



Jarvis Township

Bicycle Master Plan



Acknowledgements

Jarvis Township would like to thank our residents for their participation, excitement and support of this effort. Their enthusiasm and input into this planning process has made an invaluable impact on our community and helped to ensure the Plan's future success.

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Jarvis Township would like to extend a special appreciation to our planning partners, MEPRD and ACT. Their funding has provided this opportunity to our community and we appreciate their support.

Thank You



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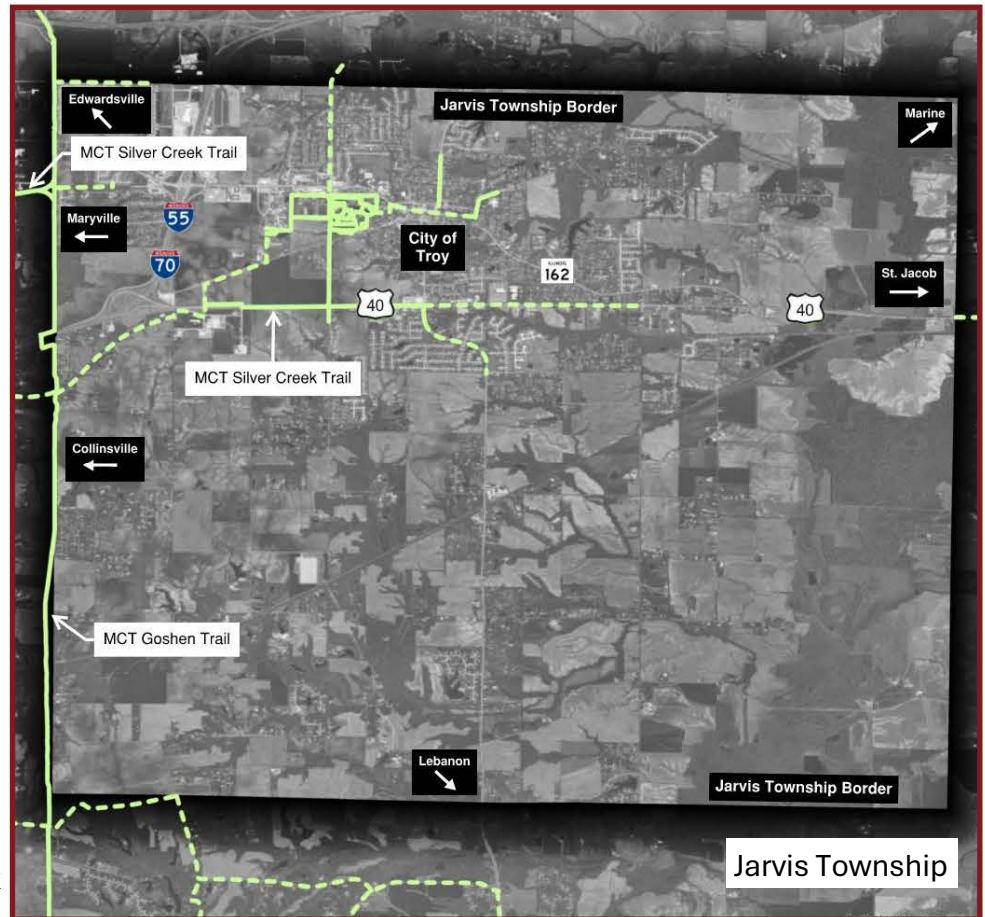
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Executive Summary

Jarvis Township contracted Oates Associates to develop a Bicycle Master Plan (the “Plan”) by investigating, evaluating and determining the most suitable and appropriate bicycle paths for the visitors and residents of Jarvis Township.

An evaluation of existing conditions was conducted, examining current planning efforts, the existing landscape, current transportation facilities, and community makeup. Input from regional stakeholders was also requested. These insights were analyzed to identify opportunities to extend the Jarvis Township bicycle network and the make its existing facilities safer for all users.



The community was initially engaged in the planning process through an online survey. The survey helped define the makeup and desires of the community, as well as determine preferred connections within the Township that would have the greatest impact on walking and biking.

Once the preferred connections were defined, a feasibility analysis was performed to determine corridors that could complete the preferred connections. Feasibility of the desired bicycle facility types and prioritization from the community survey led to a set of three priority corridors which not only could complete the preferred connections but provide viable project opportunities for the Township to explore. These corridors comprise the core of the recommendations of the Jarvis Township Bicycle Master Plan.

Community feedback on the three priority corridors was gathered at two open houses. This feedback, and subsequent input helped to determine additional connections to complete the network of bicycle facilities within the Township. Priority bike trails were defined, and on-road frequently-biked routes were mapped.

The final Plan is a long-range vision for developing or enhancing biking facilities throughout Jarvis Township. It is meant to act as a guide for the prioritization of projects within the Township for the next five to ten years and to help obtain funding for the development of those facilities.



1. Introduction

1.1 Guiding Principles

Several design codes were referenced and utilized during the development of this Master Plan. They are listed below with their acronym used in reference throughout this document.

- American Association of State Highway and Transportation Officials' Guide for the Development of Bicycle Facilities 2012 Fourth Edition (**AASHTO**)
- National Association of City Transportation Officials' Urban Bikeway Design Guide Second Edition (**NACTO**)
- US Department of Transportation Federal Highway Administration's Bikeway Selection Guide 2019 (**Bikeway Selection Guide**)

1.2 Definitions

Several terms used throughout this document are defined below.

- **Shared Use Paths** are separated (off-street) bicycle and pedestrian facilities that are wide enough to accommodate both bicyclists and pedestrians. They are 8'-10' wide, made of either concrete or asphalt, and are located at least 5' off the roadway. The terms **Trails** and **Paths** are used interchangeably with the term Shared Use Path throughout the document.
- **Share-the-Road** routes are roads that are used by vehicles but the well seasoned cyclist may be comfortable riding
- Jarvis Township Bicycle Master Plan may be referred to as: **The Plan**
- The City of Troy may be referred to as: **The City**
- Jarvis Township may be referred to as: **The Township**
- Metro East Parks and Recreation District: **MEPRD**
- Madison County Transit: **MCT**
- US Highway 40: **US 40**
- Illinois Department of Transportation: **IDOT**
- Rectangular Rapid Flashing Beacon: **RRFB**

2. Existing Conditions Review

An evaluation of the existing conditions within Jarvis Township began the planning efforts. In an effort to expand on existing amenities, current facilities, and future planned facilities, roadways, points of interest, traffic patterns and demographics were analyzed to create a foundation for recommendations.



2.1 Township Facilities

Jarvis Township has several roads that are frequently biked by avid cyclists which provide a connective network around the Township. Data was gathered from IDOT's recommended bicycle route map. IDOT's data is categorized as "Safe for Bicyclists", "Caution Advised" and "Not Recommended for Bicycling". This data illustrates that many of the roads in the Township are considered "safe for bicyclists" and "caution advised" roadways. Caution advised roadways should only be used by cyclists of advanced skill. This data was combined with data from an interactive internet service that tracks cyclists' routes, among other sports. The data provided by this source reflects which roadways are currently used by cyclists.



2.2 MCT Trail Facilities

MCT has several trails in Jarvis Township that cyclists and pedestrians frequent. The two trails that are on the outskirts of town (MCT's Silver Creek Trail and Goshen Trail) encourage connections to the larger networks beyond Troy and Jarvis Township. Silver Creek Trail, currently begins on the north side of US 40 at the Formosa Rd/Troy Rd intersection and continues easterly until it reaches the west side of the Main St./Troy-O'Fallon Rd intersection which connects to the Goshen Trail, and the Schoolhouse Trail. Continuing east, there are two sections of trail that are proposed to be constructed in 2026 and 2027. The portion from the S. Main St./ Troy-O'Fallon Rd intersection to Creekside Dr. is scheduled for completion in 2026, and the portion from Creekside Dr. to Bethany Ln. is scheduled for completion in 2027.

A trail called the Formosa East Trail is proposed connect the Goshen Trail to the Silver Creek Trail by constructing new alignment south of the I-55/70 and US 40 interchange, and then paralleling Formosa Rd. south of US 40 to Plummer Business Dr. to Troy Rd. crossing US 40 to tie in on the north side of the Formosa Rd./Troy Rd. intersection. This trail is under design and could be complete in 2027 as well.

2.3 City Facilities

The City of Troy has 11,810 residents, one large and several pocket parks, two elementary schools, a middle school and a high school and the city is the largest municipality in the Township. It is home to the Tri-Township Park, Silver Creek Elementary, C.A. Henning Elementary, Triad Middle School and Triad High School, and several other community amenities. The city has IDOT owned and maintained IL Route 162 and US 40 going east and west through the community. Shared-use paths within the city are geared toward shorter trips and recreational use. They are located around and within city parks and the downtown area.

The Tri-Township Park Trail Connector owned by the City of Troy connects the Silver Creek Trail to the Tri-Township Park Trail in Tri-Township Park by way of paralleling Springvalley Rd. Two other trails within the city limits of Troy are the Staunton Rd. Bike Trail that goes from E. Clay St. to Hazel St. along Staunton Rd. and the Lower Marine Rd. Bike Trail that goes from Market St. to the Bass Dr./Kenneth Dr. intersection along N. Dewey St. and Lower Marine Rd.

2.4 Transportation Barriers

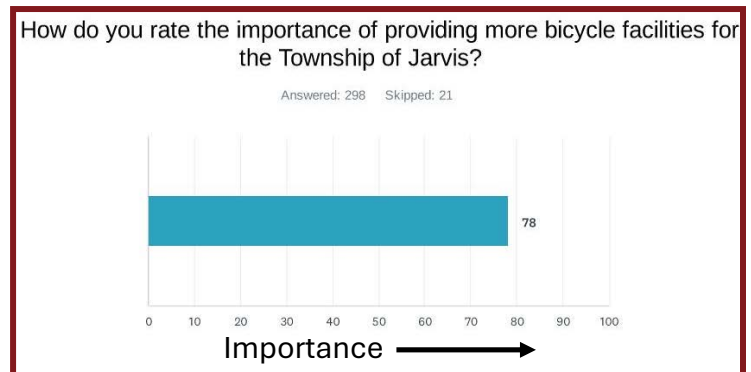
Transportation corridors such as state highways and railroads provide important growth and vital resources to communities. However, they can also be a barrier to other modes of transportation. Notable barriers within the Township include the I-55/70 interstate interchanges at US 40 and at IL Route 162. Both interchanges prove difficult to find a cost effective solution to build a trail across I-55/70 and tie into MCT's Goshen Trail and Schoolhouse Trail west of the interstate. To a lesser degree, the CSX Railroad line as it runs through Jarvis Township created an obstacle when investigating potential corridors southeast of Troy.

3. Determining the Goals

3.1 Community Survey

An online survey was conducted as part of the Jarvis Township Bicycle Plan to gather input from the community on their current usage of the existing trails in Jarvis Township and potential improvements or visions for future trails. The 19-question survey was open from September 26, 2024, to November 1, 2024, and 319 respondents shared their thoughts. Out of the 319 respondents, 60% identified as Troy residents, and close to 30% identified as being within the Jarvis Township but outside of Troy. The survey results can be viewed in **Appendix A3.1**.

- The majority (91%) of the survey respondents reported that they walk or bike as a means for transportation or recreation either weekly or daily.
- Seventy eight (78%) percent of those surveyed felt that providing more bicycle facilities in Jarvis Township is important.
- (62%) felt that adding more bike trails within the Township should be a priority.



When the questions focused on specific locations of preferred improvements, the intersections of US 40 and Formosa Rd, and US 40 and S. Main St./ Troy– O’Fallon Rd. were equally identified as priorities to facilitate connections to trails. Although both intersections are signalized, each has its unique issue.

- **US 40 & Formosa Rd:** There are no pedestrian accommodations to safely cross US 40. Currently, in the northeast quadrant of the intersection, there is a shared use path that is unpaved for the last hundred feet, and ends at the curb and gutter. There is no access to get trail users to the traffic signal, nor have them safely cross. The weight of the bicycle is not enough to trigger the detector loop that signals the traffic light to change for those cyclists who want to cross US 40 to access the Goshen Trail via Formosa Rd., or the existing Silver Creek Trail. This forces cyclists to wait for a vehicle to trigger the light, or go against the rules of the road and cross traffic during a red light or other unsafe condition.
- **US 40 & Main St/ Troy-O’Fallon Rd:** Although there are pedestrian accommodations at this intersection in terms of pedestrian signals and visible cross walks, a safety issue that was brought up often in the planning process was that the right turn lane drivers in the southwest quadrant do not yield to pedestrians when they are present, even if the pedestrian has the right of way. Parents have expressed that they will not allow their kids to cross at this intersection on their own and consider it dangerous.



The majority of the respondents expressed their top priority as connections to neighborhoods such as:

- Fawn Meadows,
- Pebble Brook & Steelcrest
- Wendell Creek & Lone Oaks
- Twin Lakes & Stonebriar

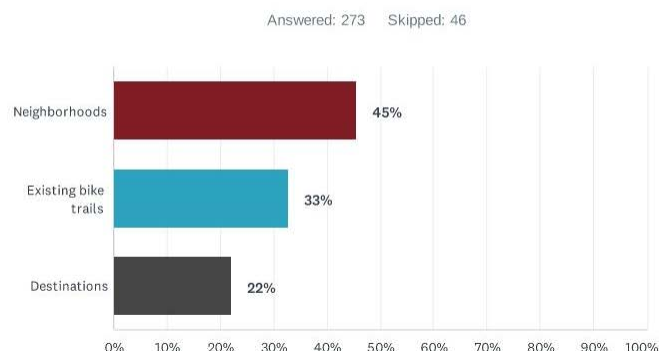
Trail Connections were 2nd and included:

- MCT Silver Creek Trail
- Tri-Township Park
- MCT Goshen Trail

Destinations were 3rd which include:

- MCT Troy Park & Ride
- Triad High School
- Downtown Troy

Which of the following should be the highest priority for the Township when creating more bike trail connections?



3.2 Stakeholder Meetings

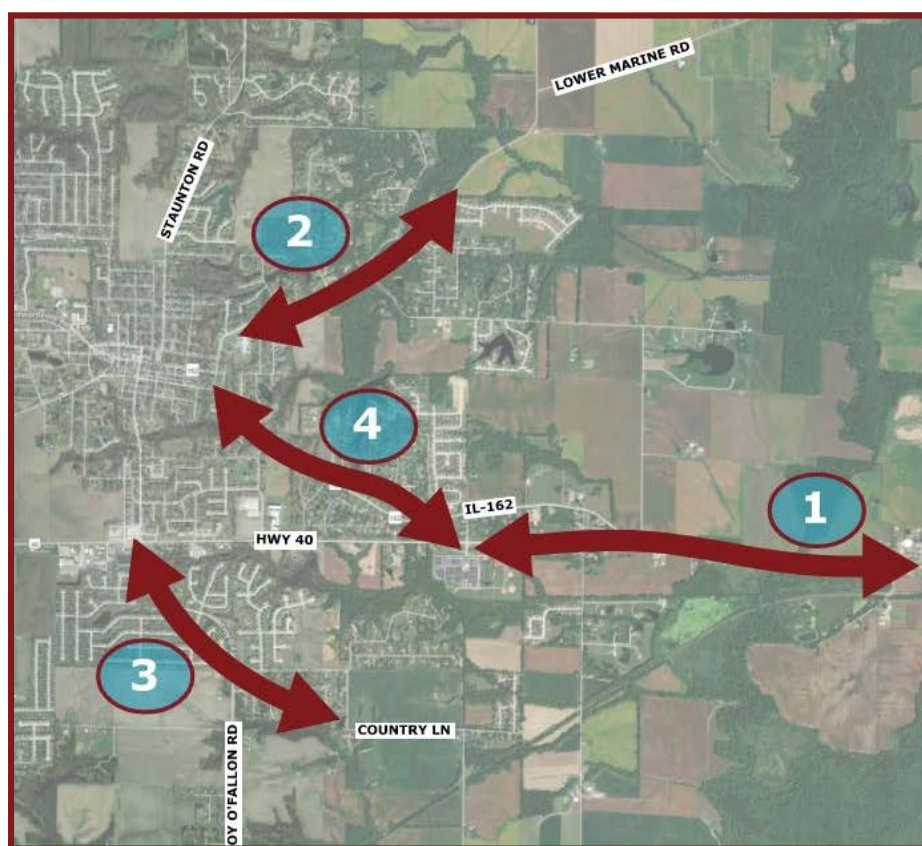
Many proposed projects and improvements recommended in this Plan occur along roadways owned and maintained by local transportation partners including IDOT, Madison County, MCT, the Township, and Troy. IDOT did not object to the Township pursuing extending Silver Creek Trail further east along US 40. Minutes to the meeting with IDOT can be found in **Appendix A2.1**. The City of Troy is interested in helping the Township extend their trails outside of city limits. St. Jacob Township to the east has also expressed interest in pursuing connections west into Jarvis Township and Troy.

The Township should maintain open communications with these stakeholders to be sure that any infrastructure development within the Township happens cohesively with respect to both bicycle and pedestrian accommodations. By keeping an open dialogue, the Township can ensure that the recommendations of this Plan are considered early in future planning and design projects by others.

3.3 Connections Map

Taking the information from the survey and the input from the stakeholders, several preferred connections were emerging. They were:

1. Extend Silver Creek Trail along US 40,
2. From Silver Creek Elementary School to the Wendell Creek & Lone Oaks subdivisions,
3. The Silver Creek Trail to the Pebblebrook & Steelcrest subdivisions N of Country Ln.,
4. Along IL-162, connecting the Silver Creek Trail to downtown Troy from the east.

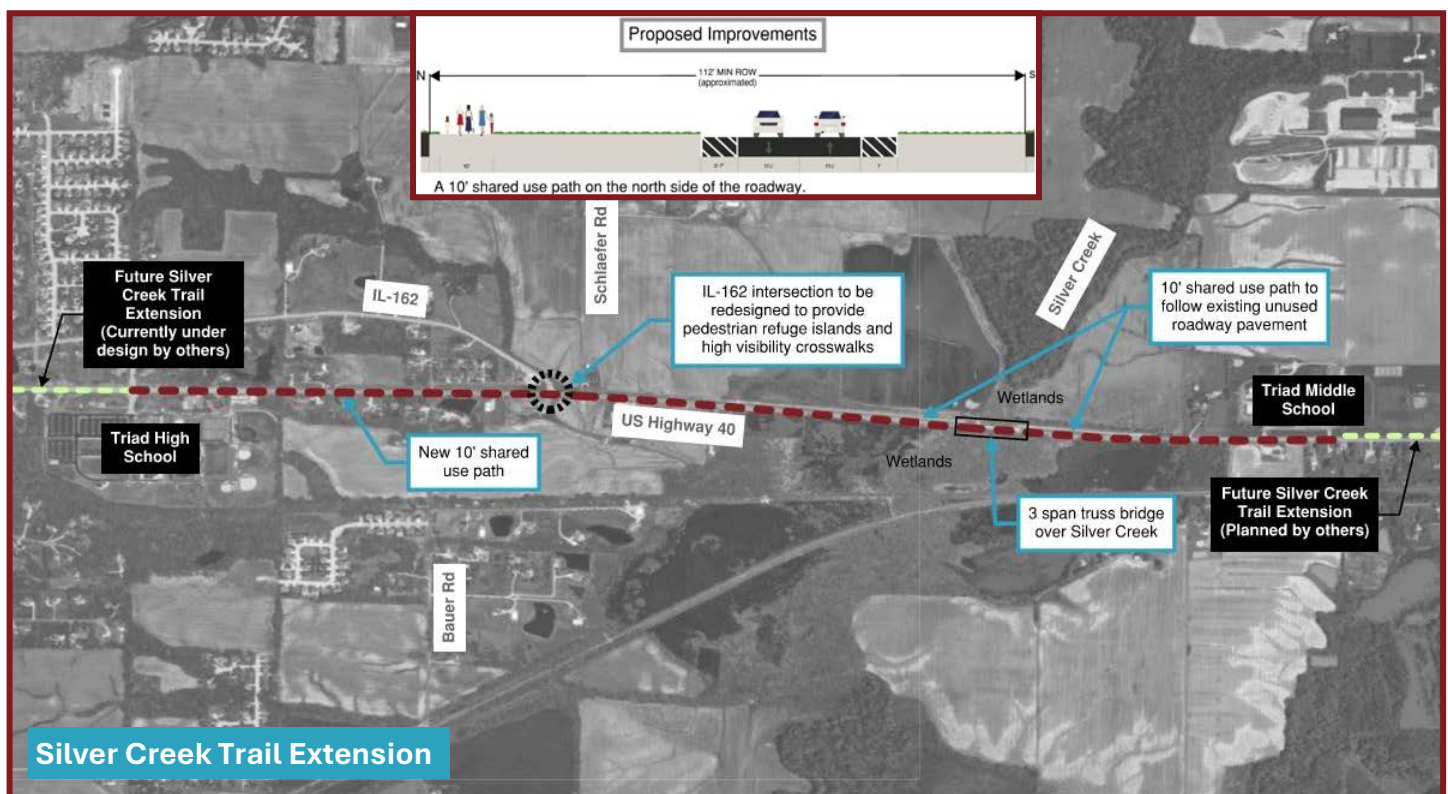


4. Recommendations for Improvements

Using the Connections Map, goals determined through community engagement, and Township and city input, several priority corridors were evaluated and recommendations for improvements were developed for Jarvis Township. Following are the 3 top priority corridors advised to be pursued and their recommendations for improvements.

4.1 Silver Creek Trail Extension to Triad Middle School (east-west)

This recommended trail is the most straightforward as it is proposing to construct a trail from Triad High School to Triad Middle School along US 40. Funding has already been secured for the trail west of the US 40 and Bethany intersection, and from east of Bethany to IL 162 through an IDOT project. More recently, MCT has committed funding in its long range plan for an extension of this bike trail from IL Route 162 east to St. Jacob. This will satisfy the overwhelming interest from the survey that the trail be built between schools. Since this is an IDOT roadway, cursory coordination took place. It was ultimately decided that although IDOT has agreed to allowing the bike trail to be within IDOT right-of-way, any bike trail plan would need to be a separate facility, especially at the bridge taking the roadway over Silver Creek. It was determined that the north side of the road seemed logical as the trail west of Bethany Ln. is on the north of US 40 and there is over 100 ft of available right-of-way on the north side of US 40. Triad Middle School is making some improvements that are independent of but complement the Silver Creek Trail extension. The new building is just west of Triad Ln. in the current field sport area. The school district is also investigating the feasibility of a turn lane on US 40 so that traffic does not get too backed up along the highway during peak school drop off and pick up hours.



The benefits and challenges of this Silver Creek Trail Extension are:

Benefits:

- The most direct route from the high school to the middle school and beyond
- Trail east of IL 162 is in Troy's and MCT's Master Plan
- Most logical when connecting trails from the west side of the Township to the east
- Little to no impact to private property would be required as IDOT ROW would be utilized

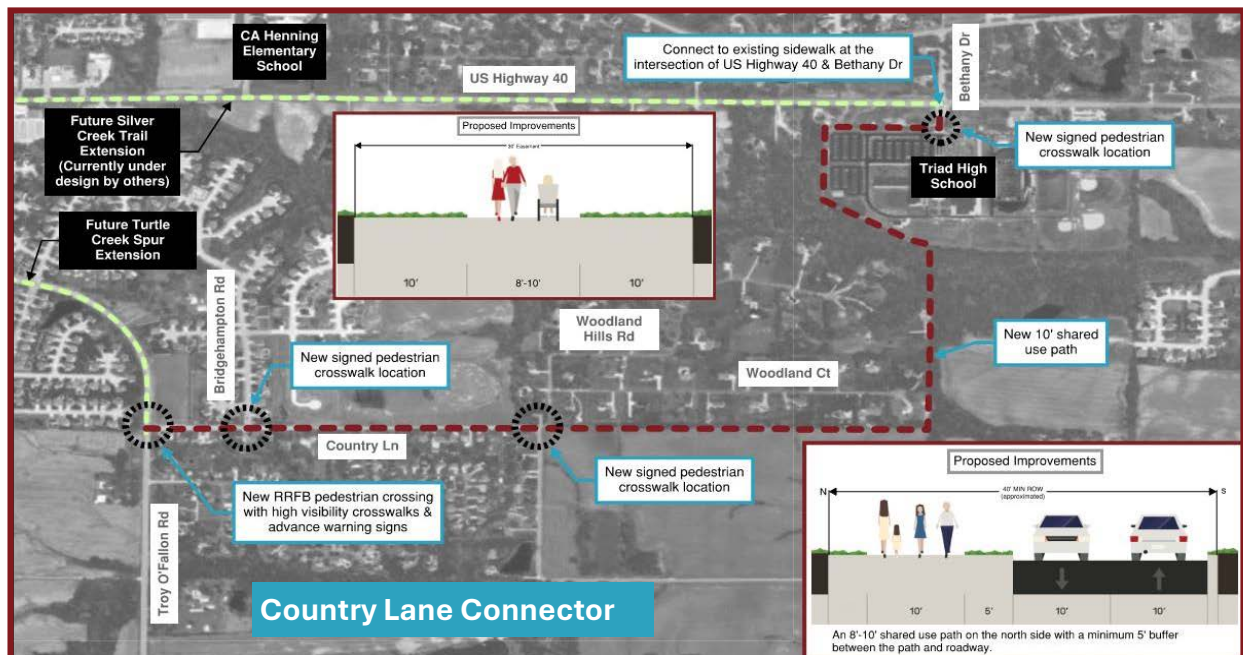
Challenges:

- Coordinating with IDOT regarding trail and upcoming widening of US 40
- Mostly new construction/no use of existing trails
- Wetlands will have to be crossed which requires environmental coordination in preliminary design
- Will require pedestrian bridge over wetlands and Silver Creek

Concept plans, proposed roadway sections and concept cost estimates for this alignment can be viewed in **Appendix A2.1**.

4.2 Country Lane Connector (east-west and north-south)

This proposed trail would connect the City of Troy's future wide sidewalk along Troy-O'Fallon Rd that ends at Country Ln. (discussed in Troy's Comprehensive Plan) to MCT's proposed Silver Creek Trail Extension at US 40 and Bethany Dr., by way of Country Ln.



The trail would begin on the west side of Troy O'Fallon Road at Country Ln. and would require a crosswalk with flashing beacons for a safe crossing for trail users. The trail would then head east along the south side of Country Ln. At that point the trail would head north across Country Ln. where a crosswalk would need to be installed.

On new alignment, the trail crosses Country Ln. and heads north between the east end of Woodland Court and the west side of the Rita Nimmo Trust, Shadow Wood Development, and Triad High School properties. The trail then wraps around Triad High School on the west side until it reaches the intersection of US 40 and Bethany Dr. The intersection of US 40 & Bethany Dr is signalized, and pedestrian and bicycle accommodation is only provided on the east leg of the intersection. A cross walk across Bethany Dr. at the south end near the parking lot would allow users to get to the east side of Bethany. Then new sidewalk would need to be constructed on the east side of Bethany Dr. to tie into the sidewalk at Bethany in the southwest quadrant. From there, the path would cross US 40

The benefits and challenges of the Country Lane Connector:

Benefits:

- Survey showed most preferred connection out of 4 locations around the Township
- Gets users from subdivisions to the HS while not using Troy O’Fallon Rd or US 40
- Uses existing traffic signal at Bethany to get to Silver Creek Trail
- Several large subdivisions will be connected to the trail system

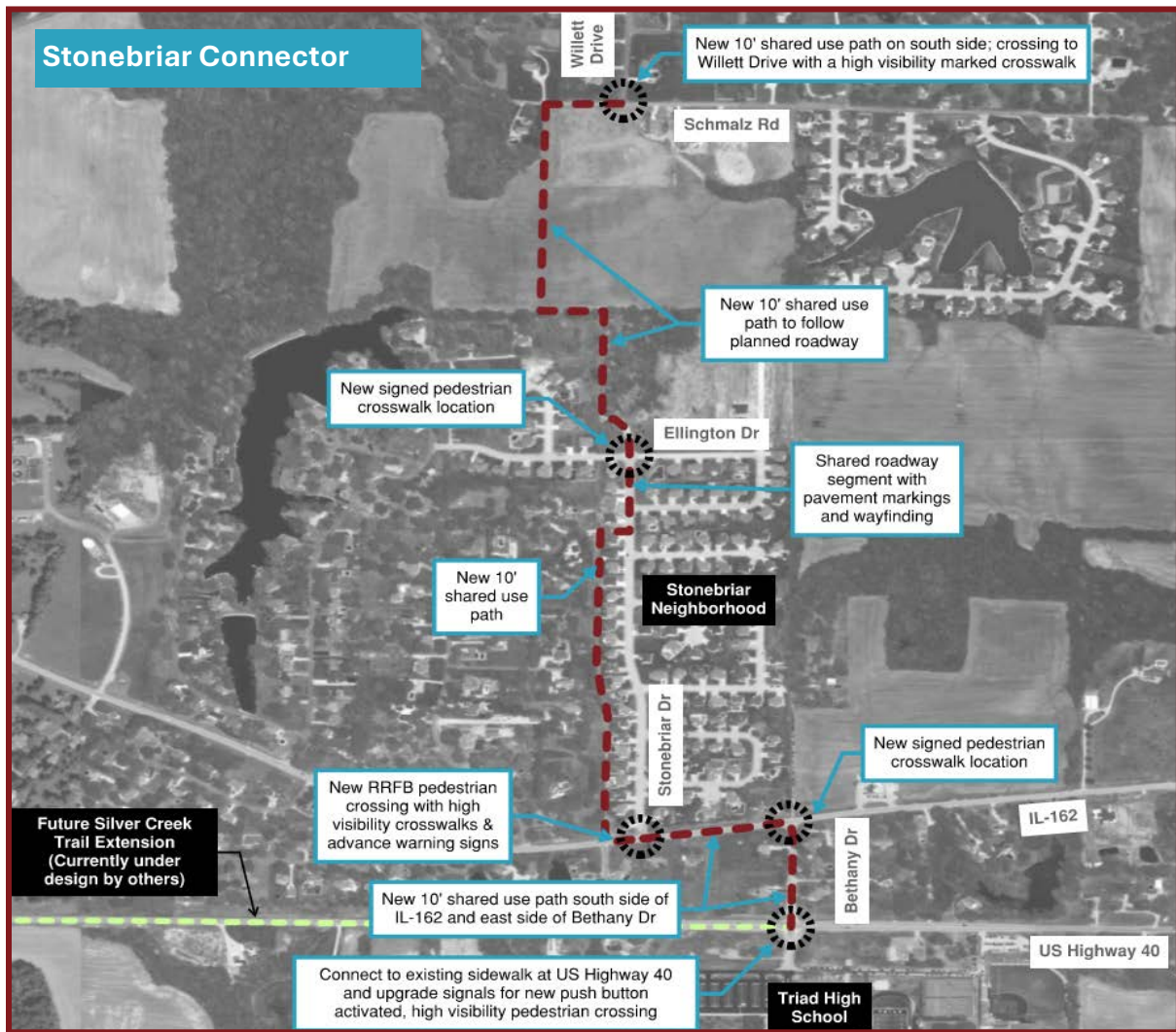
Challenges:

- Several property owners would be involved
- New alignment for a third of the trail
- Will require a RRFB at Troy-O’Fallon Rd and Country Ln.

Concept plans, proposed roadway sections and concept cost estimates for this alignment can be viewed in **Appendix A2.2**.

4.3 Stonebriar Connector

This recommended corridor would begin at the intersection of US 40 and Bethany Ln and head north along Bethany on the east side. It could be constructed adjacent to the roadway as there is approximately 20 ft of available right-of-way. From the Bethany and IL 162 intersection, the trail would then head west crossing Bethany before paralleling IL 162 on the south side until it reaches Gilbreath Rd. The path would then cross IL 162 as it follows Gilbreath Rd north for 2000 ft until it reaches Stonebriar Dr. The trail then tees with Ellington Dr. where it makes a quick jog east on Ellington Dr. until it crosses Ellington and follows the existing northern stub of Stonebriar Dr. The trail continues north on new alignment, skirting east of the properties of Briar Meadow Ct. When the path is directly behind the Briar Meadow Ct cul de sac, it continues on new alignment north until it reaches Schmalz Rd. The path heads east on the south side of Schmalz until it crosses Schmalz at Willett Dr., where share-the-road cycling could take place. If there becomes an issue where the Gilbreath Rd property cannot be obtained, Stonebriar Dr. could be a share-the-road option to connect IL Route 162 to Ellington Dr.



The benefits and challenges of the Stonebriar Connector are:

Benefits:

- Provides north-south connection for northern neighborhoods to access high school
- Mostly new alignment that is away from busy roads
- Connects to Silver Creek Trail

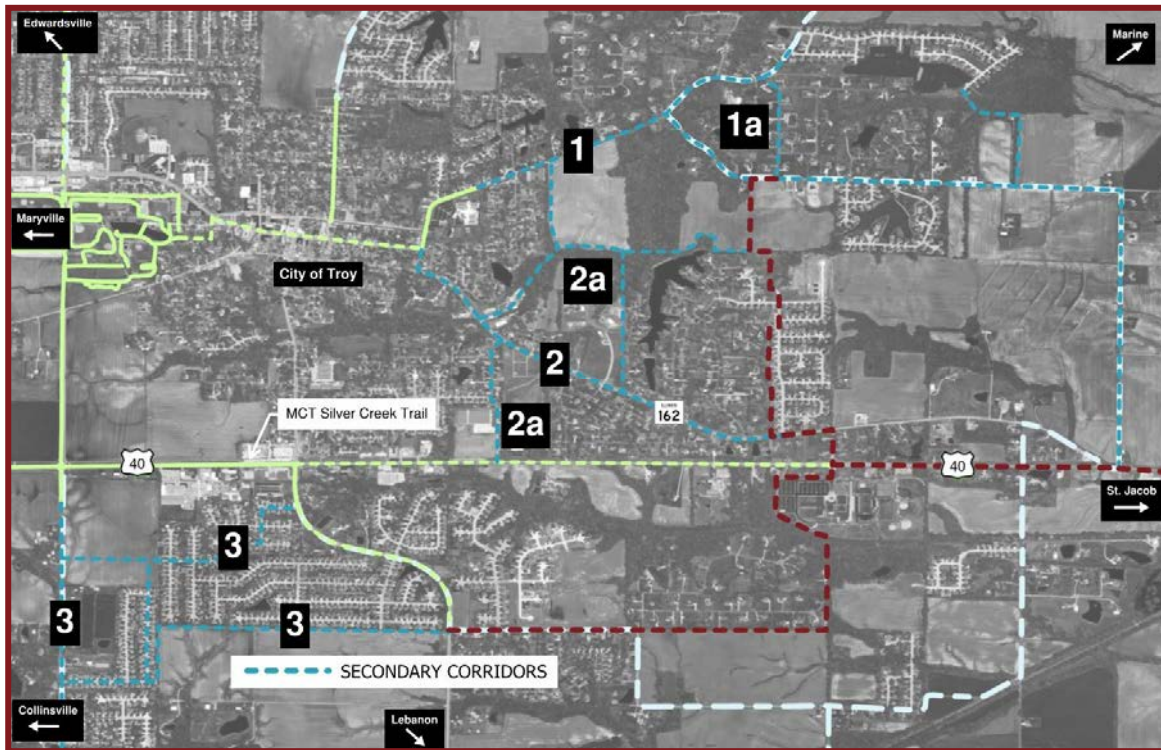
Challenges:

- Several property owners would be affected that may not want a trail behind their house
- All new construction/no use of existing trails
- Would require signal modifications to Bethany /US 40 intersection and a RRFB along IL

Concept plans, proposed roadway sections and concept cost estimates for this alignment can be viewed in **Appendix A2.3**.

4.4 Secondary Corridors

Throughout the investigative process, there were several offshoot trails that made sense to pursue in the future. Although they may not serve the needs of all, they would be extremely beneficial to the neighborhoods near by. These should be considered in the future to help complete the network. The most notable secondary connections are:



1. Lower Marine Rd from Silver Creek Elementary School to the Wendell Creek and Lone Oaks neighborhoods would allow children and parents walk or bike to school.
 - 1.a. Off shoots to Lower Marine from Schmalz Rd and from Doug and Willett could loop the Kensington Parque and Fox Valley neighborhoods in too.
2. IL Route 162 from Stonebriar Rd to downtown would aid people to get to the amenities in the center of town without the use of cars.
 - 2.a. Off shoots to IL 162 from Creekside Dr, and new alignments north of IL 162 around the city owned properties could provide connection to the Stonebriar Connector priority corridor, which would allow access for the Twin Lakes and Stonebriar neighborhoods.
3. Connections from Troy-O'Fallon Rd to Springvalley Rd, and extending the Tri-Township Park Trail Connector south along Springvalley Rd would provide access to downtown and the Tri-Township Park from the Pebblebrook, Steelcrest, Charleston, and Fawn Meadows neighborhoods.

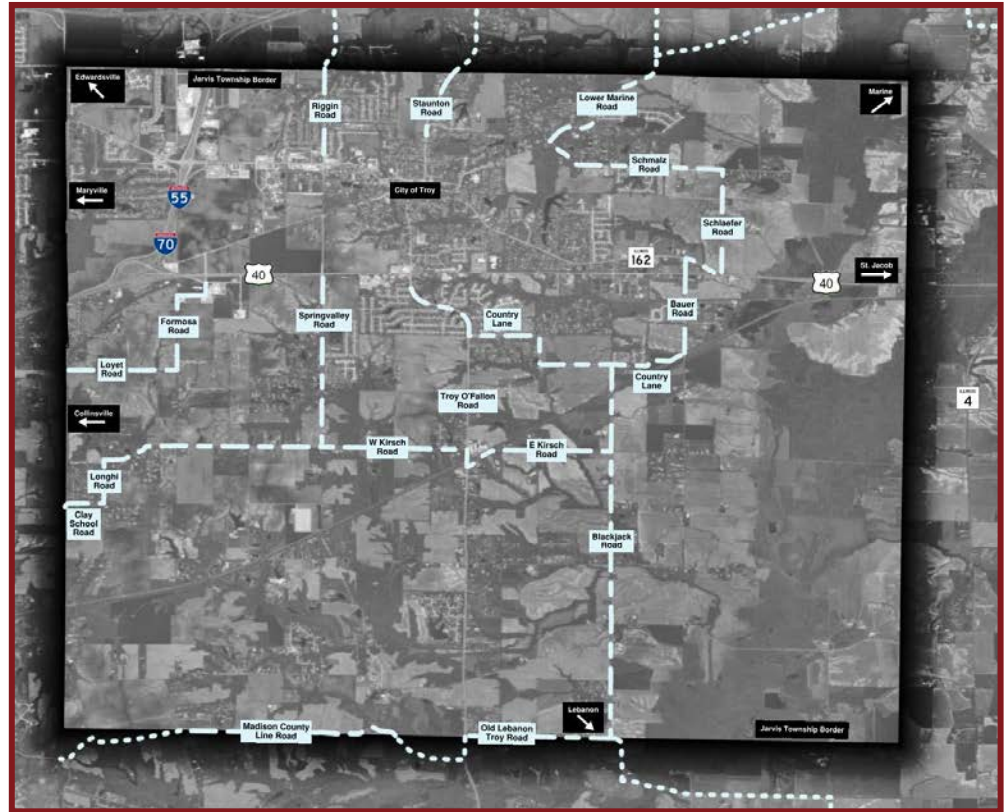
A larger map of these concept corridors can be viewed in **Appendix A2.4**.

4.5 Frequently Biked Roadways

From the community survey, biking on the country roads throughout Madison County is a popular choice for recreation and exercise. Therefore, the Plan includes a map of frequently biked roadways through the Township to help guide those looking for longer rides on low-traffic roads in rural settings. The map will help with travel through the Township and into surrounding communities, bringing avid bicyclists into the Township for commerce. Roads that have been identified as frequently biked include:

- Madison County Line Rd.
- Clay School Rd.
- Longhi Rd.
- Kirsch Rd.
- Blackjack Rd.
- Springvalley Rd.
- Country Ln.
- Bauer Rd.
- Loyett Rd.
- Formosa Rd.

A larger map of these roadways can be viewed in **Appendix A2.5**.



5. Finalizing the Plan

5.1 Open House /Presentation of Master Bike Plan

Once the recommendations were agreed to by the Township, final maps were developed so that the Plan could be presented to the community at two Open Houses. The Master Plan was first presented to the community at the City of Troy's First Fridays downtown social event on August 1, 2025. The event was from 5 p.m. to 8 p.m. The Master Plan was also presented at the 1st Annual National Night Out hosted at Tri-Township Park in Troy on August 5th between 6 p.m. and 8 p.m. At both events, there was a steady stream of interested residents visiting the tent to find out more about the Plan.



Passersby were encouraged to provide input on what they liked and disliked with the current bike and pedestrian system in Jarvis Township. Much of the information received reinforced what had previously been relayed through the community survey and stakeholder meetings. The three priority corridors were showcased, and people were asked to vote on which corridor they liked best—the Silver Creek Trail Extension, the Country Road Connector, or the Stonebriar Connector. The Country Road Connector had moderate interest at the August 1st event with the Silver Creek Extension being the most favored and the Stonebriar Connector coming in as a close second. At the August 5th event, the Country Road Connector and the Silver Creek Extension had equal interest, with very little interest shown to the Stonebriar Connector. Also shown at the Open House were the upcoming projects around Troy. Several projects have been completed in the last year or two, and several are in the process of being planned, designed or constructed. IDOT, the City of Troy, and MCT all had projects represented. Exhibits displayed at the meetings can be viewed in **Appendix A3.2**.



5.2 Priority Corridor Coordination Efforts

In order to complete the recommendations of the Master Plan, the Township should follow the action plan defined here.

Silver Creek Trail Extension The Township should continue talks and coordination with IDOT, MCT, and the City of Troy regarding this regional trail opportunity. St. Jacob Township is currently completing its Bicycle Master Plan, and the two townships can work together to continue efforts to bring a regional trail to this area of Madison County. Annual meetings with IDOT would help maintain their involvement and give a continuation to the conceptual agreements made during the planning process. Annual meetings with MCT would also help ensure this corridor remains a high priority for the transit district. The Township could engage with the high school and middle school to keep support of the trail a priority.

Country Lane Connector The Township should continue coordination with the City of Troy and begin talks with Triad High School regarding this trail opportunity. The Township should support Triad's Safe Routes to School Grant application for a safe crossing of US 40 at Bethany Dr. Triad High School will be instrumental in getting the northernmost part of this connector from school property across US 40 at Bethany to the Silver Creek Trail, and engaging landowners on the westernmost connection where the City of Troy has proposed sidewalks could help spark interest in pursuing this alignment. Annual meetings with the City of Troy and Triad High School would help ensure this corridor remains a high priority for the Township.

Stonebriar Connector For this connection, the Township could begin discussions with the developer north of the Stonebriar neighborhood, since the alignment is dependent on how the development unfolds. Early communication could establish a trail alignment that the development could consider while in the planning stages of subdividing the land. The Township could also review available right-of-way along the corridor, or verify existing right-of-way west of the Stonebriar neighborhood to ensure clarity when negotiation may start. The Township could pursue negotiations with the person who owns the land Gilbreath Rd. is on, as the seller has already approached the Township about possibly selling the property. The Township could also begin talks with IDOT about their future plans along IL 162. Annual meetings with IDOT would help maintain their involvement and give a continuation to the conceptual agreements made during the planning process. Annual meetings with the City of Troy would also help ensure this corridor remains a high priority for all involved.

5.3 Future Coordination Efforts

Secondary Corridors As the Township looks to update the streets throughout the Township, the secondary corridors mapped in this Plan should be considered in the Township's long range plan. Opportunities to implement the recommendations of this Plan for these corridors could be sought during other routine maintenance and implementation projects, such as utility upgrades or street repairs. This will help lower the cost of the improvements and reduce impacts to property owners.

Frequently Biked Roadways As the Township looks to update the streets throughout the Township, the frequently biked roadways mapped in this Plan should be considered a high priority for the Township. Opportunities to enhance the rideability of these roadways such as Lower Marine Rd. and Schmalz Rd shown in this Plan could be sought during other routine maintenance and implementation projects, such as utility upgrades or street repairs.



6. Next Steps

To help guide the Township on a path to fulfill the recommendations of this Plan, next steps were developed.

6.1 Adoption and Advocacy:

Adoption: The first step in creating a more bikeable Township is the adoption of this Plan. By adopting the Plan, the Township is committing to the development of more bicycle accommodations for its citizens and supporting improvements that will make the Township more connected to the region's bicycle networks.

Advocacy: The next step for Jarvis Township in implementing the improvements proposed in this Plan is to designate an "Advocate" for the Plan. This person could be a volunteer, board member, or other elected official. To ensure that the "Advocate" has the backing of the Township and a clear understanding of roles and responsibilities, it is suggested that a job description and related responsibilities be modified and adopted by the Township for the inclusion of the "Advocate" in everyday governance and policy-making decisions. With a clear designation of expectations, this "Advocate" could report annually on the progress of this Plan, help coordinate grant funding opportunities, work with the schools on biking and walking programs, and keep an updated report to the community.

6.2 Engagement

Community Engagement: Listening to the community and providing a place for comments and updates will help to keep the work of this Plan in line with the wishes of the community. The "Advocate" could determine how best to engage and report to the community. Keeping the community invested in the work will ensure their continued support, which is key to the future success of the recommendations of the Master Plan.

Planning Partners: Many proposed projects and improvements recommended in this Plan occur along roadways owned and maintained by local transportation partners including IDOT, Madison County, MCT, the Township, and the city of Troy. The Township should maintain open communications with these planning partners to be sure that any infrastructure development within the Township happens cohesively. By keeping an open dialogue, the Township can ensure that the recommendations of this Plan are considered early in future planning and design projects by others.



6.3 Funding:

Utilizing the various funding sources for alternative transportation projects allows the Township to maximize development while limiting the impact on the community's available funds. Possible funding sources include:

Federal funding programs such as RAISE, Highway Safety Improvement Program, and Safe Streets 4 All are available for the development of transportation projects critical to the region or that offer significant safety improvements to the transportation network.

East-West Gateway's grant programs such as CMAQ, STP-S, and TAP are offered each year and can be used for projects on roadways with alternative transportation components. The programs typically offer funding for 80% of project costs for awarded projects.

The State of Illinois administers several grant opportunities such as the Recreational Trails Program, Illinois Transportation Enhancement Program, Safe Routes to School, Bike Path Grant Program, Community Development Block Grant, Park and Recreational Facility Construction Grant, Open Space and Lands Acquisition and Development, Land and Water Conservation Fund, and several other Department of Commerce and Economic Opportunity programs.

MEPRD and ACT also offer grants for trail development meant to complement grant-funded projects. Their grants can help municipalities with their portion of the local match for both state and federally funded projects.

Special taxing districts can be used to create additional funding. Business Districts have a special sales tax rate that can be used to generate construction funds for projects. Other districts could include TIF to collect property taxes for infrastructure projects and Enterprise Zones to abate sales tax on construction materials.

