Bicycle Master Plan

Step 1
Existing Conditions and Community Input

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

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

Above: Advisory Committee Meeting

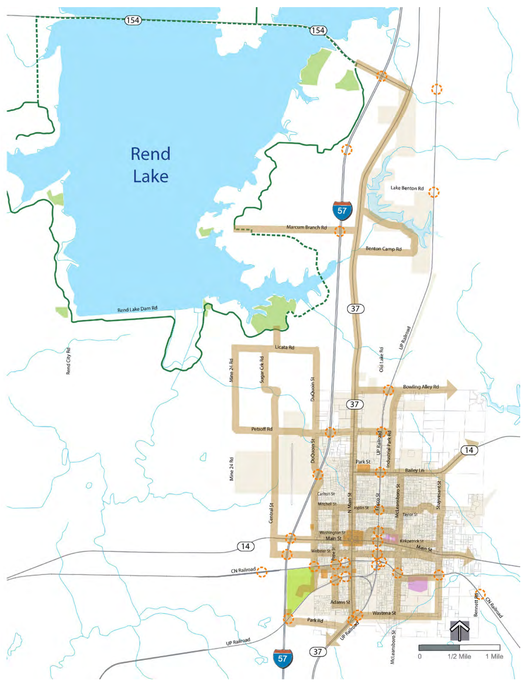
Above: Open House #1

Above: Destinations from Community Survey

Step 2
Routes to Study

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

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

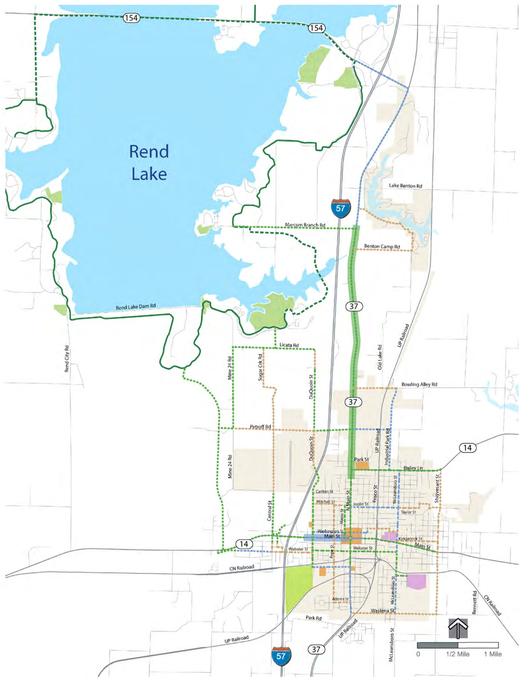


Step 3
Draft Master Plan

The draft Master Plan includes recommendations for:

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

We are Here!



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

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

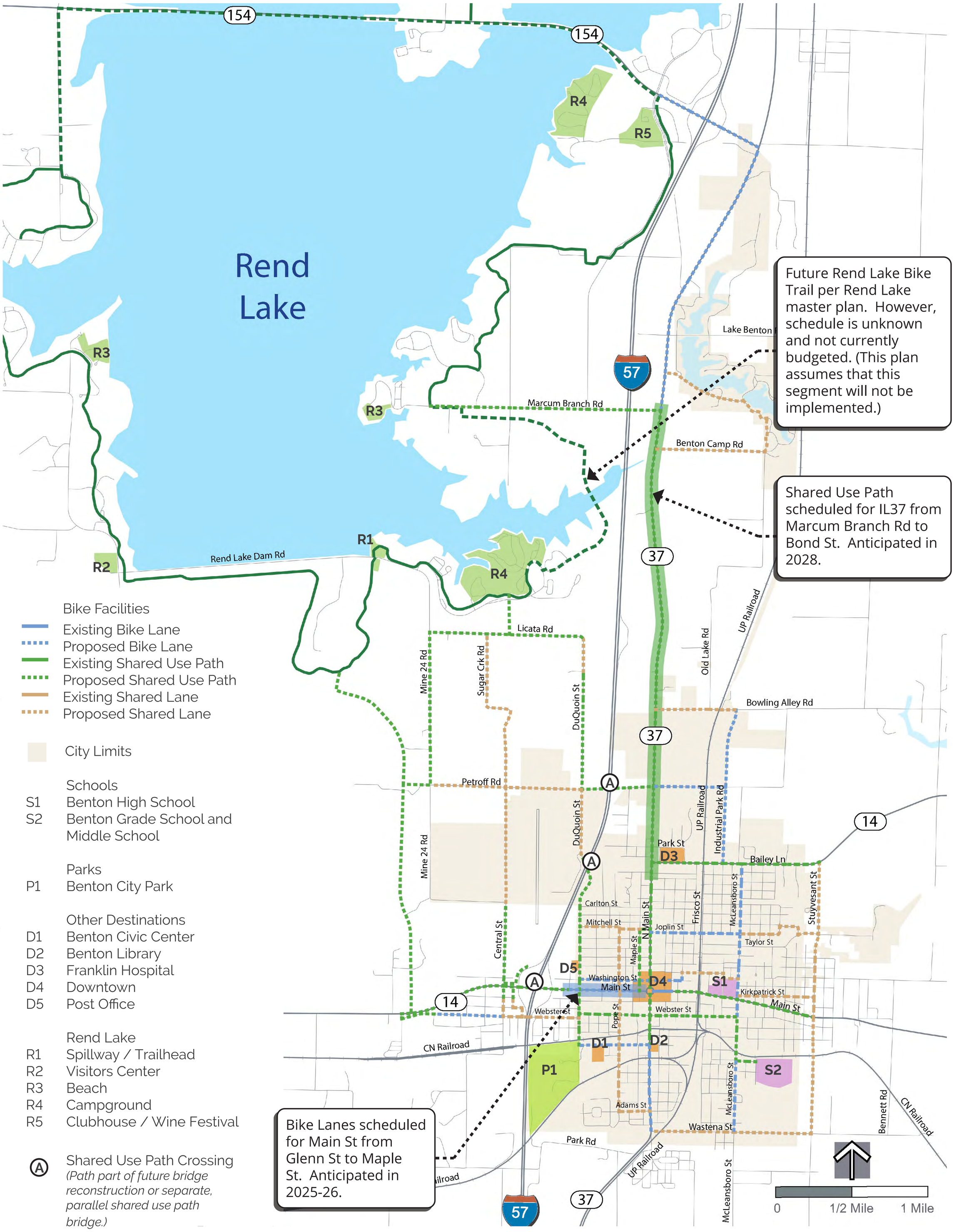
How will the Bicycle Master Plan be Implemented?

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

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

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

Bicycle Master Plan DRAFT



Bike Facilities
- Existing Bike Lane
- Proposed Bike Lane
- Existing Shared Use Path
- Proposed Shared Use Path
- Existing Shared Lane
- Proposed Shared Lane

City Limits

Schools
- S1 Benton High School
- S2 Benton Grade School and Middle School

Parks
- P1 Benton City Park

Other Destinations
- D1 Benton Civic Center
- D2 Benton Library
- D3 Franklin Hospital
- D4 Downtown
- D5 Post Office

Rend Lake
- R1 Spillway / Trailhead
- R2 Visitors Center
- R3 Beach
- R4 Campground
- R5 Clubhouse / Wine Festival

Ⓐ Shared Use Path Crossing
(Path part of future bridge reconstruction or separate, parallel shared use path bridge.)

Bicycle Master Plan (DRAFT)

Priority Project Option A: DuQuoin Shared Use Path

Summary

Length: Approx 3.5 miles.

Strengths

Directly connects Rend Lake Trail with Benton Park and downtown Benton.

Future connection to planned shared use path on IL-37 (via Petroff) would create a continuous Rend Lake Loop.

Considerations

At 3.5 miles, would require multiple grant cycles for implementation.

Several stretches of narrow ROW would require ROW acquisition or shared lane.

Several areas of significant topography.

Existing DuQuoin bridge very narrow.

1. Narrow ROW

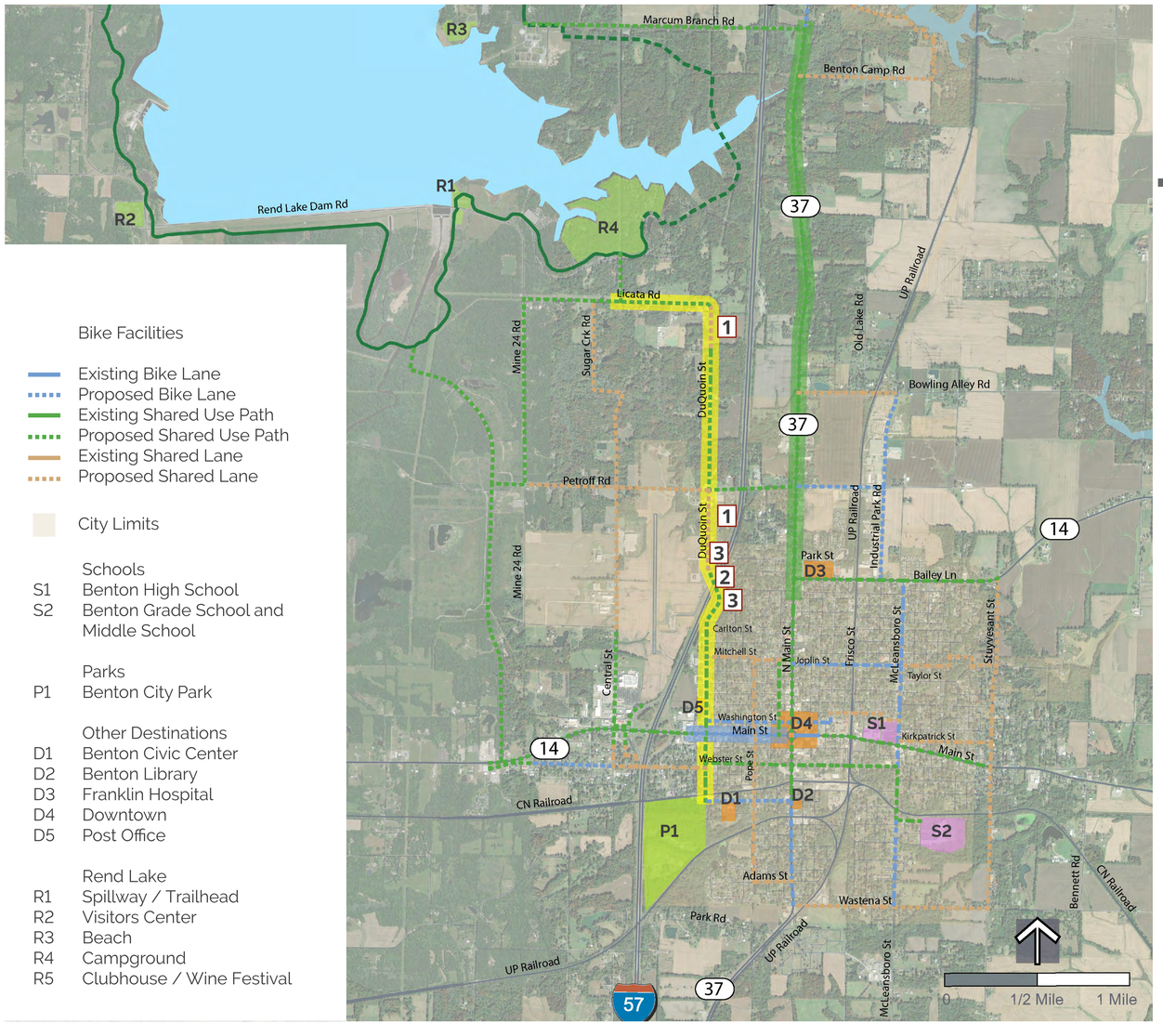
According to assessor parcel information, only 40' ROW in these segments. Too narrow for shared use path.

2. Existing DuQuoin Bridge

Existing DuQuoin St bridge over I-57 too narrow for bike facilities. A shared use path would require waiting for future bridge reconstruction or a separate, parallel shared use path bridge. See photo below

3. Approaches to DuQuoin Bridge

The elevation of terrain falls below the roadway on the east and west sides of DuQuoin St and is heavily forested. A path on the side of the road would require significant earth work or retaining walls. See photo below.



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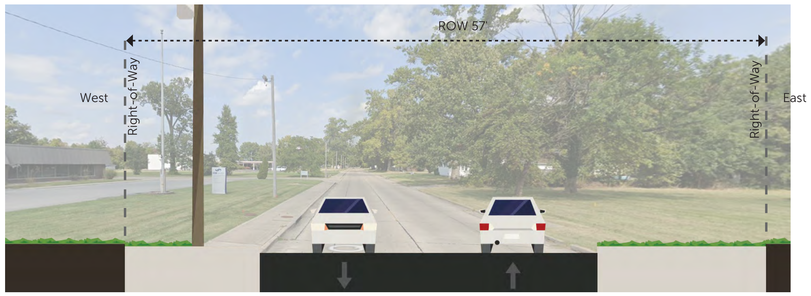
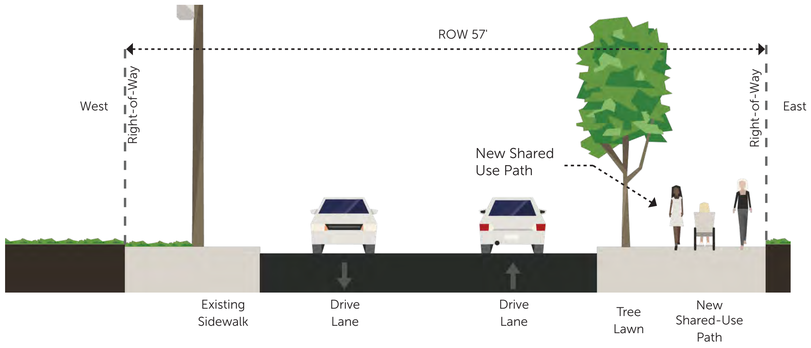
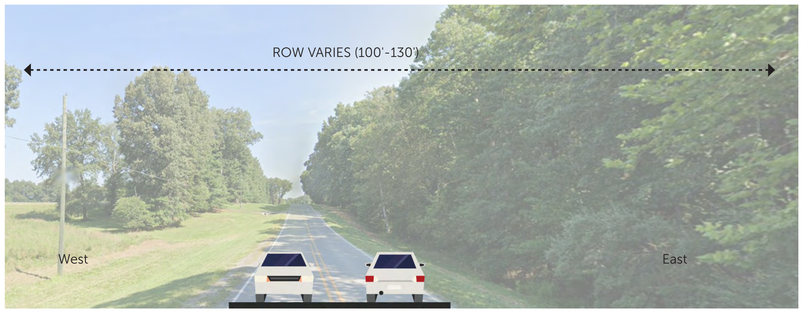
DuQuoin Street (North of 5th): Existing Condition



DuQuoin Street (North of 5th): Proposed Condition

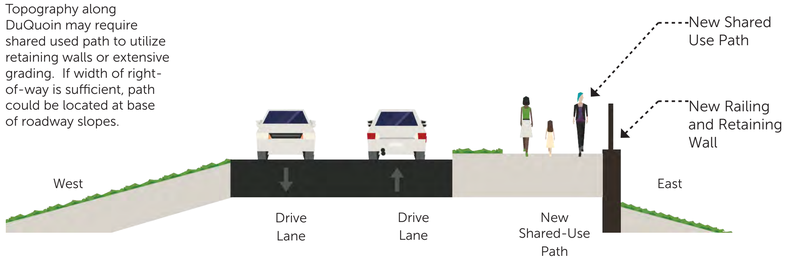


DuQuoin Street (South of Bluebell): Existing Condition

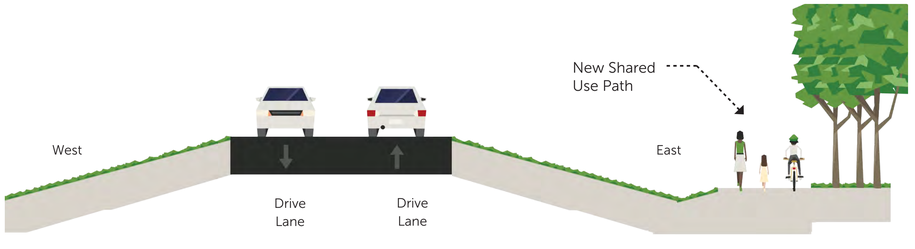


DuQuoin Street (South of Bluebell): Proposed Opt 1

Notes
Topography along DuQuoin may require shared used path to utilize retaining walls or extensive grading. If width of right-of-way is sufficient, path could be located at base of roadway slopes.



DuQuoin Street (South of Bluebell): Proposed Opt 2



Priority Project Option B: School to Park Connector

Summary

Length: Approx 1.7 miles.
Route includes DuQuoin St, Webster St, and McLeansboro St.

Strengths

Connects Middle School and Benton Park.

Considerations

Several stretches of narrow ROW on Webster St would require ROW acquisition or shared lane. Some existing buildings appear to encroach on ROW.

DuQuoin St at entrance to Park passes under low railroad trestle.

Webster St is low traffic volume and low BLTS. Acceptable alternative may include shared lanes, improved sidewalks, and improved intersections.

Considerations (*cont*)

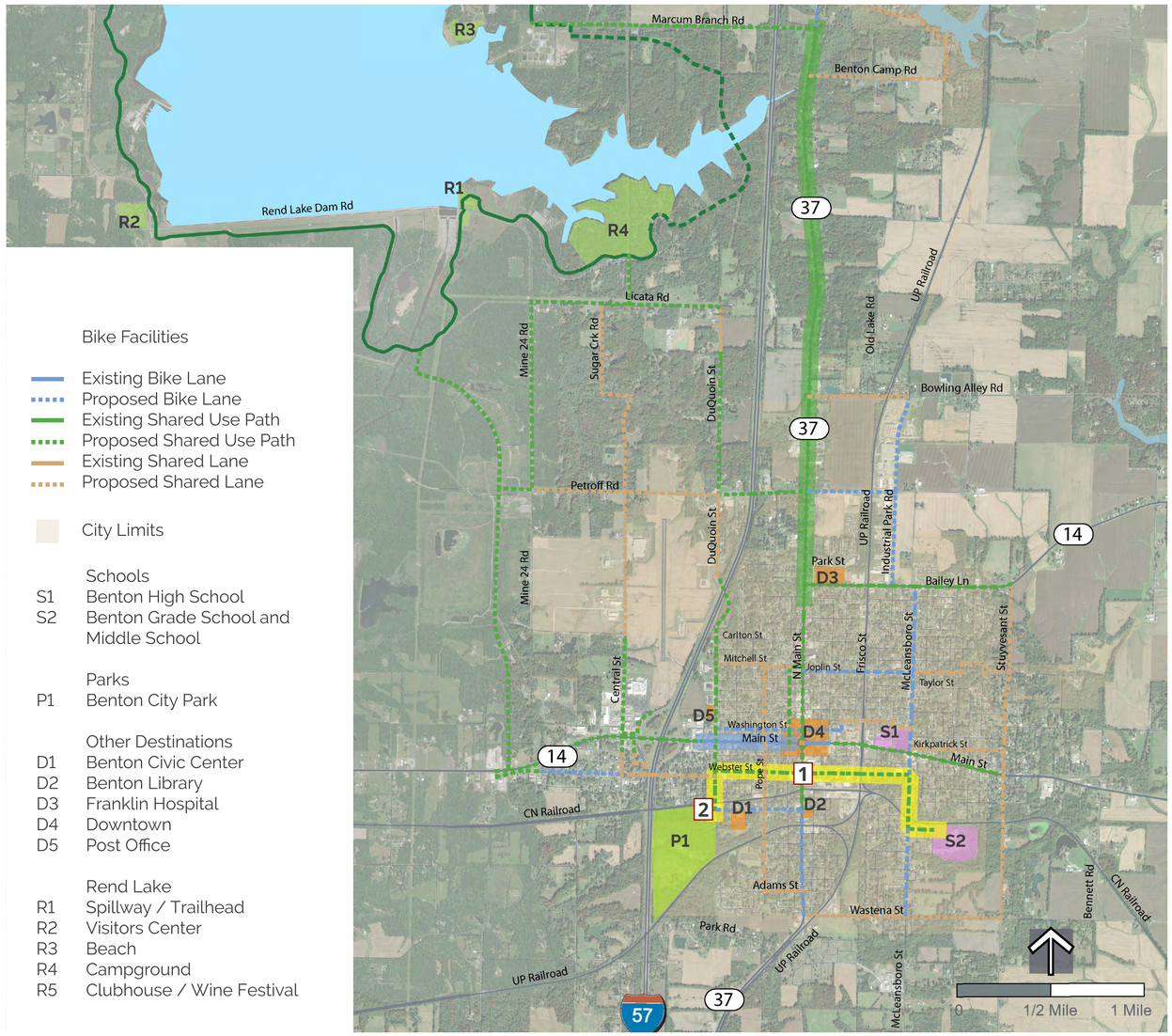
Shared use path on McLeansboro St would require curb relocation.

1. Intersection with IL-37

Existing cross traffic does not stop at intersection with IL-37. Existing AADT is 6,400. A controlled crosswalk (rapid flashing beacon or signalized) would provide a designated crossing point for bicyclists and pedestrians.

2. Railroad Trestle at Entrance to Park

DuQuoin St is low BLTS of 2, so a shared lane would allow bikes access to the park through the existing underpass on Du Quoin. However, preferred solution would be separate share use path through adjacent span. See photo below.



Bike Facilities

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- Proposed Shared Use Path
- Existing Shared Lane
- Proposed Shared Lane

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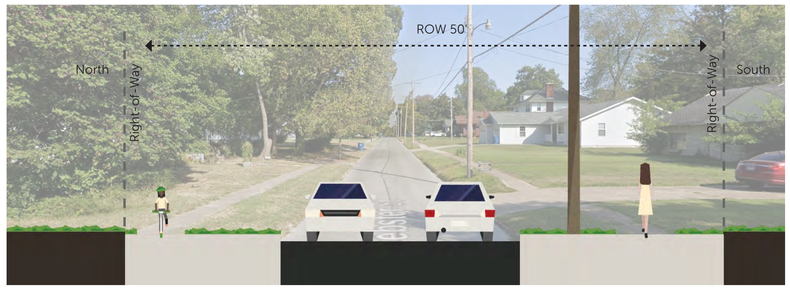
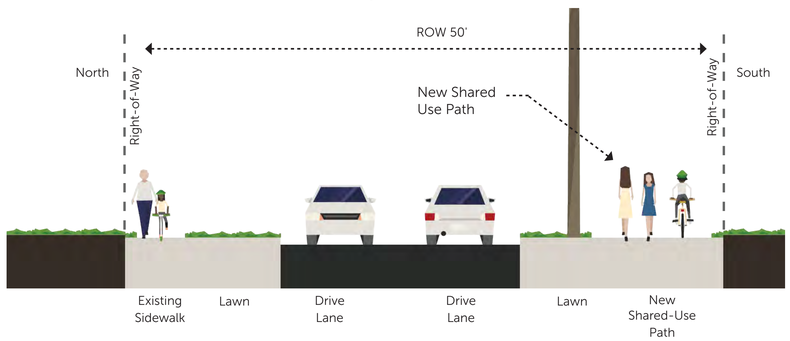
Webster Street (East of Aiken): Existing Condition



Webster Street (East of Aiken): Proposed Condition



Priority Project Option C: The Square via Maple Street

Summary

Length: Approx 0.9 miles.
Route includes IL-37, Mitchell St, Maple St.

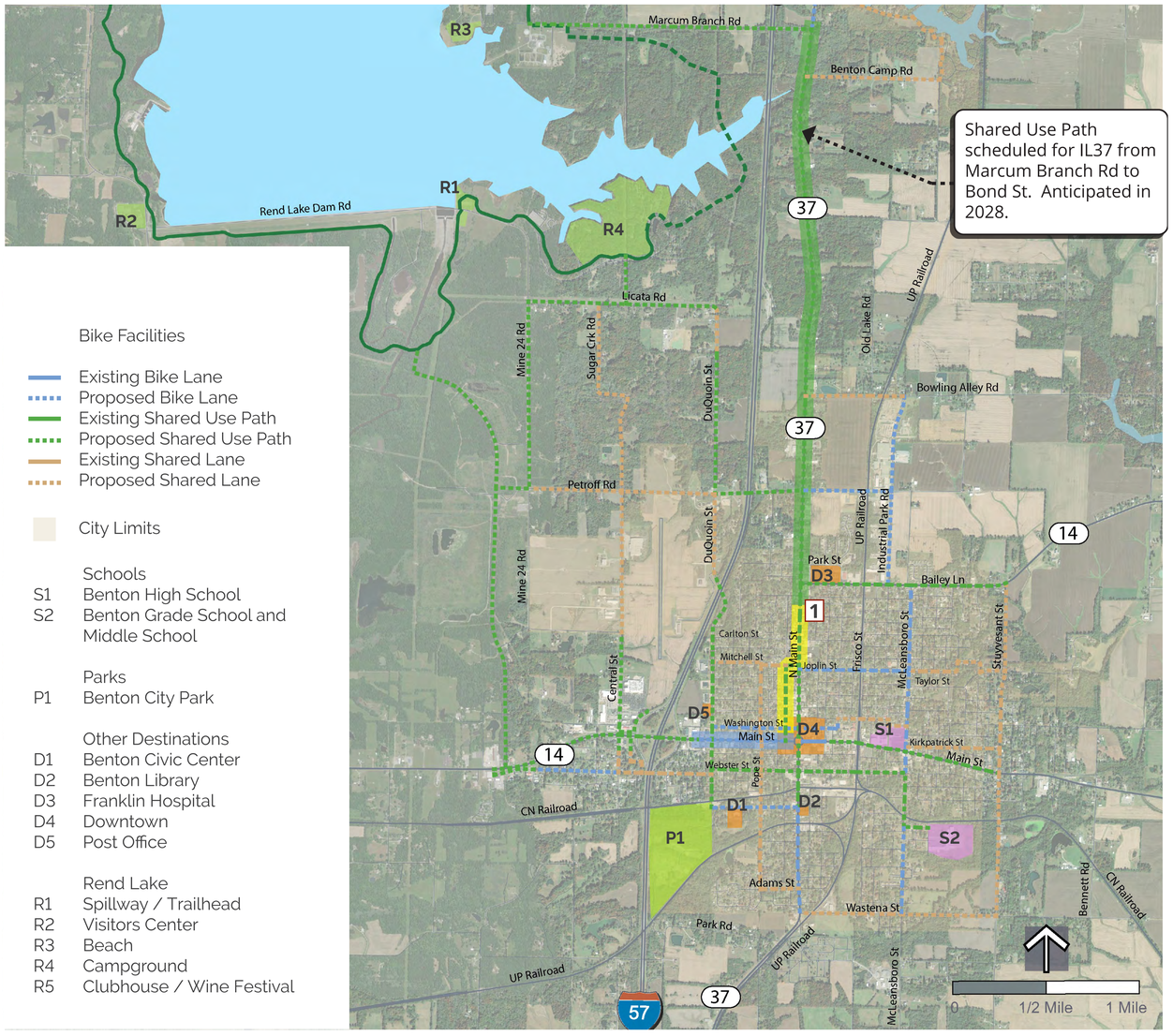
Strengths

Connects downtown Benton with future shared use path scheduled for IL-37 from Bond St to Marcum Branch Rd.

Considerations

New shared use path may require relocation of curb, loss of parking, and utility pole relocations on Maple St. Maple is a low volume street (BLTS of 1-2). Bike lanes or shared lanes may be an acceptable option.

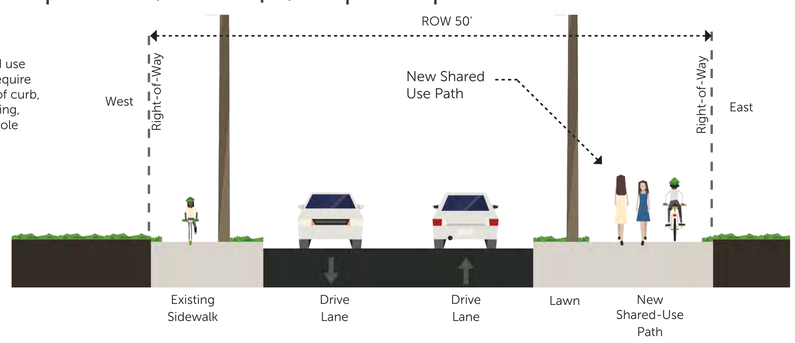
1. **Connection to Future Shared Use Path**
Shared use path scheduled for IL-37 from Marcum Branch Rd to Bond St. Anticipated in 2028. This project would connect downtown Benton to the start of the future shared use path along IL-37 at Bond St.



Maple Street (South of 4th): Existing Condition

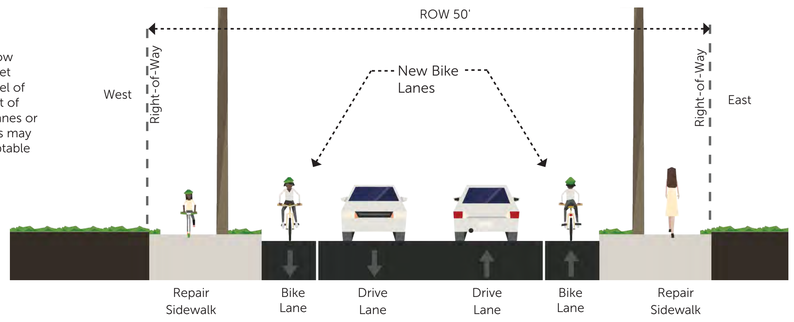
Maple Street (South of 4th): Proposed Opt 1

Notes
New shared use path may require relocation of curb, loss of parking, and utility pole relocations.



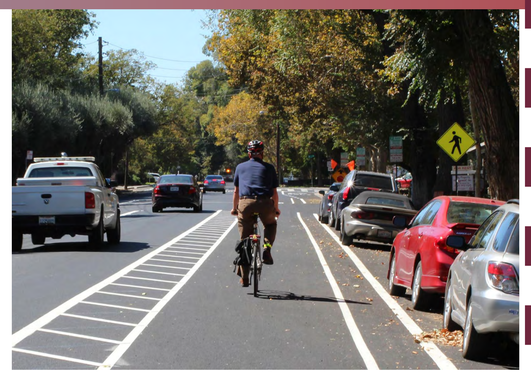
Maple Street (south of 4th): Proposed Opt 2

Notes
Maple is a low volume street (Bicycle Level of Traffic Street of 1-2). Bike lanes or shared lanes may be an acceptable option.



Bicycle Master Plan

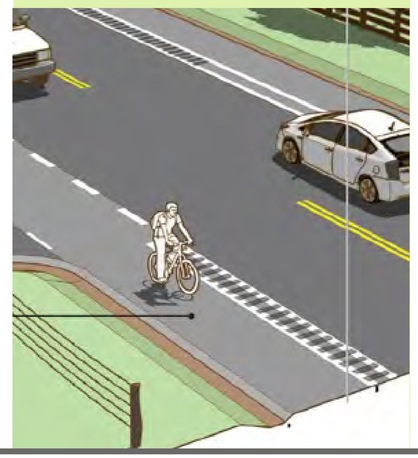
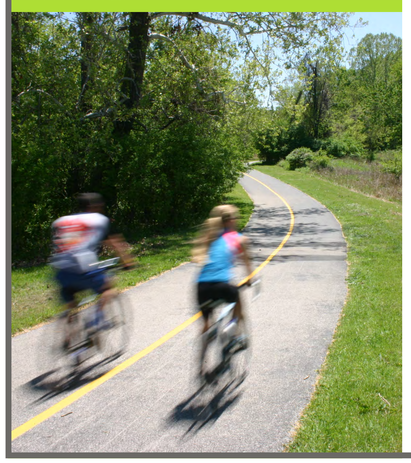
No Way, No How	Interested but Concerned	Enthused and Confident	Strong and Fearless
No desire to bicycle at all!	You enjoy bicycling, but are nervous about riding in traffic. You prefer bike trails and bike facilities separated from traffic.	You are comfortable riding in traffic, but prefer facilities like bike lanes.	You ride in all types of traffic, regardless of whether there are bike facilities.



What Type of Bicyclist Are You?

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

Bicycle Master Plan

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

Types of Bike Facilities


0
0.125
0.25 mi