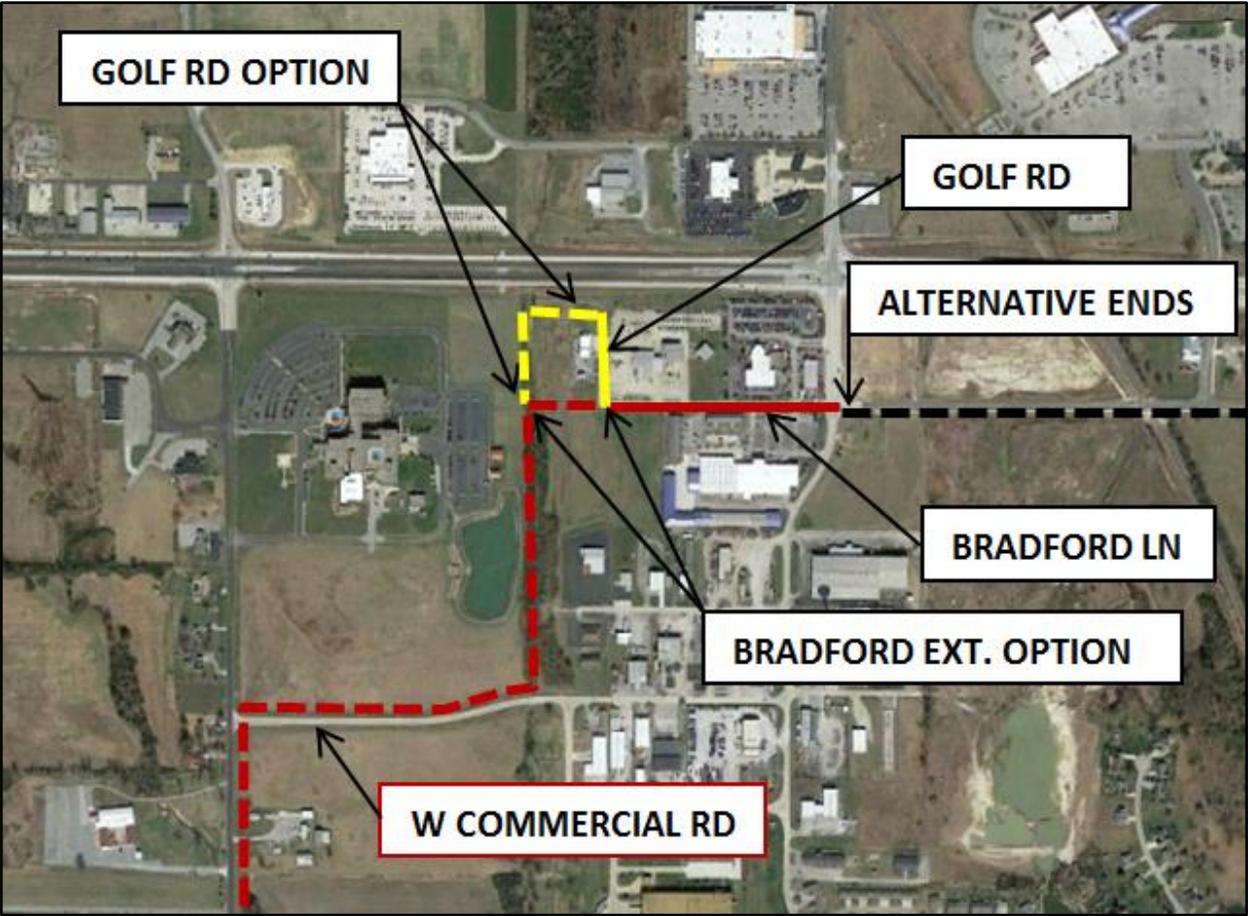


FIGURE 15

d. Environmental

Environmental impacts of the Multi-Use Trail Alternative would primarily occur on the Crab Orchard National Wildlife Refuge. The trail sections outside of the refuge follow existing roadway corridors or are on previously disturbed and developed ground. The Illinois Department of Natural Resources EcoCat database was utilized to screen the trail corridors for environmental resources. The results of the screening are shown in **EXHIBIT 6** and discussed below:

Threatened or Endangered Species:

Only one corridor segment was identified by EcoCat as having a presence of a threatened or endangered species. The corridor for the supplemental connection to the CONWR Visitor's Center may contain the plant species Dull Meadow Beauty (*Rhexia mariana*) which is listed as endangered in Illinois. Construction of this trail segment would require specific measures to locate and protect any occurrences of this species.

Significant tree removal would be involved if the routing adjacent to Old IL 13 is implemented. This would require a tree replacement plan and a seasonal restriction on tree clearing to protect the Indiana Bat.

Wetlands:

Wetland resources are identified in **EXHIBITS 7-1** through **7-12**. The Multi-Use trail alternative has the potential to impact three types of wetlands (Freshwater Forested/Shrub, Riverine and Lake) most of these impacts would occur on the CONWR. The quantity of the impacts would be relatively small with the Recommended Alternative affecting approximately 0.25 acres of Forested/Shrub wetlands and approximately 0.4 acres of Riverine wetlands. The quantity and location of the impacts will vary slightly depending on which option is chosen in the locations where there is an alternate routing.

The supplemental connections to the CONWR visitor's center and the Ritter Road Trail would have no wetland impacts. The supplemental connection to the Marion High School would impact approximately 0.5 acres of Forested/Shrub wetlands and between 0.06 and 0.12 acres of Riverine Wetlands. The supplemental connection between Wolf Creek Road and Greenbrier Road would impact 0.63 acres of Freshwater Forested/Shrub wetlands, 0.9 acres of Riverine wetlands and 0.2 acres of Lake Wetlands.

These wetland impacts would require an individual 404 permit from the US Army Corps of Engineers and a mitigation plan which would require wetland replacement at ratios to be determined during the permit application process.

e. Projected Use

Based on the various stakeholder interviews (see **EXHIBIT 8**) and the opinion of the committee, the Multi-Use Trail Alternative has by far the most potential for use. The Multi-Use Trail Alternative would appeal to casual riders, fitness riders and walkers and runners as well. This route offers the advantage of separating the trail users from traffic and providing an opportunity to view wildlife on the CONWR. This route would also have the potential to be a regional attraction similar to the Tunnel Hill Trail which brings tourists from a wide area for the outdoor recreation experience that the trail provides.

f. Meets Purpose and Need

The stated purpose and need of this study is to identify a bike route that will meet IDOTs need for pedestrian and bike accommodation in the IL 13 corridor, provide a route that is safe for a wide range of cyclists and provide a route that is attractive for users.

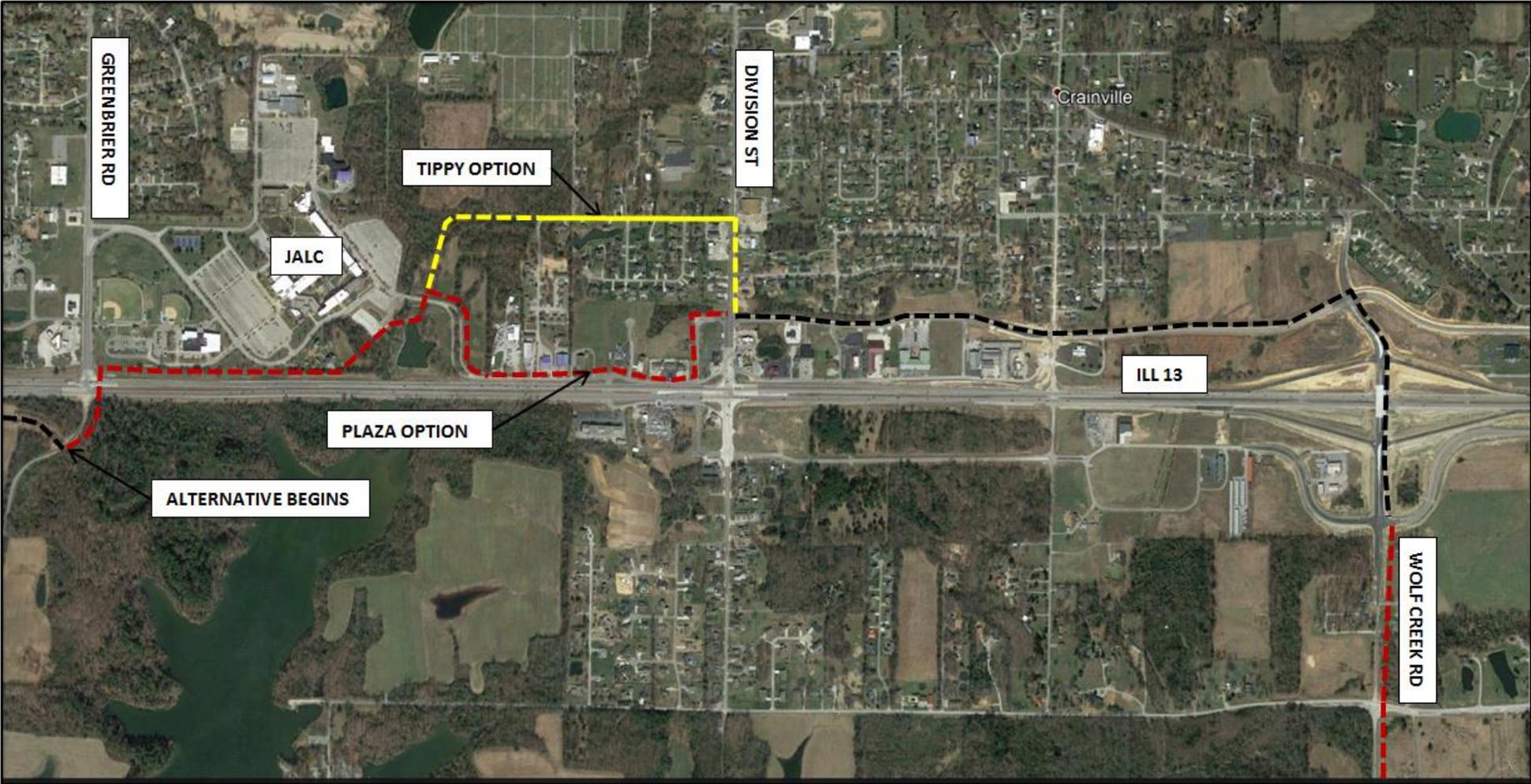
The Multi-Use Trail Alternative would fulfill IDOTs need for bike and pedestrian accommodation and this alternative provides for maximum safety by separating cyclists and pedestrians from the roadway. This alternative is also the most attractive for all user groups. Special attention to safety measures will be needed at the high volume crossings at Old IL 13, IL 148 and Division Street.

g. Cost

This alternative is more expensive than the South Frontage Roads Alternative since it involves much more new trail construction. A complete implementation of this alternative (excluding the supplemental connections) is estimated to cost about \$3,750,000.

MULTI-USE TRAIL ALTERNATIVE

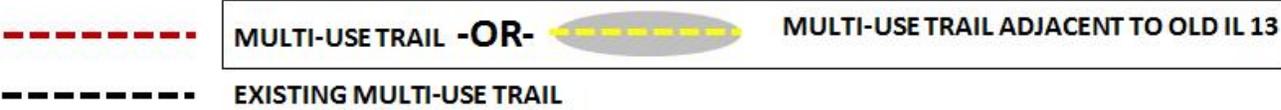
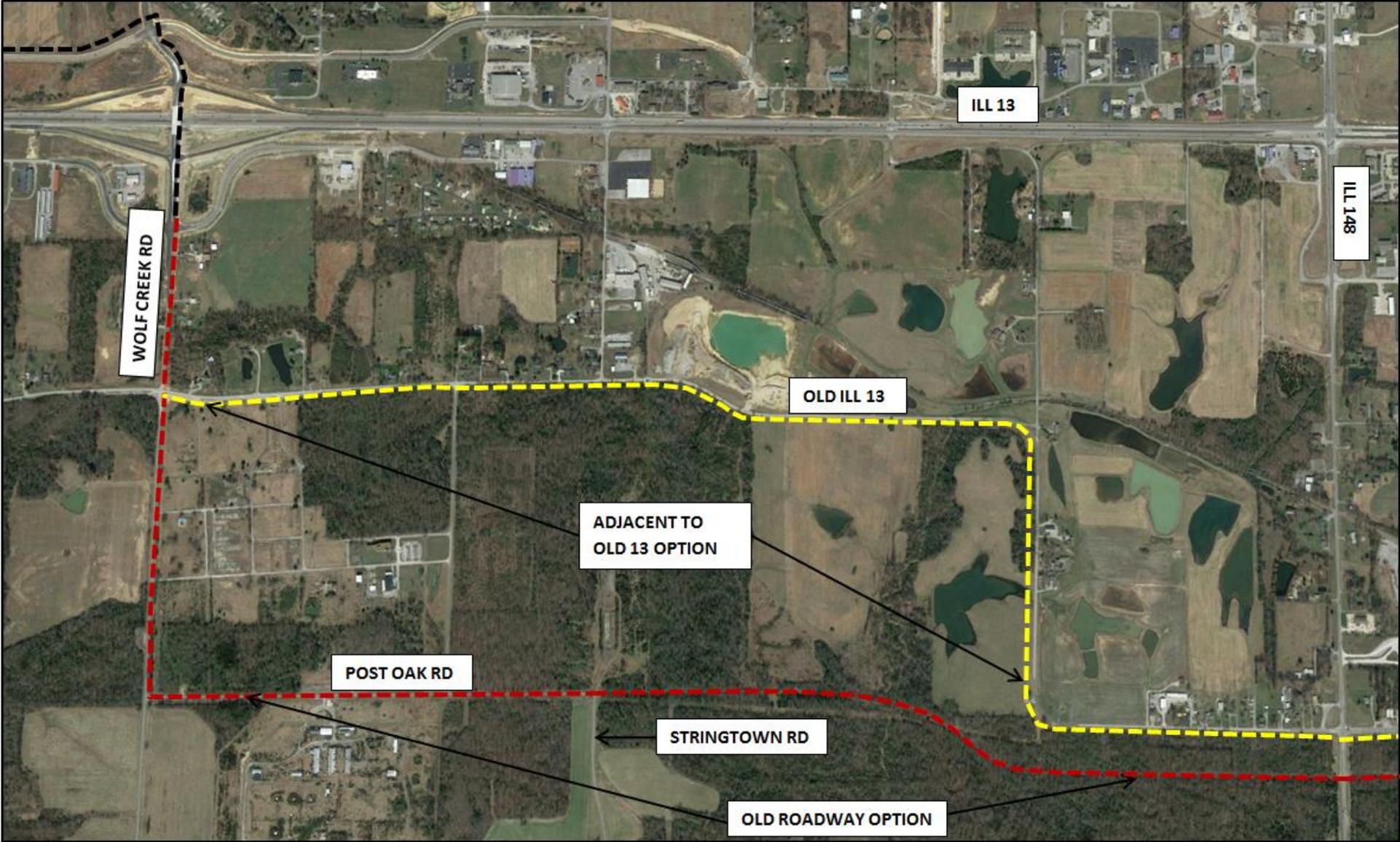
FIGURE 16-1



-  SHARED LANE
-  MULTI-USE TRAIL **-OR-**  MULTI-USE TRAIL OR SHARED LANE USING TIPPY ROAD OPTION
-  EXISTING MULTI-USE TRAIL

MULTI-USE TRAIL ALTERNATIVE

FIGURE 16-2



MULTI-USE TRAIL ALTERNATIVE

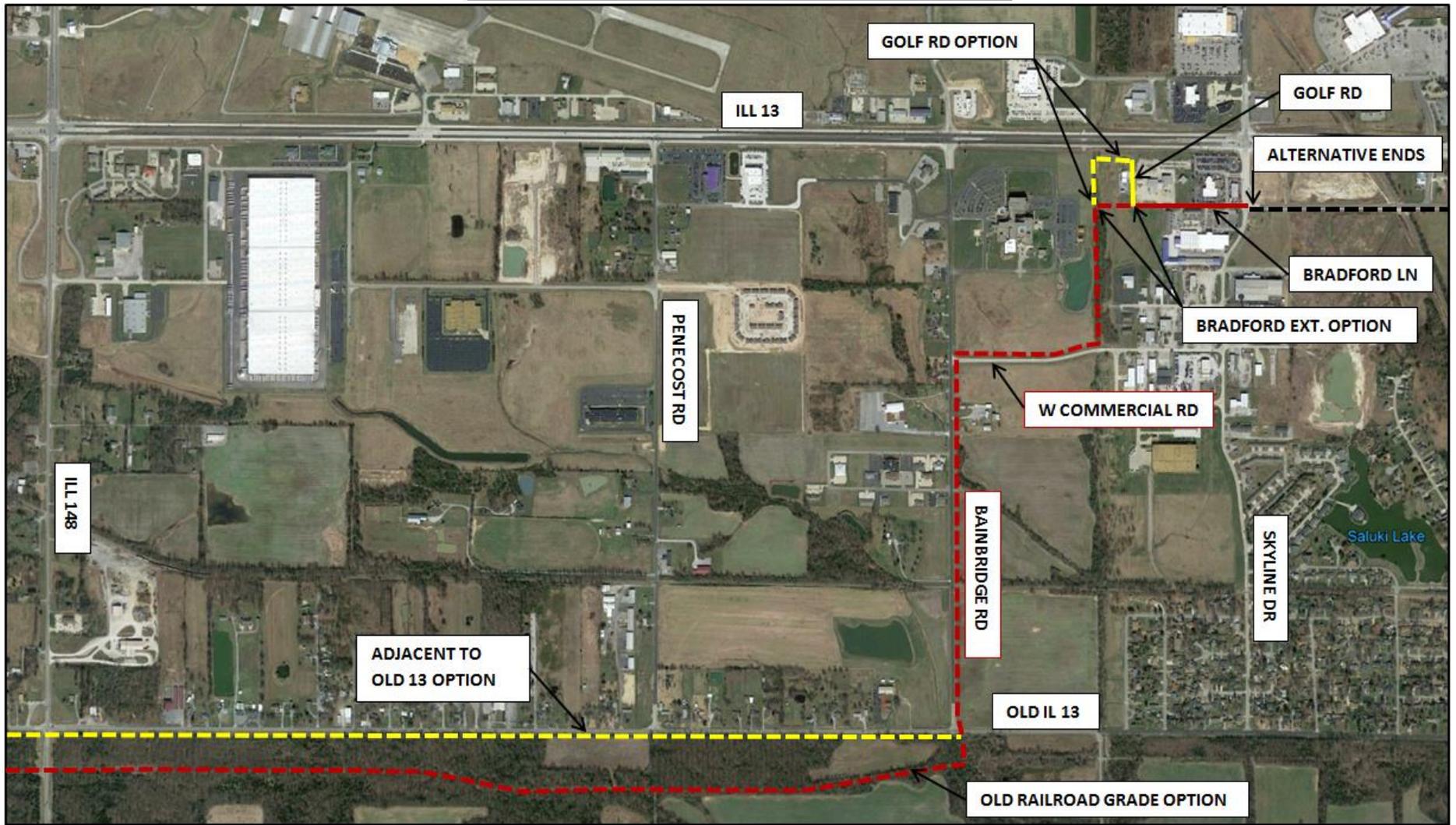


FIGURE 16-3

SUPPLEMENTAL CONNECTIONS

In addition to the stated purpose of this study of providing a route that is safe for a wide range of cyclists and will attract the most users. It is desirable for the route to be connected to other trails and important destinations in the study area. These “Supplemental Connections” are listed below in priority order.

a. Ritter Road Connection

The Multi-Use trail recently completed by IDOT as part of the IL 13 six lane expansion extends from Division Street eastward to an intersection with Fleming Road west of IL 148. IDOT has also constructed a Multi-Use trail along Ritter Road which extends northward from Rushing Drive. This configuration leaves a 0.3 mile gap in the bike and pedestrian accommodation as shown in **Figure 17** below.

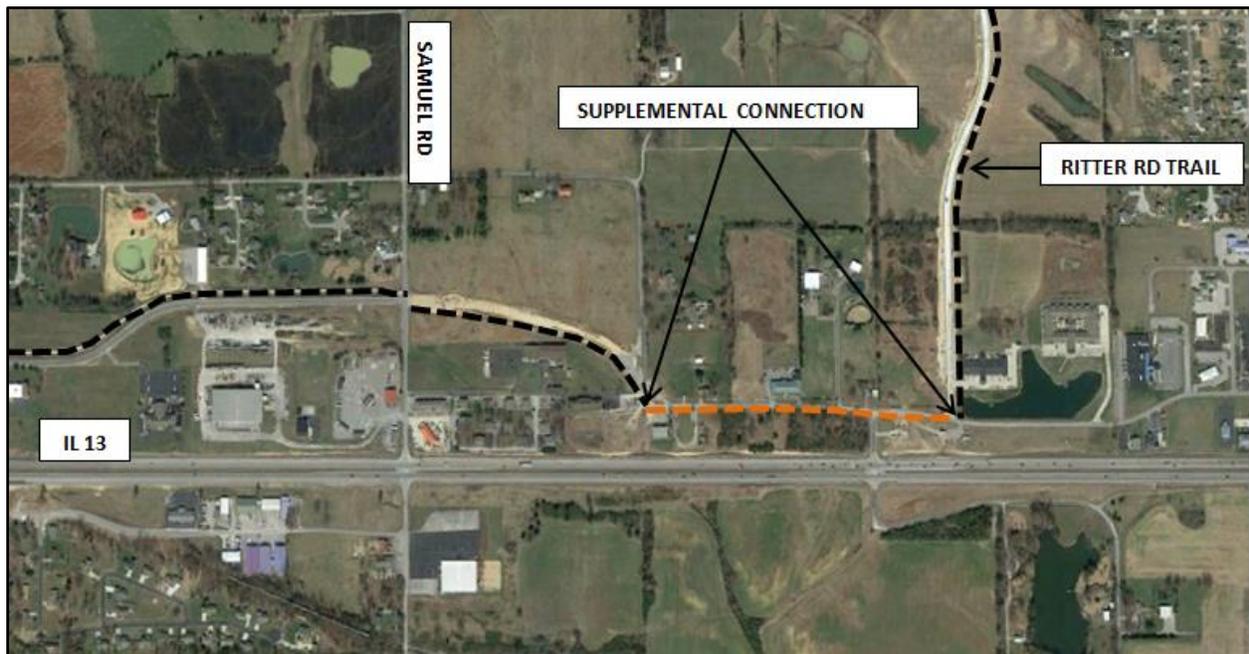


FIGURE 17

The estimated cost to close this gap is approximately \$500,000.

b. CONWR Visitor's Center Connection

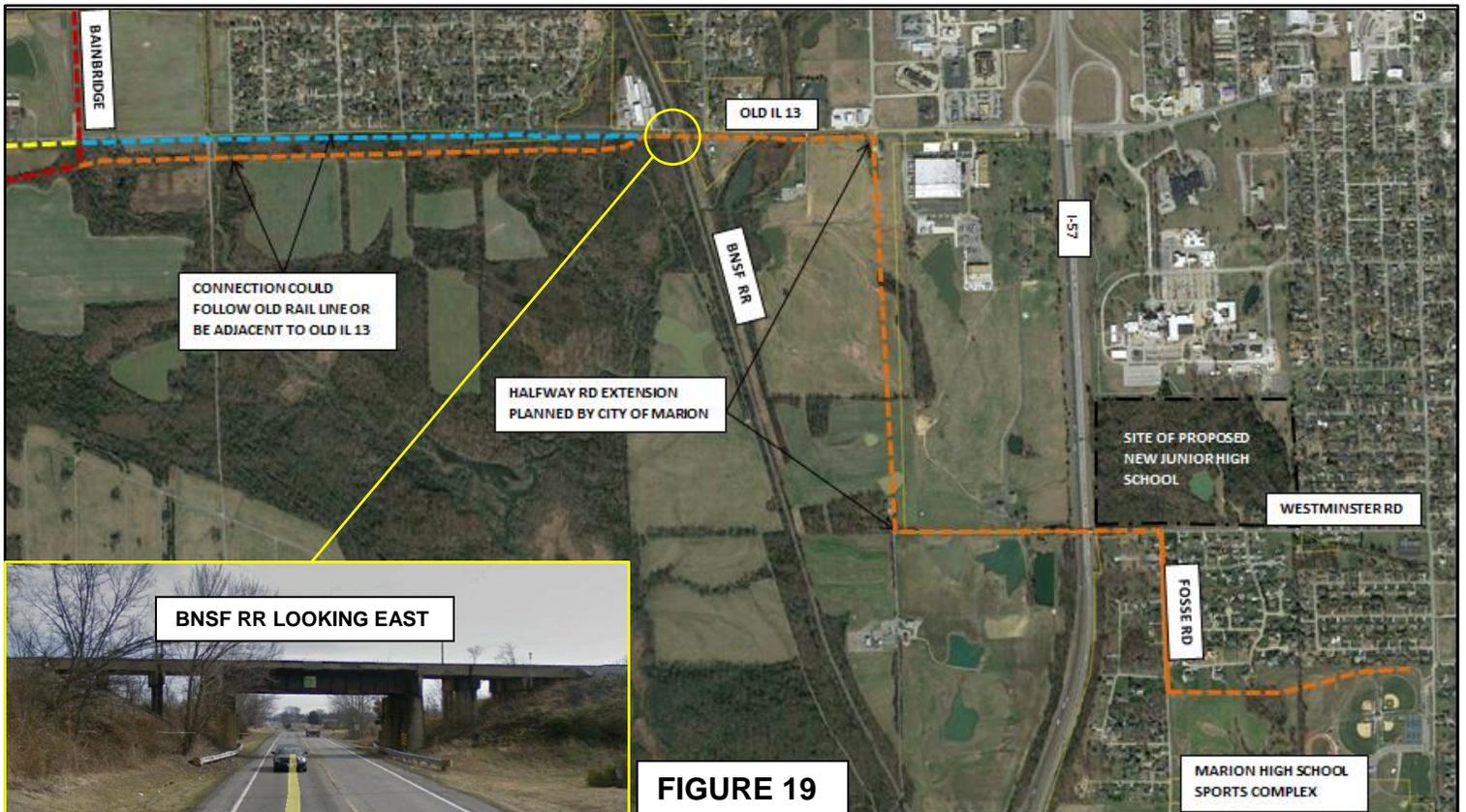
A connection to the CONWR visitor's center (see **Figure 18**) would add a family destination to the network and add to the trails attractiveness for tourists. This connection would be approximately 0.8 miles in length and is estimated to cost approximately \$500,000.



FIGURE 18

c. Marion High School Sports Complex Connection

The city of Marion has plans to extend Halfway Road southward to Westminster Drive. A Multi-use trail is planned for this extension and IDOT is planning to replace the existing Westminster bridge over Interstate 57 and a bike/pedestrian accommodation is planned for this structure replacement. A shared lane accommodation along Fosse Road, which is a low volume residential street, would provide access to the Marion High School Sports Complex linking the trail to a major destination (see **Figure 19**). This section of trail and shared roadway would be approximately 3.5 miles in length and is estimated to cost about \$2.5M. A substantial portion of these costs would be included in the separately planned and funded sections of trail along the Halfway Road extension and Westminster Drive structure replacement since these will be constructed independently of this bike route. This cost also does not include the replacement of the BNSF Railroad Bridge over Old IL 13 since this bridge will need to be replaced independently of any bike route construction and a pedestrian/bike accommodation would occur at that time. According to IRIS data this structure was constructed in 1900 and subsequently should be near the end of its service life. The existing span provides for only a 36' roadway width so bike and pedestrian accommodation will not be possible until the structure is replaced.



d. Greenbrier Road to Wolf Creek Road Connection

Due to the cost and potential impacts of a trail on the south side of IL 13 between Greenbrier Road and Division Street the committee decided that the Recommended Alternative should utilize the Wolf Creek Overpass and existing trail adjacent to the new frontage road. However, a Multi-Use trail extending west along Old IL 13 from Wolf Creek Road would be a desirable connection if the costs and environmental impacts could be overcome (see **Figure 20**). This connection would allow a cyclist to bike from the Illinois Center Mall in Marion to the University Mall in Carbondale with no need to cross IL 13 and with a very short segment along Bradford Lane as the only on road accommodation.

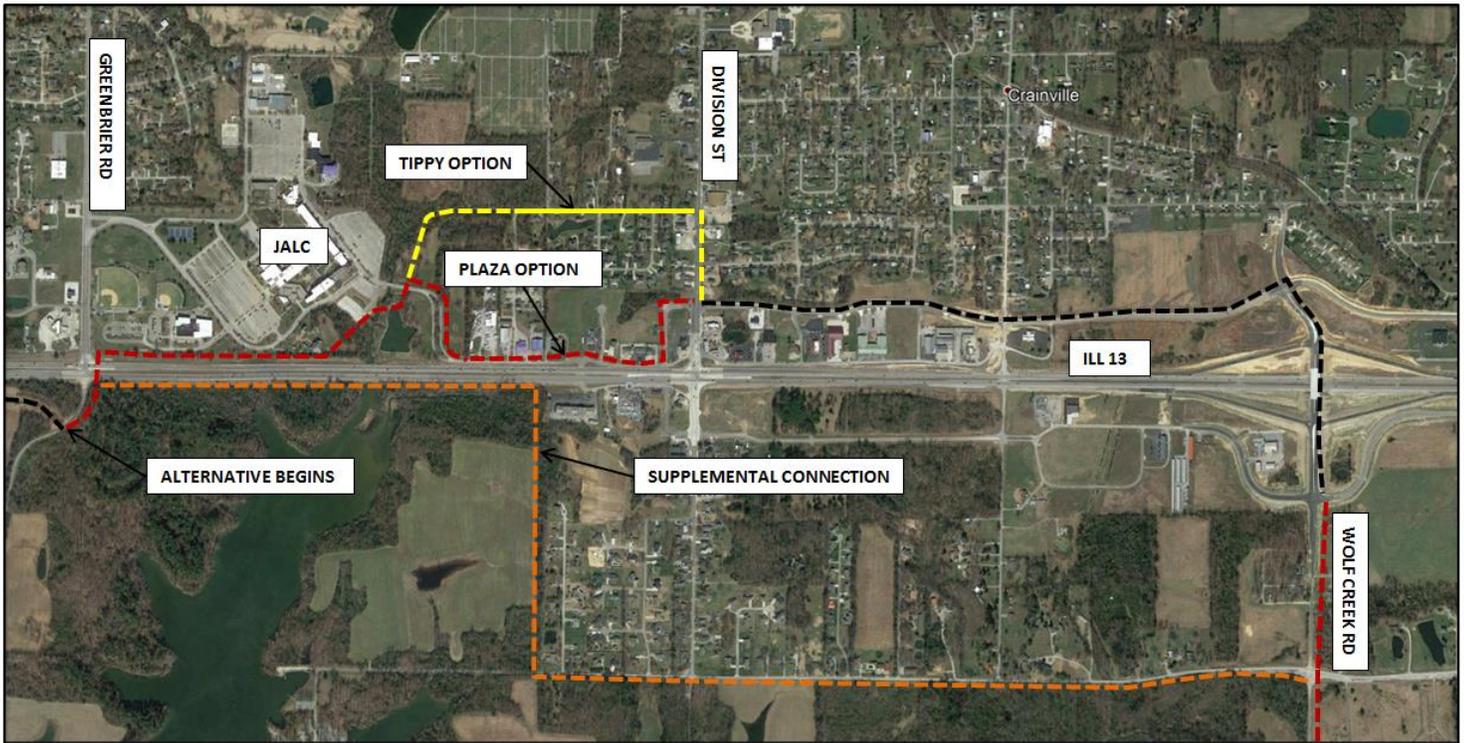


FIGURE 20

RECOMMENDED ALTERNATIVE

A. Recommended Alternative

Based on the results of the stakeholder meetings (see **EXHIBIT 8**) and the majority of the committee, there is a clear preference for the Multi-Use trail alternative. This alternative was judged to provide the most safety, potential for use and a more pleasant cycling or walking/running activity.

At the October 11, 2017 meeting of the committee the Multi-Use Trail Alternative was recommended for implementation (see **EXHIBIT 9-5**). A prioritized implementation plan is included in this report with preliminary cost estimates and suggested funding sources for each segment.

B. Recommended Supplemental Connections

The Study Team also recommends that all of the supplemental connections be pursued as opportunities become available to enhance the Preferred Alternative. These supplemental connections are not required for the plan to be implemented but would provide enhanced route connectivity.

The Preferred Alternative and recommended supplemental connections are depicted in **Exhibit 5**.

C. Prioritized Implementation Plan

A prioritized implementation plan for the Preferred Alternative and recommended supplemental connections is listed below. The plan identifies logical project segments and includes a preliminary cost estimate for each segment.

Prioritized Project List

1. Multi-Use Trail across JALC from Greenbrier Rd to Plaza Drive with pedestrian crossing at IL 13 and Greenbrier Road. Estimated Cost - \$600,000.
2. Multi-Use Trail along Wolf Creek Road from Donna Drive to Old IL 13. Estimated Cost - \$350,000
3. Multi-Use Trail along Old IL 13 from Bainbridge Road to IL 148. Estimated Cost - \$950,000.
4. Multi-Use Trail along Bainbridge Road and across Heartland Regional Medical Center to Bradford Lane. Estimated Cost - \$500,000 (\$260,000 if using the Golf Road Option).
5. Multi-Use Trail and shared lane accommodation across CONWR from Wolf Creek Road to IL 148 (Alternatively, a trail along Old IL 13 from Wolf Creek Road to IL 148). Estimated Cost - \$850,000 (\$2,000,000 if using the Option parallel to Old IL 13).
6. Multi-Use Trail along Plaza Drive to Division Street (Alternatively, a shared lane or bike lane along Tippy Road). Estimated Cost - \$500,000 for either option.

Prioritized Supplemental Connections

1. Connection to the Ritter Road trail. Estimated Cost - \$500,000.
2. Connection to the CONWR visitor's center. Estimated Cost - \$500,000.
3. Connection to the Marion High School sports complex. Estimated Cost - \$2.5M. A significant portion of this cost will be included in Marion's Halfway Road extension and IDOT's structure replacement of the Westminster overpass.
4. Multi-Use Trail along Old IL 13 from Wolf Creek Road westward to Lindbergh Lane and then northward to IL 13 and westward to Greenbrier Road. Estimated Cost - \$2.0 M.

EXHIBIT 1

PROJECT LOCATION & STUDY AREA

PROJECT LOCATION AND STUDY AREA

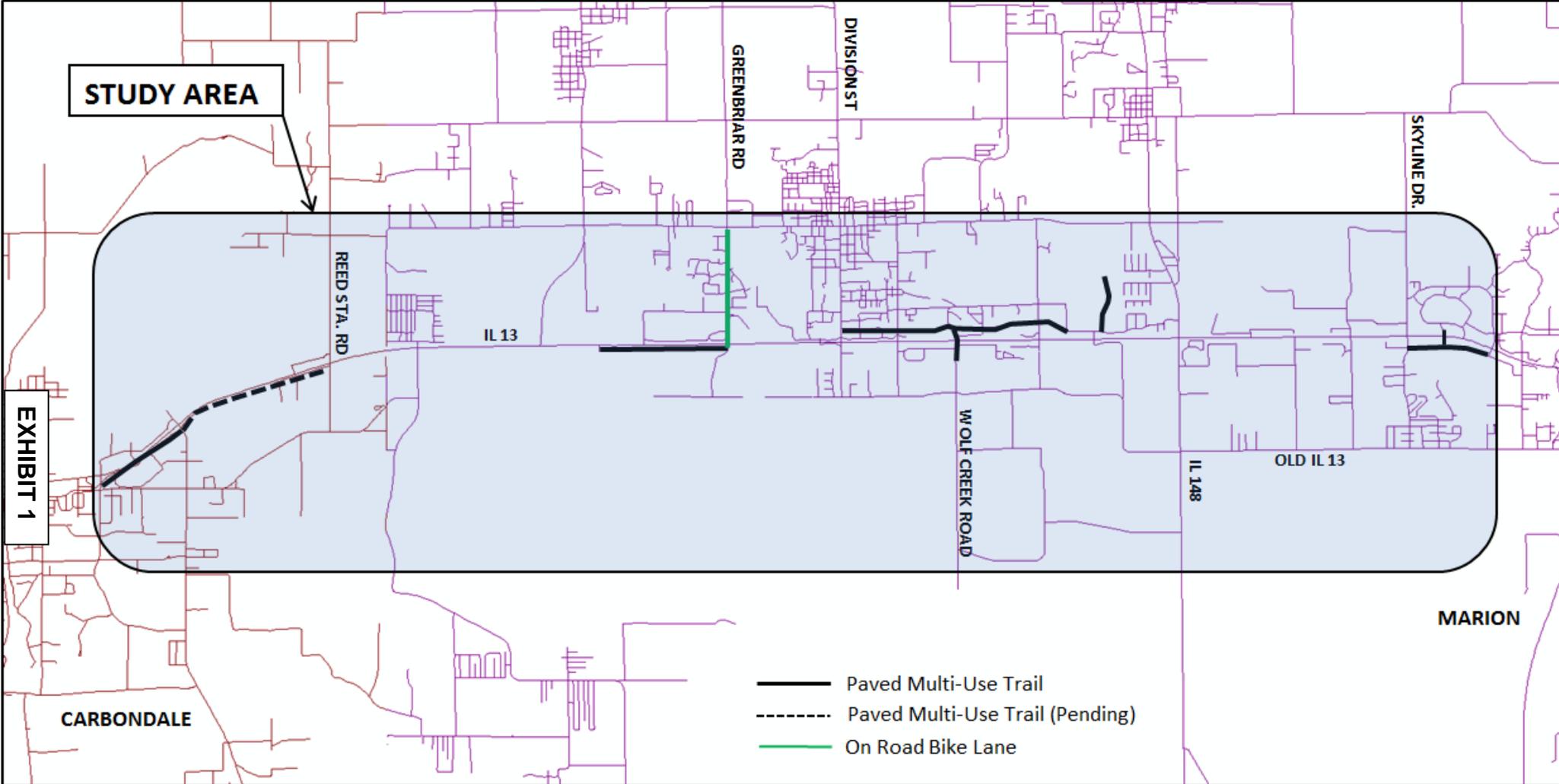


EXHIBIT 2

PRELIMINARY ALTERNATIVES

PRELIMINARY ALTERNATIVES

EXHIBIT 2

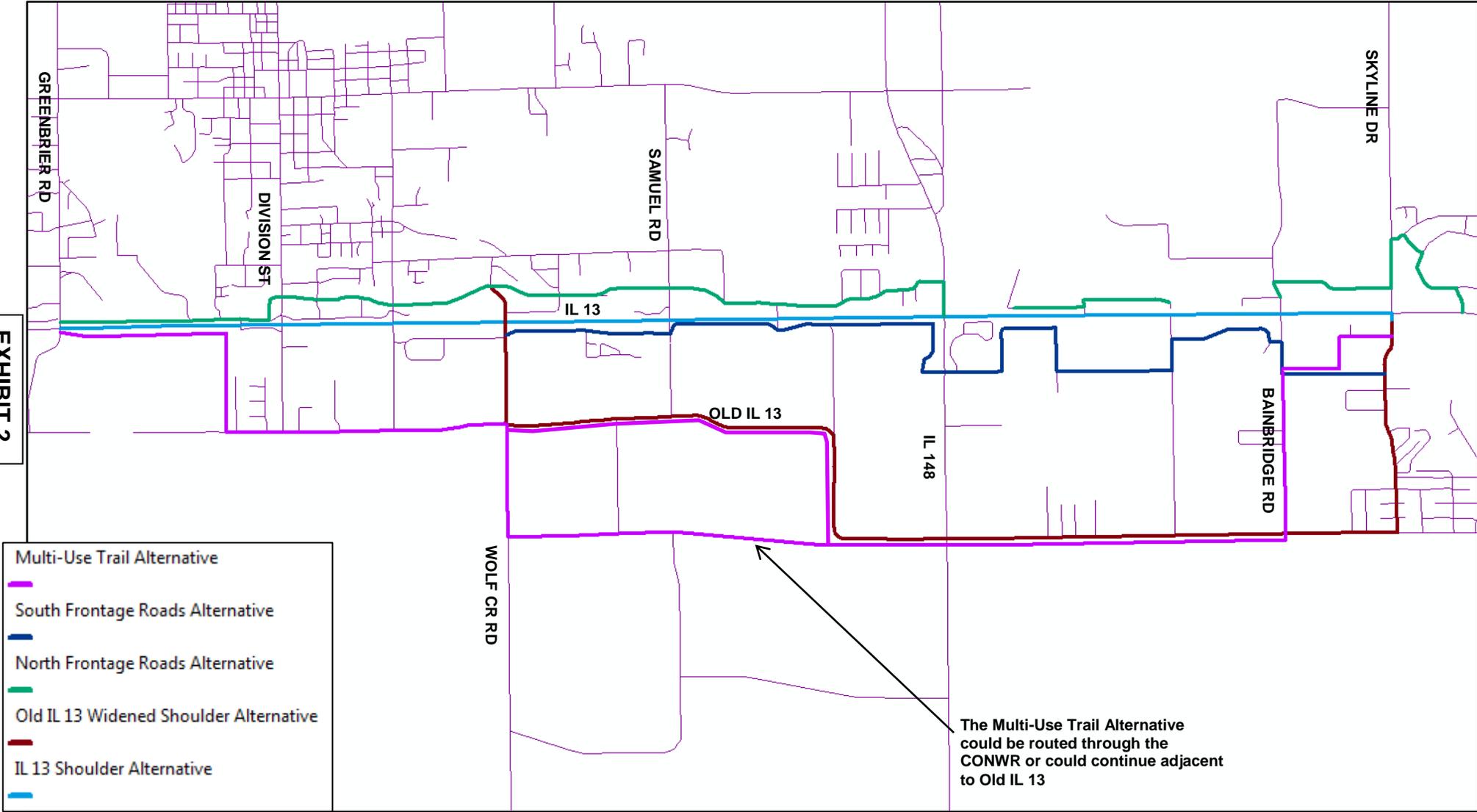


EXHIBIT 3

BIKE CRASHES IN THE STUDY AREA

2010 to 2016 BIKE CRASHES

EXHIBIT 3

STUDY AREA BEGINS
- GIANT CITY ROAD

STUDY AREA ENDS
- SKYLINE DRIVE

There were no recorded bike related crashes on any of the routes identified as potential alternatives.

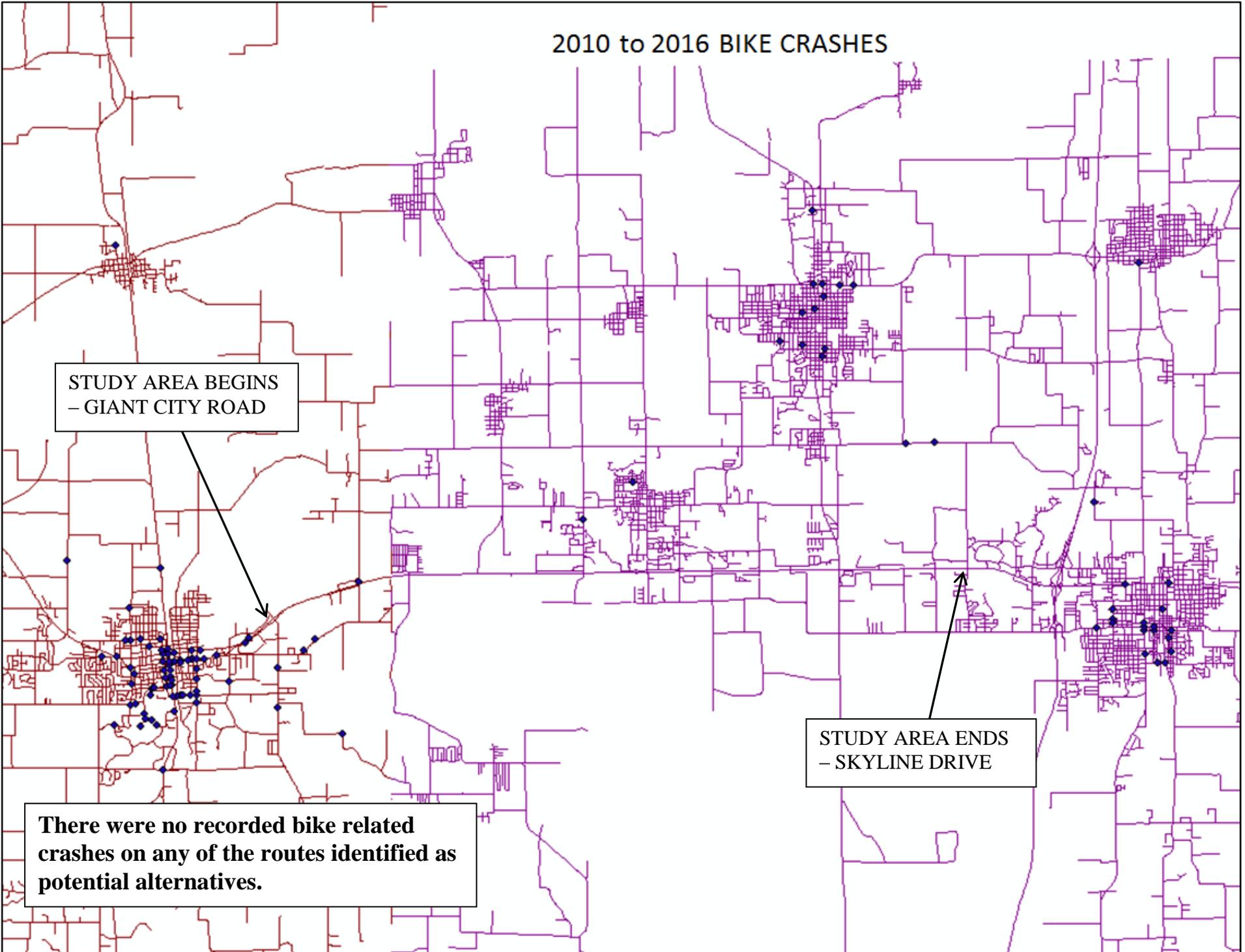
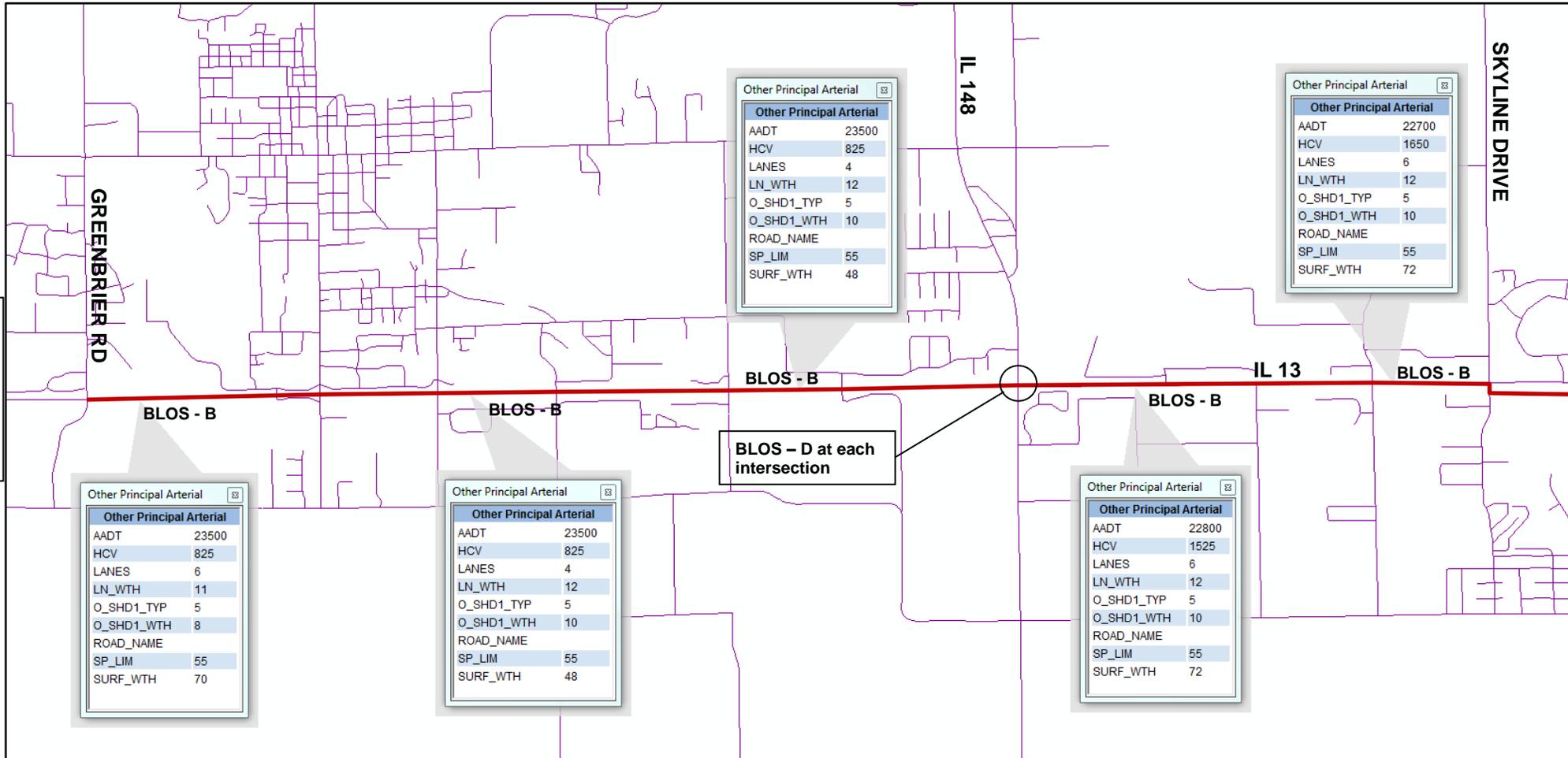


EXHIBIT 4

BLOS & IRIS DATA

IL 13 ROUTE (SHOULDER) – BLOS & IRIS DATA



NOTES: BLOS shown is for future conditions (10ft shoulder throughout). Between intersections IL 13 has a good BLOS rating, however, traversing the intersections is problematic, the shoulder is narrower (typically 6') due to the curbed islands. Through the intersections IL 13 has a BLOS of D.

NORTH FRONTAGE ROADS ALTERNATIVE – BLOS & IRIS DATA

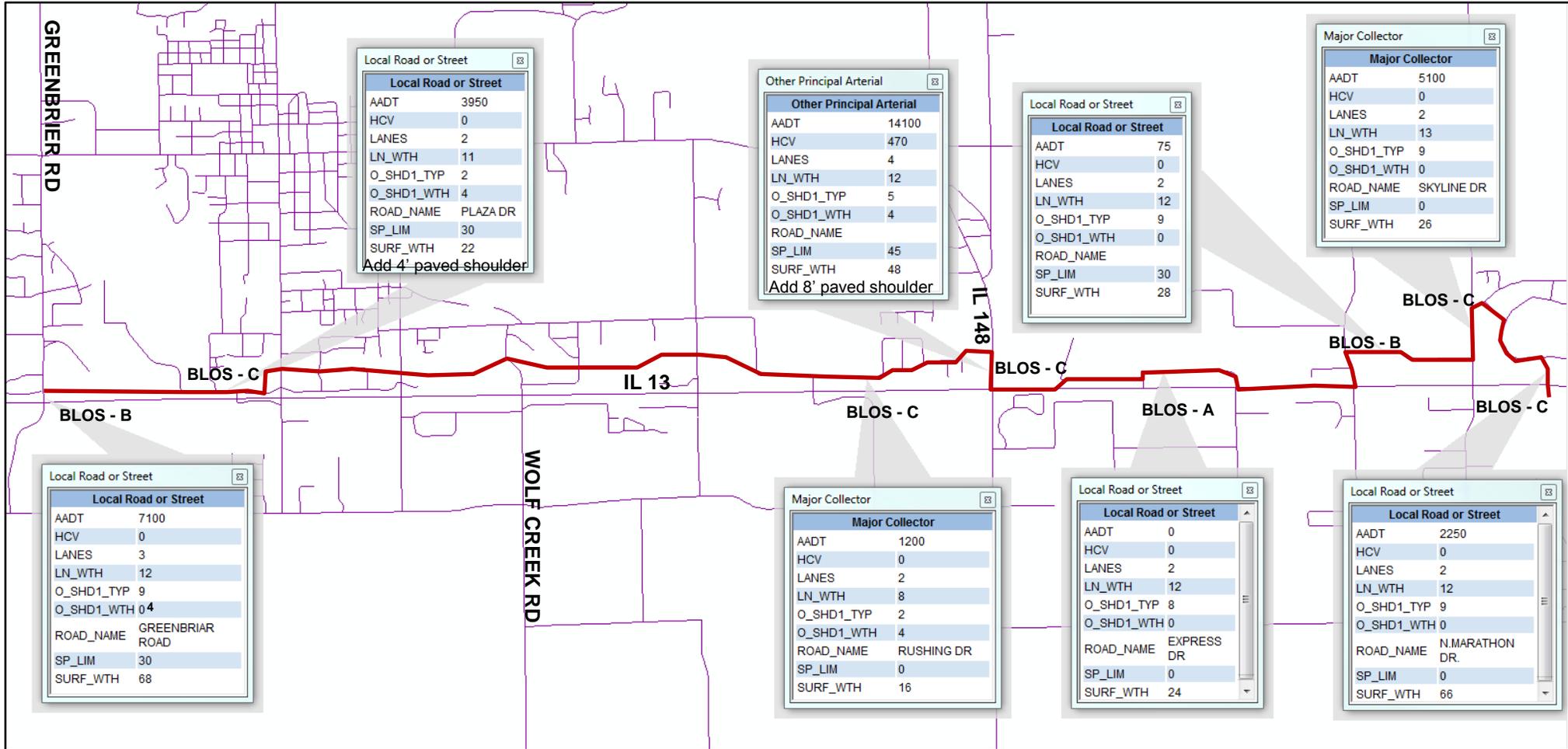


EXHIBIT 4-2

NOTES: BLOS shown is for existing conditions except where improvements are noted above. From west of Briggs Road to Division Street the existing Multi-Use trail would be used. The Multi-Use trail would have a BLOS of "A". The IL 13/148 intersection and IL 148/Rushing Drive intersections would have a BLOS of "D".

SOUTH FRONTAGE ROADS ALTERNATIVE - BLOS

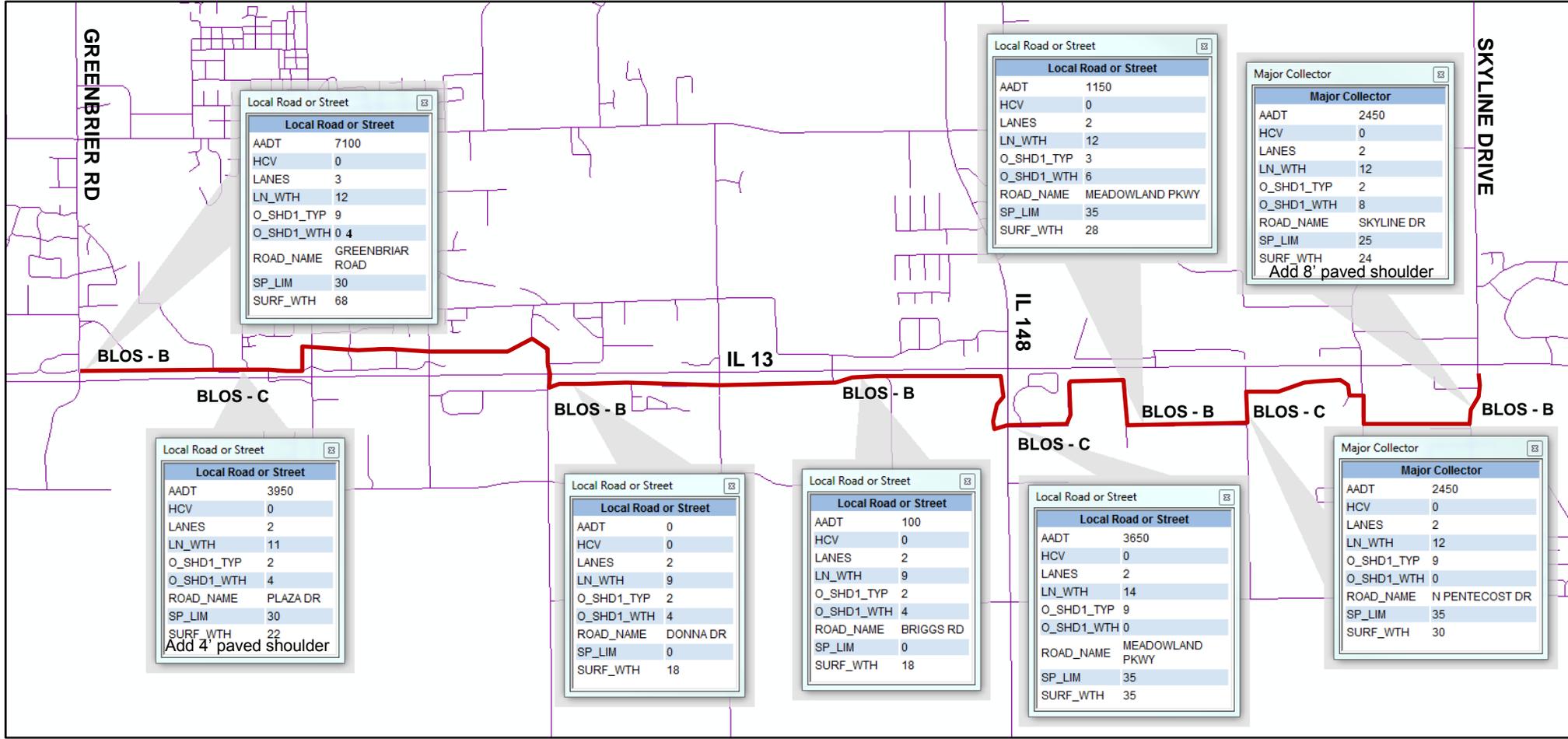


EXHIBIT 4-3

NOTES: BLOS shown is for existing conditions except where improvements are noted above. From Wolf Creek Road to Division Street the existing Multi-Use trail would be used. The Multi-Use trail would have a BLOS of "A".

OLD IL 13 (SHOULDER) ALTERNATIVE - BLOS

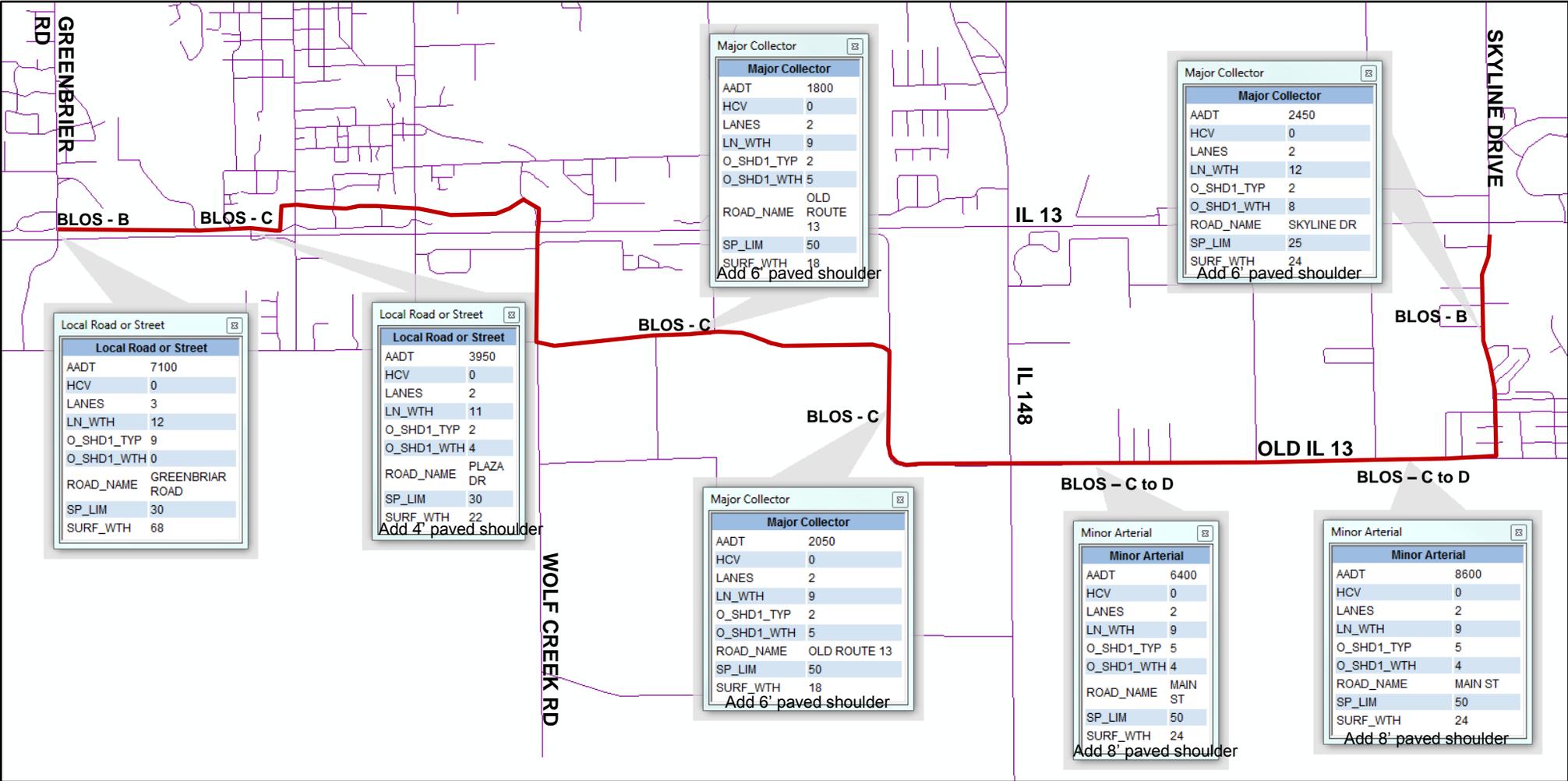
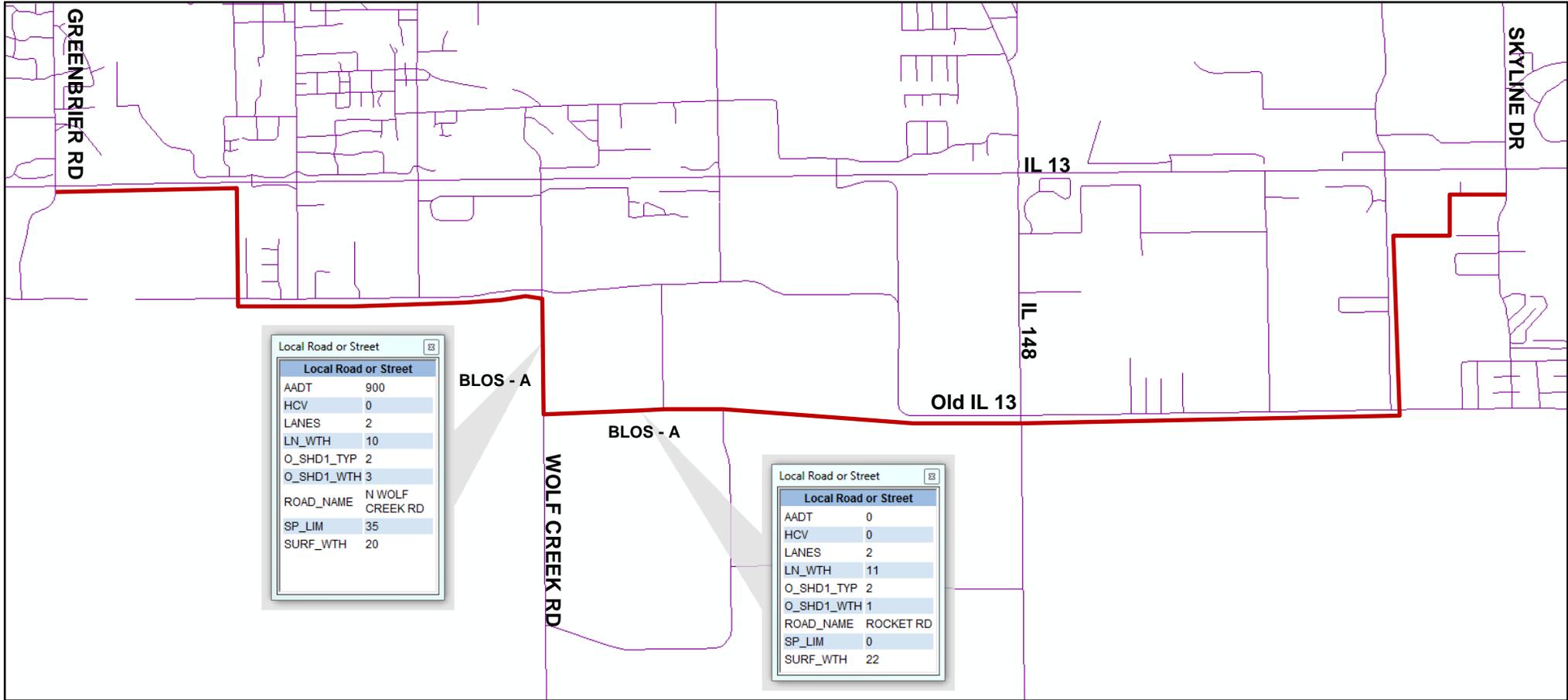


EXHIBIT 4-4

NOTES: BLOS shown is for existing conditions except where improvements are noted above. From Wolf Creek Road to Division Street the existing Multi-Use trail would be used. The Multi-Use trail would have a BLOS of "A".

MULTI-USE TRAIL ALTERNATIVE - BLOS



NOTES: BLOS shown is for existing conditions except where improvements are noted above. Details for on road sections are noted above. The off road sections of Multi-Use trail would have a BLOS of "A" throughout.

MULTI-USE TRAIL ALTERNATIVE USING THE WOLFCREEK OVERPASS - BLOS

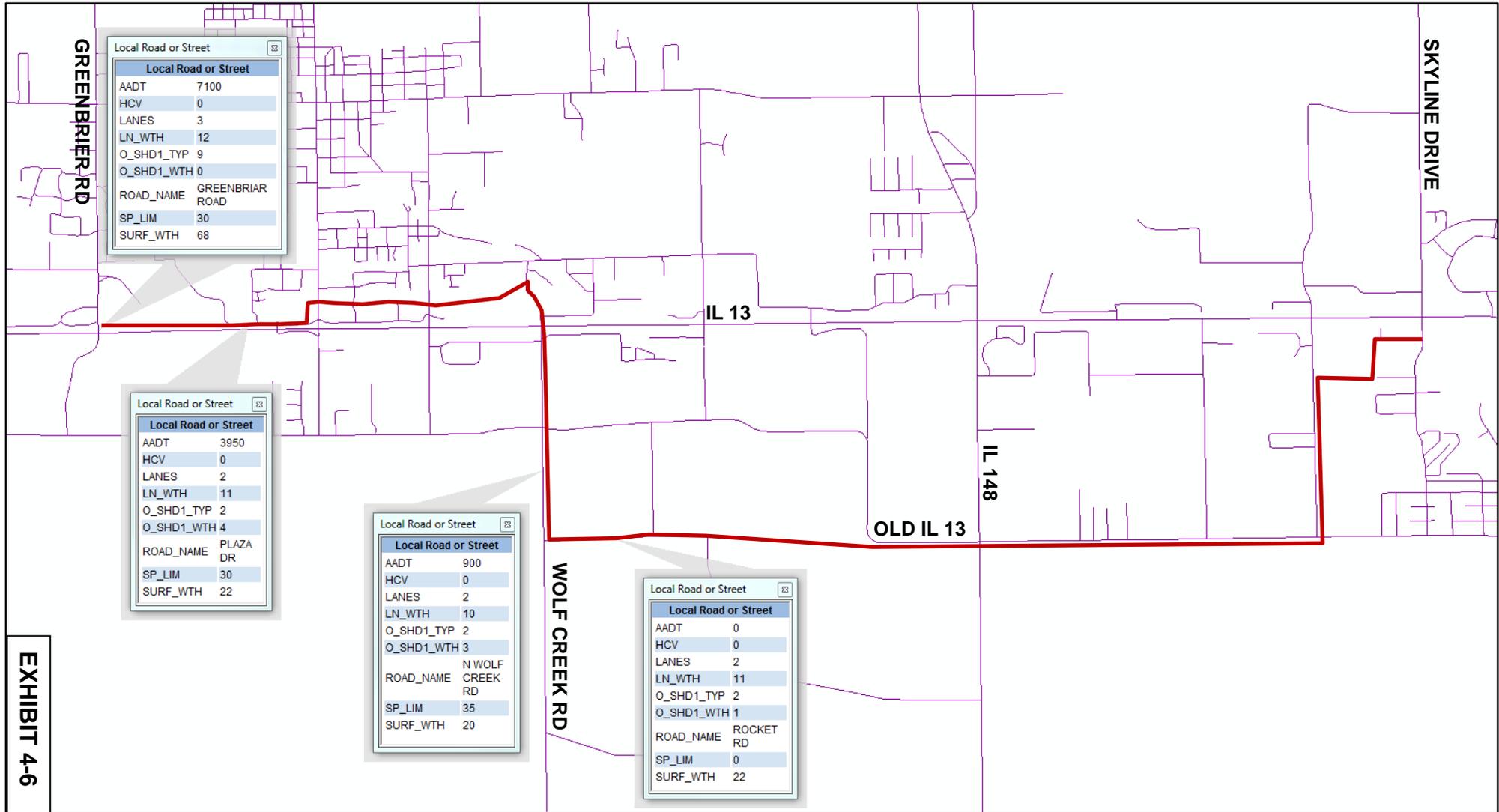


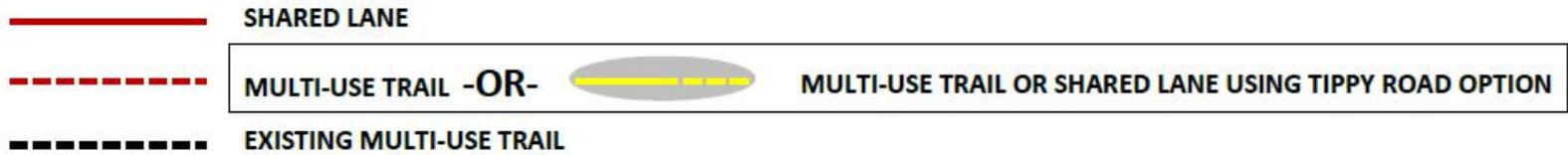
EXHIBIT 4-6

NOTES: BLOS shown is for existing conditions except where improvements are noted above. Details for on road sections are noted above. The off road sections of Multi-Use trail would have a BLOS of "A" throughout.

EXHIBIT 5

RECOMMENDED ALTERNATIVE

MULTI-USE TRAIL ALTERNATIVE



MULTI-USE TRAIL ALTERNATIVE

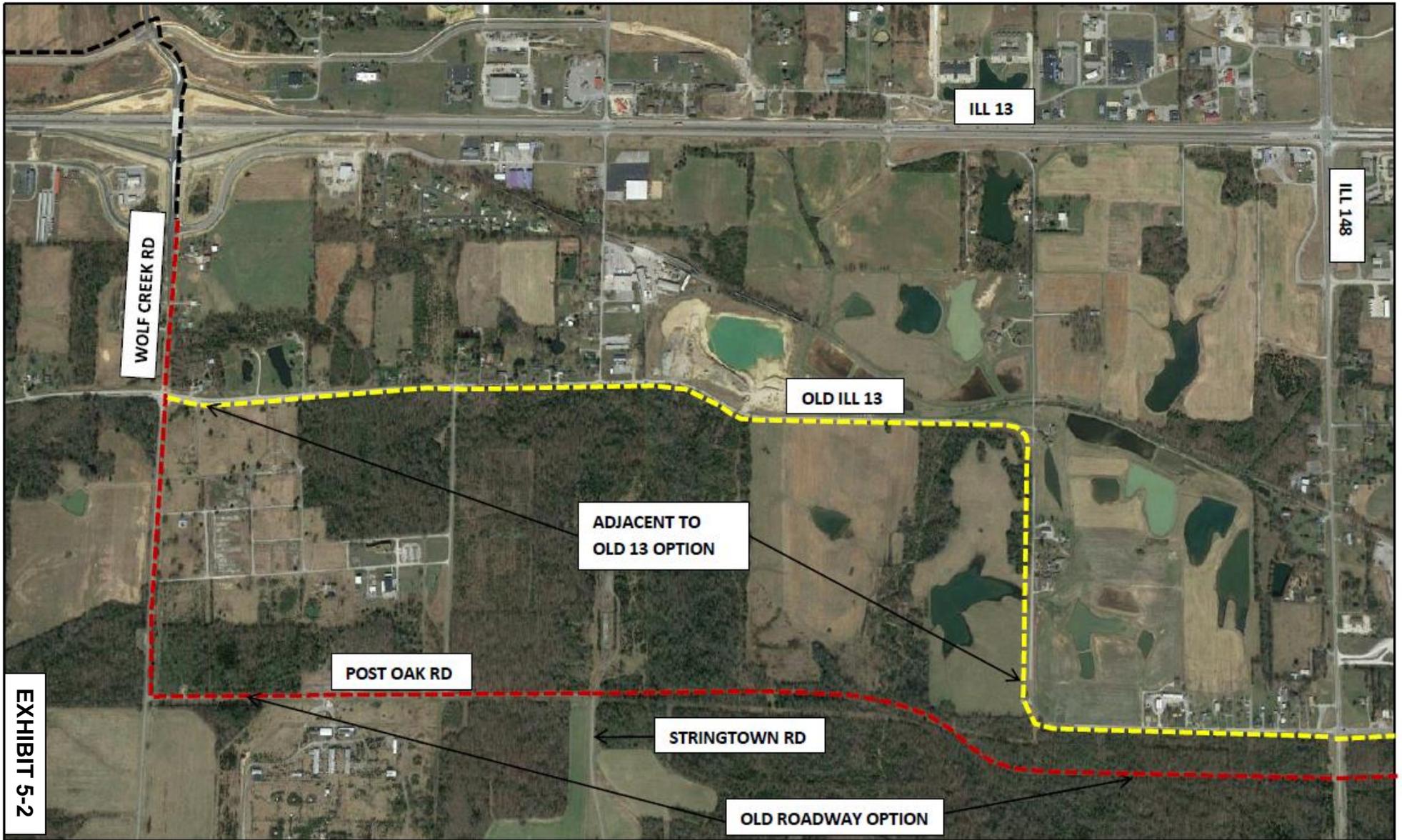
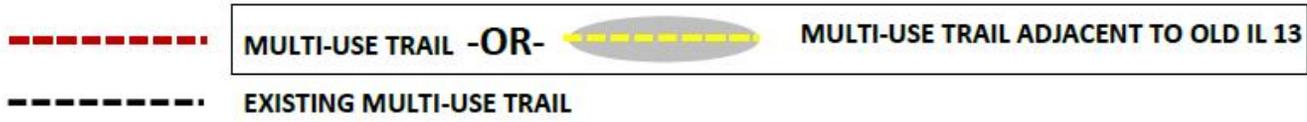
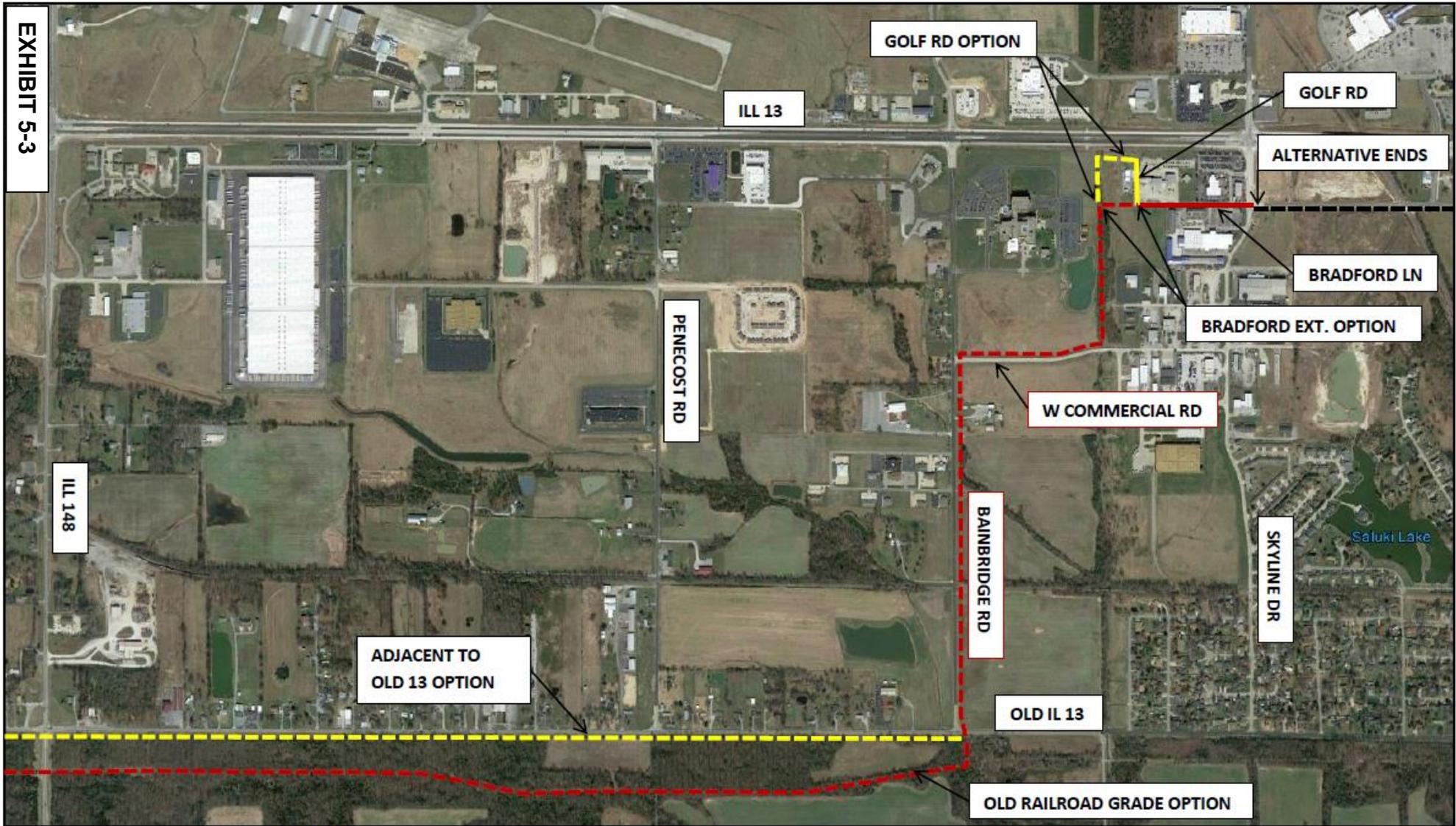


EXHIBIT 5-2



MULTI-USE TRAIL ALTERNATIVE

EXHIBIT 5-3



- SHARED LANE
 EXISTING MULTI-USE TRAIL
- MULTI-USE TRAIL -OR-
 MULTI-USE TRAIL ADJACENT TO OLD IL 13
- MULTI-USE TRAIL -OR-
 GOLF ROAD OPTION SHARED LANE & MULTI-USE TRAIL

DETAIL OF IL 13/GREENBRIER ROAD PEDESTRIAN CROSSING

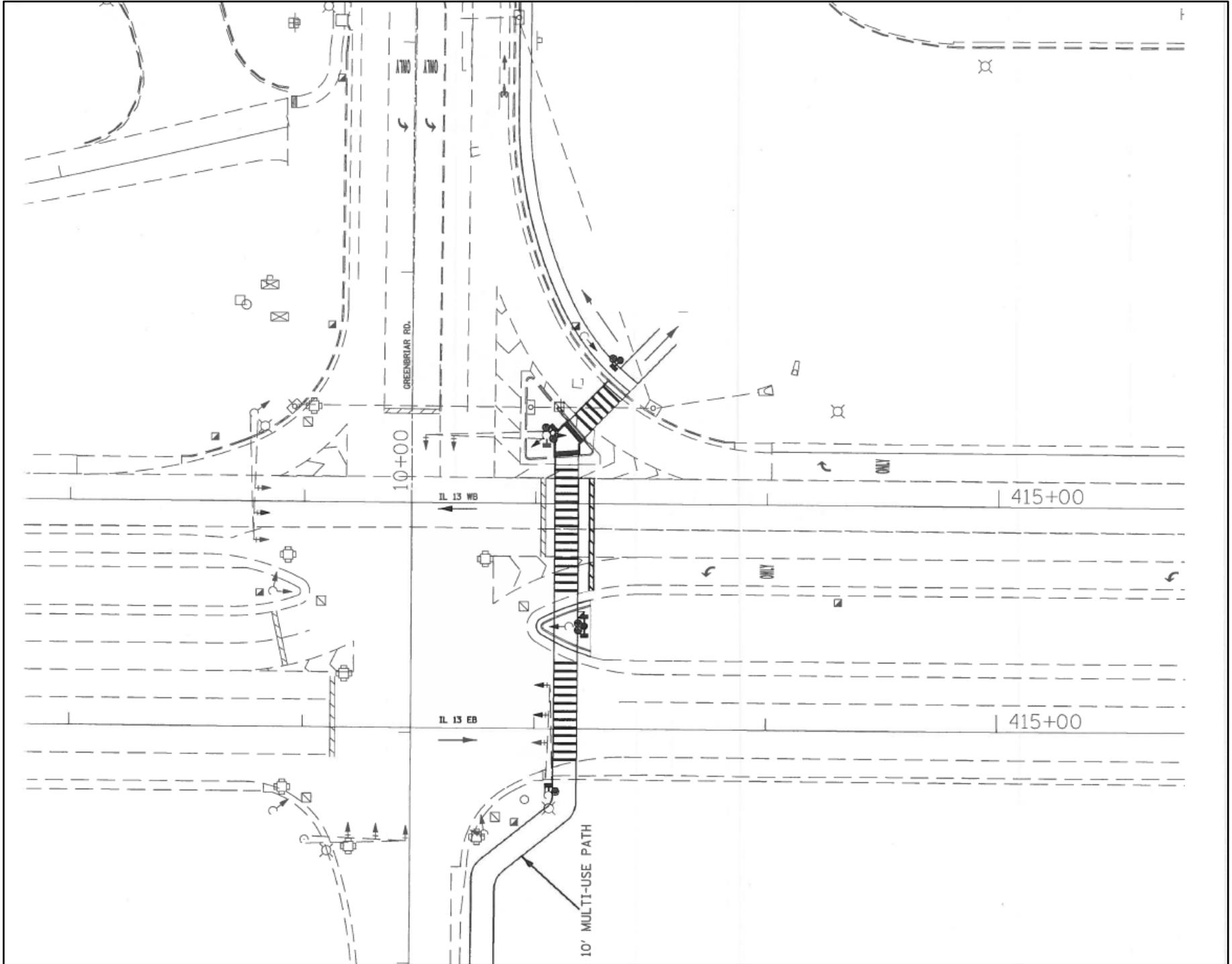


EXHIBIT 5-4

SUPPLEMENTAL CONNECTION TO NEW JUNIOR HIGH AND MARION HIGH SCHOOL

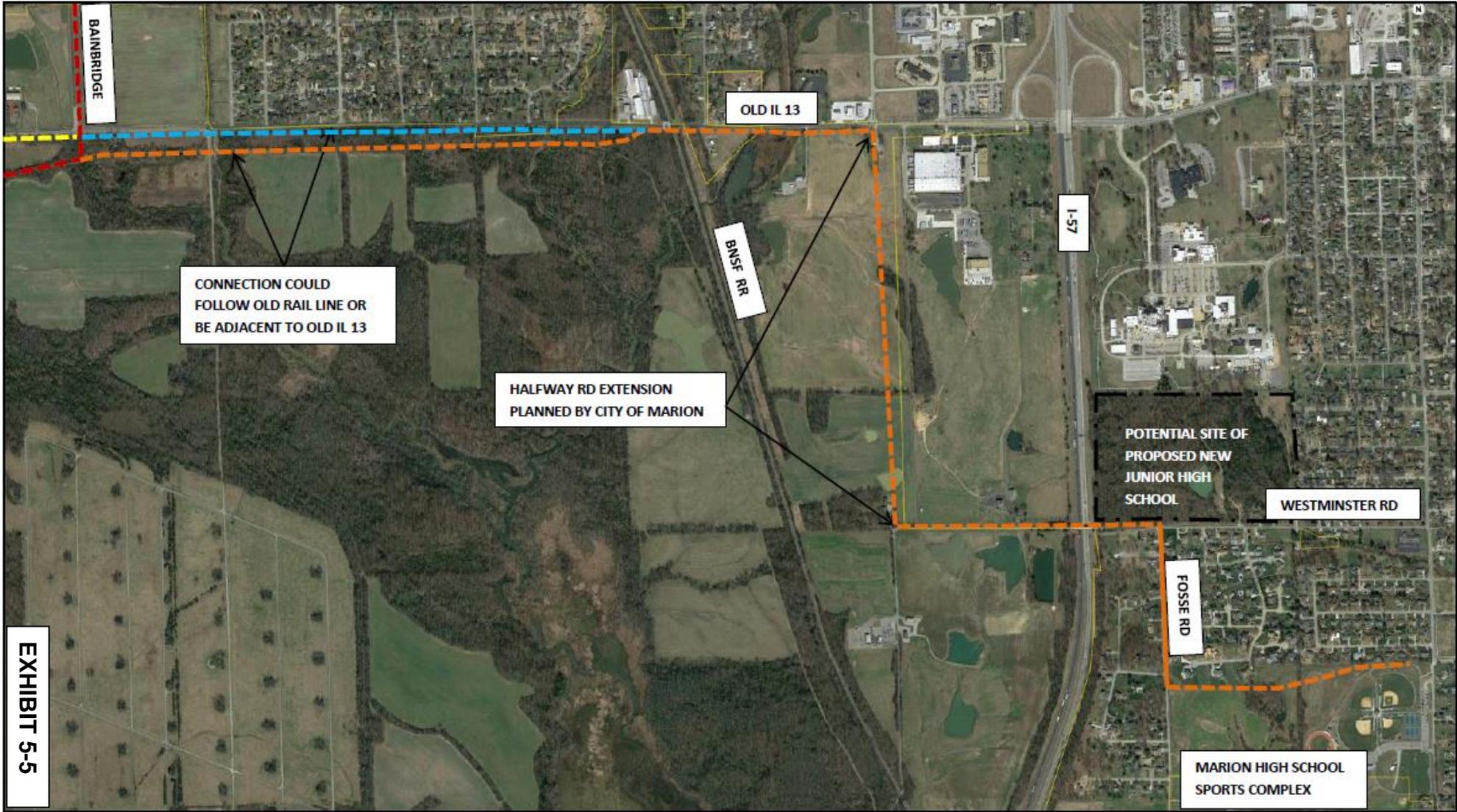


EXHIBIT 5-5

--- MULTI-USE TRAIL -OR- --- MULTI-USE TRAIL ADJACENT TO OLD IL 13

--- SUPPLEMENTAL CONNECTION MULTI-USE TRAIL -OR- --- SUPPLEMENTAL MULTI-USE TRAIL ADJACENT TO OLD IL 13

— SUPPLEMENTAL CONNECTION SHARED LANE

SUPPLEMENTAL CONNECTION TO CONWR VISITORS CENTER



EXHIBIT 5-6

- SHARED LANE
- - - - - MULTI-USE TRAIL -OR-
- - - - - SUPPLEMENTAL CONNECTION MULTI-USE TRAIL
- - - - - MULTI-USE TRAIL ADJACENT TO OLD IL 13

SUPPLEMENTAL CONNECTION TO RITTER ROAD TRAIL

EXHIBIT 5-7



--- MULTI-USE TRAIL -OR-  MULTI-USE TRAIL ADJACENT TO OLD IL 13

--- EXISTING MULTI-USE TRAIL --- SUPPLEMENTAL CONNECTION MULTI-USE TRAIL

EXHIBIT 6

ECO-CAT ENVIRONMENTAL RESOURCES

ECO-CAT RESULTS – GREENBRIER RD TO WOLF CREEK/OLD IL 13 INTERSECTION



Applicant: Greater Egypt Regional Planning and Development Commission
Contact: Cary Minnis
Address: 3000 West Deyoung St. Suite 800B-3
Marion, IL 62959

IDNR Project Number: 1804760
Date: 12/08/2017

Project: Marion to Carbondale bike route 7
Address: 100 main street, Crainville

Description: multi-use trail

Natural Resource Review Results

This project was submitted for information only. It is not a consultation under Part 1075.

The Illinois Natural Heritage Database contains no record of State-listed threatened or endangered species, Illinois Natural Area Inventory sites, dedicated Illinois Nature Preserves, or registered Land and Water Reserves in the vicinity of the project location.

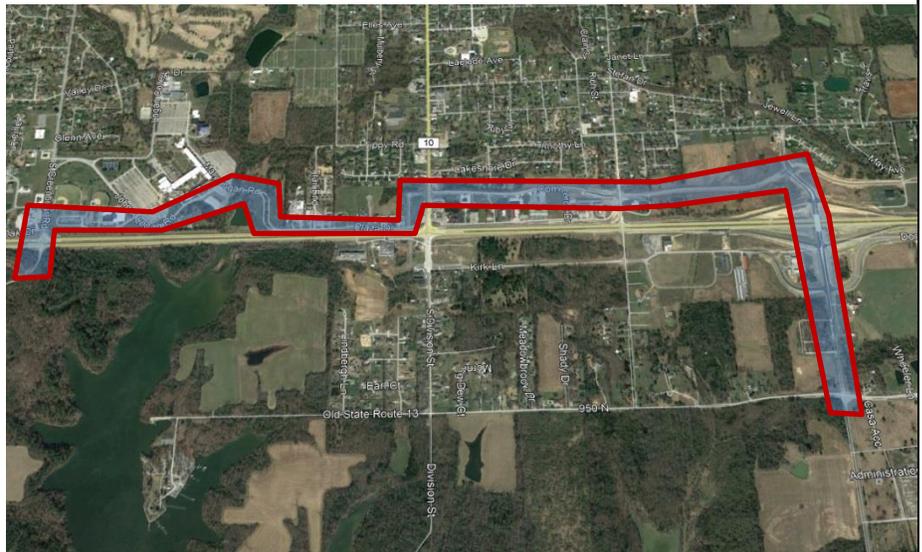
Location

The applicant is responsible for the accuracy of the location submitted for the project.

County: Williamson

Township, Range, Section:

- 9S, 1E, 9
- 9S, 1E, 10
- 9S, 1E, 11
- 9S, 1E, 12
- 9S, 1E, 13
- 9S, 1E, 14
- 9S, 1E, 15
- 9S, 1E, 16



**IL Department of Natural Resources
Contact**
Impact Assessment Section
217-785-5500
Division of Ecosystems & Environment

Disclaimer

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ECO-CAT RESULTS – WOLF CREEK RD TO BAINBRIDGE RD

1 of 2 Find | Next



Applicant: Greater Egypt Regional Planning and Development Commission
Contact: Cary Minnis
Address: 3000 West Deyoung St. Suite 800B-3
Marion, IL 62959

IDNR Project Number: 1804725
Date: 12/07/2017

Project: Marion to Carbondale Bike Route
Address: 100 bainbridge road, Marion

Description: Multi-Use trail along the IL 13 and Old IL 13 corridor.

Natural Resource Review Results

This project was submitted for information only. It is not a consultation under Part 1075.

The Illinois Natural Heritage Database contains no record of State-listed threatened or endangered species, Illinois Natural Area Inventory sites, dedicated Illinois Nature Preserves, or registered Land and Water Reserves in the vicinity of the project location.

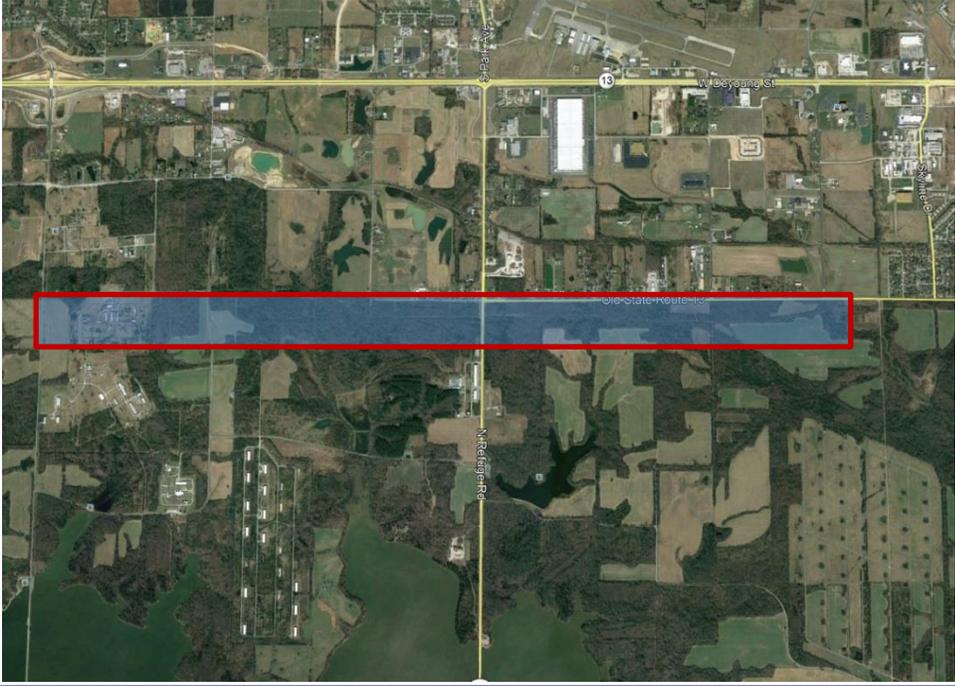
Location

The applicant is responsible for the accuracy of the location submitted for the project.

County: Williamson

Township, Range, Section:

- 9S, 1E, 13
- 9S, 1E, 14
- 9S, 1E, 23
- 9S, 1E, 24
- 9S, 2E, 16
- 9S, 2E, 17
- 9S, 2E, 18
- 9S, 2E, 19
- 9S, 2E, 20
- 9S, 2E, 21



**IL Department of Natural Resources
Contact
Impact Assessment Section**

ECO-CAT RESULTS – WOLF CREEK RD TO IL 148 VIA OLD IL 13



Applicant: Greater Egypt Regional Planning and Development Commission
Contact: Cary Minnis
Address: 3000 West Deyoung St. Suite 800B-3
Marion, IL 62959

IDNR Project Number: 1804728
Date: 12/07/2017

Project: Carbondale to Marion Bike Route 2
Address: 101 Bainbridge rd, Marion

Description: Multi-Use trail

Natural Resource Review Results

This project was submitted for information only. It is not a consultation under Part 1075.

The Illinois Natural Heritage Database contains no record of State-listed threatened or endangered species, Illinois Natural Area Inventory sites, dedicated Illinois Nature Preserves, or registered Land and Water Reserves in the vicinity of the project location.

Location

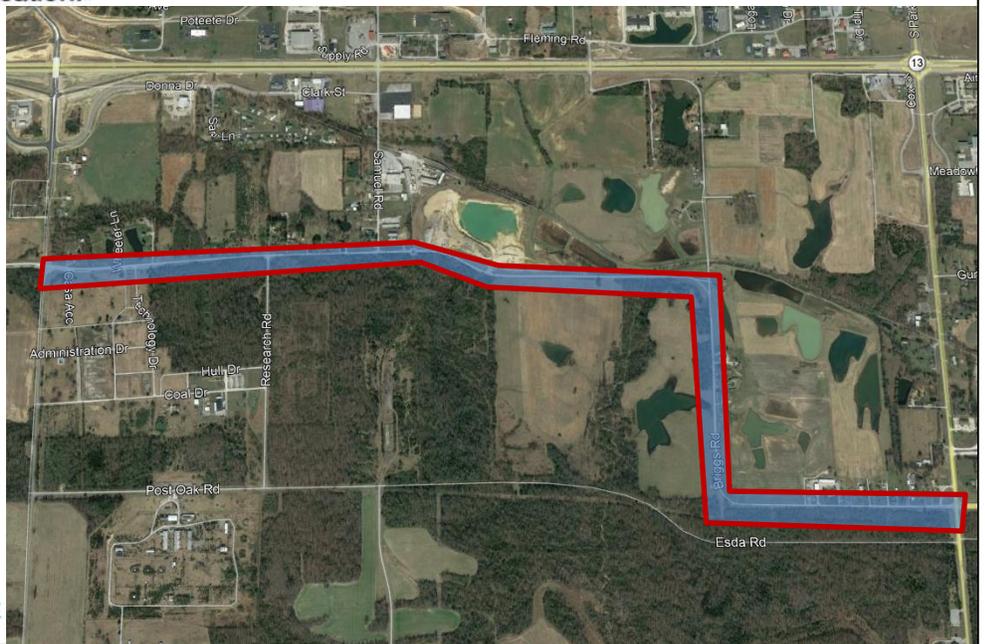
The applicant is responsible for the accuracy of the location submitted for the project.

County: Williamson

Township, Range, Section:

- 9S, 1E, 13
- 9S, 1E, 14
- 9S, 2E, 18
- 9S, 2E, 19

IL Department of Natural Resources Contact
Impact Assessment Section
217-785-5500
Division of Ecosystems & Environment



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ECO-CAT RESULTS – BRADFORD LANE/GOLF RD TO OLD IL 13



Applicant: Greater Egypt Regional Planning and Development Commission

IDNR Project Number: 1804755

Contact: Cary Minnis
Address: 3000 West Deyoung St. Suite 800B-3
Marion, IL 62959

Date: 12/08/2017

Project: Carbondale to Marion bike route 6
Address: 106 Bainbridge road, Marion

Description: multi-use trail

Natural Resource Review Results

This project was submitted for information only. It is not a consultation under Part 1075.

The Illinois Natural Heritage Database contains no record of State-listed threatened or endangered species, Illinois Natural Area Inventory sites, dedicated Illinois Nature Preserves, or registered Land and Water Reserves in the vicinity of the project location.

Location

The applicant is responsible for the accuracy of the location submitted for the project.

County: Williamson

Township, Range, Section:

9S, 2E, 16

9S, 2E, 21

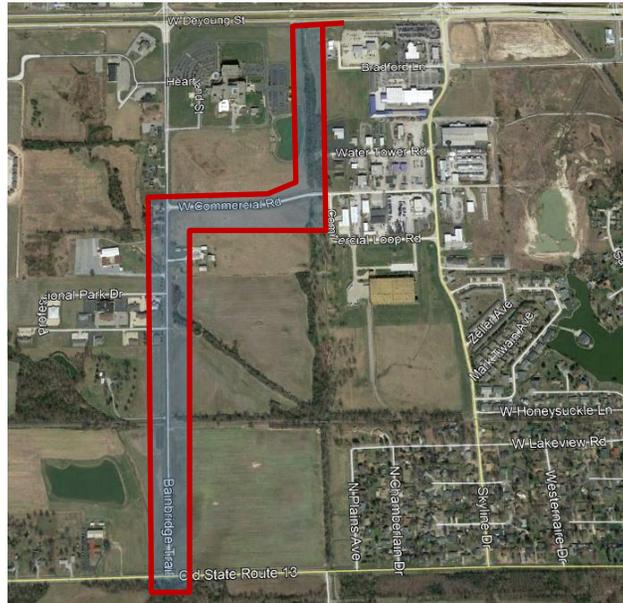
IL Department of Natural Resources

Contact

Impact Assessment Section

217-785-5500

Division of Ecosystems & Environment



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ECO-CAT RESULTS – SUPPLEMENTAL CONNECTION RUSHING DRIVE



Applicant: Greater Egypt Regional Planning and Development Commission
Contact: Cary Minnis
Address: 3000 West Deyoung St. Suite 800B-3
Marion, IL 62959

IDNR Project Number: 1804759
Date: 12/08/2017

Project: Carbondale to Marion bike route 7
Address: 107 bainbridge road, Marion

Description: multi-use trail

Natural Resource Review Results

This project was submitted for information only. It is not a consultation under Part 1075.

The Illinois Natural Heritage Database contains no record of State-listed threatened or endangered species, Illinois Natural Area Inventory sites, dedicated Illinois Nature Preserves, or registered Land and Water Reserves in the vicinity of the project location.

Location

The applicant is responsible for the accuracy of the location submitted for the project.

County: Williamson

Township, Range, Section:

9S, 1E, 12

9S, 2E, 7

IL Department of Natural Resources Contact

Impact Assessment Section

217-785-5500

Division of Ecosystems & Environment



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ECO-CAT RESULTS – SUPPLEMENTAL CONNECTION TO CONWR VISITORS CENTER



Applicant: Greater Egypt Regional Planning and Development Commission
Address: 3000 West Deyoung St. Suite 800B-3
Marion, IL 62959
Contact: Cary Minnis
Date: 12/07/2017
IDNR Project Number: 1804740
Project: Carbondale to Marion Bike Route 4
Address: 104 Bainbridge road, Marion
Description: Multi-use trail

Natural Resource Review Results

This project was submitted for information only. It is not a consultation under Part 1075.

The Illinois Natural Heritage Database shows the following protected resources may be in the vicinity of the project location:

Dull Meadow Beauty (*Rhexia mariana*)

Location

The applicant is responsible for the accuracy of the location submitted for the project.

County: Williamson
Township, Range, Section:
9S, 2E, 17
9S, 2E, 20

**IL Department of Natural Resources
Contact**
Impact Assessment Section
217-785-5500
Division of Ecosystems & Environment



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ECO-CAT RESULTS – SUPPLEMENTAL CONNECTION TO MARION HIGH SCHOOL



Applicant: Greater Egypt Regional Planning and Development Commission

IDNR Project Number: 1804729

Contact: Cary Minnis

Date:

12/07/2017

Address: 3000 West Deyoung St. Suite 800B-3
Marion, IL 62959

Project: Marion to Carbondale bike route 3

Address: 102 Bainbridge rd, Marion

Description: Multi-Use Trail

Natural Resource Review Results

This project was submitted for information only. It is not a consultation under Part 1075.

The Illinois Natural Heritage Database contains no record of State-listed threatened or endangered species, Illinois Natural Area Inventory sites, dedicated Illinois Nature Preserves, or registered Land and Water Reserves in the vicinity of the project location.

Location

The applicant is responsible for the accuracy of the location submitted for the project.

County: Williamson

Township, Range, Section:

9S, 2E, 15

9S, 2E, 16

9S, 2E, 21

9S, 2E, 22

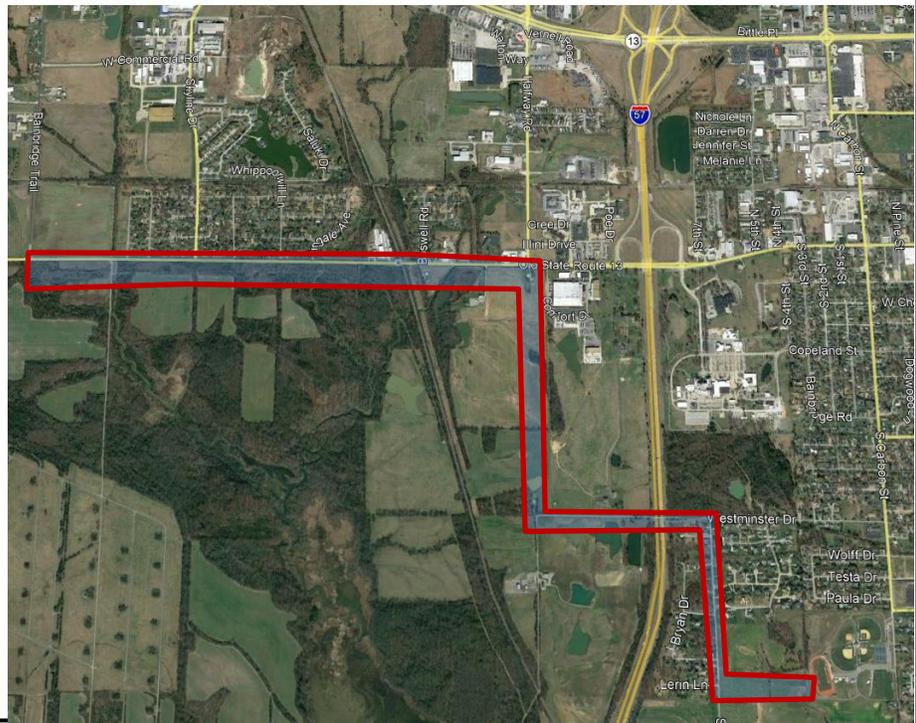
9S, 2E, 23

IL Department of Natural Resources Contact

Impact Assessment Section

217-785-5500

Division of Ecosystems & Environment



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ECO-CAT RESULTS – SUPPLEMENTAL CONNECTION FROM WOLF CREEK RD TO GREENBRIER RD



Applicant: Greater Egypt Regional Planning and Development Commission

IDNR Project Number: 1804743

Contact: Cary Minnis

Date: 12/07/2017

Address: 3000 West Deyoung St. Suite 800B-3
Marion, IL 62959

Project: Carbondale to Marion Bike route 5
Address: 105 bainbridge rd, Marion

Description: Multi-Use trail

Natural Resource Review Results

This project was submitted for information only. It is not a consultation under Part 1075.

The Illinois Natural Heritage Database contains no record of State-listed threatened or endangered species, Illinois Natural Area Inventory sites, dedicated Illinois Nature Preserves, or registered Land and Water Reserves in the vicinity of the project location.

Location

The applicant is responsible for the accuracy of the location submitted for the project.

County: Williamson

Township, Range, Section:

9S, 1E, 13

9S, 1E, 14

9S, 1E, 15

9S, 1E, 16

IL Department of Natural Resources Contact

Impact Assessment Section

217-785-5500

Division of Ecosystems & Environment



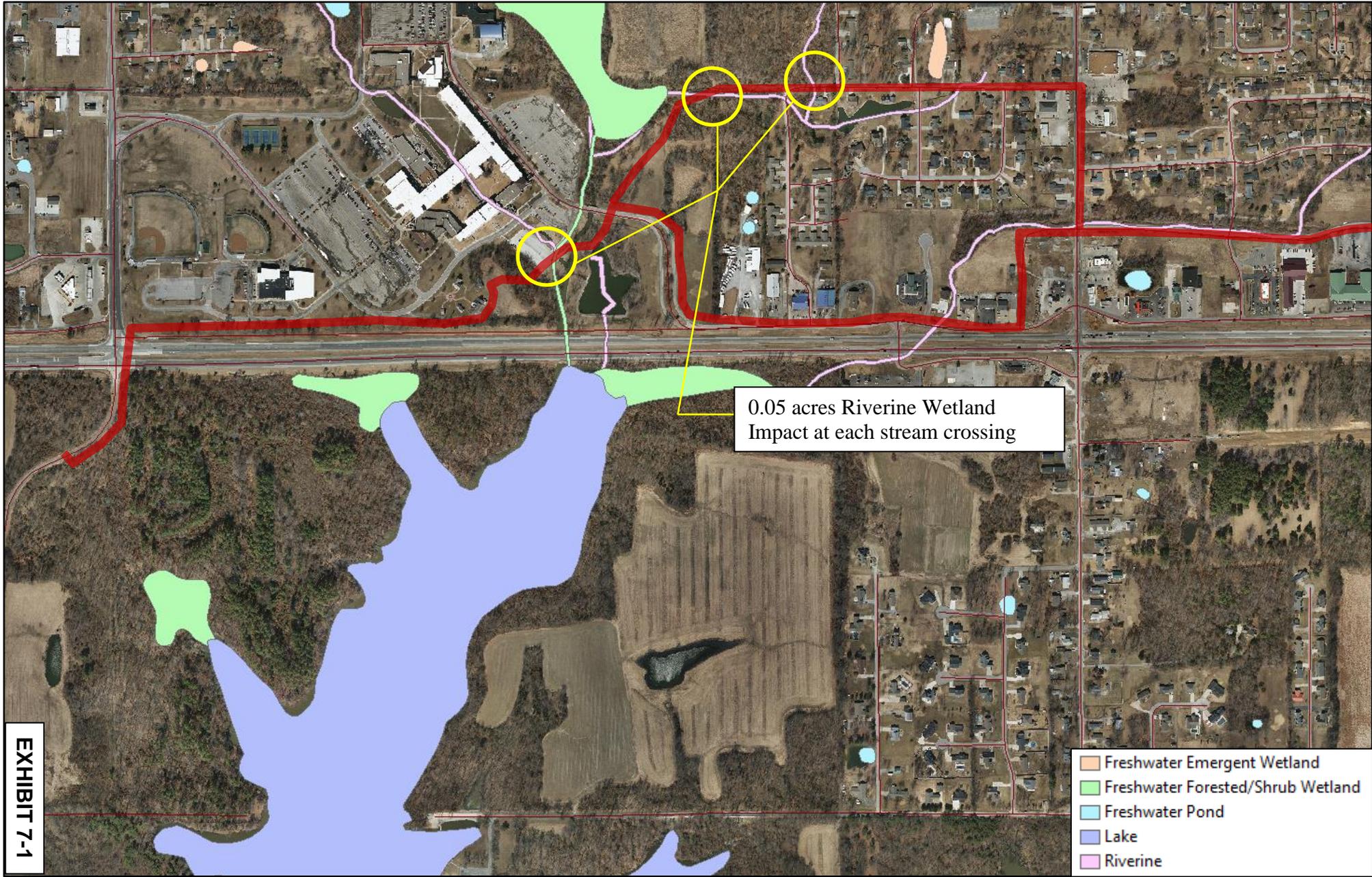
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EXHIBIT 7

Wetland Resources

MULTI-USE TRAIL ALTERNATIVE - PRELIMINARY WETLAND IMPACTS



MULTI-USE TRAIL ALTERNATIVE - PRELIMINARY WETLAND IMPACTS

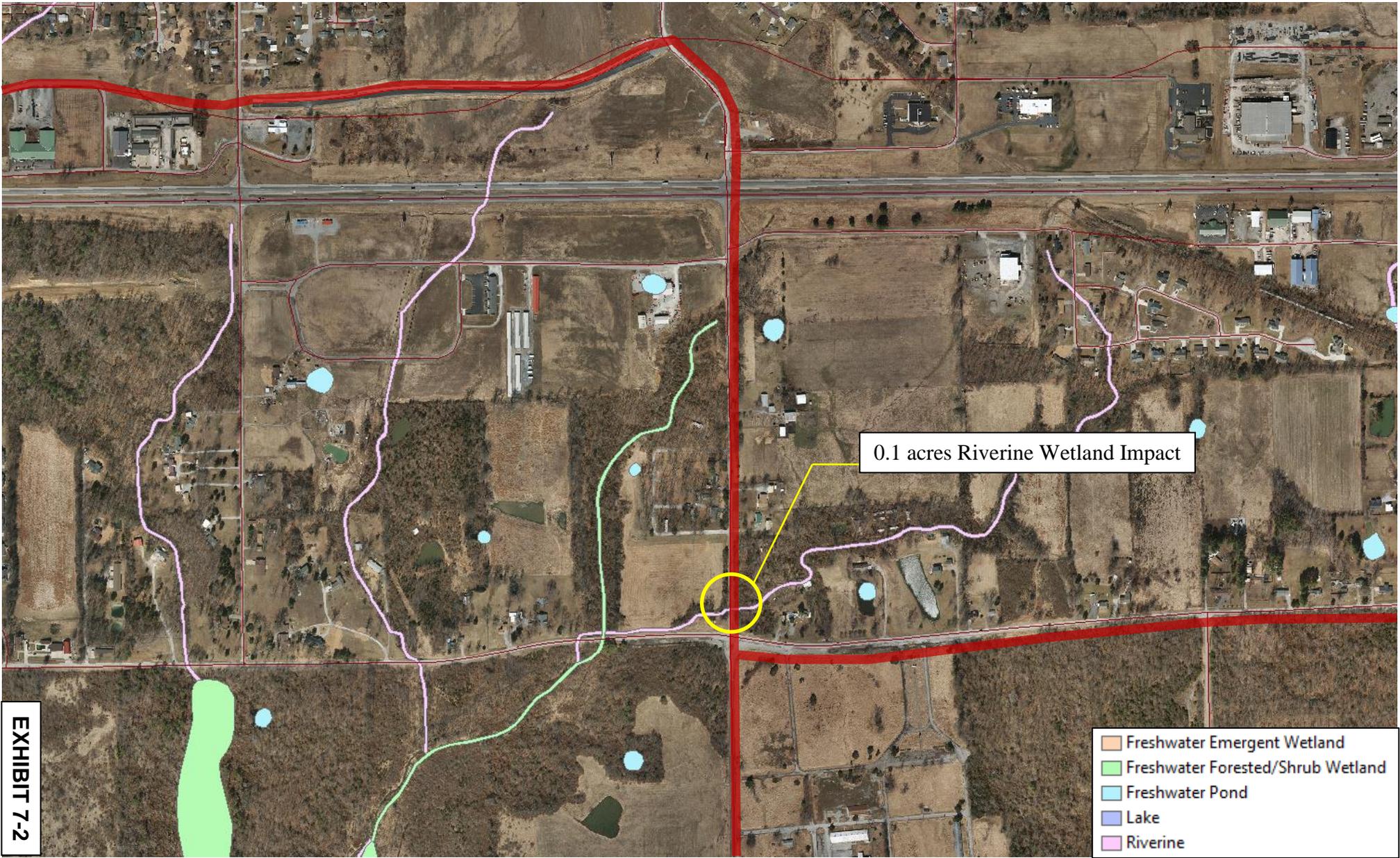
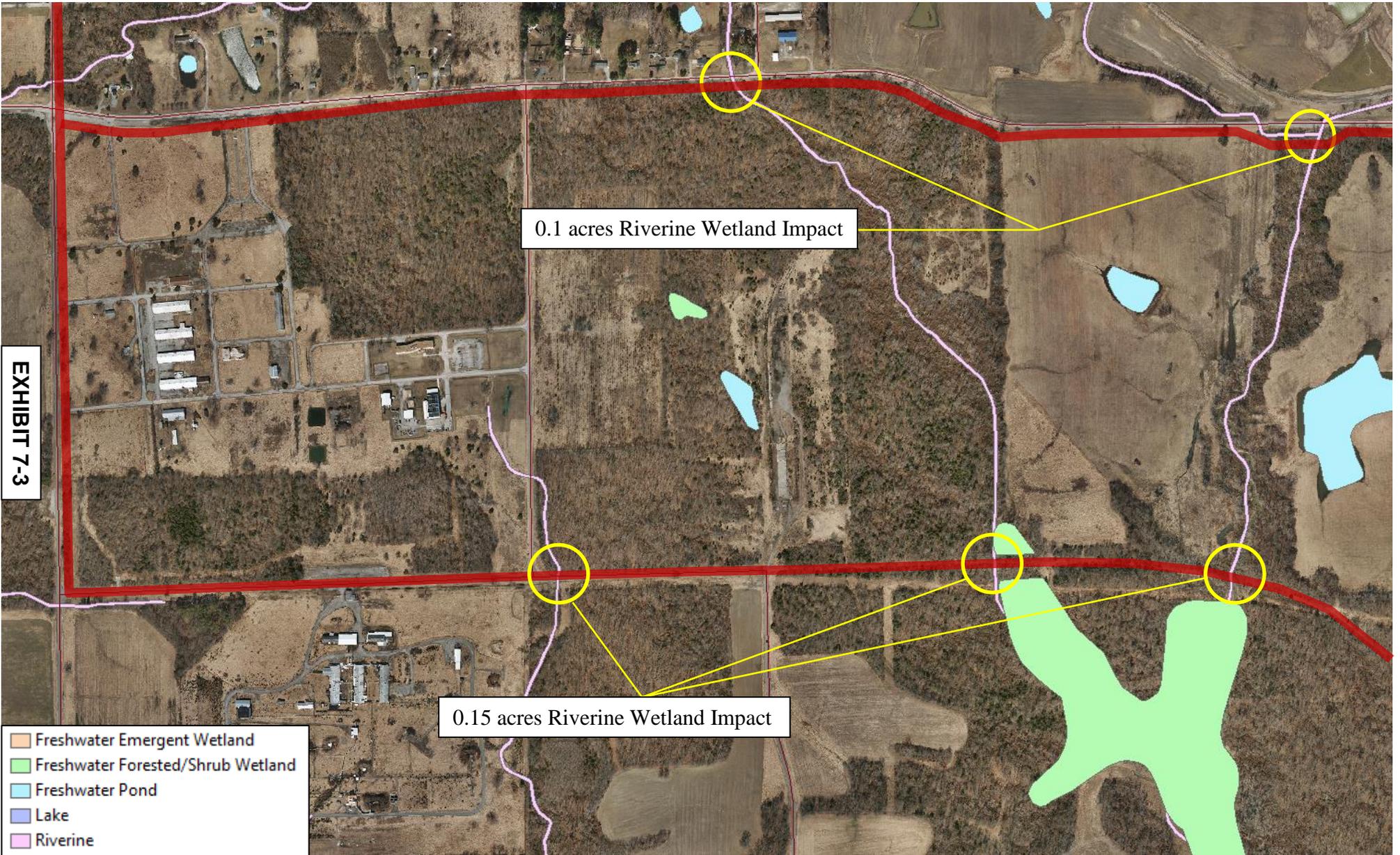


EXHIBIT 7-2

MULTI-USE TRAIL ALTERNATIVE - PRELIMINARY WETLAND IMPACTS



MULTI-USE TRAIL ALTERNATIVE - PRELIMINARY WETLAND IMPACTS

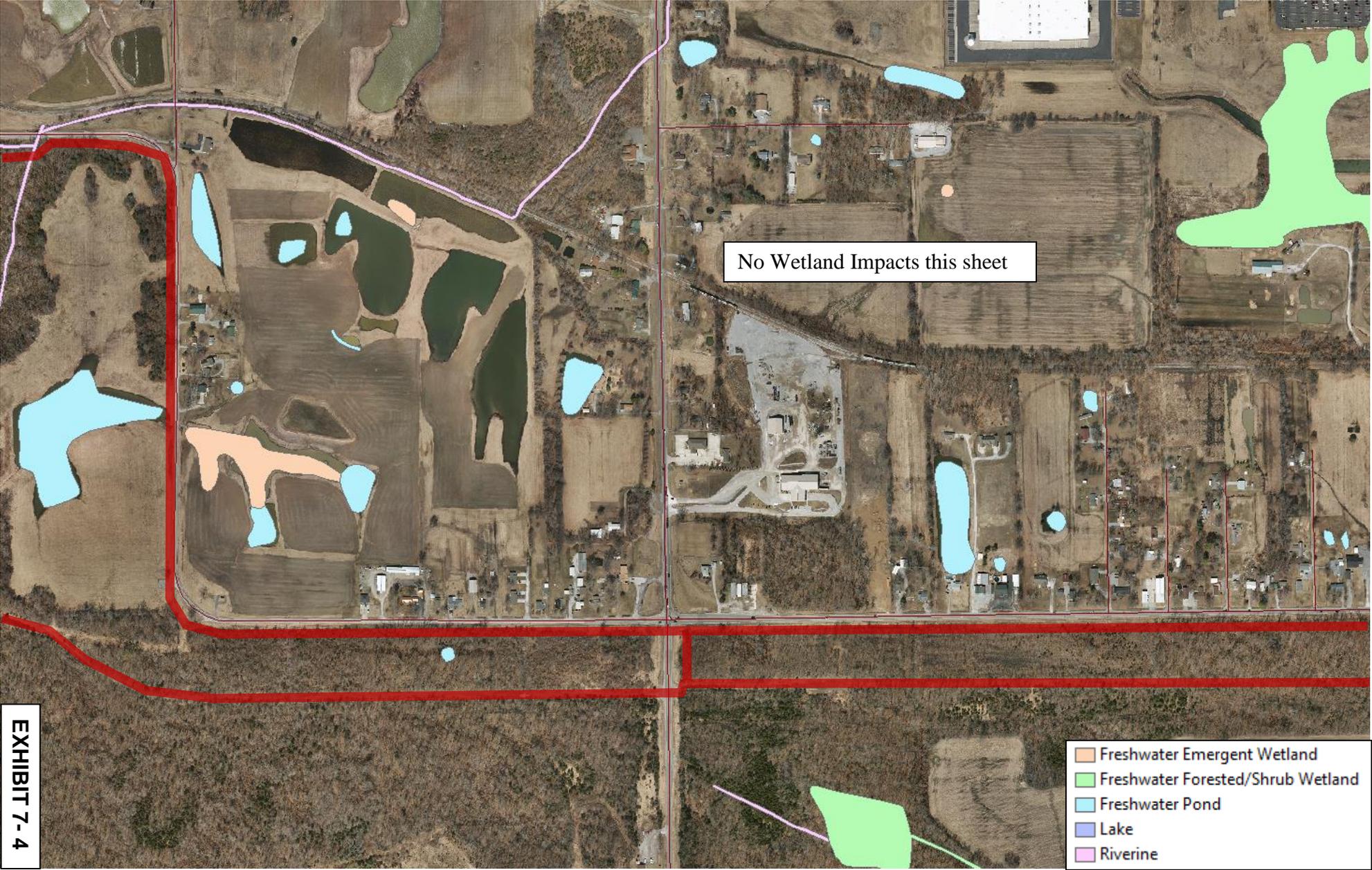
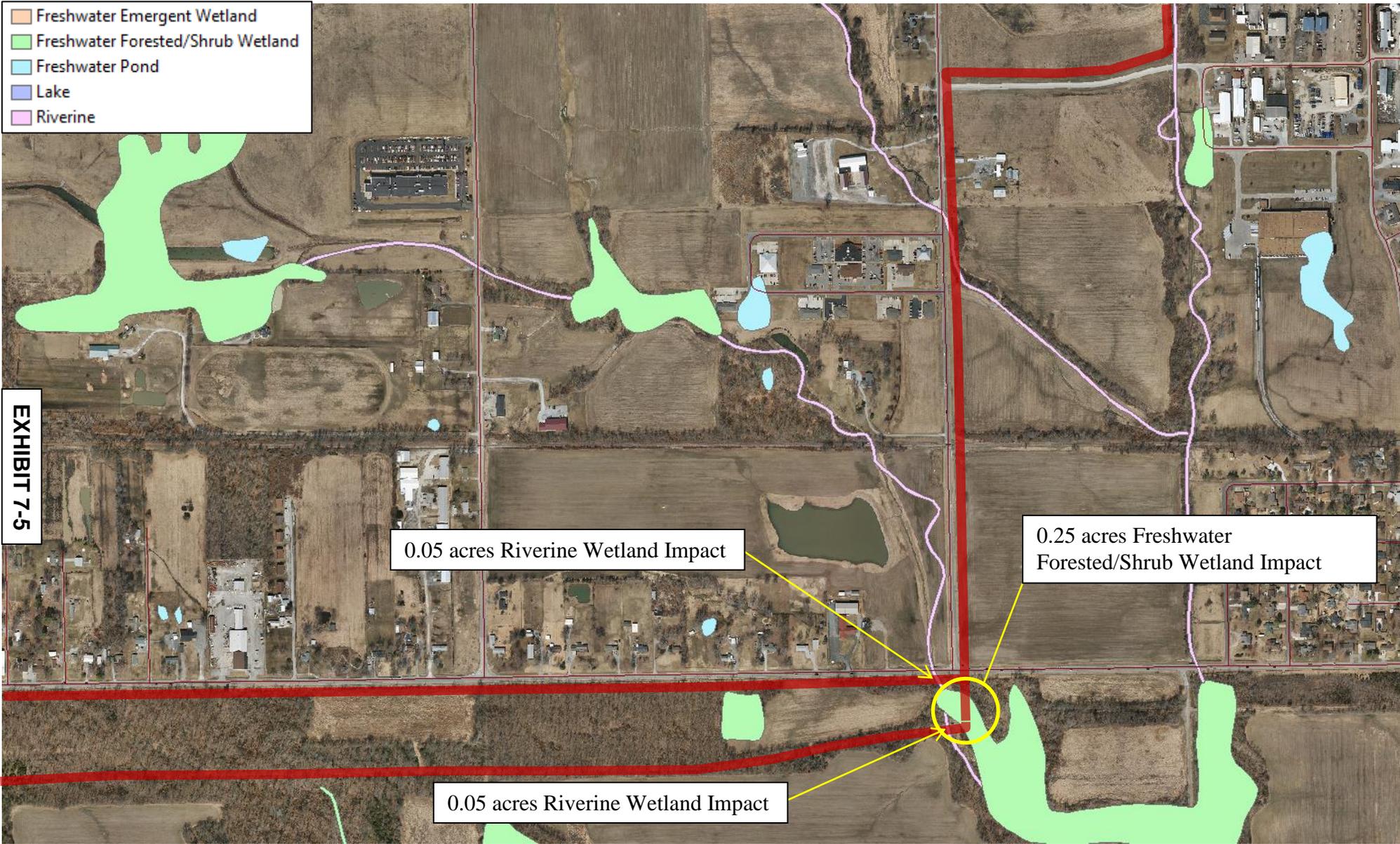


EXHIBIT 7-4

MULTI-USE TRAIL ALTERNATIVE - PRELIMINARY WETLAND IMPACTS

- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Riverine

EXHIBIT 7-5



0.05 acres Riverine Wetland Impact

0.25 acres Freshwater Forested/Shrub Wetland Impact

0.05 acres Riverine Wetland Impact

MULTI-USE TRAIL ALTERNATIVE - PRELIMINARY WETLAND IMPACTS



EXHIBIT 7-6

No Wetland Impacts this sheet

- Orange square: Freshwater Emergent Wetland
- Green square: Freshwater Forested/Shrub Wetland
- Light blue square: Freshwater Pond
- Dark blue square: Lake
- Pink square: Riverine

SUPPLEMENTAL CONNECTION TO MARION HIGH SCHOOL - PRELIMINARY WETLAND IMPACTS

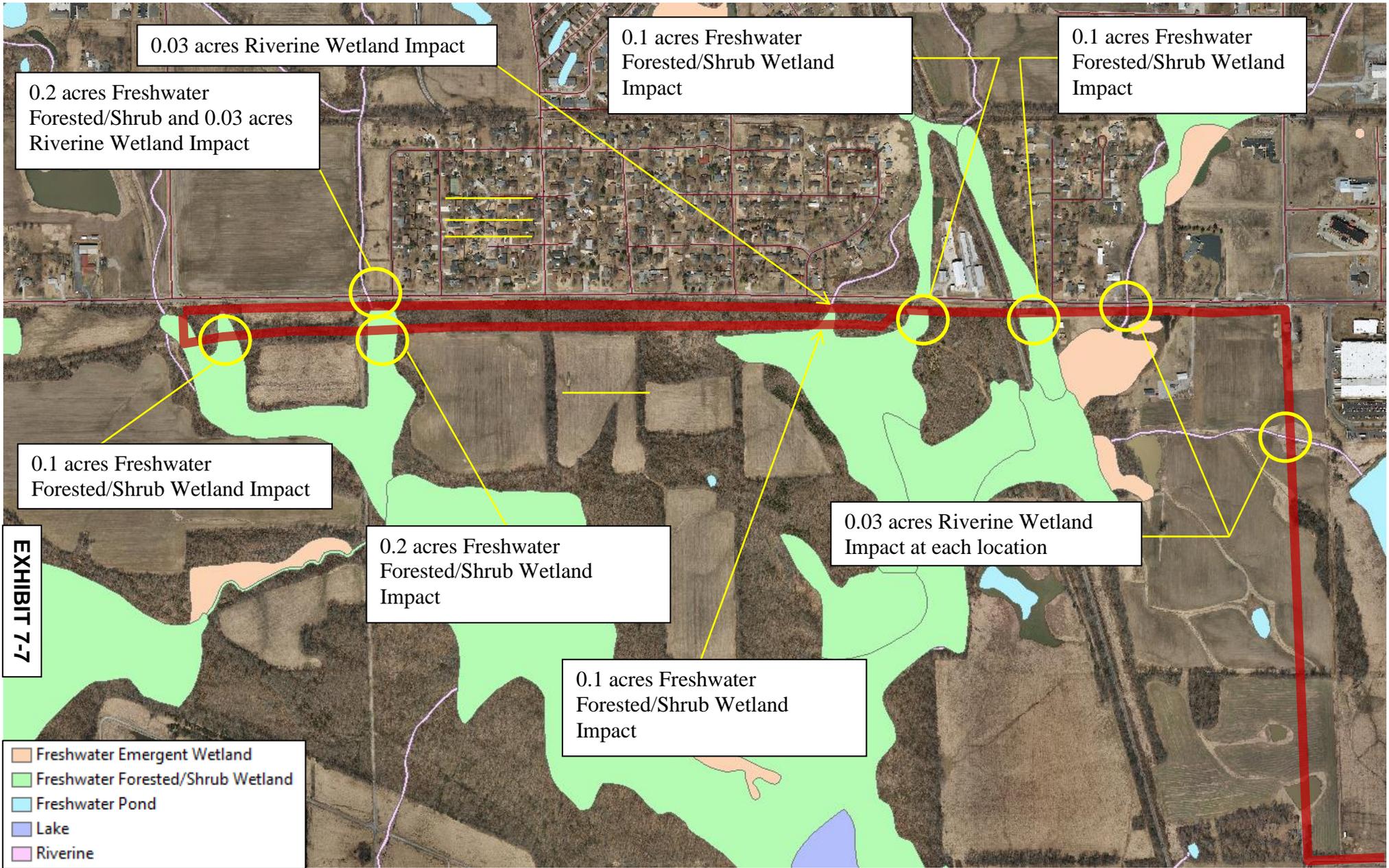


EXHIBIT 7-7

SUPPLEMENTAL CONNECTION TO CONWR VISITORS CENTER - PRELIMINARY WETLAND IMPACTS

No Wetland Impacts this sheet

EXHIBIT 7-9

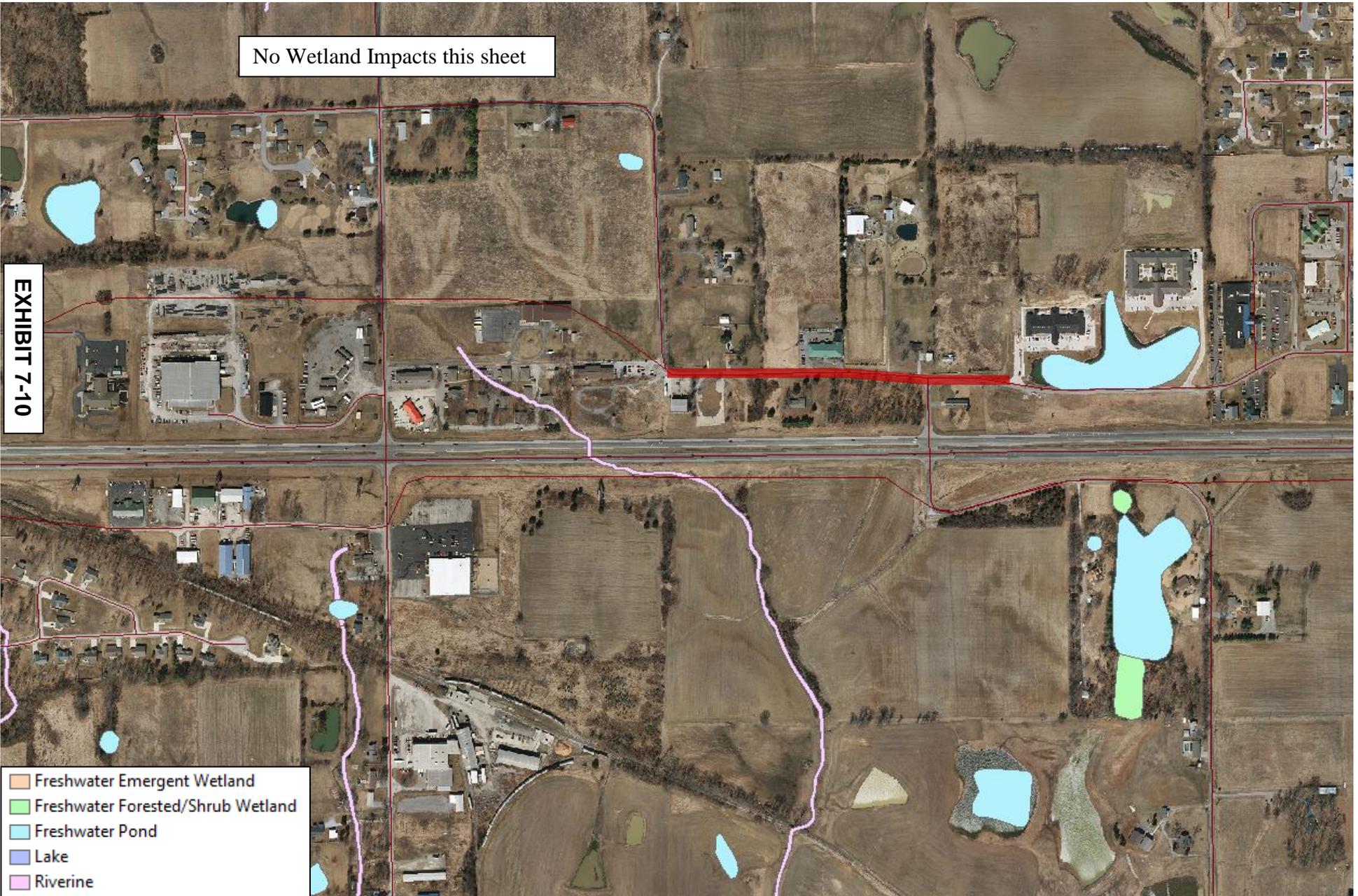
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Riverine



SUPPLEMENTAL CONNECTION TO RITTER ROAD TRAIL - PRELIMINARY WETLAND IMPACTS

No Wetland Impacts this sheet

EXHIBIT 7-10



SUPPLEMENTAL CONNECTION WOLF CREEK TO GREENBRIER - PRELIMINARY WETLAND IMPACTS



EXHIBIT 7-11

SUPPLEMENTAL CONNECTION WOLF CREEK TO GREENBRIER - PRELIMINARY WETLAND IMPACTS

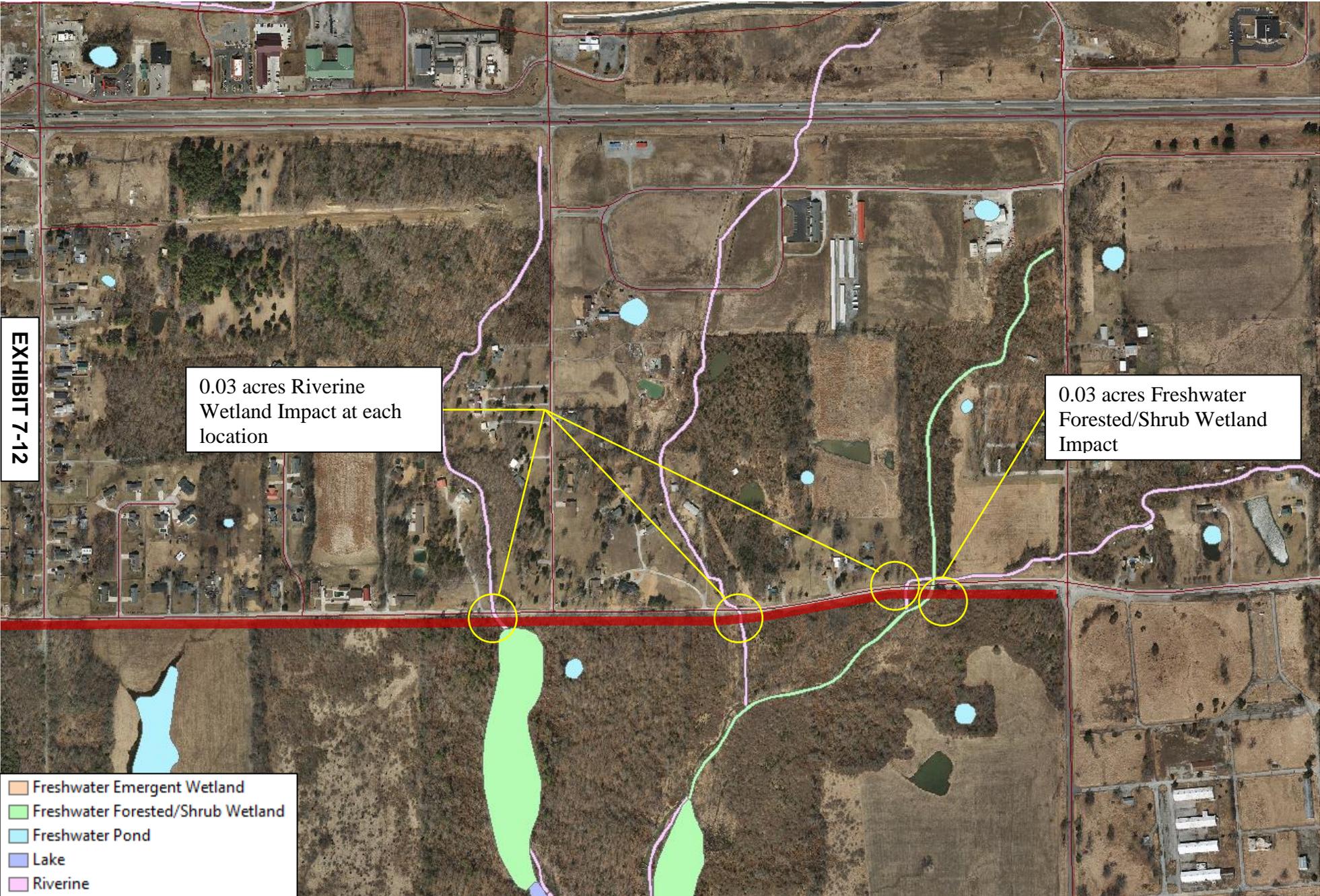


EXHIBIT 7-12

WETLAND IMPACTS SUMMARY

	Forested/Shrub Wetland Impacts	Riverine Wetland Impacts	Lake Wetland Impacts
Recommended Alternative			
Sheet 7-1	0	0.05	0
Sheet 7-1 (Tippy Option)	0	0.15	0
Sheet 7-2	0	0.1	0
Sheet 7-3	0	0.15	0
Sheet 7-3 (Option along Old IL 13)	0	0.1	0
Sheet 7-4	0	0	0
Sheet 7-5	0.25	0.05	0
Sheet 7-5 (Option along Old IL 13)	0	0.05	0
Sheet 7-6	0	0	0
Multi-Use Trail Minimum Impacts	0.25	0.35	0
Multi-Use Maximum Impacts	0.25	0.5	0
Supplemental Connections			
Sht 7-7 Marion High School	0.6	0.06	0
Sht 7-7 (Option along Old IL 13)	0.4	0.12	0
Sht 7-8 Marion High School	0	0	0
Sht 7-9 CONWR Visitors Center	0	0	0
Sht 7-10 Ritter Road Trail	0	0	0
Sht 7-11 Wolf Cr. To Greenbrier	0.6	0	0.2
Sht 7-12 Wolf Cr. To Greenbrier	0.03	0.9	0
Sup. Connections Min. Impacts	1.03	0.96	0.2
Sup. Connections Max. Impacts	1.23	1.02	0.2

EXHIBIT 8

Public Involvement

Marion to Carbondale Bike Route

Stakeholder Meeting Notes

Williamson County

July 10, 2017 at Greater Egypt Conference Room

Attendance: Ron Ellis (Wmson Co.) Greg Smothers (Wmson Co.), Carrie Nelsen (IDOT), Bill Jung (RIDES), Cary Minnis (GE) Joe Z (GE/SIMPO)

- The monies available to Williamson County for maintenance of transportation infrastructure come from MFT funds and Real Estate taxes. While maintenance costs have been steadily increasing, revenue has stagnated. Consequently, the county is very reluctant to accept jurisdiction of additional infrastructure.
- There was discussion of utilizing private funds to assist with trail maintenance. One idea discussed was for private entities to adopt portions of the trail and in return they could place advertising along the adopted trail segment.
- There was discussion that transit funds could be used for some facility costs such as a park and ride area or possibly restroom facilities.
- There was discussion of the Madison County Trail network and the connection to Madison County Transit, how are these trails funded? Joe Z. will contact Madison County Transit to determine the funding source. *Note: The primary source of these funds is STP funding that is allocated to MPOs with population > 200,000.*
- The County would be agreeable to signage of a bike route on a County Highway providing that this would not expose the County to additional liability. Joe Z. will inquire with RIDE Illinois about this.
- There was discussion about estimating the future maintenance costs of a trail so that the locals could plan for that expense. *Note: Future trail maintenance costs can be expected to be about \$2000 per mile.*

JALC

September 1, 2017 at JALC

Attendance: Joe Z., Brad McCormick, Travis Emery, 2 JALC students, 2 faculty members

- Joe Z gave a short presentation about the purpose of the study, bike crashes in the area, other stakeholder meetings and the preliminary alternatives.
- The following points were discussed by the participants:

- JALC and the city of Carterville have long term plans to improve Tippy road from Division westward to JALC. This improvement would include bike accommodation. However, there is no funding available for the project at this time. Brad McCormick stated funding is unlikely in the next 5 years. There is also some opposition to the project from local residents on Tippy road.
- There was discussion about extending the existing trail northward along Division Street by widening the existing sidewalk. This option could be paired with the Tippy street project or a “Shared Lane” could be utilized along Tippy Street with a trail constructed to JALC from the end of Tippy Street.
- There was discussion about the safety of the crossing at Division Street. Some concerns were, high traffic volume, multiple turning movements and the “rush hour”. The general consensus was that the crossing would be acceptable.
- JALC is considering development of a Frisbee golf course on the eastern part of their property adjacent to the Kamper Supply. This development would be compatible with a multi-use trail.
- There was discussion about the need for parking for those who would want to drive to the trail to ride. It was also suggested that signs noting points of interest along the trail (such as the JALC Historical Village) would be a nice addition to the trail.
- There was discussion that the IL 13 shoulder is not that uncomfortable to ride between intersections. Riding through the intersections is difficult and feels very unsafe. Also mentioned was that riding across the bridges at Crab Orchard Lake and next to the guardrail feels very unsafe.
- Brad McCormick stated that the pedestrian bridge that was washed out on the east side of campus was going to be replaced and could be used as part of the trail. He also stated that a row of parking could potentially be removed from the parking lot south of the bridge to provide space for a trail.
- A student representative suggested that a crosswalk was needed across Greenbrier Road and the additional sidewalks were needed from the apartments west of Greenbrier to and through the JALC campus.
- There was discussion about the need for a protected pedestrian/bike signal phase for the crossing of IL 13 at Greenbrier Road.
- There were numerous positive comments about the new trail along the frontage road and statements that the trail is being utilized and also that the overpass is being utilized to access the riding area in the refuge.
- There was discussion about the use of Plaza Road and the following safety concerns were mentioned: High traffic volumes, sight distance due to the JALC sign and trees in the median area, the need to configure the trail so that the crossing of the JALC road is perpendicular.
- The high speed of westbound vehicles turning north onto Greenbrier Road was mentioned as a safety concern.

Crainville/Carterville

July 17, 2017 at Greater Egypt Conference Room

Attendance: Mayor Ron Mitchell, Mayor Brad Robinson, Travis Emery – IDOT, Cary Minnis – GE, Joe Z – GE/SIMPO.

- Both Mayors stated that the new trails along the frontage roads were being utilized significantly by the public.
- Mayor Mitchell stated that there is a need for lighting along the trail and he has been working on getting funding for lighting through various grants. Cost for lighting ~ 1.5 miles of trail is estimated at \$240,000.
- Joe Z. presented some information on the community benefits of trails.
- Joe Z presented a summary of trail maintenance costs (annual costs ~\$2000 to \$3800) for a paved trail. Both Mayors felt that those numbers were reasonable for planning purposes.
- Both Mayors stated that there were in agreement with the Committee in regards to the favorable and unfavorable Alternatives (Unfavorable – IL 13 North Frontage Roads and Old IL 13 Route. Favorable - IL 13 South Frontage Roads and the trail route south of Old IL 13 that is located primarily on CONWR property).
- Both Mayors stated that they were agreeable to accepting maintaining of trails within their boundaries (subject to final review and approval). Carterville would consider maintenance of a trail on refuge property.
- Both Mayors were agreeable to the concept of signing a bike route on certain city streets, subject to their review and approval.

Marion

July 13, 2017 at Greater Egypt Conference Room

Attendance: Mayor, Robert Butler, Doug Phillips (Marion), Glenn Clarida (Marion), Carrie Nelsen (IDOT), Travis Emery (IDOT), Cary Minnis (GE), Joe Z. (GE/SIMPO)

- The city feels that bike and pedestrian accommodation should be implemented in the areas of most need (where there is existing bike and pedestrian traffic). An example is along Halfway Road between IL 13 and Old IL 13.

- The Mayor and Glenn both stated that the city's relationship with IDOT has been mutually beneficial and while this trail/route is not their highest priority they are willing to cooperate in the study and eventual implementation of a bike trail or route.
- The city is agreeable to the concept of signing a bike route on certain city streets, subject to their review and approval.
- The city is in agreement with the Committee that the IL 13 north frontage roads option and the Old 13 shoulder option are not desirable.
- The city is open to further discussion and evaluation of the IL 13 south frontage roads option and the trail concept along Bainbridge Road and Old IL 13. The city is willing to consider accepting maintenance of a trail along Bainbridge Road and along the south side of Old IL 13 from Bainbridge Road (or possibly Skyline Drive) westward to IL 148.
- Glenn Clarida is on the Hospital Board and he stated that the hospital would likely be agreeable to a path on their property providing that they did not have maintenance.
- Glenn Clarida stated that Ron Osman is the owner of the property at the end of Bradford Lane (Behind Absher-Arnold).
- There was some discussion about whether a trail network could encompass the existing road network on the refuge and the existing Burlington Northern railroad underpass at the southern terminus of Westminster Drive. This would provide a connection to the population center and the High School and planned new school on Westminster Drive. These possibilities will be discussed with CONWR staff at a future stakeholder meeting.

CONWR

July 25, 2017 at Greater Egypt Conference Room

Attendance: CONWR – Richard Speer, Mike Brown, Neil Vincent

IDOT: Carrie Nelsen, Travis Emery

Greater Egypt/SIMPO: Cary Minnis, Joe Zdankiewicz

- Joe Z gave a short presentation about the purpose of the study, trail maintenance costs and the preliminary alternatives that were discussed at the first committee meeting.
- Joe Z briefly presented the a summary of prior stakeholder meetings with Marion, Cartersville, Crainville and Williamson County. It was noted that Williamson County was reluctant to accept maintenance on any trail segments but that each of the cities has indicated a willingness to accept maintenance of trail segments within or even outside of their city limits.
- All agreed that the new Wolf Creek Overpass will increase bike and vehicular traffic into the refuge on Wolf Creek Road. CONWR staff indicated that they are already seeing increased vehicle traffic on Wolf Creek Road. CONWR staff expressed concern that this increased traffic could result in more conflicts between bikes and vehicles.
- Mr. Speer stated that CONWR must prioritize their current funding and staff to accommodate taking care of existing infrastructure to the best of their ability and therefore are extremely

cautious of considering this proposed additional infrastructure to the existing road and trail network.

- Mr. Speer asked if there was sufficient right of way for a trail to be constructed on the existing Old IL 13 right of way. Opinion was expressed by IDOT and SIMPO that there may be enough right of way at some locations but in general a trail could not be accommodated on existing right of way. IDOT staff will compile information regarding the existing Old IL 13 right of way.
- CONWR staff expressed concern about using the old railroad bed (east of IL 148) for a trail since it is used by farm equipment (to access existing farmed areas) and CONWR maintenance equipment. There is concern that the size of this equipment would cause damage to a paved trail.
- Joe Z asked if CONWR would consider an expansion of the Old IL 13 right of way for construction of a bike trail if the city of Marion would maintain the trail. Mr. Speer indicated that CONWR would consider that option; however, he cautioned that the review process for such a transfer would be lengthy. There was discussion of whether the right of way for Old IL 13 could be expanded enough to accommodate additional lanes on Old IL 13 (4 lanes plus a turn lane). Mr. Speer indicated that this type of ROW road expansion request is handled through a specific protocol and application/evaluation process that will involve upper level management and the Realty Office.
- Mr. Speer expressed concern about the safety of an at grade crossing of IL 148. There was discussion about placing the crossing at the IL 148/Old IL 13 traffic signal or possibly using an overpass. The bike plan report will explore these options.
- There was discussion about utilizing the remnants of an old roadway from IL 148 westward to the Stringtown Road/Post Oak Road intersection. CONWR indicated that the old roadway is in disrepair and some drainage structures have been removed. There was discussion about a local entity agreeing maintain a section of trail that is located on the refuge (such as along the old roadway). Mr. Speer indicated that he has seen issues in the past (at another location) where the local entity did not fulfill their maintenance agreement so he has concerns with that arrangement.
- Mr. Speer indicated that he had concerns of a preferred proposed trail alternative occurring on a map going through the refuge that might result in outside pressures from the local communities and other entities toward the refuge to prioritize the construction of the trail above the other needs of the refuge. IDOT personnel agreed that this scenario could possibly happen. Mr. Speer had previously mentioned that he cannot make a commitment of future refuge funding.
- CONWR staff indicated that expansion of the Old IL 13 right of way from IL 148 westward to Wolf Creek Road could also be considered in lieu of use of the old roadway. This would be subject to the same process and environmental reviews as the section east of IL 148. It was noted that there are a couple of locations where CONWR holdings do not abut the Old IL 13 right of way. Another option discussed would be to utilize an expansion of the Old 13 right way from IL 148 westward to the first curve and from that point utilize the old roadway westward to the Stringtown Road/Post Oak Road intersection.

- Mr. Speer stated he does understand why the committee would be interested in an alternative that includes going through the refuge, his preference and suggestion is for the trail to run adjacent to the refuge along Old Hwy 13, either on the existing ROW or perhaps an expanded ROW that goes west to Wolf Creek Road and then heads north across the new overpass. That scenario would shift ownership and maintenance to another entity. This would allow the refuge to continue to concentrate on construction and maintenance projects that more directly address current refuge needs.
- Mr. Speer did acknowledge that biking is a growing use on the refuge, but his preference would be to evaluate this use in regard to current refuge road systems and then eventually consider designing a refuge bike trail that fits the specific refuge needs and perhaps could eventually be tied into the city-to-city trail if it ran adjacent to the refuge, or tie into the existing trail coming from the Wolf Creek Road Overpass. This option would be dependent on other refuge needs and would not be directly associated with the larger off refuge city-to-city initiative.
- There was discussion about whether the Federal Lands Access Program funding could be used to build on a trail on property that is released by CONWR (such as along Old IL 13). Mike Brown will investigate this question.
- IDOT personnel indicated that bicycle trail construction costs approximately \$1 million per mile. Mr. Speer stated he had been notified by his personnel that any entity accepting the construction of such a trail on their lands would be responsible for at least 20% of the construction costs even if grants and other outside funds were available. This would be \$200,000 per mile the refuge would be responsible for regardless of outside funding for construction of a trail, plus the associated maintenance costs. Mr. Speer stated this could greatly impact the construction and maintenance of other prioritized refuge facilities and infrastructure and the location suggested for such a trail may not be the preferred location on the refuge to address the specific refuge needs.
- There was discussion that trail construction should include a strategically placed trailhead parking area.

Herrin

July 27, 2017 at Greater Egypt

Attendance: Joe Z, Tom Somers

- Herrin is agreeable to maintaining trails, subject to their review and approval, within their corporate limits.
- Herrin does plan to eventually complete the trail along Ritter Road to Grand Avenue.
- Tom stated that a crossing of IL 148 at Rushing Drive would be very unsafe. He does not favor the north frontage roads option.
- The plan needs to include completion of the segment along Fleming Road so that the existing trail will connect to Ritter Road.

- Tom favors the “Minimum use of roadways option”. Tom feels that the south frontage roads option is also acceptable but not as desirable as the option across the refuge.

Local Cyclists & Runners

September 28, 2017 at Greater Egypt Conference Room

Attendance: Gene Tincher (River to River Runners Club), Anne Johnson (Carbondale Bike Club), Brett Sutphin, Patrick Work (Bike Surgeon/St. Nicks Bike Club), Allison Sutphin, Matt Crain, Wayne Tate, Patrick Trotter, Evy Mckeever, Scott Davis, Neil Vincent (CONWR) Joe Z. (GE/SIMPO)

Joe Z. gave a presentation summarizing the work of the committee. The following points were discussed by the participants:

- The group asked what the target user group for the route was: Answer – Casual Adult. The group agreed that casual adult was most appropriate.
- Would a trail be concrete or asphalt? Answer – will be determined in final design.
- Would a trail be next to the roadway like a shoulder? Answer – a multi-use trail would be separated from any roadways.
- Comment was made that debris on the shoulder of IL 13 caused flats and any route using the shoulder would need to be swept.
- Several attendees stated that an asphalt trail would be better for runners (not as hard as concrete). Attendees also state that asphalt would be smoother for biking (do not like the joints in the concrete path).
- Several Attendees commented that the trail through the refuge (old roadway) would add to the experience of biking or hiking.
- Would the trail/route be promoted as a tourism destination? Answer – it could be, that would probably be left to the local tourism agencies or communities.
- Comment was made that the route should connect with other routes or nearby destinations. Joe Z. state that the report will recommend supplemental connections.
- There was discussion about whether the Wolf Creek Overpass has resulted in increased bike riding in the refuge, opinions were mixed. There was agreement that there is significant biking on the refuge loop especially on weekends.
- There was a very strong preference from the attendees that the route should be a multi-use trail separated from any roadways. Safety was a top concern.

Jackson County/Carbondale

Since the Jackson County/Carbondale route has been established, no meeting was necessary.

EXHIBIT 9

Project Study Group Meeting Minutes and Team Members

Marion to Carbondale Bike Route – 1st Study Group Meeting
6/22/2017 @ 1:00 PM
John A. Logan College

Meeting Began with introductions. Attendance is listed at the end of the minutes.

Joe Z. gave a presentation with the following primary points:

- Why we are doing the study
- Committee Goals
- Where cyclist's currently ride (Strava data)
- Crash Data
- User Groups, Bike Level of Service and type of facility desired
- Four preliminary bike route concepts
- Next Steps
 - Stakeholder Meetings
 - Refine/Reduce Alternatives
 - Second Committee Meeting

General Discussion

- From Giant City Road to Greenbrier Road the route will consist of a multi-use trail on the south side of IL 13. IDOT has just awarded a contract that will build this segment from Giant City Road to near Reed Station Road.
- It was noted that Strava data only captures fitness/recreational riders.
- Negative issues with the IL 13 Shoulder – debris such as tire belts causes flats, traffic, noise, narrow shoulder at bridges, difficult to ride through the intersections.
- Discussion of whether a commuter route or recreational trail is more desirable. A recreational trail would likely see the most use. The businesses along IL 13 are generally not the type that would be a destination for cyclists.
- Eastern termini – Discussion of whether the study should end at the multi-use trail at Skyline Drive or continue to Morgan Avenue. It was noted that there is a new roadway (Champions Drive) from Kokopelli Drive to Blue Heron Drive that could be utilized.

Funding

- Illinois Transportation Enhancements Program (ITEP) – This program requires a 20% match from the applicant. The maximum award is \$2 million. This would be a primary target source for funding.
- IDNR Recreational Trails Program – Also an 80/20 match program. Maximum award is \$200k. There is less competition for this program; the funds can be used for land acquisition.
- Federal Lands Access Program (FLAP) – This funding is dedicated to improving access to Federal Lands and can be used for trails.
- IDOT can provide funding when the trail/bike accommodation is directly associated with an IDOT project (such as the current project from Giant City to Reed Station Road). This would be a

source of funding for the segment from Shawnee Trail to Reed Station Road when the six lane expansion is completed for those limits. IDOT would require another agency to accept maintenance of the trail before including it in their project.

Preliminary Alternatives Discussion

- IL 13 Shoulder – The consensus of the committee was that the shoulder of IL 13 would not provide a desirable route. **This alternative will not be considered further.**
- IL 13 north side using frontage roads and existing multi-use trail west of IL 148.
 - The frontage roads from Skyline Drive to IL 148 would provide a good route but there are two gaps that would be difficult to close due to right of way constraints and the impacts to airport property.
 - The required crossing of IL 148 at Rushing Drive is not safe. The ADT is about 15,000 vehicles per day and there is a heavy volume of competing left turn movements into Rushing Drive. Speeds are also relatively high (posted speed limit is 45mph). A center refuge island would help but it would conflict with a Williamson County Fire Station.
 - The intersection of Skyline Drive and Williamson County Parkway is also undesirable due to high traffic volumes, speed and heavy turning movements.
 - The Rushing Drive segment would provide an acceptable route. The traffic volume ranges from 1200 to 3400 but speeds are low and visibility is good.
 - The newly constructed multi-use trail provides an ideal segment for the route.
 - The crossing at Division Street is very busy, lower speeds mitigate this to some extent.
 - JALC – During peak hours the use of Plaza Drive and Logan College Road would not be ideal. Another option would be to use the planned extension of Tippy Road (this project is currently not funded). JALC would be agreeable to construction of a multi-use trail near the IL 13 right of way.
 - This option would require crossing of IL 13 at the Greenbrier traffic signal. This signal does not have pedestrian push buttons or crosswalks. The signal loops would likely need to be retrofitted to be activated by cyclists.
 - **The consensus of the Committee was that this option should be dropped from consideration.**
- IL 13 south side using parallel routes and frontage roads
 - From Skyline Drive westward to IL 148 this route provides a good accommodation. Increased truck traffic into the former Circuit City complex could have a negative impact. It was noted that this segment could provide a low cost “interim” route.
 - The crossing of IL 148 is much more comfortable than the north option due to lower traffic (9000 ADT) and turning movements.
 - This option would likely require land acquisition to build the needed trail segments west of IL 148.
 - The segments along the existing frontage roads west of IL 148 also provide a good accommodation.
 - This route utilizes the Wolf Creek road overpass and from that point is the same as the northern route.

- Old 13 Route
 - IDOT Policy would require an eight foot shoulder between Skyline Drive and IL 148. From IL 148 westward IDOT Policy would require a six foot shoulder. Local agency policy would only require a 4' shoulder.
 - **The consensus of the Committee was that due to the relatively high traffic volumes (up to 7800 ADT) a route along the shoulder of Old IL 13 is not desirable.**
- Recreational Route minimizing the use of roadways
 - This option would require easements or other land use agreement from the CONWR.
 - The old roadway west of IL 148 is in disrepair and there are drainage structures that would have to be replaced.
 - CONWR has limited funding to maintain a trail. CONWR would be agreeable to allowing another agency to maintain a trail built on the perimeter of CONWR (for example along Old IL 13).
 - There was discussion of how CONWR might capture fee revenue from this option. There was no consensus on how this could be accomplished. There was also discussion about how funding for CONWR is allocated and whether construction of a new trail could result in increased funding. CONWR staff indicated that a new trail would not necessarily result in increased funding.
 - There were several comments that a recreational trail this type would see the most use and would increase public use of the CONWR.
 - From Wolf Creek Road westward this option could be paired with the frontage road options to reduce costs.
 - It was noted that construction of the Wolf Creek overpass will likely increase the cycling that currently occurs in the Wolf Creek area of the CONWR.
- Stakeholder Meetings
 - Joe Z. will arrange a meeting with each of the local stakeholders
 - Additional stakeholders mentioned were: Friends of the Refuge, River to River Runners Club
- A second Committee Meeting will be held after all the stakeholder meetings have been completed.

Attendance

Travis Emery – IDOT	Chris Wallace – Carbondale	Doug Phillips – Marion
Mike Brown – CONWR	Neil Vincent – CONWR	Larry Sanders – RLCD/cyclist
Tyler Carpenter – GE	Ron Mitchell – Mayor Crainville	John Crawford – Carterville
Grant Guthman – Jackson Co.	Greg Smothers – W’mson Co.	Wayne Tate – Cyclist
Brad McCormick – JALC	Audrey Wagner – SIU/cyclist	

Marion to Carbondale Bike Route – 2nd Study Group Meeting
10/11/2017 @ 1:00 PM
John A. Logan College

Attendance is listed at the end of the minutes.

Joe Z. gave a presentation with the following primary points:

- Summary of the various stakeholder meetings
- Preliminary cost estimate for the South Frontage Roads Alternative
- Advantageous/Disadvantageous of the South Frontage Roads Alternative
- Preliminary cost estimate for the Multi-Use Trail Alternative
- Advantageous/Disadvantageous of the Multi-use Trail Alternative

Discussion

- The committee discussed the routes starting at Greenbrier Road and proceeding eastward.
- Starting from Greenbrier Road, it was decided that the **northern route through JALC should be the preferred alternative**. The southern route would have environmental complications and would not provide direct access to a major destination (JALC). This option will necessitate installation of a pedestrian type crossing (with pedestrian push buttons) at the IL 13/Greenbrier intersection.
- The committee discussed whether Tippy road or Plaza road should be utilized to provide the connection from JALC to Division Street. Below are the major points of discussion:
 - JALC has plans to build a new road from their property to Tippy Road. This road will have bike accommodation. JALC currently has no funding for this project.
 - JALCs proposed project does not involve upgrading existing Tippy Road which is only 16 feet wide with several residences close to the right of way. A street with two way dedicated bike lanes would need to be at least 30 feet wide. A “shared lane” accommodation would not require widening.
 - Use of Tippy Road would require that the existing 5’ sidewalk on the east side of Division Street be widened to 8’ or 10’ to serve as the multi-use trail. A crossing of Division Street at Tippy Road would be advantageous due to the reduced number of lanes (3 at Tippy road versus 5 at Commercial Drive).
 - Plaza Drive is not well suited for on road accommodation (ADT 3950).
 - A Multi-Use trail on the south side of Plaza Drive is not possible due to the close proximity of IL 13. A trail on the north side of Plaza Drive is possible but would be expensive due to the need to enclose the drainage system. Also, the trail would have to cross numerous business entrances which creates conflict points and is a safety concern.
 - **Since both options have significant challenges that will require detailed engineering analysis, the committee decided to include both options as a possibility in the Recommended Alternative. The final selection between the two will occur at a later date.**

- The Recommended Alternative will then follow the existing trail along Commerce Drive from Division Street to Wolf Creek Road and then southward over the new overpass.
- The committee then discussed various aspects of the South Frontage Road and Multi-Use trail alternatives as listed below:
 - Discussion of the advantageous/disadvantageous of a concrete surface versus an asphalt surface. The report will not make a recommendation as either option is acceptable.
 - There was discussion regarding the type of crossing that would be required for the South Frontage Road Alternative at IL 148. The crossing would consist of signage and pavement marking, there would not be a traffic signal.
 - There was discussion regarding the advantageous/disadvantageous of a Multi-Use Trail route versus a largely on road route. It was discussed that the local cyclists expressed a strong preference for the Multi-Use trail route. Several committee members also expressed a clear preference for the multi-use trail route. **The decision was made by the committee that the Multi-Use Trail Alternative should be the Recommended Alternative.**
 - The committee discussed the options of using the old roadway through the CONWR versus the option of staying adjacent to Old IL 13 all the way from Wolf Creek Road to Bainbridge Road. CONWR staff stated that the position of the refuge is that it would be preferable for the route to remain adjacent to Old IL 13 thus keeping the route on the northern perimeter of the refuge. Several committee members expressed a preference for utilizing the old roadway as this would provide a better experience for users. **The committee decided that both options could be included as a possibility in the Preferred Alternative. As with Tippy Road and Plaza Drive, the final selection will occur at a later date.**
 - There was discussion about using the existing service roadway between IL 148 and Bainbridge Road. This would require much less tree clearing (and associated environmental impacts) and the trail could be built to adequately carry the farm equipment that utilizes the road. This would also eliminate concerns about offsetting the trail to accommodate a future expansion of Old IL 13. **The committee decided that the report should allow for either option (at the discretion of CONWR).**
 - There was discussion about the need to acquire private property from the west end of Bradford Lane to the Hospital property. A second option would be for the trail to turn northward on Golf Road, accessing the IL 13 right of way and then turning south again to access the Hospital property. **The committee decided that dual options, with the final option to be determined later, would be appropriate at this location as well.**
- There was discussion about Marion’s proposed extension of Halfway Road south of Old IL 13 to connect with Westminster Drive and the existing I-57 overpass. This new roadway will include a multi-use trail which could readily be extended to the Marion High School Sports complex via Fosse Road (using a shared lane accommodation) and a Multi-Use trail south of and parallel to

KingsPointe Drive. **The committee decided that this potential route should be included in the report as a supplemental connection to the preferred alternative.**

Attendance

Travis Emery – IDOT

Carrie Nelsen - IDOT

Doug Phillips – Marion

Mike Brown – CONWR

Neil Vincent – CONWR

Ron Mitchell – Mayor Crainville

Wayne Tate – Cyclist

Brad McCormick – JALC

Audrey Wagner – SIU/cyclist

Brad Robinson – Mayor Carterville

Joe Zdankiewicz - SIMPO

PROJECT STUDY GROUP TEAM MEMBERS

- Carrie Nelsen – IDOT District 9, Program Development Engineer
- Travis Emery – IDOT District 9, Studies and Plans Engineer
- Ron Mitchell – Mayor of Crainville
- Ed Barsotti – RIDE Illinois, Chief Programs Officer
- Mike Brown – CONWR
- Neil Vincent – CONWR
- Brad McCormick – John A. Logan College
- Greg Smothers – Williamson County Engineer
- Grant Guthman – Jackson County Engineer
- Doug Phillips – City of Marion, Street Superintendent
- Tom Somers – City of Herrin, Public Works Director
- John Crawford – representing the city of Carterville
- Chris Wallace – City of Carbondale, Development Services Director
- Michelle McLernon – Jackson County Health Department, Director of Health Education
- Audrey Wagner – SIU Department of Geography and Environmental Resources, Lecturer
- Wayne Tate – Local cyclist
- Larry Sanders – Local cyclist
- Joe Zdankiewicz – SIMPO, Director of Transportation Planning