



Scott Air Force Base Bicycle & Pedestrian Commuter Plan 2013

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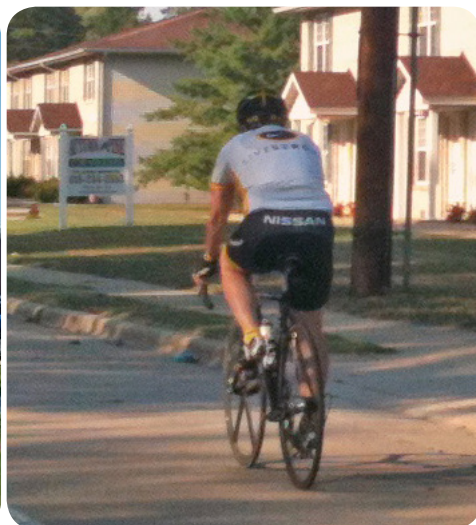


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- Daniel Schloesser, Planner 375 CES/CEAO
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- Norm Etling, Village of Shiloh Engineer

Citizen Advisory Committee

Horner & Shifrin, Inc. Engineers

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Executive Summary

This document represents the Shift Your Commute: Scott Air Force Base Bicycle & Pedestrian Commuter Study. The objective of this plan is to provide a conceptual framework guiding future on- and off-street bicycle and pedestrian facilities along major corridors to Scott AFB, with the overarching goal to transform SAFB and the surrounding communities of Mascoutah, O'Fallon, & Shiloh into more bicycle-commuter and pedestrian-commuter friendly communities.

This planning process began in Fall 2012 and included two rounds of public open houses, or a total of six open houses. Multiple surveys were completed by SAFB employees, residents, and residents of the surrounding communities and comments were solicited and received at every juncture. The vast majority of residents who participated in the survey and open houses were in favor of helping create more bicycle and pedestrian routes to and from Scott AFB. There is a core group of citizens already commuting by bike or foot and more who would be interested in leaving the car at home if the routes to the base were made more safe for all forms of travel. While this is a long-term plan meant to take up to 20 years to implement, it provides the blueprint, in the form of phases, for constant progress. As more phases of this plan are implemented, the more positive impacts will be realized.

It is our hope that this plan, once implemented, will enable commuters of all skills, interests and needs to get to Scott Air Force Base from the surrounding communities.



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Introduction & Existing Conditions



Purpose

Scott Air Force Base, in partnership with the Cities of O'Fallon, Mascoutah and Shiloh commissioned this study to investigate and determine the most suitable and appropriate routes for employees of the air force base to commute to work via bicycle or foot. The base is anticipating a growing demand for parking from commuting employees and is interested in promoting alternative methods of transportation to and from the base. As the largest employer in Illinois, south of Springfield, the surrounding communities of O'Fallon, Mascoutah and Shiloh are invested in the success of the base, the long-term viability of the regional transportation infrastructure, and the health and livability options for their residents.

External to the specific needs of the base, there are factors inspiring people to think outside the car for their transportation needs, such as personal health and rising fuel costs. There are currently a number of active bicycle commuters who work at the base and this plan aims to increase the safety of the roadways they currently use, as well as to inspire and encourage additional alternative transportation commuters. The successful implementation of this plan will involve both “brick and mortar” changes to the surrounding roadway and trail system *and* a comprehensive education and encouragement campaign on base.

The Shift Your Commute (SYC) Scott Air Force Base (SAFB) Plan is a comprehensive, long-range analysis that outlines a blueprint for a connected system of facilities, including a phased implementation strategy based on citizen- and data-driven priorities. The piece-by-piece approach to the construction of this network will enable each City and the base to be proactive in searching for grant funding, along with leveraging available resources.

About Scott Air Force Base

Located in St. Clair County, Illinois, approximately 20 miles east of the City of St. Louis, Missouri, Scott AFB remains one of the oldest, continuous service U.S. Air Force installations. Occupying approximately 3,000 acres, Scott AFB is home to the United States Transportation Command (USTRANSCOM), Air Mobility Command (AMC), Military Surface Deployment and Distribution Command (SDDC), and provides Headquarters for the 18th Air Force, the 932nd Air Force Reserve Command and the 126th Air Refueling Wing of the Illinois National Guard. The 375th Air Mobility Wing is the host unit at Scott AFB.

Since 1917 Scott Field, re-designated Scott Air Forces Base in 1948, has had many assignments including; medical airlift, technical training, lighter-than-air balloon/airship development, General Headquarters, Radio School, Air Mobility Command, air refueling, and others. Along with each major assignment came additions and renovations to buildings, roads, airfields, and railroads. Development on the base expanded more than four times and now encompasses more than 3,500 acres.

The base is named after Corporal Frank S. Scott, the first enlisted person to be killed in an aviation crash. Its airfield is also used by civilian aircraft, with civilian operations at the base referring to the facility as MidAmerica St. Louis Airport. MidAmerica has operated as a Joint Use Airport since November 1997. The residential part of the base is a census-designated place; the population was 3,612 at the 2010 census.

Corporal Frank S. Scott





Every United States military transportation operation is controlled and monitored at Scott AFB, from deploying troops and materials for national defense to transporting the President of the United States.

There are nearly 1,600 family homes, 396 dormitories, 350 visitor quarters, 10 DV quarters, and 55 temporary lodging facilities on base.

Scott AFB is also home to the eastern terminus of the St. Louis MetroLink light rail line - the Shiloh–Scott station links Scott Air Force Base with Lambert International Airport on MetroLink’s Red Line.

Access to the Base

Access to the Air Force Base is strictly controlled and monitored. There are various gates, each location has regulated access times:

- Belleville Gate (County Road 1845/Scott Drive): 4:30 a.m. - 11:30 p.m.; 7 days/week
- MetroLink Pedestrian Gate: 6:30 a.m. - 4:30 p.m.
- Shiloh Gate (Seibert Road): 24 hours, 7 days/week
- Cardinal Creek Gate (Pryor Drive): 6 a.m. - 8 a.m. and 3 p.m. - 5 p.m.; Monday – Friday
- Mascoutah Gate/Commercial Vehicle Inspection Station (Florida Street and Charles Lane): 6 a.m. - 4 p.m.; Monday – Friday
- Scott School (K-5) Gate (Paul Revere Drive): (Active School Days Only) 6:30 a.m. - 8:30 a.m. and 2:30 p.m. - 4 p.m.; Monday, Thursday and Friday. 6:30 a.m. - 8:30 a.m. and 2:30 p.m. - 4:40 p.m.; Tuesday and Wednesday. Note: The Scott School Gate is only authorized for pass holding parents dropping off students at Scott Elementary or the Youth Center; all other traffic will be denied access.
- The gate to the school on Patriots Drive is open during school days only, from: 6:30 - 8:30 am and 2:30 - 4:00 pm Monday, Thursday, Friday, 2:30 - 4:40 pm Tuesday and Wednesday for Tutoring. The Pedestrian gate is open until 4:30 pm. Entry into Patriots Landing through the school access road (off Section Line Road) is not authorized at any time.

Existing Plans, Policies & Studies - SAFB

Since 2010, the base has conducted three planning/policy efforts that guide the recommendations in this plan document. These efforts, (1) the 2010 SAFB Bike Racks Plan, (2) the 2011 Carpool Parking Policy, and (3) the 2012 SAFB Traffic Study, are summarized below.

2010 SAFB Bike Racks Plan

Three styles of bike racks currently exist on base: ribbon or wave, traditional pull in rack, & bollard. The plan shows existing locations, proposed new locations and areas for additional bike parking spots.

The plan recommend 26 new and additional locations: 30 new bike racks at 9 bikes per rack equals 270 parking spots. Costs for 26 Additional Bike Racks (prices based on purchase of 25 or more):

- Ribbon Style*: \$186 each x 30 = \$5,580
- Traditional Style: \$244 each x 30 = \$7,320
- Bollard Style*: \$122 for 2 bikes or \$122 x 135 = \$16,470

(*Ribbon and bollard styles require concrete pad for mounting)

The preferred style is the ribbon rack securely bolted to concrete. They fit with the base architecture and can be purchased painted or plastic coated to match base color scheme.



Bldg. 1800 (Dining Hall) Ribbon Style

2013 Update: All sites identified in this plan have received bicycle racks.

2011 Carpool Parking Policy

Application: This policy applies to all work centers on Scott AFB with an anticipated workforce of 50 or more personnel in the work center (at the same time).

Purpose: To incentivize carpooling in order to reduce fuel consumption, decrease employee fuel costs, and mitigate parking congestion.

Current Situation: Some large administrative buildings with high demand parking lots already have carpool parking by permit. These carpool spaces are typically located close to facility entrance as an incentive to carpooling. Carpool parking is controlled by permit through the building facility managers who enforce restricted parking around their buildings.

Eligible Facilities: The following facilities are determined to have a work force of 50 or greater and therefore garner designated carpool parking in accordance w/this policy and beyond current permitted parking: Buildings: 3, 4, 10, 40, 61, 433, 450, 505, 528, 700, 859, 861, 1515, 1521, 1530, 1533, 1534, 1575, 1600, 1650, 1700, 1900, 1910, 1911, 1930, 1948, 1961, 3189, 3600, 3650, 3652, and 4001.



“To qualify for a carpool parking space a vehicle must be transporting 2 or more employees.”

- SAFB Carpool Parking Policy (2011)

Procedures for designating parking space: Facility managers for the buildings listed shall identify at least one parking space to designate as carpool parking. Carpool parking spaces shall be located as close as practical to the main entrance. Facility managers will submit a Civil Engineering Work Request (AF Form 332) including a simple map showing the location for the designated spot(s). The 375th Civil Engineer Squadron will validate the location and install signs. The parking sign will be a standard carpool sign. Facility managers may request more than one spot at any time if there is sufficient demand.

Regulation: To qualify for a carpool parking space a vehicle must be transporting 2 or more employees. To register the vehicle for a carpool parking space contact the facility manager. All parking is coordinated and enforced through the facility manager. Designated carpool parking spaces will be available on a first-come, first-serve basis. If vacated during the day (such as lunch time) another carpooling vehicle can use that space. In the event a carpool vehicle driver works at a facility with less than 50 employees, and parking at their facility is typically at maximum capacity. That driver may request a carpool space through their facility manager.

Carpool/Mass Transit References: Anyone interested in forming a carpool can contact Ride Finders, a web based service at ridefinders@mct.org or phone number (800) 847-7433. RideFinders matches carpooling individuals with other interested individuals and even provides vans for “vanpooling”. Scott AFB also boasts an excellent mass transit system with the Metro Link train station located along the western perimeter of the base. Metro buses provide shuttle services to the East and West sides of the base. The Saint Clair County Transit District Metro Link schedule and other transportation related information can be found at: <http://www.scctd.org>

2013 Update: Feedback from the Citizen’s Advisory Committee (see page 11) reported the Carpool Policy to pertain **ONLY** to vehicles with three or more employees. This confusion should be clarified base-wide to encourage more carpooling. In addition, as opposed to special parking spaces, we recommend carpool cars be granted their own lane through the main gate of the base for “check-in” - feedback indicates this would be a better motivator for increasing the quantity and frequency of carpooling.

2012 SAFB Traffic Study

The purpose of the study conducted in 2010 was to assess existing conditions and to identify short-term and long-term transportation needs to safely provide for existing and future transportation demands. Primary areas of focus include entry control facilities (ECFs), key intersections and pedestrian accommodations.

The study documents all transportation related issues on Scott Air Force Base, provides solutions, cost estimates and priority for an implementation schedule. The document focuses heavily on the specific designs of the entry gates so they may meet the Department of Defense engineering standards. The plan also addresses safe crosswalk design and indicates several places where upgrades and changes need to be made on base. *The plan neglects to address pedestrian and/bicycle accommodations at the entry gates.* The study also includes a survey in which 43% of people answered they regularly use the Shiloh gate, followed by 30.6% in the Belleville Gate. However, if the Cardinal Creek gate was improved use would increase from the current 22.2% to 30%.

Physical Fitness

Increasing opportunities and options for active transportation creates healthier communities. According to the Centers for Disease Control, “People who are physically active live longer and have a lower risk for heart disease, stroke, type 2 diabetes, depression, and some cancers. Improving spaces and having safe places to walk can help more people become physically active.” Less than half of all adults get the recommended amount of physical activity, and walking requires no special equipment or training.

County Health Rankings

The University of Wisconsin’s Population Health Institute has analyzed a series of factors to produce a ranking for counties of Illinois in two categories: health outcomes (premature death, overall morbidity, etc.) and health factors (obesity, smoking, etc.). The analysis is intended to produce a picture of overall community health based on factors like quality of health care, individual behavior, education, employment and environmental factors. The goal is to capture a picture of both physical and mental health.

The results were published in the County Health Rankings: Mobilizing Action Toward Community Health – Illinois 2012 report (countyhealthrankings.org). St. Clair County is ranked 94 out of 102 counties (1 being the healthiest and 102 being the least healthy county in Illinois) for Health Outcomes and 100 out of 102 for Health Factors. These poor results indicate that citizens in this region would benefit greatly from access to a high-quality system for active transportation and recreation.



Air Force Policy

The Air Force Fitness Program goal is to motivate Airmen to participate in a year-round physical conditioning program that emphasizes total fitness, to include proper aerobic conditioning, strength and flexibility training, and healthy eating. Health benefits from an active lifestyle will increase productivity, optimize health, and decrease absenteeism while maintaining a higher level of readiness. The new physical fitness standards, enacted by the Air Force in 2010, represent the most strenuous in over a decade. The changes were made to promote a fitness-based culture that enhances the mission readiness of Airmen.

Specifically at Scott AFB, The Health and Wellness Center (HAWC) is a place where the entire Scott AFB Community can come and find a highly qualified staff ready and willing to assist/support all personnel and beneficiaries in achieving healthier lifestyles. The HAWC supports the Commander in cultivating a fit and ready force, optimizing performance with an emphasis on prevention of illness and injury.



Bike Commuting Better Than The Gym? (peopleforbikes.org)

Biking for transportation appears more helpful in losing weight and promoting health than working out at the gym. According to Australian epidemiologist Takemi Sugiyama, lead author of a recent study in the American Journal of Preventive Medicine, “Commuting is a relevant health behavior even for those who are sufficiently active in their leisure time.” Analyzing the research, The Health Behavior News Service notes, “It may be more realistic to accumulate physical activity through active transport than adding exercise to weekly leisure-time routines.”

The four-year study of 822 adults found that people commuting to work by car gained more weight on average, even if they engaged in regular exercise, than people who did not commute by car. The authors of the study recommend creating more opportunities for everyone to walk or bike to work.

An earlier study by researchers at the University of Sydney School of Public Health published in Obesity Reviews (the journal of the International Association for the Study of Obesity) supports the thesis that leisure-time exercise alone is not enough to prevent obesity. Sixty to 90 minutes of daily physical activity is recommended to curb obesity, which is more time than most people can fit into their busy schedules. That’s why the study’s authors recommend “active transport” like biking and walking for commuting.

Beyond fighting fat, biking and walking for transportation also boosts overall health. A 2007 paper in the European Journal of Epidemiology concludes: “Commuting physical activity, independent of leisure time physical activity, was associated with a healthier level of most of the cardiovascular risk factors.”

The key advantage of traveling by bike over working out at a fitness center is that most people find it easier to do. Instead of vying for scarce free time with many other fun and important things, exercise becomes something we do naturally as part of daily routine. As a study by Portland State University professor Jennifer Dill in the Journal of Public Health Policy shows, 60% of Portland cyclists ride for at least 150 minutes per week (the recommended exercise minimum for adults) and that “nearly all the bicycling was for utilitarian purposes, not exercise.” She adds “a disproportionate share of the bicycling occurred on streets with bicycle lanes, separate paths, or bicycle boulevards”—confirming the importance of bike infrastructure improvements to public health.

“ ‘A disproportionate share of the bicycling occurred on streets with bicycle lanes, separate paths, or bicycle boulevards’—confirming the importance of bike infrastructure improvements to public health.”

- Jennifer Dill, Portland State University

Data Collection

Citizen’s Advisory Committee

Data collection for the Shift Your Commute (SYC) commuter study began with the assembly of a Citizen’s Advisory Committee (CAC) comprised of community members employed at the base and other interested potential users. Soliciting CAC members from Mascoutah, O’Fallon, Shiloh and the Base, in addition to members added through primary CAC members’ personal contacts, 18 current and potential bicycle commuters helped shape the plan approach, goals, and recommendations. The CAC met three times and each member was instrumental in providing input, engaging the public, and assisting the planning team in prioritizing the plan recommendations.

As the planning process concludes, CAC members will be asked to provide a letter of support for the final plan document, to be delivered to each of the surrounding communities. They will be encouraged to stay active and involved with future implementation efforts as citizen-driven initiatives can be immensely effective and successful.

On-Line Survey

The launch of a on-line survey in November 2012 provided the opportunity to participate in the planning process to the employees and residents of Scott Air Force Base and the surrounding communities. Survey responses were collected through March 2013, culminating with a total of 217 survey responses. A full summary of the survey responses can be found in the Appendix.

When asked: What road corridors are in most need of pedestrian and/or bicycle improvements? Increase in size correlates to number of answers.



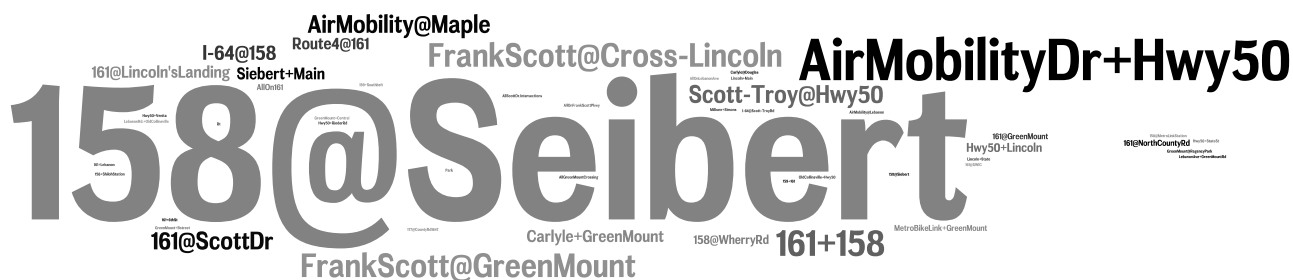
Of all the respondents, 88% thought the communities surrounding Scott AFB should consider non-motorized transportation (i.e. walking and biking) a priority. The majority of survey respondents live in the City of O'Fallon (47%), followed by Belleville, Shiloh, and Mascoutah. Most (76%) commute to Scott AFB five days a week and are 36-50 (44%) years old. When asked to categorize what kind of cyclist they considered themselves most responded with "Interested, but Concerned" (49%) or "Enthusied and Confident" (30%); these responses reinforce that facilities need to be designed with these comfort levels in consideration.

Eighty-three percent are commuting by car alone, however 7% are already biking, 4% are taking advantage of multi-modal transit nearby, and **88% of responses noted they would bike more often if more bicycle routes, bicycle lanes, and safer street/road crossing were provided.**

Participants rated the current bicycling conditions to the base as "Unsafe" (50% of responses) or "Extremely Unsafe" (36%). Some of the top factors discouraging bicycling to work include lack of bike lanes, high speed traffic, inadequate shoulder width, lack of off street trails, inconsiderate motorists, and traffic volume. Adequate showers, lockers, and bike parking were all additions that would make biking to SAFB more appealing for people.

Similarly, participants felt conditions for pedestrians to Scott AFB were not safe and therefore currently

When asked: What road corridors are in most need of pedestrian and/or bicycle improvements? Increase in size correlates to number of answers.



not a viable option. Fifty percent of the responses stated the current conditions for walking or running to the base are “Unsafe” (50%) or “Extremely Unsafe” (35%) but, 74% said they would walk/run more if conditions improved, such as the implementation of new sidewalks and trails, and safer street crossings.

Open House #1

To begin community engagement and gain citizen input, an Open House was held in the communities of Mascoutah and O’Fallon. The first, in Mascoutah, was November 13, 2012 from 6:00 to 8:00 PM at the City Hall. There were five people in attendance. The next, in O’Fallon, was held November 15, 2012 from 6:00 - 8:00 PM at the City Hall. There were nine people in attendance.

Each person had opportunities to outline their preferred route to Scott AFB by walking or biking and some barriers they would face along the way. They also expressed their ideal biking and walking conditions if they were current bike or pedestrian commuters or, if they did not currently walk or bike, they described the minimum facility improvements that would make them feel safe enough to leave their car at home.

Stakeholder Meetings

Aside from engaging with the CAC and the general public, input from key stakeholders was also solicited. Three key groups were interviewed: the Ridge Prairie Trail head Initiative, the Metro East Parks & Recreation District (MEPRD) and the St. Clair County Transit District.

It is the mission of the Ridge Prairie Trail head Initiative to develop bicycle and pedestrian routes and trails that will establish Lebanon as a hub for regional biking, walking, and running enthusiasts. One of their planned routes, a trail using the abandoned streetcar line north of Hwy 50 has been incorporated into the final plan recommendations.

The St. Clair County Transit District is currently planning, designing and constructing the Metro BikeLink facility in phases. The alignment to connect the Shiloh-Scott MetroLink light rail station to the rest of the trail system (2017-2018 time frame) serves as the primary commuting alignment for Belleville residents for this plan document.

MEPRD is considering a multi-use trail along Seibert Road (south) to connect to the planned Metro BikeLink. Components of that planned alignment have also been incorporated into this plan recommendations.



An existing segment of the Metro BikeLink trail in Swansea, IL

Open House #2

The second round of Open Houses were used to introduce the draft plan recommendations - routes and facilities - to the public for their review. At the request of the CAC, four Open Houses were held.

The first at Mascoutah City Hall on March 12, 2013 from 5:00 - 7:00 PM. Then, planners were available all day March 13, 2013 at Scott AFB in Building 531 and at the Library. Open House events were also

held at the Shiloh Senior Center from 4:30 to 6:00 PM and O'Fallon City Hall from 6:30 to 8:00 PM. There were 29 people in total who stopped by to review the plan recommendations.

The review period was extended through March 27, 2012. The Draft Plan was posted on-line and left at the base for people to submit comment forms (see an example below).



Members of the planning team and City staff introduce the draft plan to citizens at the second open house (photo: Robyn Kirsch)

Please RANK the TOP THREE routes you feel are **most important** to improve (with one being the most important).

FROM MASCOUTAH:

- ☐ County Rd/161 (choose gate preference)
 - a. Lincoln's Landing (planned pedestrian access)
 - b. Belleville Gate

FROM O'FALLON/SHILOH:

- 3 Maple St. ☐ Hwy 50/N. Main St.
- ☐ Cross St. ☐ Regency Park/Pierce Blvd
- 1 Seibert Rd. ☐ State/Old Vincennes Trail
- 2 Lincoln Ave.

FROM LEBANON:

- ☐ Belleville St./Hwy 50/Rieder Rd.
- ☐ Belleville St./Hwy 50/ Rieder Rd./ Wherry/IL 158

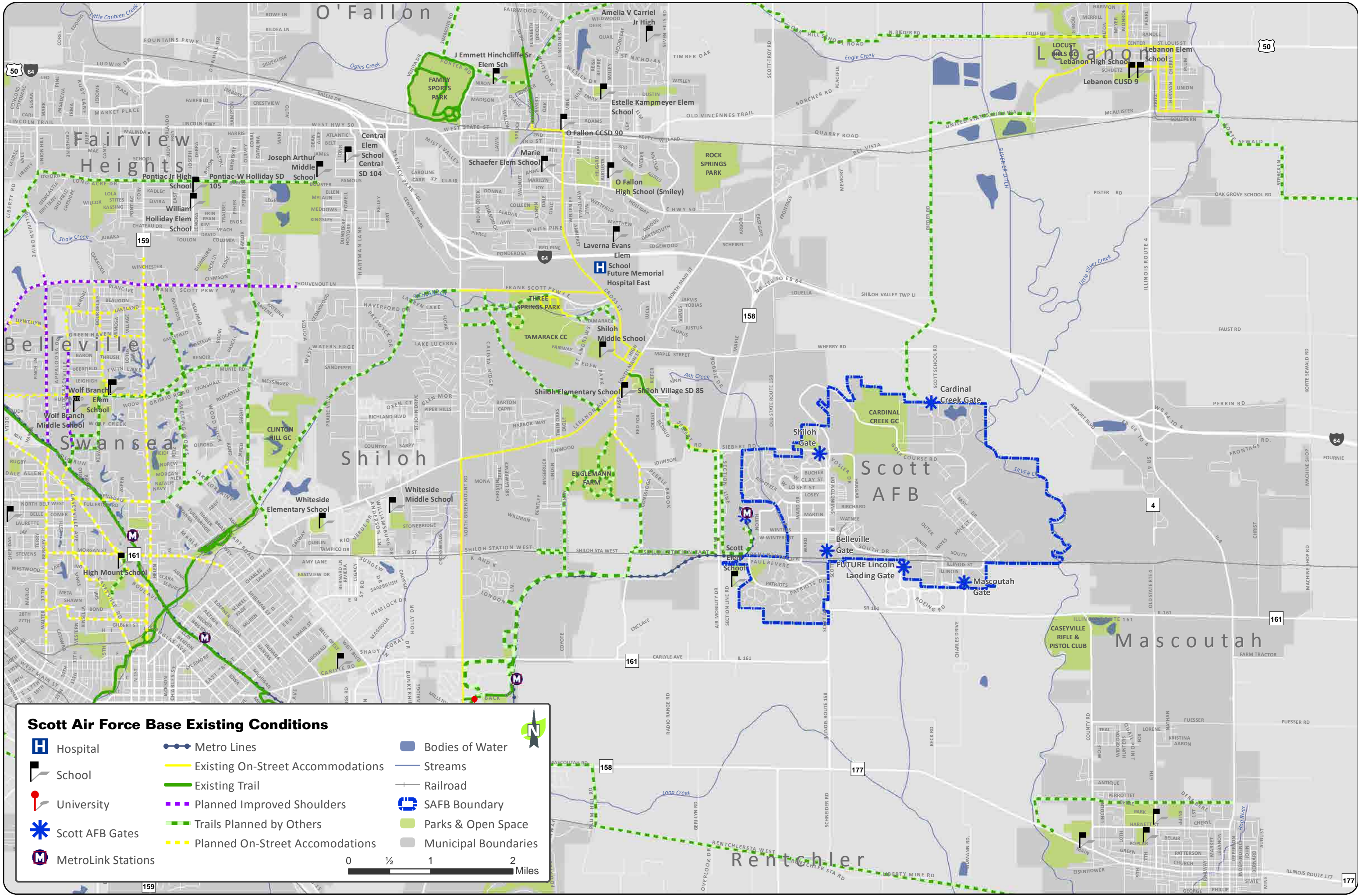
FROM FAIRVIEW HEIGHTS/SHILOH:

- ☐ Frank Scott Pkwy/Future Extension
- ☐ Ashland Ave Extension
- ☐ Venita Dr./Future Roadway

Other comments about the DRAFT plan:

Great idea to move forward with a plan that promotes safety for the bike riding commuter. In terms of becoming a more "livable" and enjoyable community - implementing elements of this plan will only serve to improve our overall quality of life - I would recommend focusing limited resources on what provides the greatest incremental benefit in rider safety (Seibert, Lincoln, Maple). As a potential bike commuter who currently works @ Scott & Lines in O'Fallon I applaud your efforts in making this a priority. I would imagine that more "bike commuters" will be encouraged if they see that it can be performed in a safer manner.

Thanks for your efforts
Jest Edwards



Scott Air Force Base Existing Conditions

- | | | |
|--------------------|-----------------------------------|----------------------|
| Hospital | Metro Lines | Bodies of Water |
| School | Existing On-Street Accommodations | Streams |
| University | Existing Trail | Railroad |
| Scott AFB Gates | Planned Improved Shoulders | SAFB Boundary |
| MetroLink Stations | Trails Planned by Others | Parks & Open Space |
| | Planned On-Street Accommodations | Municipal Boundaries |

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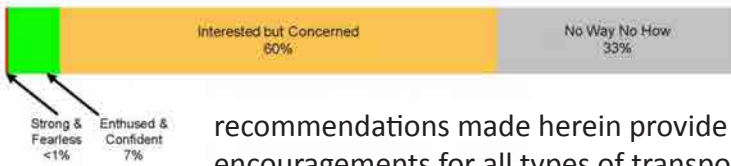
Plan Principles



Plan Principles

The primary audience for this study is “Transportation Cyclists” as outlined below. It is anticipated that recreational cyclists and pedestrians will also utilize the facilities recommended in this plan, and should be encouraged to do so.

Four Types of Transportation Cyclists in Portland By Proportion of Population



The City of Portland classified their transportation cyclists into four categories. While the percentage of types will differ between communities across the country, the principles remain the same. The

recommendations made herein provide benefits, safety improvements, and encouragements for all types of transportation cyclists, regardless of skill. However, it is important to understand the distinctions between different types of users, as they will use the facilities in different ways.

“Strong and the Fearless” cyclists will ride regardless of roadway conditions. They are ‘bicyclists;’ riding is a strong part of their identity and they are generally undeterred by roadway conditions; however, facilities need to be made as safe as possible as they are not immune to interactions with auto traffic.

“Enthusied and Confident” cyclists are comfortable sharing the roadway with automotive traffic, but they prefer to do so operating on separated facilities, such as bike lanes and improved shoulders. They are attracted to riding when the streets have been redesigned to make them work well for bicycling.

“Interested but Concerned” are probably the most common type of transportation cyclist. They are curious about bicycling. They are hearing messages from a wide variety of sources about how easy it is to ride a bicycle and about the need for people to lead more active lives. They like riding a bicycle, remembering back to their youths, or to the ride they took last summer on local trails. They would like to ride more, but are afraid to ride. They get nervous thinking about riding near speeding traffic. They currently rarely ride for transportation—perhaps they will ride through their neighborhoods to the local park or coffee shop, but they will not venture out onto the arterials to the major commercial and employment destinations they frequent. ***They would ride if they felt safer on the roadways.***

“No Way, No How” ‘cyclists’ are currently not interested in bicycling at all, for reasons of topography, inability, or simply a complete and utter lack of interest.

The recommendations made in this plan should be used as a framework for developing more detailed design-engineering plans during subsequent implementation. The recommended routes and trails are consistent with the bicycle facility design material and typical sections in the Illinois Department of Transportation’s (IDOT’s) Bureau of Design and Engineering Manual (See Appendix). They also reflect the guidance presented in the American Association of State & Highway Transportation Official’s (AASHTO’s) Guide for the Development of Bicycle Facilities and the Manual on Uniform Traffic Control Devices (MUTCD) (See Appendix). These three documents are the current fundamental, acceptable reference information for developing bicycle facilities. [Note: The full documents should be consulted in the design-engineering/implementation phase of this plan.]

Complete Streets: Illinois Law

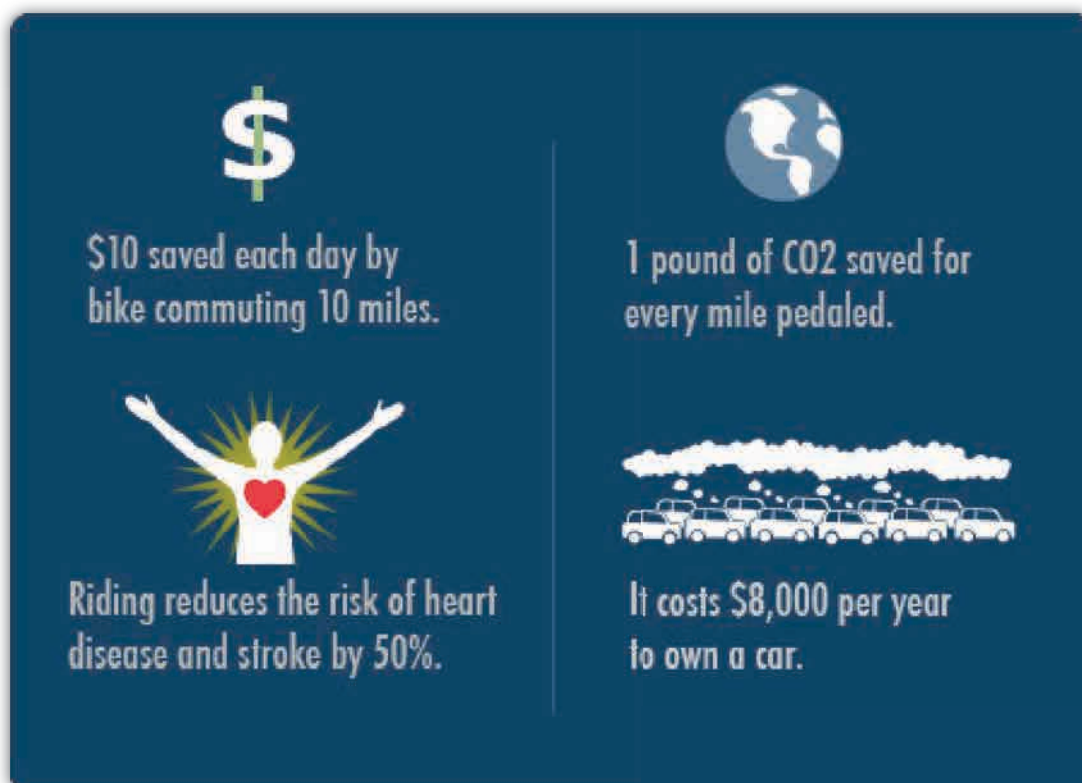
According to the American Planning Association (www.planning.org) complete streets accommodate pedestrians, bicyclists, transit, and cars, creating multi-modal transportation networks. In October of 2007, complete streets policy became law in Illinois. It mandates that the principles of complete streets must be incorporated into all new projects receiving state or federal monies and/or projects on state or federal roads and highways. Both requirements relate to projects in urbanized areas. On June 1, 2010, IDOT formally adopted a series of design policy changes to their Bureau of Design and Environment manual, Chapters 5 and 17, in response to the 2007 "Complete Streets" state law.



IDOT has jurisdiction on many of the roadways within the study area for this plan, such as Routes 161 and 158. However, the principles of complete streets have been applied to all plan recommendations, creating seamless integration of both pedestrian and bicycle accommodations in the implementation guidelines herein.

There are three categories of facility types recommended for the SAFB Shift Your Commute plan. They are as follows (definitions and photos of the facility types are shown on the following pages):

1. May-Use-Full-Lane Signs & Shared Lane Markings (Sharrows)
2. Improved Shoulders
3. Multi-Use Trails



- **Sharrows & Signs:** On-street pavement markings that designate Bicycle Routes along with the area of the traffic lane that is recommended for use by cyclists. “May Use Full Lane” Signs, for awareness, safety and wayfinding, are also used in this facility. The combination of signs and pavement markings (*including through intersections*) designates these roadways as the “preferred” locations for on-street cycling.



- **Improved Shoulders:** While the width of the shoulders on the roadways recommended for this facility are typically more than adequate, their surface materials are not. This recommendation includes replacing the current oil and chip surface with a standard asphalt surface - an extension of the surface used in the roadway. Further construction guidelines include painting these shoulders a bright green color and stenciling sharrows on them. Roadside signs are also recommended, such as “Bikes on Shoulder” for safety and wayfinding/route designation. The use of this facility eliminates the need for road-widening and related expenses to accommodate bicycle lanes.

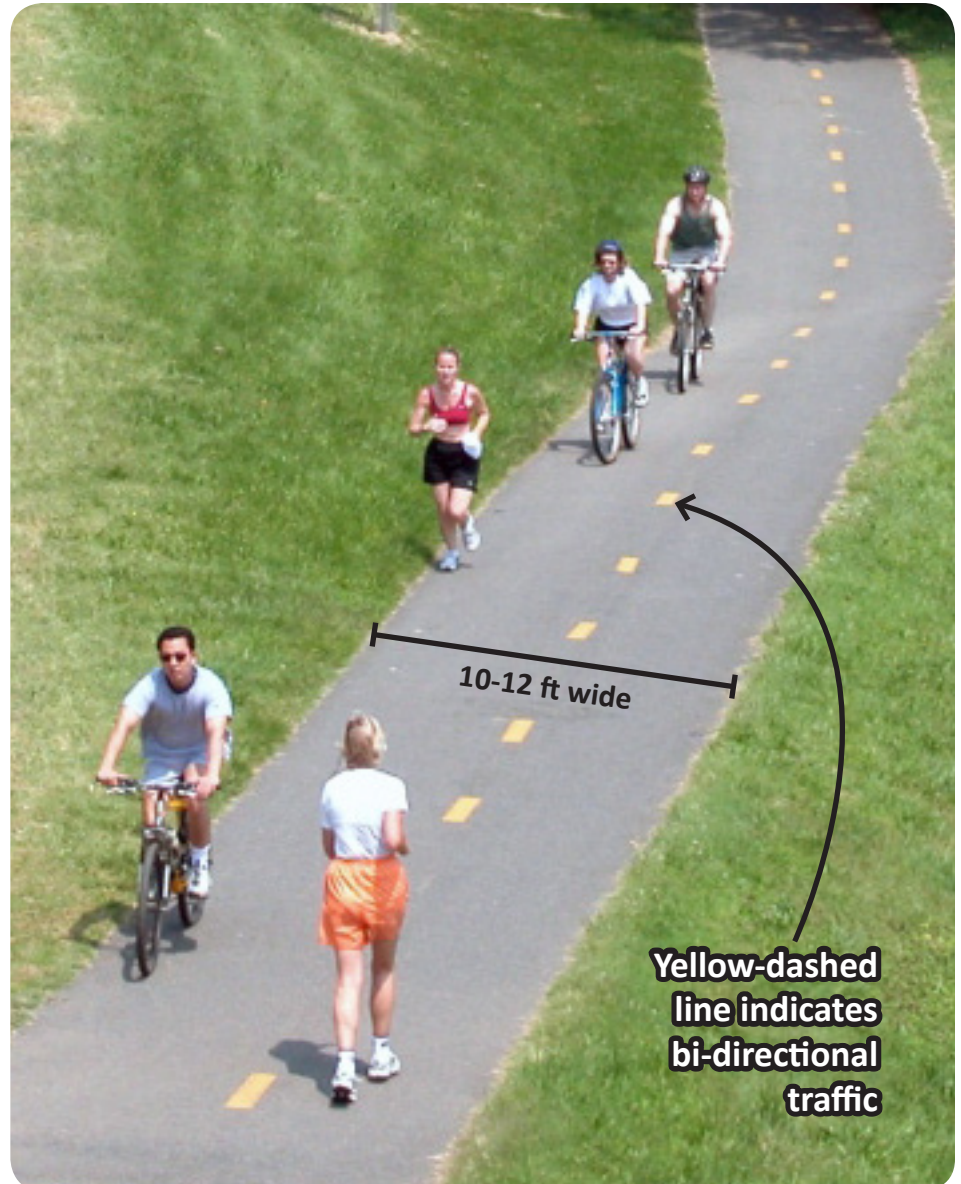


- **Multi-Purpose Trail:** Multi-Use Trails are 10-12 feet wide (or greater) with a continuous smooth paved surface such as asphalt or concrete, and accommodate bi-directional flow on their own right-of-way. Recommended for only one side of a roadway, these facilities accommodate all levels of users.

Trail crossing best practices: flashing signs and painted crosswalks



Automobile deterrent devices: flex-post bollard and signs



Estimated Preliminary Expenses

Street Name/Label	Recommended Facility	Length (ft)	Length (mi)	Estimated Cost
Cross Street	Improved Shoulder	10,844	2.1	\$1,496,464
Future Frank Scott Ext.	Improved Shoulder	10,405	2.0	\$1,435,881
Hwy 158	Improved Shoulder	9,922	1.9	\$1,369,266
Hwy 50	Improved Shoulder	2,745	0.5	\$378,806
Lebanon	Improved Shoulder	12,767	2.4	\$1,761,877
Maple	Improved Shoulder	6,104	1.2	\$842,358
North Main	Improved Shoulder	10,837	2.1	\$1,495,495
Old 158	Improved Shoulder	6,234	1.2	\$860,358
Scott-Troy Road	Improved Shoulder	5,141	1.0	\$709,455
Wherry	Improved Shoulder	9,816	1.9	\$88,340
County Road	Improved Shoulder & Sidewalks	7,101	1.3	\$1,526,729
Frank Scott Pkwy	Improved Shoulder & Sidewalks	23,367	4.4	\$5,023,916
Belleville Street	Shared Lane	7,299	1.4	\$10,657
Chesapeake Jct Ln	Shared Lane	2,509	0.5	\$3,663
Lincoln	Shared Lane	6,834	1.3	\$9,978
Lincoln Landing Connector	Shared Lane	3,915	0.7	\$5,716
MetroLink	Shared Lane	2,075	0.4	\$3,030
Pierce Blvd	Shared Lane	7,114	1.3	\$10,386
Regency Park	Shared Lane	4,722	0.9	\$6,894
Regency Park	Shared Lane	3,933	0.7	\$5,742
Scott Drive	Shared Lane	6,437	1.2	\$9,398
Seibert Road	Shared Lane	9,063	1.7	\$13,232
Seibert-158 Intersection	Shared Lane	325	0.1	\$474
State Street	Shared Lane	3,087	0.6	\$4,507
Venita Dr	Shared Lane	3,695	0.7	\$5,395
County Road	Shared Lane & Sidewalks	8,214	1.6	\$644,484
Future Roadway	Trail	8,040	1.5	\$546,694
Lincoln Landing Connector	Trail	1,814	0.3	\$123,328
Metro BikeLink Connector	Trail	23,207	4.4	\$1,578,065
Old Collinsville Road	Trail	7,841	1.5	\$533,218
Old Collinsville Road	Trail	6,790	1.3	\$461,706
Old Vincennes Trail	Trail	10,683	2.0	\$726,477
Reider Road	Trail	20,569	3.9	\$1,398,724
Route 161	Trail	5,622	1.1	\$382,301
Route 161	Trail	4,604	0.9	\$313,038
Route 161 Boardwalk	Trail	5,851	1.1	\$2,632,859
Scott Drive	Trail	3,846	0.7	\$261,539
Scott Drive	Trail	6,462	1.2	\$439,437
Scott Drive-Metro Connector	Trail	3,716	0.7	\$252,694
Seibert Road	Trail	5,719	1.1	\$388,863
US 50 Bypass	Trail	7,640	1.4	\$519,549
Grand Totals:		306,910	58	\$28,280,992

Facility Type Construction Estimates* (2012)

Page 23 shows the grand totals for estimated implementation of the SAFB Shift Your Commute Plan. Below are general estimates for the construction of each type of facility. These categories were incorporated into the Geographic Information Systems (GIS) map of the planned facilities. These estimates confirm the long-range nature of the SYC Plan, providing SAFB and City officials and staff with a 20-year implementation time frame.

*Preliminary construction estimates provided courtesy of Horner & Shifrin, Inc. Engineers

May-Use-Full-Lane Sign: \$0.66 / lf Sharrow: \$0.80 / lf
Improved Shoulder: \$138 / lf Multi-Use Trail: \$68 / lf



Preliminary Cost Estimate (All costs shown in per foot of roadway)

Multi-Use Trail

Separated from Roadway, 10' width, 3" HMA Surface, 6' Aggregate Base	Cost/FT
Earth Excavation	\$4.50
Aggregate Base Course	\$11.90
Hot-Mix Asphalt Surface	\$28.12
Misc. Items (Signs, Swales, Culverts, Seeding, Prime Coat, ETC)	\$15.00
Subtotal	\$59.52
+15% Contingency	\$8.93
Total - Per Roadway Centerline	\$68.45
Rounded Total	\$68

Sidewalk

Separated from Roadway, 5' width, 4" Concrete	Cost/FT
Earth Excavation	\$2.00
Concrete Sidewalk	\$27.50
Misc. Items (Swales, Seeding, ETC)	\$5.00
Subtotal	\$34.50
+15% Contingency	\$5.18
Total - Per Roadway Side	\$39.68
Total - Per Roadway Centerline	\$79.35
Rounded Total	\$77

Improved Shoulder

Replace Existing Shoulders, 10' width, 8" HMA full depth Shoulders	Cost/FT
Earth Excavation	\$3.17
Hot-Mix Asphalt Shoulders	\$48.69
Rumble Strip 16"	\$1.00
Painting (Sharrows, Buffer Hatching, Bike Symbols)	\$2.26
Misc. Items (Signs, Swales, Seeding, ETC)	\$5.00
Subtotal	\$60.12
+15% Contingency	\$9.02
Total - Per Roadway Side	\$69.14
Total - Per Roadway Centerline	\$138.28
Rounded Total	\$138

Notes: Estimates assume embankment in place to construct accommodations.
Estimates do not include any ROW or easements costs.
Estimates are in 2012 dollars

Potential Funding Sources

Below is a listing of funding sources recommended to aid the Base and Cities in the implementation of this plan.

Grant Program	Type	Match	\$ Amount	Website:
Illinois Transportation Enhancements Program (ITEP)	Constr.	20%	\$15-25M Avg	www.dot.state.il.us/
Congestion Mitigation & Air Quality (CMAQ)	Constr.	20%	\$5-7M Avg	www.dot.state.il.us/
Illinois State Bike Paths Grant	Constr.	50%	\$200K-\$1M	www.dot.state.il.us/
Highway Safety Improvement Program (HSIP)	Constr.			www.dot.state.il.us/
Safe Routes to School	Constr./Ed	None	\$5-7M Avg	www.dot.state.il.us/
Pedestrian & Bicycle Safety Program (PBS)	Ed & Enfor.			www.dot.state.il.us/
Injury Prevention Program	Ed Only			www.dot.state.il.us/
Surface Transportation Program (STP)	Constr.	20%		www.dot.state.il.us/
Open Space Lands Acquisition & Development (OSLAD)	Constr.	min. 51%	up to \$400K	dnr.state.il.us/
Recreational Trails Program	Constr.	20%	\$1 M Avg	dnr.state.il.us/
Tourism Attraction Development Grant (TAP)	Constr.	min. 51%	up to \$1M	www.commerce.state.il.us/
Community Development Assistance Program	Constr.			www.commerce.state.il.us/
National Scenic Byways Grant--must be along byway	Constr.	20%		bywaysonline.org/grants
Land & Water Conservation Fund (LWCF)	Constr.	min. 51%		www.nps.gov/
Preserve America Grant	Constr.			www.nps.gov/
Transportation, Community, & System Preservation Program	Plan/Imp			http://www.fhwa.dot.gov/discretionary/tcsp2012info.htm
Kodak American Greenways	Constr.			http://www.conservationfund.org/kodak_awards
Bikes Belong Coalition Grant	Constr./Ed	min. 51%	up to \$10K	http://www.bikesbelong.org/

Please Note: The sources in green are now part of a single supply of funding that IDOT can participate/allocate on an optional basis due to the federal transportation bill MAP-21. Availability will be determined annually by the state.

Pedal Past the Pumps and TravelGreen!

The TravelGreen program promotes commuter cycling and increases awareness of cycling safety in the St. Louis region. Trailnet works with local businesses, communities, and universities to address the built environment, policies, and social networks in order to promote bicycle commuting among individuals. The TravelGreen program identifies and engages a strong cycling contingent—those who are ready to change old behaviors and shift gears toward a healthier commute.

Why Shift Your Commute?

Join Trailnet's ongoing effort to encourage individuals to bicycle commute. Sign up as an individual to log the car-free miles you commute and in turn, learn how many carbon emissions you saved and calories you burned. Can't do your whole commute by bike or walk? Combine the MetroBus or MetroLink with your commute (both equipped with bike racks) and expand the distance you can go car-free. There are so many reasons to shift your commute...What's your reason?

- The average person loses 13 lbs their first year of commuting by bike.
- Just three hours of bicycling per week can reduce your risk of heart disease and stroke by 50%.
- The U.S. could save 462 million gallons of gasoline a year by increasing cycling from 1% to 1.5% of all trips.
- Each U.S. rush-hour auto commuter spends an average of 50 hours a year stuck in traffic.
- In 2003, cars stalled in traffic wasted 5 billion gallons of fuel.
- In 1964, 50% of kids rode to school and the obesity rate was 12%... In 2004, 3% rode to school and the obesity rate was 45%.
- 50% of the working population commutes five miles or less to work.

(Statistics retrieved from Trek Bicycle Corporation located at 1world2wheels.org)

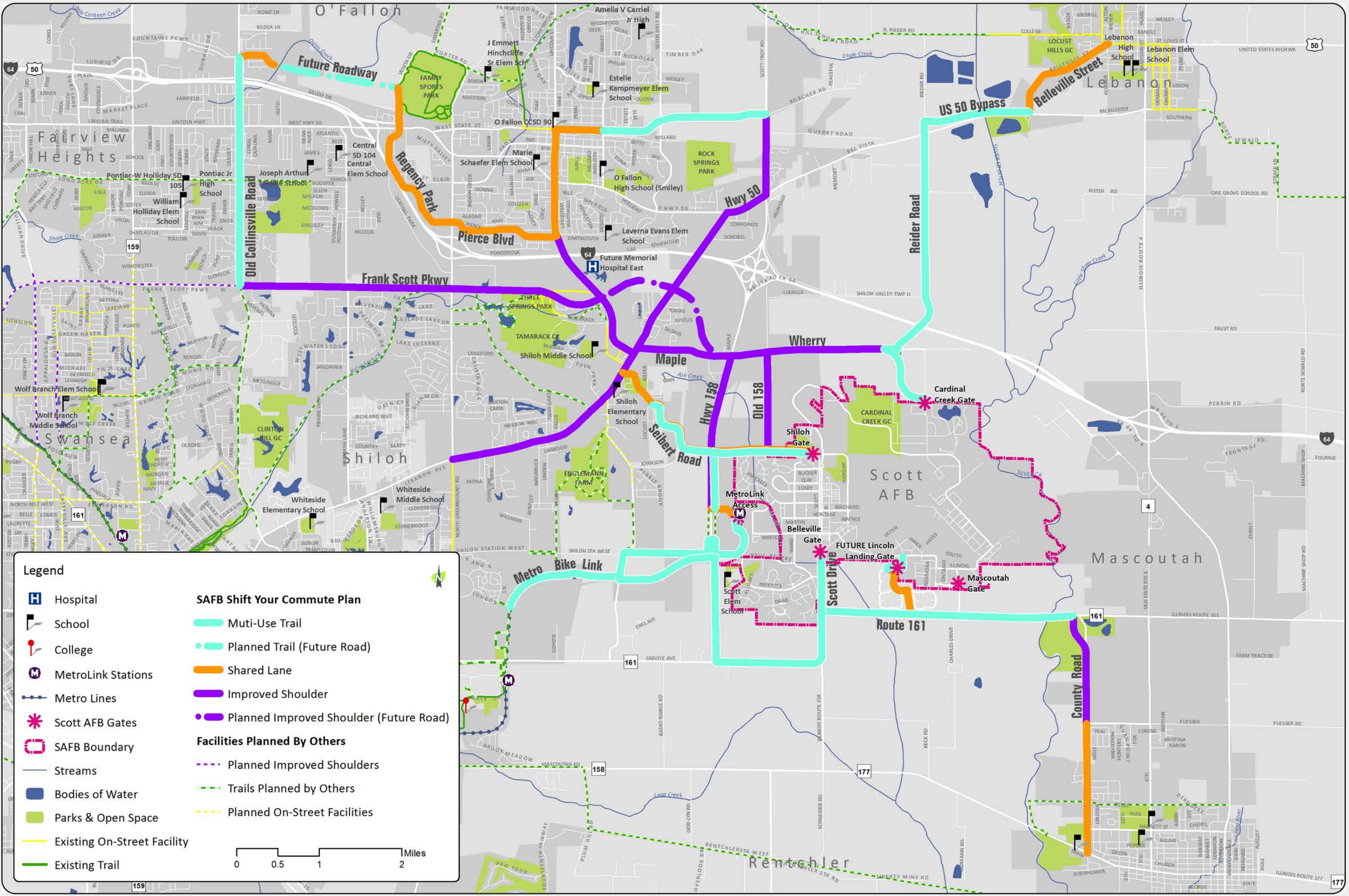
2010 Results:

Riders: 10,372

Teams: 1,677

Workplaces: 723

Miles biked: 1,082,886



Legend

- Hospital
- School
- College
- MetroLink Stations
- Metro Lines
- Scott AFB Gates
- SAFB Boundary
- Streams
- Bodies of Water
- Parks & Open Space
- Existing On-Street Facility
- Existing Trail

SAFB Shift Your Commute Plan

- Multi-Use Trail
- Planned Trail (Future Road)
- Shared Lane
- Improved Shoulder
- Planned Improved Shoulder (Future Road)

Facilities Planned By Others

- Planned Improved Shoulders
- Trails Planned by Others
- Planned On-Street Facilities

0 0.5 1 2 Miles

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Implementation



Prioritization

There are 41 recommended facilities in the Scott AFB Shift Your Commute Plan. A combination of sources was utilized to create a “prioritization matrix” including on-line and paper survey responses, comments provided at the second open house, and estimated cost. The completed matrix was then analyzed for construction efficiency, and below is a summary of the results. This is the “order” recommended for implementation *at the project area scale*. Each jurisdiction and/or municipality should prioritize their facilities in whichever order makes the most sense for their own needs.

The table is also further categorized into “phases”. There are 17 phases based on project expense and geographic efficiency for construction (again, *project area scale*). Through inter-jurisdiction cooperation, the region can achieve the 20-year implementation time line. The phases are shown on four maps on the following pages.

Phase	Street Name/Label	Recommended Facility	Feet	Miles	Est. Cost	Juris.
1	Route 161	Trail	10,226	2	\$695,339	State
	Scott Drive (Belleville Gate)	Trail	3,846	0.7	\$261,539	County
2	Seibert Road	Trail	5,719	1.1	\$388,863	Shiloh
	Seibert Road	Shared Lane	9,063	1.7	\$13,232	Shiloh
	Seibert-158 Intersection	Shared Lane	325	0.1	TBD	State
	Scott Drive (Shiloh-Scott Gate)	Shared Lane	6,437	1.2	\$9,398	Shiloh
	Scott Drive (Shiloh-Scott Gate)	Trail	6,462	1.2	\$439,437	Shiloh
3	Route 161 Boardwalk	Trail	5,851	1.1	\$2,632,859	State
4	Hwy 158/Air Mobility	Improved Shoulder	9,922	1.9	\$1,369,266	State
5	Cross Street	Improved Shoulder	10,844	2.1	\$1,496,464	County
	Lincoln	Shared Lane	6,834	1.3	\$9,978	O’Fallon
6	Frank Scott Pkwy	Impr. Shoulder & Sidewalks	23,367	4.4	\$5,023,916	County
7	Lincoln Landing Connector	Shared Lane	3,915	0.7	\$5,716	SAFB
	Lincoln Landing Connector	Trail	1,814	0.3	\$123,328	SAFB
	Scott-Troy Road	Improved Shoulder	5,141	1.0	\$709,455	County
	Hwy 50	Improved Shoulder	2,745	0.5	\$378,806	State
8	Reider Road	Trail	20,569	3.9	\$1,398,724	County
	US 50 Bypass	Trail	7,640	1.4	\$519,549	Private
	Belleville Street	Shared Lane	7,299	1.4	\$10,657	Lebanon
9	Lebanon	Improved Shoulder	12,767	2.4	\$1,761,877	County
	North Main	Improved Shoulder	10,837	2.1	\$1,495,495	Shiloh
10	Metro BikeLink Connector	Trail	23,207	4.4	\$1,578,065	Private
11	Wherry	Improved Shoulder	9,816	1.9	\$88,340	Multiple
	Maple	Improved Shoulder	6,104	1.2	\$842,358	Shiloh
	Old 158	Improved Shoulder	6,234	1.2	\$860,358	Shiloh
12	Old Collinsville Road	Trail	14,631	2.8	\$994,924	Multiple
13	County Road (177 to Fuesser)	Shared Lane & Sidewalks	8,214	1.6	\$644,484	Mascoutah
	County Road (Fuesser to 161)	Impr. Shoulder & Sidewalks	7,101	1.3	\$1,526,729	Mascoutah
14	Old Vincennes Trail	Trail	10,683	2.0	\$726,477	O’Fallon
	State Street	Shared Lane	3,087	0.6	\$4,507	O’Fallon
15	Future Frank Scott Ext.	Improved Shoulder	10,405	2.0	\$1,435,881	County

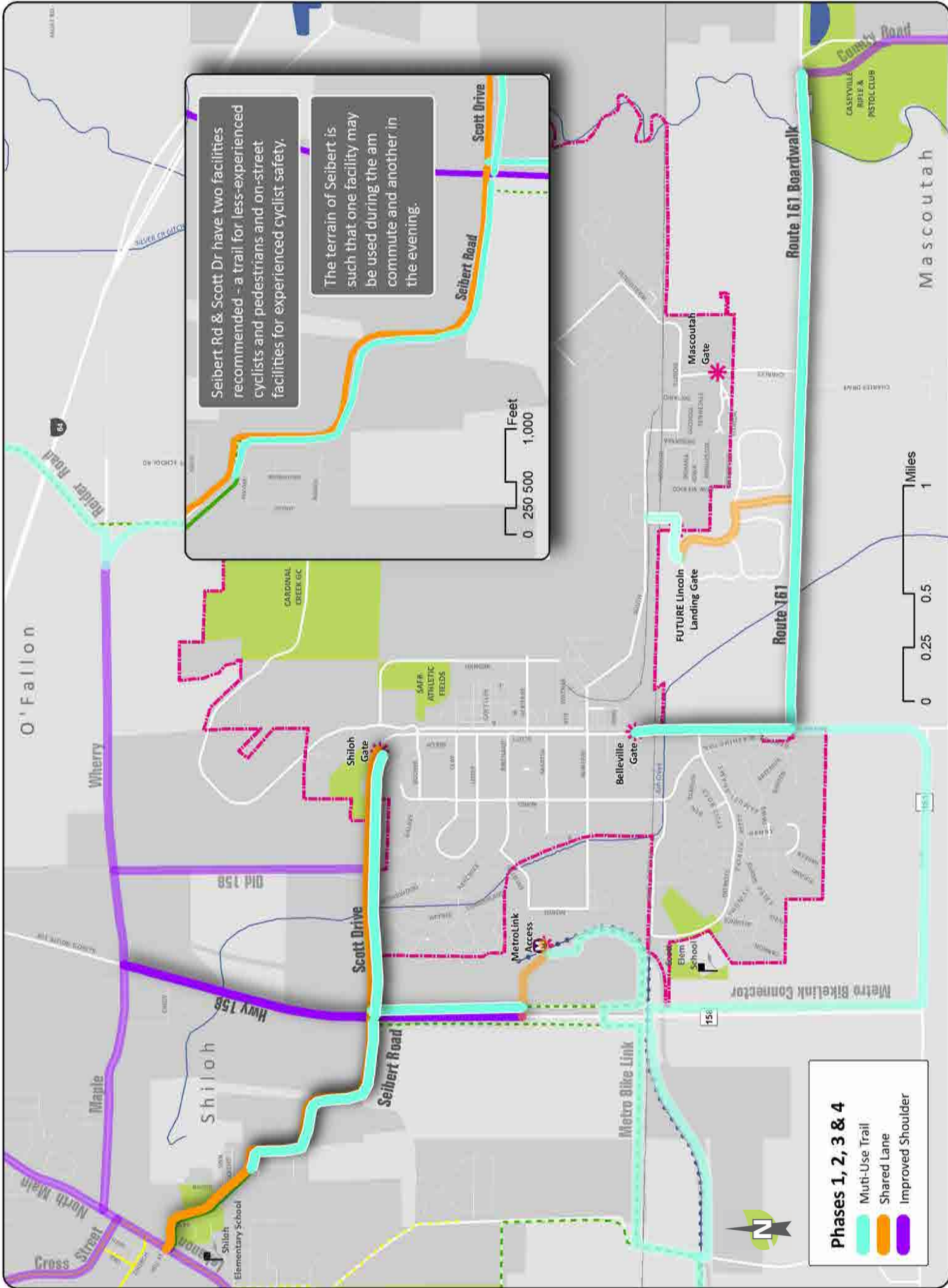
16	MetroLink	Shared Lane	2,075	0.4	\$3,030	Multiple
	Scott Drive-Metro Connector	Trail	3,716	0.7	\$252,694	Multiple
17	Chesapeake Jct Ln	Shared Lane	2,509	0.5	\$3,663	Multiple
	Venita Dr	Shared Lane	3,695	0.7	\$5,395	O'Fallon
	Regency Park	Shared Lane	3,933	0.7	\$5,742	O'Fallon
	Regency Park	Shared Lane	4,722	0.9	\$6,894	O'Fallon
	Pierce Blvd	Shared Lane	7,114	1.3	\$10,386	O'Fallon
	Future Roadway	Trail	8,040	1.5	\$546,694	Multiple

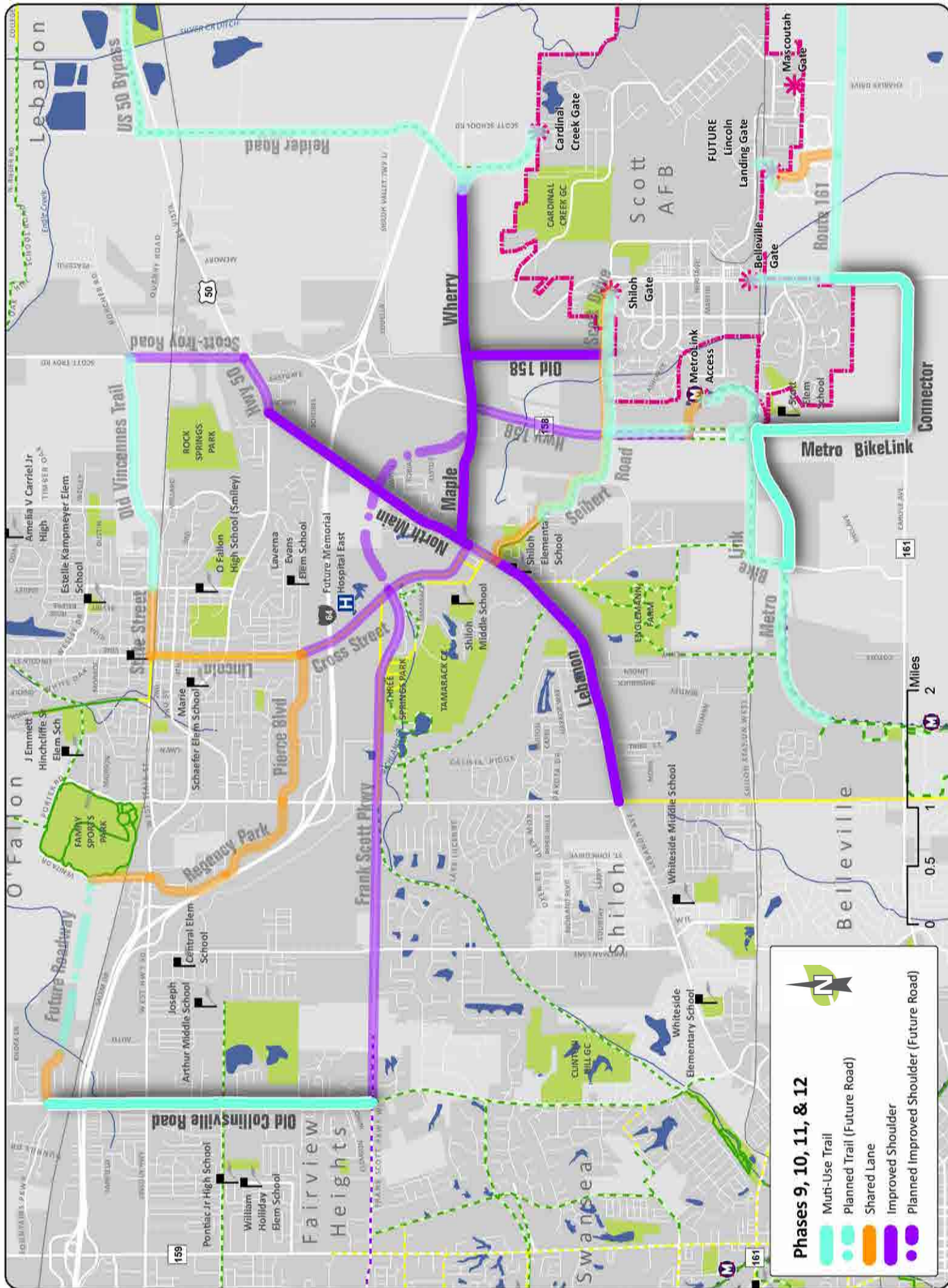
One key alignment has been left out of this table, but still warrants mention: the extension of the Metro BikeLink trail from SWIC to the Shiloh-Scott Station. As a planned facility under design with a scheduled completion date of 2018, its inclusion in the table is unnecessary. However, there was significant support for this trail from both the on-line survey and the public meetings and it would have ranked very high in the table if it had been included.

Facility Justification: Phases 1-4

As this plan moves toward implementation, it may become necessary to understand why which facilities were chosen for which location - if the conditions under which selection took place change, then it may become necessary to reevaluate the facility selection.

Phase	Street Name/Label	Recommended Facility
1	Route 161	Trail
	Providing a facility along Route 161 for bicyclists and pedestrians was a popular request from citizens and base employees. The speed and volume of traffic deters potential commuters/users from this direct route to the base. While in some locations the narrow shoulder could be improved/widened, users repeatedly requested a separated facility. A trail will also facilitate usage by the residential areas along 161, such as Liberty Landing. From Scott Drive (Belleville Gate) to just east of Charles Lane (Mascoutah Gate), the combination of ROW and DOD property available along the north side of Route 161 will accommodate a 10-12 ft multi-use trail very well. The flat terrain is also an advantage.	
1	Scott Drive (Belleville Gate)	Trail
	As opposed to forcing users of the Route 161 trail to merge with traffic at Scott Drive to enter the base through the Belleville Gate, property/ROW is available along the east side of Scott Drive to accommodate an extension of the trail. Bicycle and pedestrian traffic will be able to bypass waiting cars to enter the base, which may encourage increased commuting. If bicycle and pedestrian traffic increases enough, a separate lane at the gate could be provided to facilitate entry and eliminate conflict with automobile traffic.	
See the inset on the map on page 32 for the facility justifications for Phase 2 (Seibert Road & Scott Drive)		
3	Route 161 Boardwalk	Trail
	For the same reasons outlined above in Phase 1, a separated facility is required for Route 161. However, from County Road to just east of Charles Drive, Route 161 passes over the expansive Silver Creek floodplain. A boardwalk not only resolves potential conflict with constantly-changing water levels, but it creates a high-quality experience for users to interact with one of our state’s most unique natural resources - the Bottomland Hardwood Forest Floodplain.	
4	Hwy 158/Air Mobility	Improved Shoulder
	The shoulder along Air Mobility Drive is currently being used by numerous bicycle commuters. However, in order to facilitate consistent, even increased, use, this facility needs to be improved in three ways: the pavement needs to be promoted from oil/chip or gravel to the same as the driving surface of the primary highway lanes, the shoulders should be marked for visibility (painted green), and they should be maintained to remain free of debris. This not only accommodates users entering the base through the Shiloh-Scott gate, but through the MetroLink gate as well.	





Intersections & Design Guidelines

The planned bicycle and pedestrian facilities recommended in this plan will need to be given special design considerations where they intersect roadways and even other bicycle and pedestrian facilities. In addition to design and construction, there are safety issues to consider when encouraging cycling and walking across lanes of traffic.

Three major intersection are covered in the following pages:

1. Air Mobility Dr. & Seibert Dr.
2. Air Mobility Dr. & Seibert Dr. & Wherry Rd.
3. Illinois Route 161 & County Road

Each illustration contains basic design guidelines, sign recommendations, and safety precautions. The implementation of both bicycle and pedestrian facilities is shown, as well as how those facilities should interact with each other and with automobile traffic. One “best practice” example is to adjust the timing of pedestrian signals as it relates to traffic signals. Giving pedestrians a few seconds of advanced time (white walking light) before the traffic light turns green can improve safety conditions. Additionally, providing “countdown” signals assists all parties: pedestrians/sidewalk users, cyclists in the roadway, and drivers by enhancing informed decisions.

Innovations in signaling, signs, and safety precautions are ever-changing, therefore it is recommended that resources be sought at the time of facility implementation to ensure the most recent practices are utilized, as well as their compliance with local and state regulations and guidelines.

Resources:

- American Association of State & Highway Transportation Officials’s Guide for the Development of Bicycle Facilities
- Manual on Uniform Traffic Control Devices
- Illinois Department of Transportation’s Bureau of Design and Engineering Manual Ch. 17
- Pedestrian and Bicycle Information Center (bicyclinginfo.org & walkinginfo.org)
- Accommodating Bicycle and Pedestrian Travel: A Recommended Approach (FHWA)
- Best Practices for Complete Streets (completestreets.org)
- Institute of Transportation Engineers (ite.org)
- NACTO Urban Bikeway Design Guide (National Association of City Transportation Officials)
- Bicycle Friendly America - The Blueprint (http://issuu.com/bikeleague/docs/bfa_blueprint)





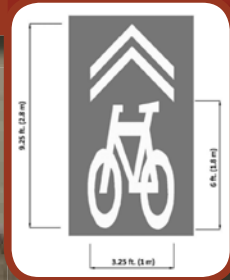
Recommended Facilities

Air Mobility Dr: Improved shoulders; paved, painted, with markings and bike route signs. To make a left turn on to Seibert shared lanes the cyclist will have to merge into the turn lane and queue with cars at the light.

Seibert Rd: Shared lane pavement markings and *MAY USE FULL LANE* signs on all of Seibert through Scott Main Gate.

Paved, bi-directional trail along the south side of the street and an at-grade, properly signaled, intersection crossing Air Mobility. East of the crossing, the trail fork continuing to the Main Gate and also south parallel to Air Mobility Dr.

Sharrow lane markings with *MAY USE FULL LANE* signs let motorists and cyclists know the law and assist cyclists with lane positioning.



Air Mobility Dr. (IL Rt 158)

Seibert Rd



At intersections with traffic signals push buttons with indicator light,

crossing countdown signal, and audible signal to indicate the WALK interval for those with vision impairments are recommended at each pedestrian crossing. A leading pedestrian interval (LPI) will allow pedestrians several seconds to start in the crosswalk where there is a concurrent signal, making them more visible to motorist.



Wide, paved shoulders with appropriate pavement markings provide a safe place for cyclist to ride alongside traffic.





Recommended Facilities

Air Mobility Dr: Improved shoulders; paved, painted, with markings and bike route signs.

Maple St/Wherry Rd
Improved shoulders; paved, painted, with markings and bike route signs.



Wide, paved shoulders with appropriate pavement markings provide a safe place for cyclist to ride alongside traffic.



Multi-Use path, 10 - 12 feet wide, paved and striped for bi-directional use. Separated from the road on the north side. Bridges or docks will be needed for crossing Silver Creek corridor.



At busy intersections where there is no light and cross traffic does not stop, a single highly visible crosswalk is recommended. Push buttons at crosswalks allow pedestrians to activate a flashing yield signs overhead making them more visible to cars while crossing the street.



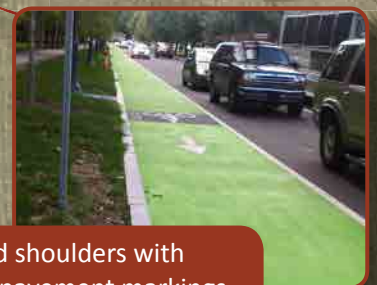
Extend curbs to slow traffic and create a shorter, more visible crossing for pedestrians.

Recommended Facilities

County Road: Sidewalks on each side of the road way for pedestrian travel. Paved and painted improved shoulders, with markings and bike route signs.

Illinois Route 161

Multi-use trail, separated from road edge.



Wide, paved shoulders with appropriate pavement markings provide a safe place for cyclist to ride alongside traffic.



Speed Limits

Dying while cycling is 3 to 5 times more likely in America than in Denmark, Germany or the Netherlands. To understand why, consider traffic speeds. A pedestrian hit by a car moving at 30mph has a 45% chance of dying; at 40mph, the chance of death is 85%, according to Britain's Department of Transport. In Amsterdam, Copenhagen or Berlin, motor vehicles near cyclists are subject to "traffic calming". They must slow down to about 19mph, a speed that in case of collision kills less than 5%. Police strictly enforce these speed limits with hefty fines. Repeat offenders lose their licenses.

This information, combined with feedback from current and potential bicycle commuters, has led to two recommendations:

1. Stricter enforcement of posted speed limits on bicycle commuting routes.
2. Reduction of posted speed limit to a MAXIMUM of 35 mph on all bicycle commuting routes.

Of highest priority for this recommendation is **Cross Street** and its connectors: **Lincoln Street and Seibert Road**. We encourage Shiloh, O'Fallon and St. Clair County to agree to a consistent speed limit of 35 mph on Lincoln, Cross and Seibert roads. This consistency of automobile traffic will achieve three goals:

1. Predictability of posted speed limit, benefiting drivers, cyclists and law enforcement personnel
2. Eliminate pockets of elevated speeds, which lead to slowed reaction times and greater fatality risks
3. Overall traffic calming along entire length of this corridor, increasing safety for ALL users.



Education

Education is a major component of successful integration of pedestrians and cyclists into daily traffic. There are a number of resources that can aid the City in creating a welcome environment for walkers and bikers:

- League of American Bicyclists (bikeleague.org)
- League of Illinois Bicyclists (bikelib.org)
- CyclingSavvy (cyclingsavvy.org)
- Trailnet (trailnet.org)
- National Center for Bicycling & Walking (bikewalk.org)
- National Center for Safe Routes to Schools (saferoutesinfo.org)
- International Walk to School Day (iwalktoschool.org)
- National Bike to School Day (walkbiketoschool.org)
- Yield to Life Driver's Education Program (yieldtolife.org)
- Commute By Bike: Commuting 101 (<http://www.commutebybike.com/cats/commuting-101/>)



Utilize education campaigns like the League of American Bicyclists' National Bike Month

Bike Smart

Trailnet offers a 3- or 5-hour hands-on class on how to ride as visibly, predictably, and safely as possible. The classes also include some basic bike maintenance such as changing a flat tire, adjusting dérailleurs, and adjusting brakes. The classes are led by a League of American Bicyclists certified cycling instructor (www.bikeleague.org) and cover what to check on your bike before a ride, riding safely in traffic, common avoidance maneuvers, and much more.

CyclingSavvy

Listed above in the tools for education, CyclingSavvy is a tailored program to YOUR community offering a three-part class for residents and visitors teaching and demonstrating “best practices” for on-road cycling. Graduates of the class become predictable and cooperative users of the roadway, encouraging both rider and drivers to truly share the road.



Healthy, Active & Vibrant Communities

This initiative focuses at the policy level to produce the farthest-reaching and longest-term solutions to the obesity epidemic. Trailnet works with organizations and institutions throughout the St. Louis region to develop and implement policies promoting a healthy community and healthy active lifestyle in low-income communities most vulnerable to developing obesity. Trailnet works with community leaders and stakeholders to develop a holistic approach to support healthy and active lifestyles.

HEALTHY, ACTIVE & VIBRANT
COMMUNITY

Safe Routes To School

Safe Routes to School (SRTS) is a national and international movement to create safe, convenient and fun opportunities for children to bicycle and walk to and from schools. The program has been designed to reverse the decline in children walking and bicycling to schools. Safe Routes to School can also play a critical role in reversing the alarming nationwide trend toward childhood obesity and inactivity.

SRTS resources & activities help communities:

- Build sidewalks, bicycle paths & pedestrian-friendly infrastructure
- Reduce speeds in school zones & neighborhoods
- Address distracted driving among drivers of all ages
- Educate generations on pedestrian & bicycle safety

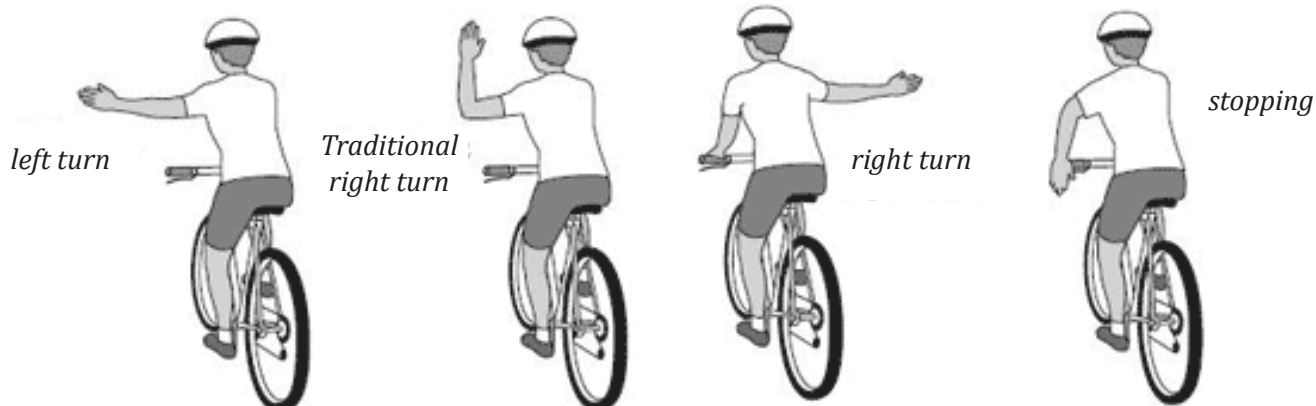
SafeRoutes

National Center for Safe Routes to School



Hand Signals

Be sure to educate and inform area cyclists about proper communication techniques for riding in the roadway. such as these universal hand signals.



Enforcement

Knowledge and enforcement of bicycling laws is crucial for increasing cycling in communities. Law enforcement officials should be knowledgeable on bike safety and bike relevant laws and issue tickets to both cyclists and motorists not adhering to these laws. Having a patrol officer on a bicycle can be a way to set a good example of how cyclist should behave and might even make timid riders feel more comfortable knowing there is an officer on a bike as well.





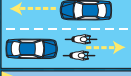
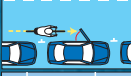




Enforcement can also be used as an opportunity to educate. When a rider or motorist is issued a warning or a ticket, the officer should educate them on what they did wrong and share a bicycle law card or pamphlet with them explaining the rules of the road. Enforcing the laws will raise awareness, increase knowledge, and reduce crashes.

Safe Roads for Bicycling

EDUCATE and ENFORCE



To prevent crashes, injuries and deaths

KNOW THE DANGER ZONES

BICYCLISTS	MOTORISTS
 <p>Run stop signs, red lights</p>	 <p>Fail to scan for bicyclists at crosswalks, fail to stop at line</p>
 <p>Ride against traffic</p>	 <p>Fail to pass bicyclist with at least 3 feet of space</p>
 <p>Illegally block traffic on busy road</p>	 <p>Open car door into traffic</p>
 <p>No headlight or reflector at night</p>	 <p>Turn left in front of bicyclist with right of way</p>
 <p>Failure to signal</p>	 <p>Pass bicyclist, then turn right into path of bicyclist</p>

Educate motorists & bicyclists: Use the traffic violation warning pamphlet*
Enforce the law: Issue citations for serious infractions

*Pamphlets, "Share the Road" video and other safety materials are available from the League of Illinois Bicyclists at www.bikelib.org/enforcement or by calling 847-291-1213

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It is recommended communities consider holding a training session for their law enforcement officials. Some examples of training session other communities have used including League of Illinois Bicyclists' "Safe Roads for Bicycling" training resources, PedNet's *POST-Certified Law Enforcement Training in Bicycle Issues*, or they may create their own.

Encouragement

There are several items Scott Air Force Base could address to make it more desirable and easier for people to cycle to work on a regular bases. When talking with current commuters, these where the areas where improvements could be made to encourage cycling to Scott.

Getting on and off base: There are currently several techniques for doing this including; Sitting bikes on end and taking it through the pedestrian turn-style at MetroLink, in the car lane, or even skipping up to the front of the car lane and cutting in line. A dedicated lane for cyclists may encourage more to ride. This could be achieved through a variety of ways, one being a lane at the Main Gate, or other gates, limited to only carpool and bike admittance.

Cleaning up: Most commuters would like to clean up before continuing to work. Having showers readily available and lockers available for extended use. This would allow people to store some clothes for the week and clean up a little so working the rest of the day will be more comfortable.

Where to park: Bike parking is something Scott AFB has addressed very well in the past few years by completing the bike study and installing more bike racks throughout the base.

This map was developed through current bike commuters and people interested in bike commuting identified the locations of showers, lockers and bike parking facilities they are currently utilizing. Filling in gaps and providing these facilities closer to work buildings could encourage more users. Simply publicizing shower and locker locations so cyclist are more aware of what facilities they can or can not use would be helpful.





Route Signs & Wayfinding

Branding the facilities will produce multiple benefits: recognition, awareness, wayfinding, and community identity are just a few. When signing the routes, personalized signs should be used both on the roadside signs and on the pavement markings. Pocket-sized maps should be produced showing the recommended routes along with popular destinations or stops along the way to increase ridership. Both Madison County Transit and Bike St. Louis utilize these techniques to great success. Pictured here are examples of their wayfinding strategies and their map products.



Marketing & Recognition

Once implementation is underway, recognition should be sought from regional and national organizations to raise awareness of Scott AFB's and the surrounding communities' efforts to become more bicycle and pedestrian friendly. Specifically, the League of American Bicyclists has a recognition program with levels: platinum, gold, silver and bronze, that once awarded will offer an excellent opportunity for recognition and a structure for future efforts.



What is a Bicycle Friendly Community?

A Bicycle Friendly Community welcomes cyclists by providing well-engineered bicycle facilities, creating new places to ride, educating motorists and cyclists on the rules of the road, and encouraging people to bike for transportation and recreation.

Why should my community apply?

Bicycle Friendly Communities have a high quality of life that translates into sustainable development, tourism, business growth and even increased property values. Encouraging bicycling is an effective way to increase physical activity, improve air quality, reduce traffic congestion and foreign oil dependence, and tackle climate change and obesity. Benefits for the 360 communities that have applied for BFC status include:

- Inspiration to do more
- Technical assistance and training
- Grants and funding notification
- Recognition and promotion

What are the requirements?

The Bicycle Friendly Community application is an audit of a community's efforts to create a bicycling culture. The audit reviews engineering, education, encouragement, enforcement, and evaluation and planning efforts for bicycling.

Who reviews applications?

Each application is reviewed by national experts and local cyclists to determine whether the community should get a BFC designation. Feedback from the reviewers creates a valuable roadmap for action.

How will my community be recognized?

The League will recognize deserving communities at one of four award levels: bronze, silver, gold, or platinum. The League will issue a press release, and will present an award and two highway-quality road signs at a local ceremony or celebration.

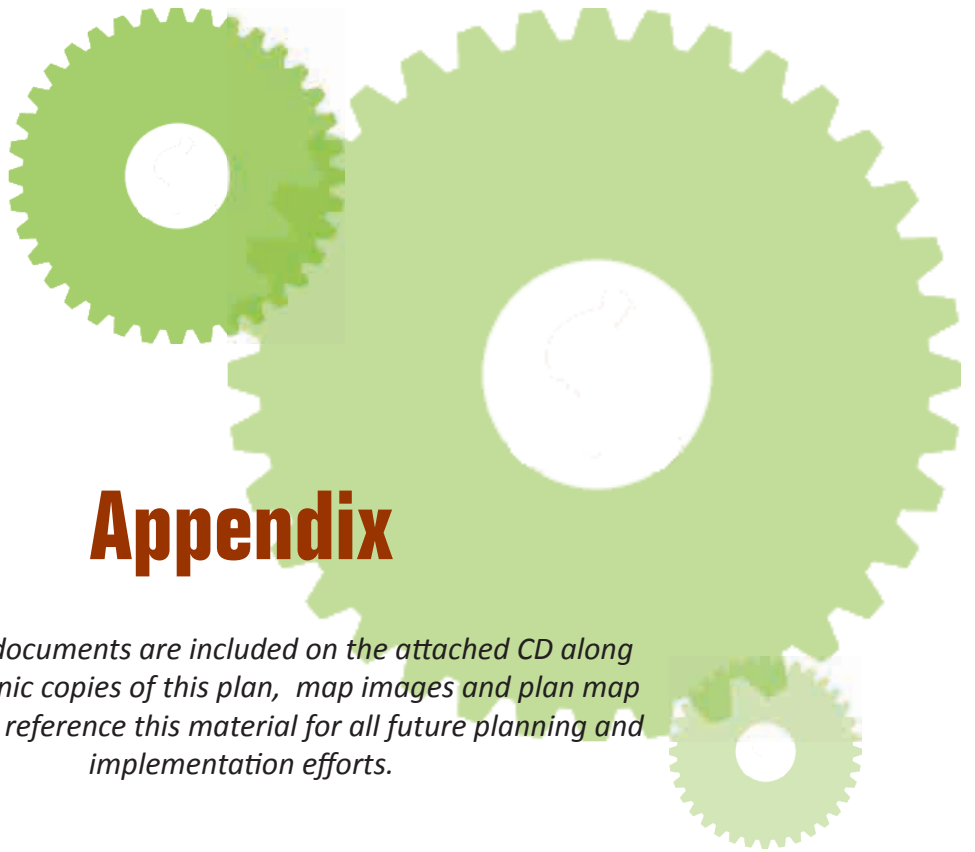
What if my community isn't designated bicycle friendly?

Get involved with your local bike club or advocacy organization, join your community's bicycle advisory committee and work with your city staff. Use the BFC application and feedback as a task list to improve the state of cycling in your community — then apply again! Every applicant gets in-depth feedback, so applying is well worth your time.

Where can I get an application?

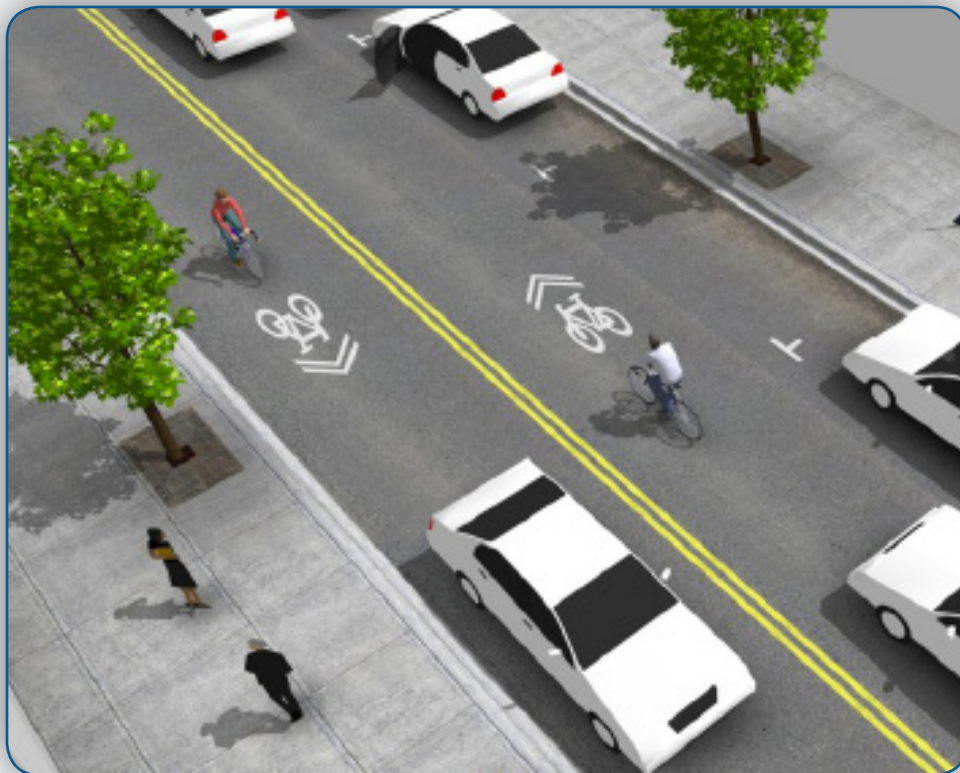
The BFC application is available at www.bicyclefriendlycommunity.org. The site also provides resources and technical assistance to help you with the on-line application. Contact the League of American Bicyclists at 202-822-1333 or info@bicyclefriendlycommunity.org to receive more information.

for more info, visit www.bicyclefriendlycommunity.org or call 202-822-1333



Appendix

All related documents are included on the attached CD along with electronic copies of this plan, map images and plan map data. Please reference this material for all future planning and implementation efforts.



HEARTLANDS

CONSERVANCY

Investing In The Nature Of Southwestern Illinois

Our Mission is to provide leadership and solutions to sustain and enrich the diverse environmental resources of Southwestern Illinois



Our Vision is communities with healthy and sustainable air, land and water resources for current and future generations

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