

MONTICELLO, ILLINOIS

BICYCLE NETWORK MASTER PLAN





The Monticello Bicycle Network Master Plan outlines how a comprehensive and integrated non-motorized trailway network can be implemented throughout the City and surrounding areas in a phased approach. By increasing support for bicycling and non-motorized trailway use, the City will promote tourism, provide critical connections to the rich cultural, historical and natural resources of the City, and provide health and wellness benefits that enhance the overall quality of life for area residents.

The Master Plan provides a visionary, yet practical strategy to assist the City of Monticello in becoming one of the leaders in the region for bicycling and non-motorized trailway use. The Master Plan focuses on how to expand existing trailway networks, incorporate new trailway segments, and how to knit together the urban and rural portions of the community in a logical manner. In addition, the Master Plan positions the City to be at the forefront of the non-motorized trailway development process which is slowly gaining momentum throughout large portions of the State of Illinois, including areas in close proximity to the City of Monticello.

Finally, this Master Plan will provide the City with an indispensable tool when seeking funding and grants for future trailway upgrades, improvements and further studies. The Master Plan provides critical confidence that potential funds for trailway development align with an adopted comprehensive trailway plan that is embraced by the City and its residents.



This Master Plan was made possible in part with the assistance of the following:

Callie Jo McFarland – Director of Community Development

Carlos McClellan – Director of Monticello Parks and Recreation Department

Mindy Condis – Assistant Director of Monticello Parks and Recreation Department

Floyd Allsop - Superintendent of City Services

The Citizens of Monticello



1	CHAPTER 1 INTRODUCTION	P1
2	CHAPTER 2 PLAN PROCESS	P2
3	CHAPTER 3 BENEFITS OF A CITY WIDE BICYCLE NETWORK	P5
4	CHAPTER 4 RELATIONSHIP TO THE REGION	P8
5	CHAPTER 5 EXISTING CONDITIONS, OPPORTUNITIES AND CONSTRAINTS (INCLUDES EXHIBIT)	P10
6	CHAPTER 6 TRAILWAY PRIORITIES	P13
7	CHAPTER 7 TRAILWAY OPPORTUNITIES (INCLUDES EXHIBITS)	P16
8	CHAPTER 8 POTENTIAL BRANDING OPPORTUNITIES	P25
9	CHAPTER 9 TRAILWAY AMENITIES	P26
10	CHAPTER 10 CONCEPT BUDGETS	P30
11	CHAPTER 11 IMPLEMENTATION STRATEGIES	P31
12	CHAPTER 12 CONCLUSION	P38



1 | Introduction

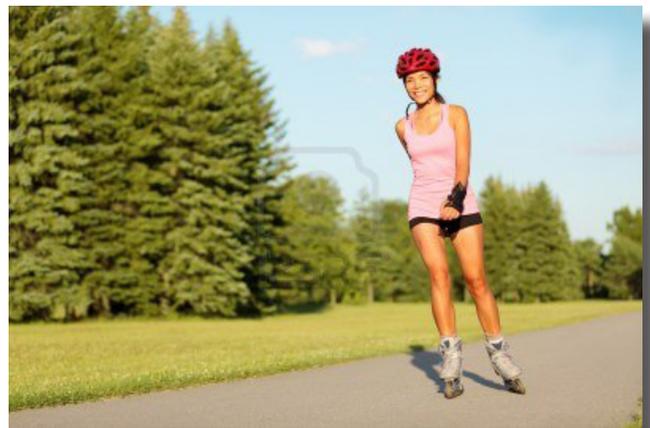
The City of Monticello has long been at the forefront of successful community planning initiatives which have made this city of approximate 5,000 residents a truly unique and highly livable community. To further enhance the community, the City has endeavored to begin the process of integrating years of trailway discussion, actual trailway construction projects and trailway aspirations into a comprehensive document which can be implemented over the long term. This plan, properly positions the City to seek funding for improvements, and to ensure these improvements align with a vision that is embraced by its residents.

Vision Statement: In response to the growing trend of non-motorized transportation alternatives, the City of Monticello desires to provide the community and region with the necessary infrastructure to insure safe and accessible trailways for people of all ages and abilities. This long range plan will not only enable the promotion of health and recreation, but also create economic and tourism benefits by successfully leveraging existing community, historical, natural, and cultural resources of the Monticello area.

The Master Plan consists of several 'front end' chapters, including the plan process, benefits of a city wide bicycle network, and the relationship of potential Monticello trailways to other trailways already constructed or planned in the Central Illinois Region.

The 'middle' chapters focus on existing conditions, opportunities and constraints, trailway priorities, and trailway opportunities (including maps and exhibits).

The plan closes out with 'back end' chapters which include preliminary opinions of probable cost, and a general implementation program that outlines how the plan could become reality over the ensuing years.



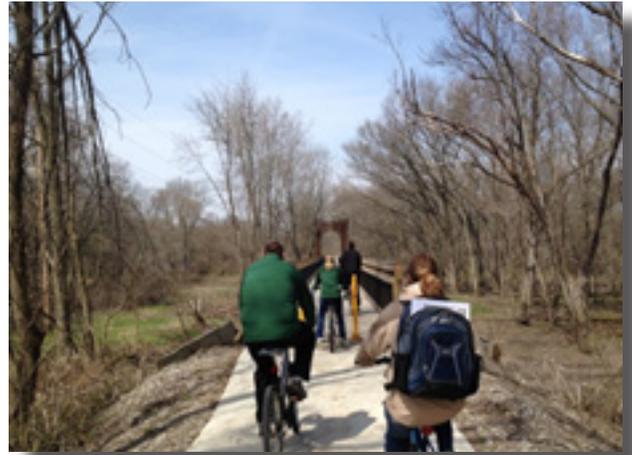


2 | Plan Process

In developing this Master Plan, the design team conducted field research and analysis along with significant public engagement efforts. This process allowed the design team to develop a trailway network that in large part reflects the hopes and aspirations of the residents of Monticello, while also strongly considering the various opportunities and constraints in and around the City.

Field Research and Analysis

Members of the design team began the project by taking part in a kick-off meeting with members of the City Staff. This meeting included an overview of past and current trail planning efforts, along with opportunities to connect to other communities. Following the kick-off meeting, the team then toured the entire city and surroundings by bike, foot, and automobile. Detailed inventories were taken of various key roadways throughout the city and surrounding areas. These inventories included measuring existing roadway widths, average daily traffic counts (ADT's), and the speed limits of roadways. This information is quantified on the Existing Conditions, Opportunities and Constraints Map that is included in Chapter 5.



Members of the design team and City staff conduct a research tour of the City on bicycles.

Public Outreach #1- Stakeholder Interviews

The design team, along with assistance from City Staff, developed a list of key stakeholders whom direct 'one on one' interviews would be conducted. These interviews were conducted at the City of Monticello Municipal Building on May 8, 2014. A total of 15 individuals were asked questions regarding their thoughts on potential future trailways. Topics covered included funding options, implementation priorities, key destinations to connect to, maintenance items, safety, and general opportunities and constraints. In addition to specific questions, the interviewees were allowed to discuss any concerns or suggestions regarding future trailway development in Monticello.



Public Outreach #2- Online Survey

Working directly with City Staff, the design team developed a list of 11 survey questions that were then posted on the City's official website from May 1 to June 27, 2014. A total of 87 people responded to the survey. Key highlights of the survey include the following findings:

- 95% of respondents utilize existing City streets and trails for biking, walking, in-line skating or running.
- 50% of respondents would possibly allow their children to ride a bike to school if bicycle trailways connected schools to neighborhoods.
- 96% of respondents use their bicycle for recreational purposes.
- 65% of respondents ride their bike on average 1 to 5 miles (one way) on a typical ride.
- 59% of respondents said the biggest impediment to biking more often is there are not enough bike paths, bike lanes or bike routes.
- The top local destinations respondents would like to ride their bike to, ranked in order, are as follows: Allerton Park, Downtown Monticello, other Piatt County Communities (Cisco, White Heath, Bement, etc.), the two existing bike paths, Monticello Railway Museum, Lodge Park, athletic fields, schools, and the Monticello Family Aquatic Center.
- 78% of respondents replied that more paved bike paths would influence them to bike or walk more.
- 95% of the respondents live in Monticello, or the rural surroundings of the City.
- 54% of respondents would be interested in participating in a community bicycle ride.

The screenshot shows the City of Monticello website interface. At the top, there is a navigation bar with links for Government, Departments, Residents, Visitors, and Business. Below this is a 'Form Center' section with a search bar and a 'My Forms' button. The main content area displays the 'Bicycle Network Master Plan Survey' form. The form includes a thank-you message and a question about current usage of existing trailways and streets for non-motorized use. The question is: 'How do you currently use the existing trailways and streets in Monticello for non-motorized use? (Please check all that apply)*'. The options are: Bicycle Riding, Walking, Inline Skating, Running, and I don't use the existing trailways or streets for non-motorized use. A note at the bottom states: '*Existing trailways* include the Sangamon River Path and the Eastern Prairie Path that are in Monticello.'



2 PLAN PROCESS

Public Outreach #3- Design Workshop

On May 29, 2014, the design team planned, organized and facilitated two design workshop sessions at the Livingston Center in Monticello which were open to the public. Prior to the workshop, the design team and City Staff worked closely together to contact key people to attend the event. In addition, the design team developed a marketing flier for the event which was distributed around the City advertising the workshop.

Each workshop drew many spirited attendees who participated in the 3-part highly interactive format. For Part 1 of the workshop, the design team gave an overview of the study to date, along with potential railway opportunities in and around the City. Part 2 was a group 'brainstorming' session that was designed to better understand the hopes, goals and aspirations the residents and key stakeholders of the City have for future railways. To close out the workshop, Part 3 employed a 'hands-on' design exercise which actively engaged residents and key stakeholders to graphically show their preference for trail locations, amenities and destinations on top of aerial photographs of the City and its surroundings. The input gathered at the design workshop heavily influenced key design decisions that were made by the design team as they assembled their preliminary and final railway locations and suggestions.



Citizens and stakeholders gathered for highly interactive design workshops to share their ideas for the master plan.



3 | Benefits of a City Wide Bicycle Network

Why trailways?

The benefits of a city wide bicycle network for non-motorized use are numerous. Bicycling, walking and recreation are already integral parts of Monticello and the surrounding region. An interconnected bicycle network throughout the City and its surroundings would provide numerous benefits, including the following:

Attract Critical Tourism and Recreational Spending:

Monticello already has the built in advantage of having numerous community, historical, natural and cultural resources that already draw a significant amount of people to the City. A bicycle network would bring even more visitors to Allerton Park, Downtown Monticello, the Monticello Railway Museum, Lodge Park and other local attractions. Trailways add another 'layer' of transportation access which can be critical to attracting tourism dollars. To properly take advantage of the economic benefits of trailways, the Bicycle Network Master Plan should be incorporated into the overall tourism strategy for the City.



Allerton Park remains a regional Midwestern tourist destination for thousands annually.



3 BENEFITS OF A CITY WIDE BICYCLE NETWORK

Other Economic Benefits:

Studies have shown that properly planned and implemented trailway networks can translate into higher property values near trailways as residents seek convenient access to them. These higher property values translate into the expansion of the overall tax base of the community. While increased property values may or may not occur in Monticello, trailways will indeed provide a positive asset to the community which will result in both tangible and intangible economic benefits.

Provide Future Connections to Adjoining Communities:

Trail planning efforts have been constructed or are being planned for numerous cities and counties throughout all of the Central Illinois area. If trailways are logically developed throughout the Monticello area, it could someday connect the City's residents to Champaign, Clinton, Decatur and other nearby communities.

Provide Adaptive Reuse of Abandoned Rail Lines:

There exists in the Monticello area a wonderful inventory of abandoned rail lines that can, and already are, being used for non-motorized trailways. Continued redevelopment of these abandoned rail lines for non-motorized trailways can help physically thread together the community with safe trailways which are completely devoid of vehicular use. Often times, adaptive reuse of abandoned rail lines can lead to critical 'success stories' that help build momentum for further trailway development.



Abandoned railway line northeast of the City.

3 BENEFITS OF A CITY WIDE BICYCLE NETWORK



Health and Wellness Benefits:

Trailways can, and do, provide an important role in the health and wellness of the populations that they serve. Research has shown that walking and biking may help reduce cases of asthma, decrease rates of obesity, lower health care costs and even improve mental health. Locating trailways near schools, parks and other areas that attract families and younger children can provide 'safe routes' to these destinations. Trailways can also provide access to natural areas, parks, and other unique places to disabled individuals who require wheelchair access.



Trailways can provide health and wellness benefits to people of all abilities.

Quality of Life:

Providing interconnected trailway systems enhances the overall quality of life in cities, counties and regions where they are located. Access to natural, culture and historic resources by non-motorized trailways can be a significant factor in attracting and maintaining an area's population. Businesses and employers also recognize the importance of trailways, and how they can play a large role in attracting and retaining quality employees. Families utilize them for recreation purposes, and for safe alternatives for travel to schools, sporting facilities and other places around the community. *A recent National Association of Homebuilders study found that trails are the number one amenity that potential homeowners cite when choosing a new community.* When properly designed and implemented, Cities can enhance their overall community 'brand' which allows them to better promote and market their City's quality of life to a wide variety of new businesses, new and existing residents, and economic development opportunities.



Trailways can play a significant role in the overall quality of life in a community.



4 | Relationship to the Region

Geographically, the City of Monticello is ideally positioned to take advantage of future trailway development which will continue to occur throughout the Central Illinois region. Significant trailway projects have already been constructed, while others are in various stages of planning and implementation. Additionally, a wide variety of communities and counties are beginning discussions of how to incorporate trails and trailway master plans. Add to this the significant network of abandoned railroad tracks which crisscross the region, and it is not hard to imagine a time in the not too distant future where a person can get on a bicycle in Champaign, and ride all the way to Decatur.....after passing thru Monticello.



Regional Opportunities Map



A quick analysis of future regional railway opportunities shows that Monticello is in a prime geographical position to be a **hub** of bicycle and railway activity. The map on the previous page highlights the following opportunities:

- Connections to the City of Clinton would logically occur on the abandoned railroad right-of-way which extends from Clinton to White Heath. This route would provide direct access to Weldon Springs State Park. In addition, the City of Clinton is currently developing a Multi-Use Trailway Master Plan which will be completed in 2015. Synergy between these two communities could help to expedite regional trailway opportunities.
- Existing abandoned railway exists between Monticello and White Heath, and also extends to Champaign and its extensive network of urban bicycle routes. Once in Champaign, connections to LeRoy, Kickapoo State Park, and Bloomington-Normal (and the Constitution Trail) would also be feasible.
- A connection to Bement on the abandoned Interurban Railway would be a relatively simple connection which could be phased in over time.
- Connections from Monticello to Amenia, Cisco and Decatur would be feasible on the abandoned railway, and would be a logical extension of the existing Sangamon River Trail already established in the City.



Abandoned railway between Clinton and White Heath.



5 EXISTING CONDITIONS, OPPORTUNITIES AND CONSTRAINTS

5|Existing Conditions, Opportunities and Constraints

To strategically analyze the existing conditions, opportunities and constraints which have a direct impact on where future trailways could be located, the design team conducted a thorough analysis of the City and its surroundings. To effectively catalogue and understand this detailed inventory of information, the design team subdivided the City into 4 distinct quadrants. Quadrant 1 covers the northeast quarter of the City and its surroundings, quadrant 2 covers the southeast quarter of the City and its surroundings, quadrant 3 covers the southwest quarter of the City and its surroundings, and quadrant 4 covers the northwest quarter of the City and its surroundings.



The four quadrants of the City used to analyze existing conditions, opportunities and constraints.

5 EXISTING CONDITIONS, OPPORTUNITIES AND CONSTRAINTS



This detailed analysis of each quadrant begins the process of determining which areas of the city are more 'bicycle friendly' than others. The Existing Conditions, Opportunities and Constraints exhibit outlines this analysis in detail, but the following major points can be drawn about each quadrant, and they include:

Quadrant 1

- Existing trailway already established (East Prairie Path).
- Offers potential for both urban and rural trailways.
- Significant destinations exist (schools, downtown, parks, museums, etc.).
- Significant residential population resides in this quadrant.
- Interstate 72 potential barrier to accessing areas north.
- Crossing of Camp Creek required to access northern destinations.



The existing East Prairie Pathway should be expanded to provide connectivity to other key areas and resources.

Quadrant 2

- Trailways and shared sidewalks already exist near middle and high schools.
- Moderate amount of destinations exist (schools and downtown).
- Significant residential population resides in this quadrant.
- One way streets in downtown present challenges.
- Washington Street barrier to accessing middle school.



Washington Street at the Monticello Middle School is a current barrier to accessing the school from the north.



5 EXISTING CONDITIONS OPPORTUNITIES AND CONSTRAINTS

Quadrant 3

- Existing trailway already established (Sangamon River Path).
- Offers potential for both urban and rural trailways.
- Significant destinations exist (Allerton, Monticello Aquatic Center, future sports complex, library, etc.).
- Extension of Sangamon River Path along Heartland Pathways property out to Amenia.
- The opportunity to put off road trailways on LCF and DNR lands.
- Dangerous trailway crossing at County Farm Road.
- Market Street potential barrier to accessing downtown.
- Pedestrian and vehicular conflicts near Aquatic Center.



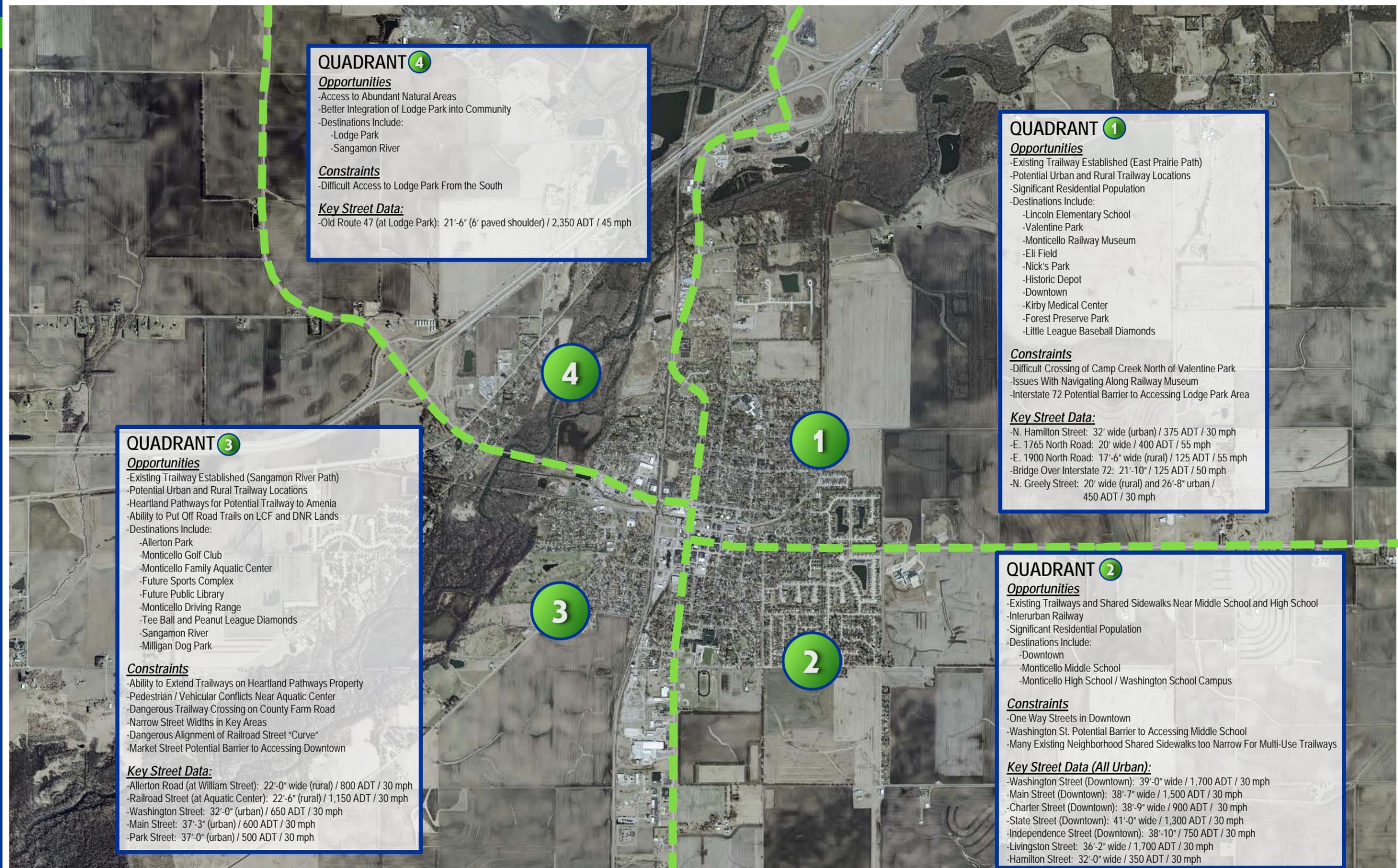
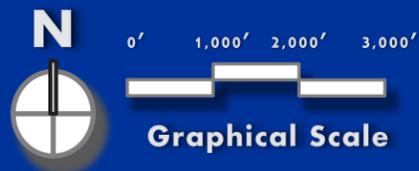
The existing pedestrian crossing at County Farm Road is dangerous and a potential barrier for certain riders of the Sangamon River Trail.

Quadrant 4

- Access to abundant natural areas.
- Moderate destinations, but of high environmental quality (Lodge Park and Sangamon River).
- Difficult to access Lodge Park.
- Interstate 72 barrier to accessing areas north.



Lodge Park provides a wealth of natural resources and amenities on the north side of the City.



QUADRANT 4

Opportunities

- Access to Abundant Natural Areas
- Better Integration of Lodge Park into Community
- Destinations Include:
 - Lodge Park
 - Sangamon River

Constraints

- Difficult Access to Lodge Park From the South

Key Street Data:

- Old Route 47 (at Lodge Park): 21'-6" (6' paved shoulder) / 2,350 ADT / 45 mph

QUADRANT 1

Opportunities

- Existing Trailway Established (East Prairie Path)
- Potential Urban and Rural Trailway Locations
- Significant Residential Population
- Destinations Include:
 - Lincoln Elementary School
 - Valentine Park
 - Monticello Railway Museum
 - Eli Field
 - Nick's Park
 - Historic Depot
 - Downtown
 - Kirby Medical Center
 - Forest Preserve Park
 - Little League Baseball Diamonds

Constraints

- Difficult Crossing of Camp Creek North of Valentine Park
- Issues With Navigating Along Railway Museum
- Interstate 72 Potential Barrier to Accessing Lodge Park Area

Key Street Data:

- N. Hamilton Street: 32' wide (urban) / 375 ADT / 30 mph
- E. 1765 North Road: 20' wide / 400 ADT / 55 mph
- E. 1900 North Road: 17'-6" wide (rural) / 125 ADT / 55 mph
- Bridge Over Interstate 72: 21'-10" / 125 ADT / 50 mph
- N. Greely Street: 20' wide (rural) and 26'-8" urban / 450 ADT / 30 mph

QUADRANT 3

Opportunities

- Existing Trailway Established (Sangamon River Path)
- Potential Urban and Rural Trailway Locations
- Heartland Pathways for Potential Trailway to Amenia
- Ability to Put Off Road Trails on LCF and DNR Lands
- Destinations Include:
 - Allerton Park
 - Monticello Golf Club
 - Monticello Family Aquatic Center
 - Future Sports Complex
 - Future Public Library
 - Monticello Driving Range
 - Tee Ball and Peanut League Diamonds
 - Sangamon River
 - Milligan Dog Park

Constraints

- Ability to Extend Trailways on Heartland Pathways Property
- Pedestrian / Vehicular Conflicts Near Aquatic Center
- Dangerous Trailway Crossing on County Farm Road
- Narrow Street Widths in Key Areas
- Dangerous Alignment of Railroad Street "Curve"
- Market Street Potential Barrier to Accessing Downtown

Key Street Data:

- Allerton Road (at William Street): 22'-0" wide (rural) / 800 ADT / 30 mph
- Railroad Street (at Aquatic Center): 22'-6" (rural) / 1,150 ADT / 30 mph
- Washington Street: 32'-0" (urban) / 650 ADT / 30 mph
- Main Street: 37'-3" (urban) / 600 ADT / 30 mph
- Park Street: 37'-0" (urban) / 500 ADT / 30 mph

QUADRANT 2

Opportunities

- Existing Trailways and Shared Sidewalks Near Middle School and High School
- Interurban Railway
- Significant Residential Population
- Destinations Include:
 - Downtown
 - Monticello Middle School
 - Monticello High School / Washington School Campus

Constraints

- One Way Streets in Downtown
- Washington St. Potential Barrier to Accessing Middle School
- Many Existing Neighborhood Shared Sidewalks too Narrow For Multi-Use Trailways

Key Street Data (All Urban):

- Washington Street (Downtown): 39'-0" wide / 1,700 ADT / 30 mph
- Main Street (Downtown): 38'-7" wide / 1,500 ADT / 30 mph
- Charter Street (Downtown): 38'-9" wide / 900 ADT / 30 mph
- State Street (Downtown): 41'-0" wide / 1,300 ADT / 30 mph
- Independence Street (Downtown): 38'-10" / 750 ADT / 30 mph
- Livingston Street: 36'-2" wide / 1,700 ADT / 30 mph
- Hamilton Street: 32'-0" wide / 350 ADT / 30 mph



6 | Trailway Priorities

To properly address the desires and needs of the public, the design team undertook an extensive public outreach effort across numerous platforms. Interviews with key stakeholders, public design workshops, and an online survey all provided valuable insight on key issues and priorities that should be addressed and included in the Master Plan. They include the following:

Important Design Considerations:

- More Non-Vehicular Multi-Use Trailways
- Expansion of Existing Trailways
- Provision of Trails in the City and in the Areas Surrounding the City
- Connectivity to Schools
- Trails Which Accommodate Different Skill Levels
- Safer Intersection Crossings at Key Points
- Connections to the Natural, Historic, and Cultural Resources of the City
- Multi-Purpose Trails (Biking, Walking, Etc.)
- A Strong Connection through the City (Bisecting Downtown)
- Trailway 'Loops' to Accommodate Long Distance Rides
- Connectivity to Adjacent Communities
- Attract Tourists and Out of Town Cyclists

Downtown Monticello and its businesses would be a potential sought-after destination for cyclists.





6 TRAILWAY PRIORITIES

Types of Trailways to Include:

- Paved Non-Vehicular Multi-Use Trailways Adjacent to Roads
- Paved Non-Vehicular Multi-Use Trailways Away from Roads
- Painted Lanes on Existing Roads or 'Sharrows'
- Hiking Trails Along Sangamon River
- Handicap Accessibility
- Gravel or Grass Trailway on Interurban for Cross Country as Intermediate Condition
- Enhanced Roadway Crossings which Provide Community Wide Connectivity and Safety:
 - Pavement Markings
 - Signage
 - Traffic Signals



The intersection of Williams Street and Allerton Road is a good example of where an enhanced roadway crossing would provide better connectivity and safety.

Important Historical and Cultural Sites Trails Should Connect To:



Trailway connections to the Monticello Railway Museum would promote increased tourism to this wonderful community resource.

- Nick's Park
- Monticello Railway Museum
- Eli Field
- Wabash Depot
- Downtown
- Kirby Medical Center Wellness Trail
- Future Sports Complex and Library
- Monticello Aquatic Center
- Baseball Fields
- Dog Park
- Driving Range
- Schools
- Camp Creek Cemetery
- Historic Interurban Bus Stop



Important Natural and Environmental Resources Trails Should Connect to:

- Allerton Park
- Lodge Park
- Sangamon River
- Forest Preserve Park
- Valentine Park
- Amenia/ Heartland Pathways
- DNR Lands Along Allerton Road
- LCF Lands Along Allerton Road
- Rural Roadways



Access to Allerton Park by trailways is a key priority.



Valentine Park



7 | Trailway Opportunities

There are many wonderful opportunities to continue to establish trailways throughout the City and rural areas surrounding the City. The key to continued and increased trailway improvements is to focus initial resources and efforts on the extension of existing trailways and other ‘can’t miss’ opportunities. This will lead to early successes that can be leveraged into other phases of trailway development, including more difficult to establish trailways. These early successes will garner support from the public, and draw in visitors from outside the city – both of whom will help to ‘market’ trailways in Monticello. These same people will also be advocates for further trailway expansion efforts. In short, the trailway development process should be like a snowball pushed down a hill – it will gather momentum and size over time.

During the public engagement sessions that included stakeholder interviews, a public design workshop, and an online survey, the following key trailway opportunities became clear to incorporate into the Master Plan. They include:

- Provide Safe and Direct Access to Allerton Park
- Provide an East / West Connection through the City
- Expand Upon Existing Trailways
- Provide Enhanced Intersection Crossings
- Provide Connectivity to Key Natural, Cultural and Historic Resources
- Allow for Future Connections to Adjacent Communities and Regional Trailway Networks

To best delineate where trailways should occur, the design team has made their recommendations on two exhibits. The exhibit entitled “Proposed Trailways – City” graphically illustrates where trailways and enhanced / critical road crossings should occur within the City limits. The exhibit entitled “Proposed Trailways – City Periphery” shows where trailways and enhanced / critical road crossings should occur outside of the City limits. Both exhibits outline proposed trailways in phases; (3) phases for the City, and (6) phases for the County. In addition to the Proposed Trailway exhibits, a series of perspective sketch exhibits are also included to help visualize how these trailways would look once established. Below is a brief narrative describing the various phases for these proposed City and City Periphery trailways.

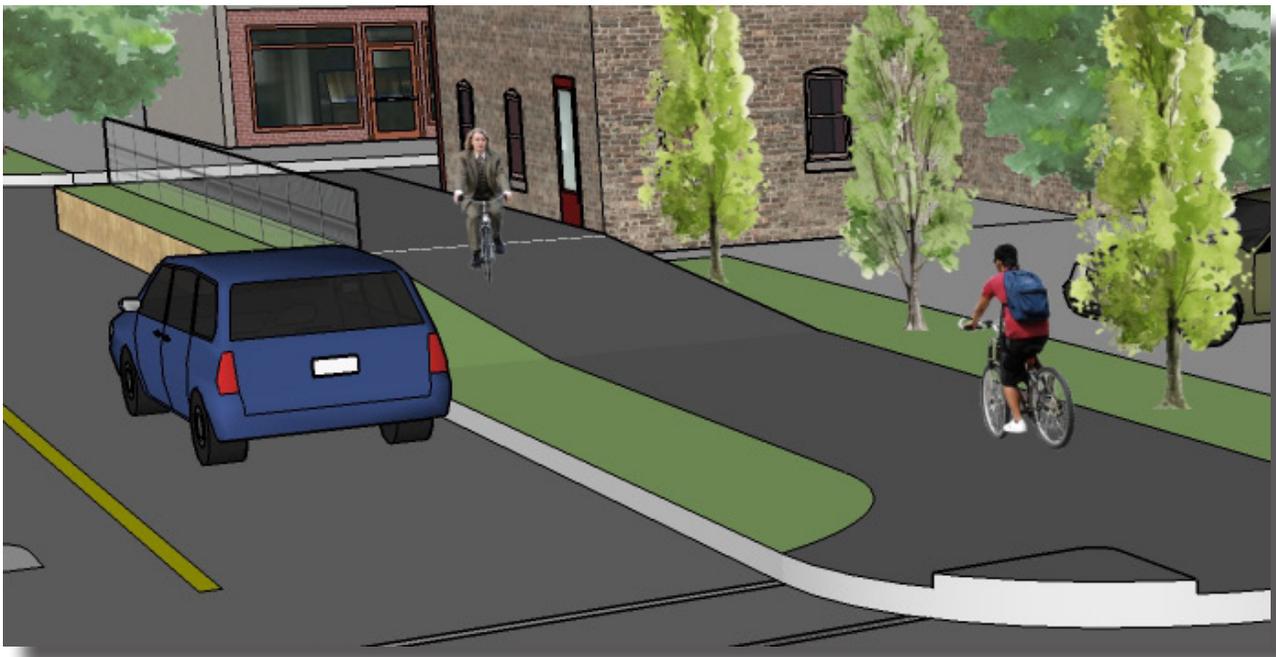


Proposed City Trailways Overview

Phase 1

In the review of the existing conditions of the community, and from listening to valuable public input, some obvious priorities begin to emerge for phase 1 trailways throughout the City. The establishment of these phase 1 trailways begins to interconnect the City, allow access to the downtown, and set the stage for future phases of critical trailways. Highlights of the proposed phase 1 trailways are as follows:

1. Establish an on road trailway which connects the Sangamon River Trail to the East Prairie Path Trail. This trailway would be accomplished through on-street pavement markings, required signage, and an enhanced intersection crossing at Market Street and Washington Street. As the trailway extends through downtown, it would need to align with the one-way streets network. To accomplish this, a trailway would be required in the parkway on the east side of Market Street between Washington Street and Main Street (see perspective sketch exhibit) to allow east bound riders to continue to ride east with the traffic flow on Main Street. Other benefits of connecting these to trails would be to provide direct connections to the Monticello Family Aquatic Center and to Nick's Community Playground in downtown.



8' wide path along Market Street to be added in existing parkway.



7 TRAILWAY OPPORTUNITIES

2. Create an urban route which will allow for easy access to Allerton Park, the Sangamon River, and the DNR and LCF lands which are southwest of the City. This would be done by an on street route that would extend down Park Street, and west along William Street to Allerton Road. An enhanced road crossing at William Street and Allerton Road would then allow pedestrians to continue on to Allerton Park on proposed off road trails (see Proposed City Periphery Trailways).
3. Utilize portions of the abandoned railroad right-of-way that is immediately south of the East Prairie Path. This vacant land provides an excellent opportunity to provide even more non-vehicular off-road pathways within the City limits.



Utilizing the abandoned railroad right-of-way on the east side of the City would connect the East Prairie Path to Nick's Park, the City Building and the Wabash Depot.

Proposed **City** Trailways Overview

Phase 2

Once the phase 1 trailways are established within the City, attention can then be given to phase 2 trailways. These phase 2 trailways would create strong north-south connections, connect various schools and neighborhoods, and provide connections to trailways on the periphery of the City. The following are key elements of the phase 2 trailways:



1. The establishment of a southern trailway that utilizes the existing Interurban Railway. This trailway would extend from Monticello High School south. An enhanced intersection crossing just north of Shopko would allow access to the businesses on the west side of Highway 105, and to the dog park.



The abandoned Interurban Railway would make an ideal trailway heading south.

2. Create a northbound on road trailway which runs up historic State Street to Township Road. This route would allow access to Forest Preserve Park and Valentine Park. In addition, this trail would create a 'loop' by tying into the East Prairie Path and also allow cyclists to continue heading east into the country on E. 1765 Road N.

3. Connect Monticello High School with Monticello Middle School with on-road trailways. These trails would utilize Kratz Road, Buchanan Drive, Piatt Street, Robert Webb Drive, and the existing trailway which runs along the west property line of the middle school.



The existing trailway which runs adjacent to the Monticello Middle School should be incorporated into a larger, interconnected trailway network.



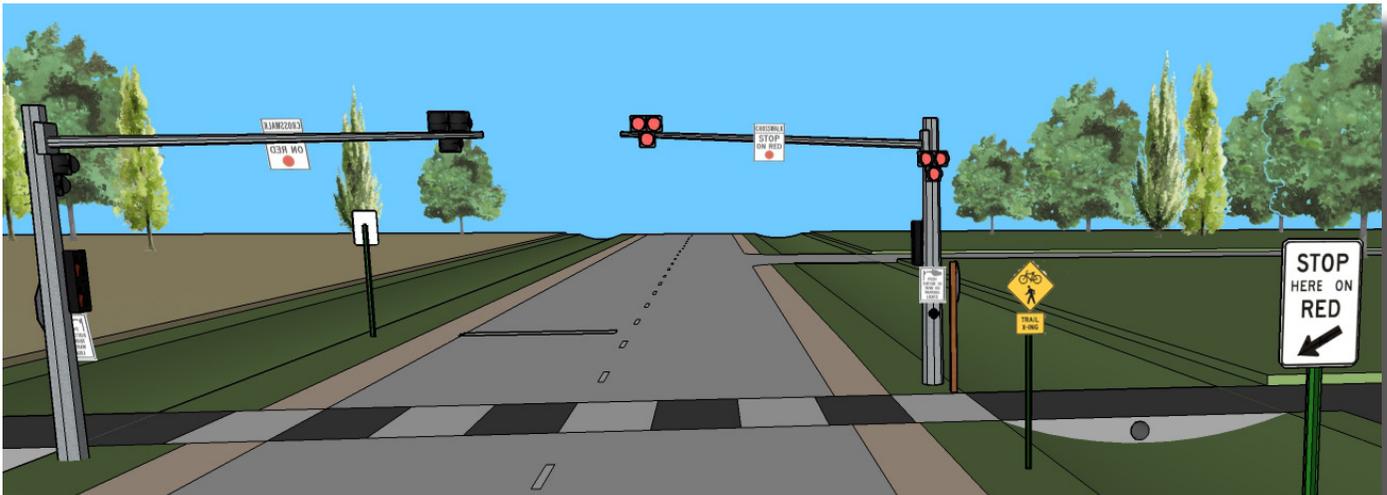
7 TRAILWAY OPPORTUNITIES

Proposed **City** Trailways Overview

Phase 3

The final trailways to be established within the City limits are the phase 3 trailways. These trailways would make the final key connections within the City, and include the following highlights:

1. Connect the neighborhood north of West Center Street over to Lincoln Elementary School. This would require an enhanced road crossing at Wilson St. and Market St.
2. Provide a connection from the East Prairie Path to Monticello Middle School. This would require an enhanced road crossing at E. Washington Street.



Enhanced roadway crossing on Washington Street at Monticello Middle School

Proposed **City Periphery** Trailways Overview

Phase 1

During the course of the various public engagement sessions, it became evident that strong connectivity to the key cultural, natural, and historic resources which surround the City must be a priority. The primary connection that most people would like to see occur immediately is a strong connection(s) to Allerton Park. Suggested phase 1 routes are as follows:



Off-road trailways on the north side of Allerton Road would provide a one-of-a-kind riding experience.

1. Off-road trails which would run on a combination of Illinois Department of Natural Resources and Land Conservation Foundation lands which are on the North side of Allerton Road. The off-road trailways on the IDNR property would need to occur within 50' of the right-of-way of Allerton Road to comply with the existing access easements which have been granted for future trailways. Once this off-road trail reaches Allerton Park, it would access the property and utilize the existing roadways and pathways within the park.

2. The extension of the Sangamon River Trail over County Farm Road with a pedestrian bridge to eliminate vehicular / pedestrian conflicts on this dangerous road.

3. The extension of the Sangamon River Trail west to N 625 East Road along the abandoned railroad right-of-way owned by Heartland Pathways. This extension would connect the proposed new sports fields and public library to the City. Moving further west towards N 625 East Road, this trailway would make an ideal environmental education trailway that would promote and educate the public on the high quality and endangered native plant communities which are found in this area. Environmental kiosks, interpretative signage and other elements could be utilized.

4. On-road trails would extend down N 625 East Road to Old Timber Road. This would provide access into the north side of Allerton Park.



The abandoned railroad right-of-way which parallels Old Route 47 west of the City would allow for a dramatic extension of the Sangamon River Trail, and provide connections to Amenia and the north side of Allerton Park.



7 TRAILWAY OPPORTUNITIES

Proposed City Periphery Trailways Overview

Phase 2

Phase 2 trailways would build upon the success stories the phase 1 trailways would surely bring. Potentials for phase 2 trailways include:



Phase 2 trails would extend out to the historically significant Amenia elevator.

1. The continued extension of the Heartland Pathways trailway to the historically significant elevator at Amenia. This pathway would be an off-road (paved) trailway.

2. A connection to the western entrance of Allerton Park from Amenia. This connection would utilize the existing farm lanes around the elevator, and County Road 450 E.

3. The extension of the East Prairie Path over Camp Creek with a pedestrian bridge. This route would run along the west side of the existing railroad tracks and connect the Monticello Railway Museum to the City.

Proposed City Periphery Trailways Overview

Phase 3

Phase 3 trailways would begin to provide connections to the south and to the northeast of the City. Key elements of these phase 3 trailways include:

1. Extension of the Interurban Railway south to E 1350 Road N. This trailway may have an interim condition of crushed aggregate, while long term it could become an ideal paved off-road trailway.

2. Creation of a significant rural loop which would wind east from the northern terminus of the existing East Prairie Path and loop back thru Eli Field and the Monticello Railway Museum properties.



Historic Camp Creek Cemetery would be included in the phase 3 rural loop.



Proposed City Periphery Trailways Overview

Phase 4

Phase 4 trailways would provide critical connections to the wide variety of resources which are on the north side of Interstate 72, and the further extension of the Interurban Railway. These trailway opportunities include the following:

- 1.** Provide a trailway extension across Interstate 72 on County Farm Road. This on road trailway would then cut over onto Bucks Pond Road, and circle back to the south on Cry Baby Bridge Road until it reaches Old Route 47. From here, an off road trailway on Lodge Park property would give access to the main entrance into Lodge Park and its network of roads and trailways.
- 2.** Provide a trailway extension that would connect up to the phase 3 rural loop. This connection would occur across the existing bridge over Interstate 72 on E 1900 North Road. This phase 4 trailway would also run south along the interstate (through easements) and connect into the Lodge Park property on the east side of Old Route 47. It would also provide a direct connection to the 1 mile wellness trail recently constructed at the Kirby Hospital campus.
- 3.** Extension of the Interurban Railway from E 1300 Road N to E 1200 North Road. This trailway may have an interim condition of crushed aggregate, while long term it could become an ideal paved off-road trailway.



Access across Interstate 72 could utilize the existing bridge on E 1900 North Road.



7 TRAILWAY OPPORTUNITIES

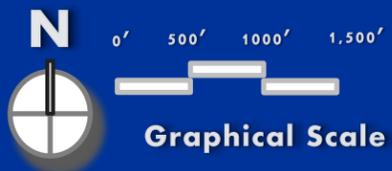
Proposed *City Periphery* Trailways Overview Phases 5 and 6

Phases 5 and 6 trailways, while long term priorities, would provide critical connections to the areas south and southwest of the City. Suggested phases 5 and 6 routes are as follows:

1. Phase 5 on road trailway which would connect the Interurban Railway to the southern entrance of Allerton Park. This trailway would complete a loop that would connect downtown to Allerton Park via a scenic rural roadway.
2. The phase 6 final extension of the Interurban Railway from E 1200 North Road all the way to Bement would provide logical connectivity between these two communities.

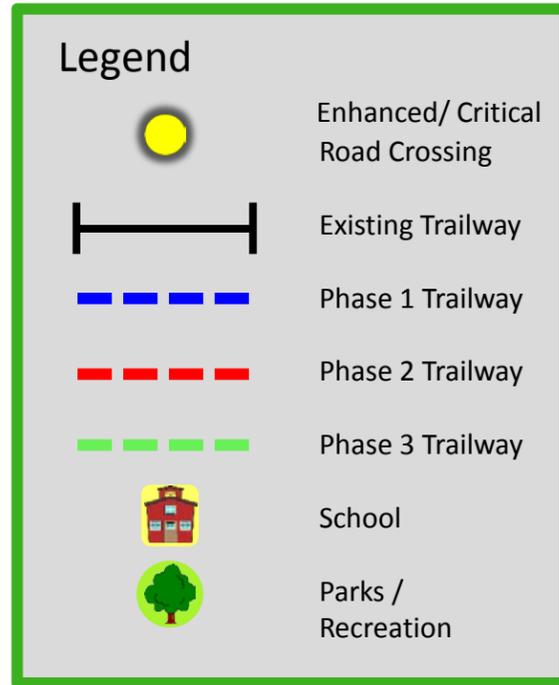
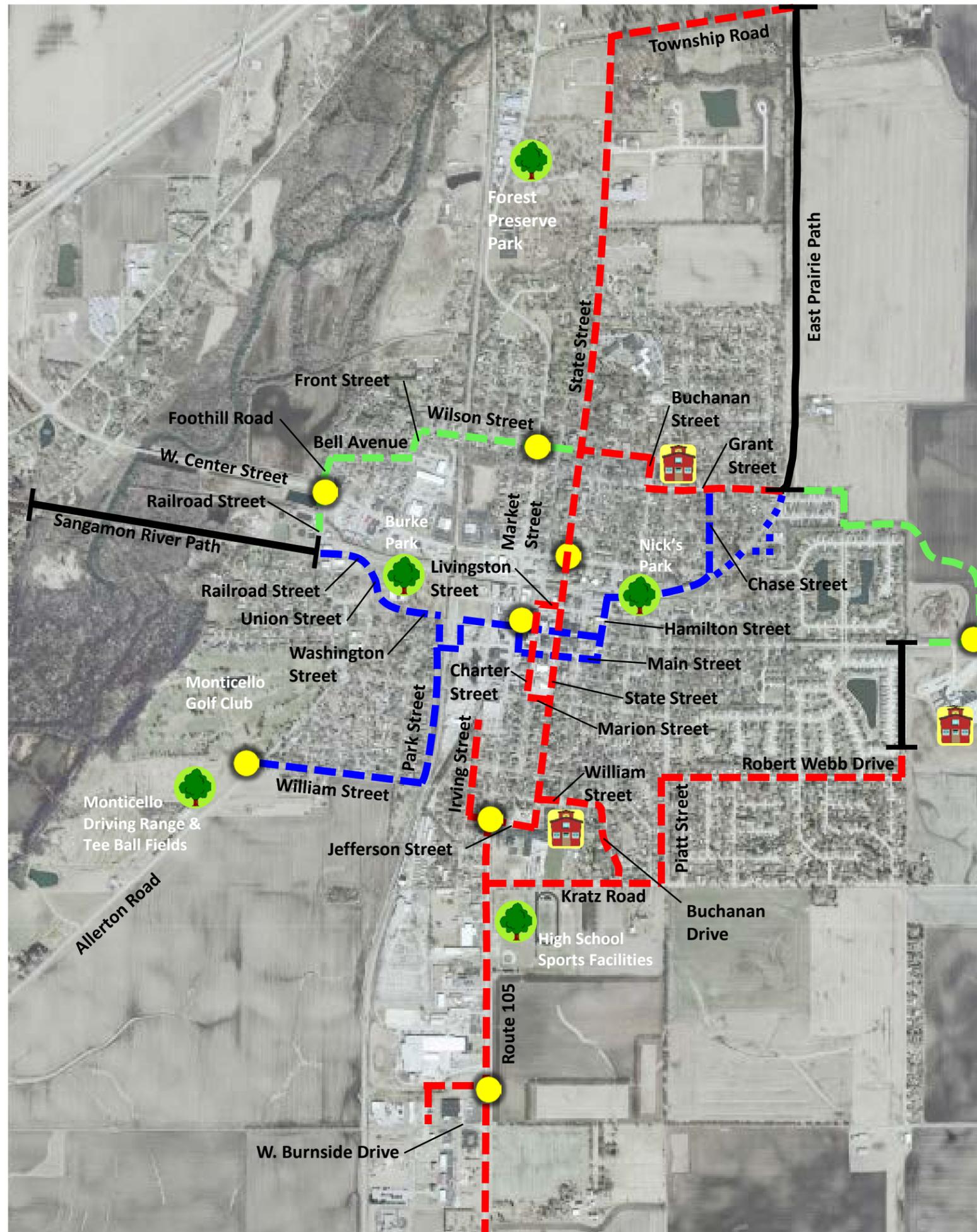


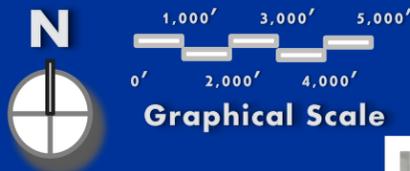
Monticello and the north side of Bement could easily be connected by the Interurban Railway.



PROPOSED TRAILWAYS - CITY

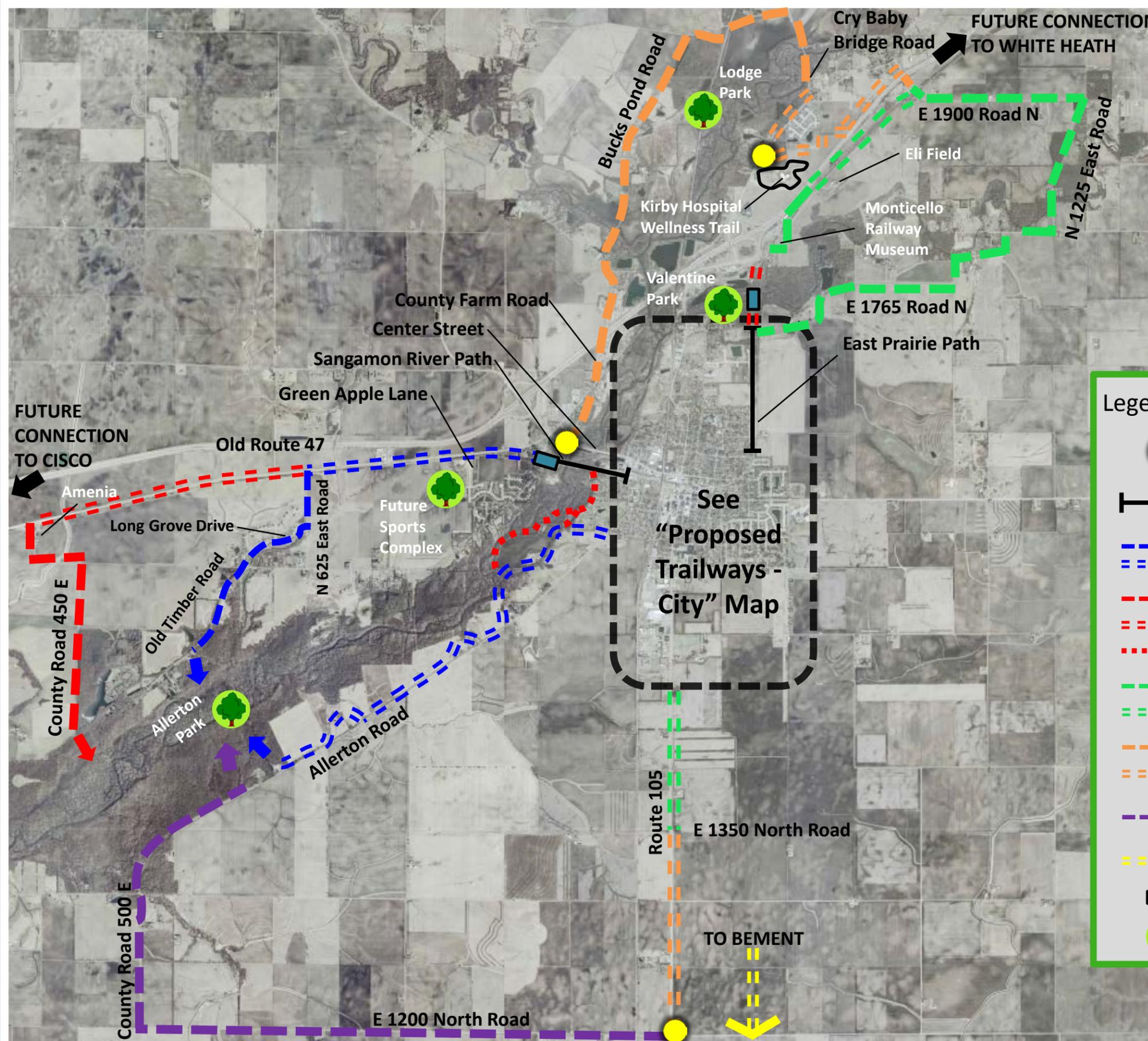
Bicycle Network Master Plan
Monticello, Illinois





PROPOSED TRAILWAYS- CITY PERIPHERY

Bicycle Network Master Plan
Monticello, Illinois



Legend

- Enhanced/ Critical Road Crossing
- Existing Trailway
- Phase 1 Trailway (Road)
- Phase 1 Trailway (Off-road)
- Phase 2 Trailway (Road)
- Phase 2 Trailway (Off-road)
- Phase 2 Walking Trail
- Phase 3 Trailway (Road)
- Phase 3 Trailway (Off-road)
- Phase 4 Trailway (Road)
- Phase 4 Trailway (Off-road)
- Phase 5 Trailway (Road)
- Phase 6 Trailway (Off-road)
- Pedestrian Bridge
- Parks / Recreation

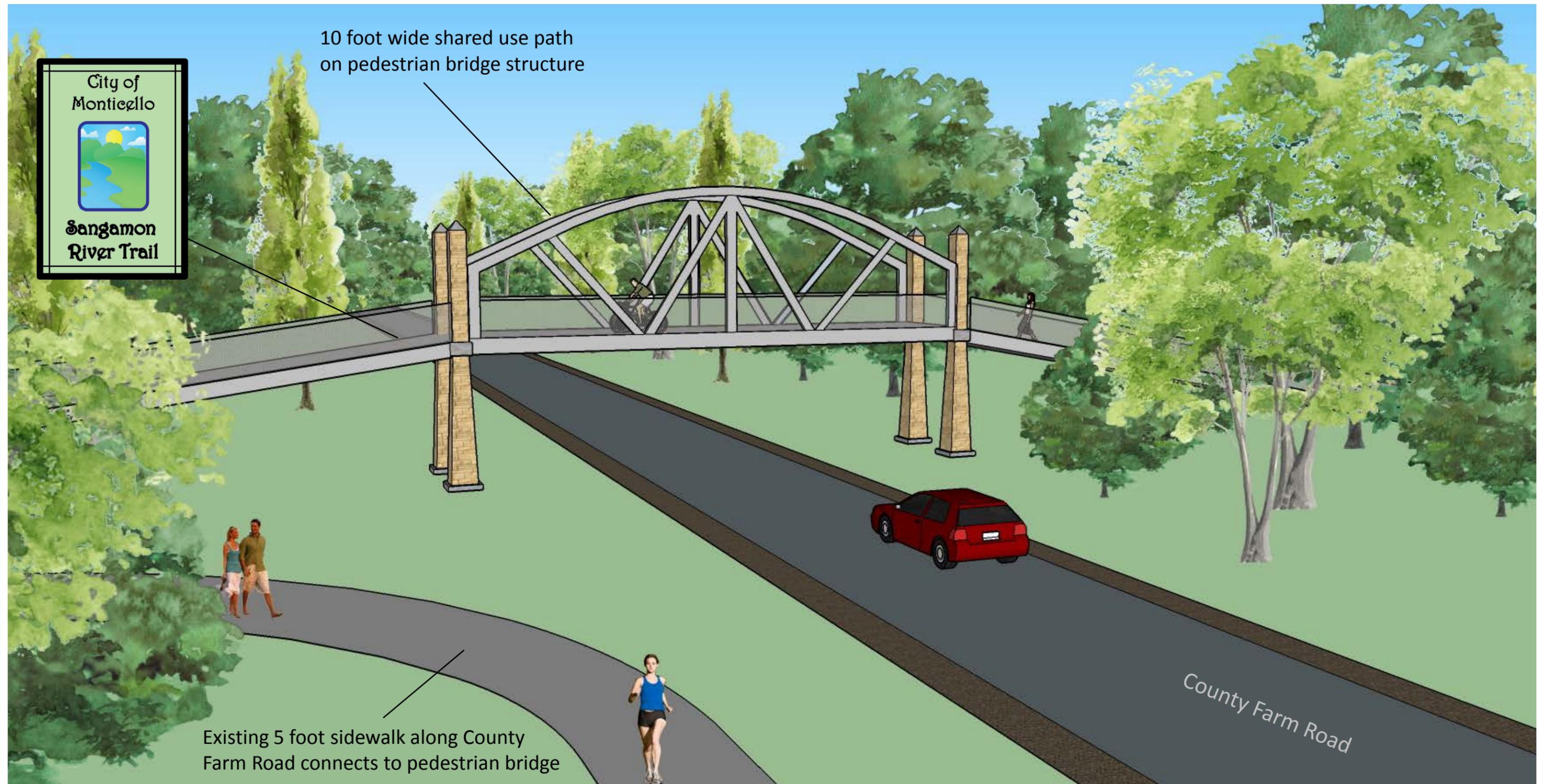
See
"Proposed
Trailways -
City" Map

FUTURE CONNECTION TO CISCO

FUTURE CONNECTION TO WHITE HEATH

TO BEMENT

Pedestrian Bridge Over County Farm Road
Bicycle Network Master Plan
Monticello, Illinois



10 foot wide shared use path
on pedestrian bridge structure

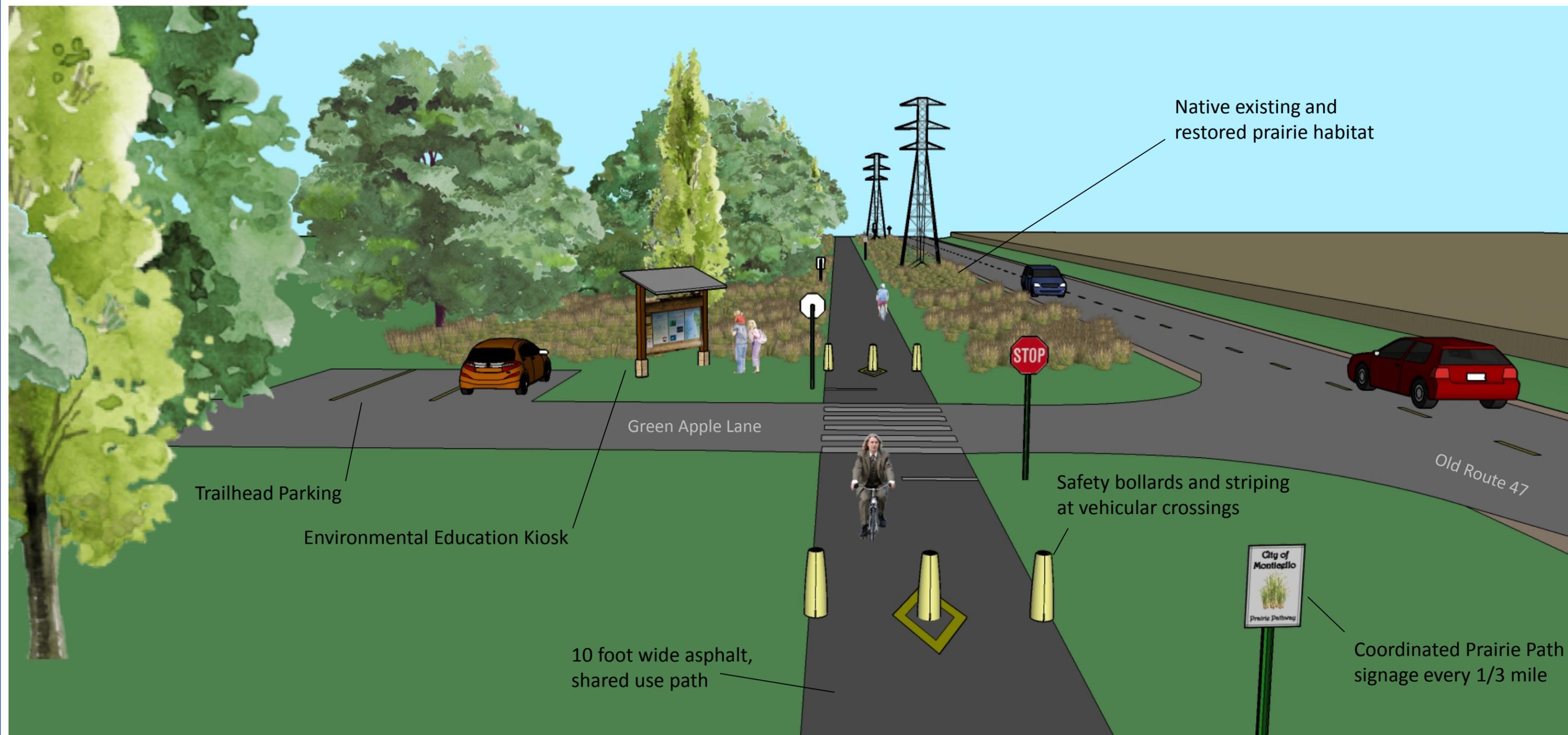


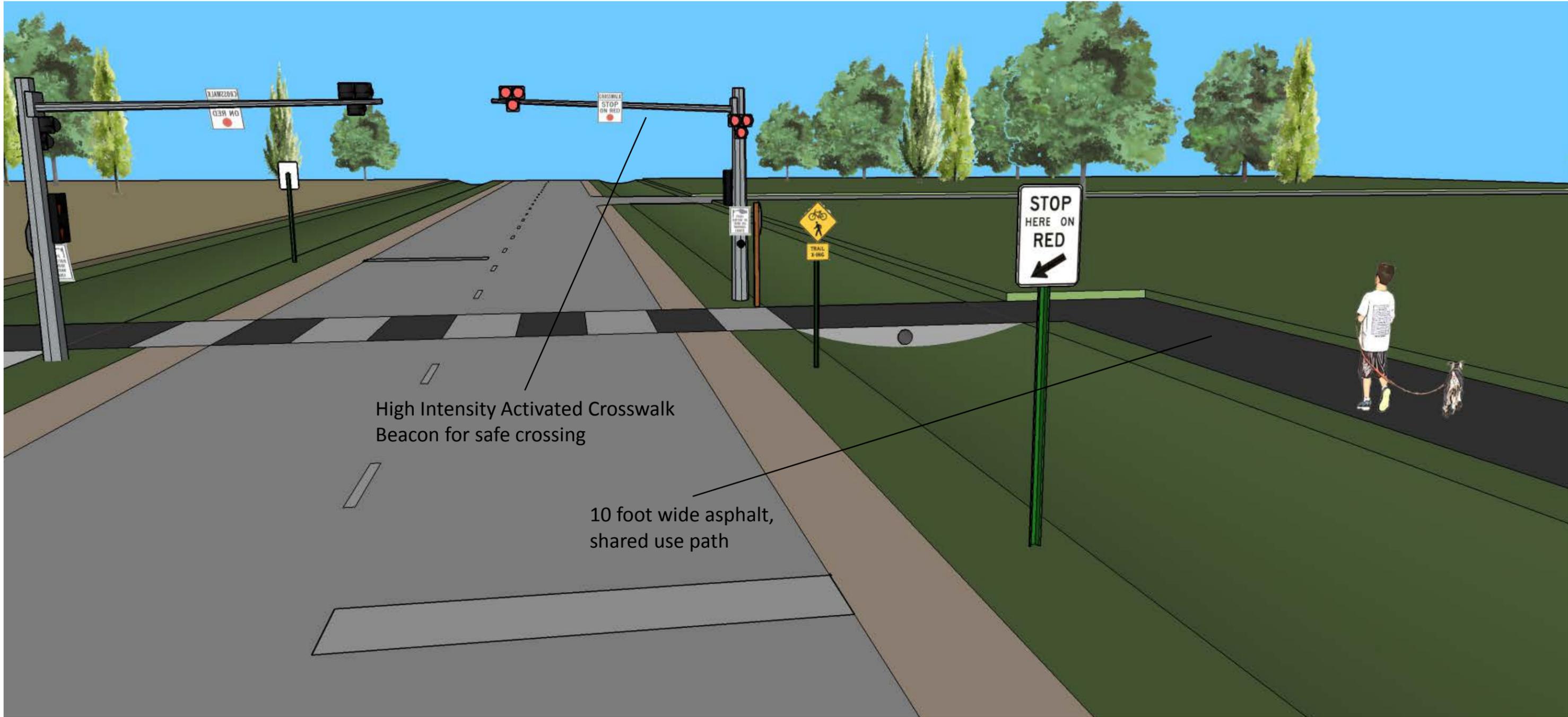
Existing 5 foot sidewalk along County
Farm Road connects to pedestrian bridge

County Farm Road

Market and Main Streets Perspective
Bicycle Network Master Plan
Monticello, Illinois





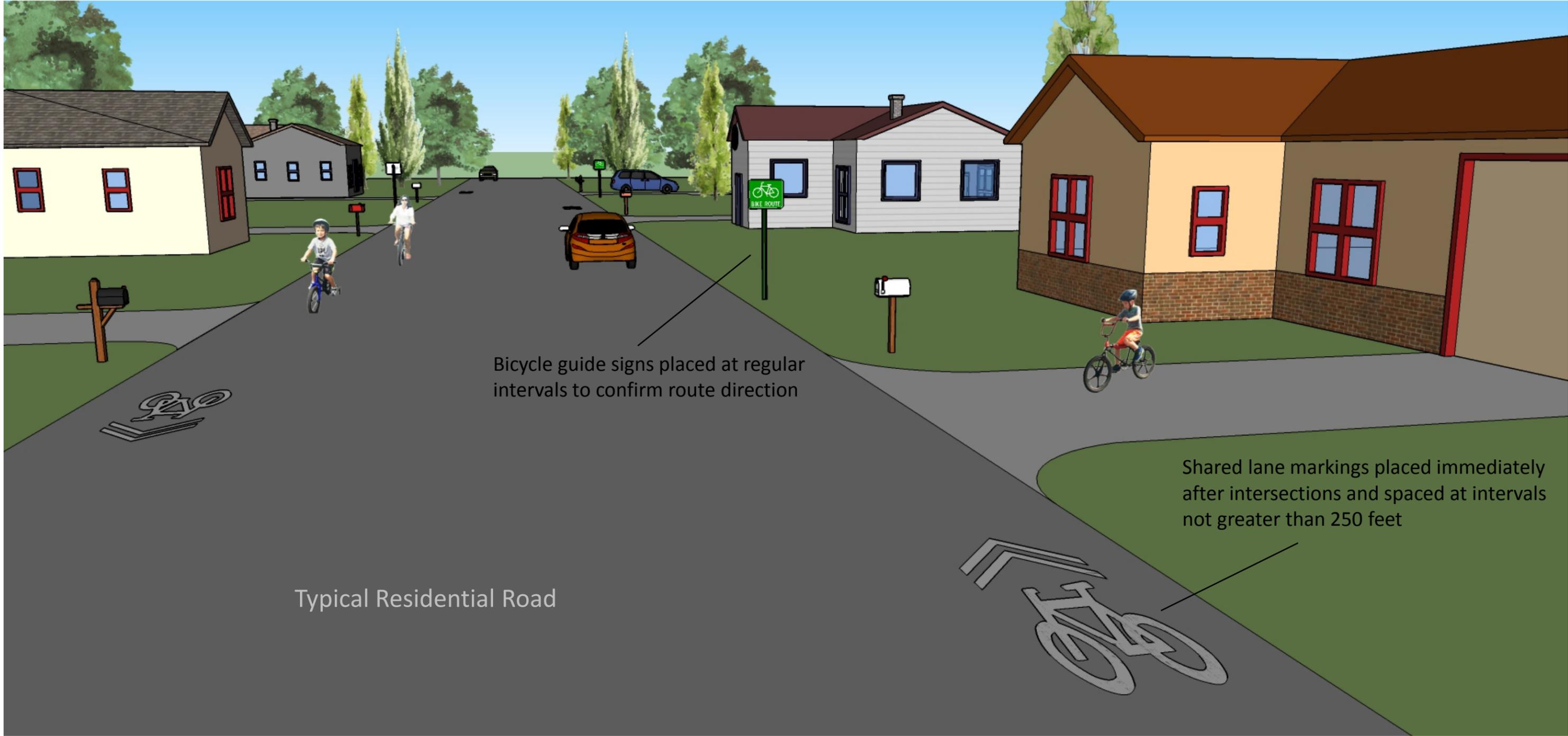




Coordinated City of Monticello
Bike Route signage every 1 mile



Typical Rural Road



Bicycle guide signs placed at regular intervals to confirm route direction

Shared lane markings placed immediately after intersections and spaced at intervals not greater than 250 feet

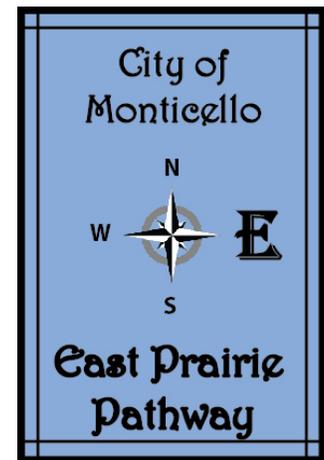
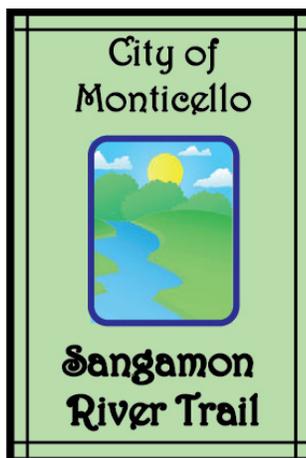
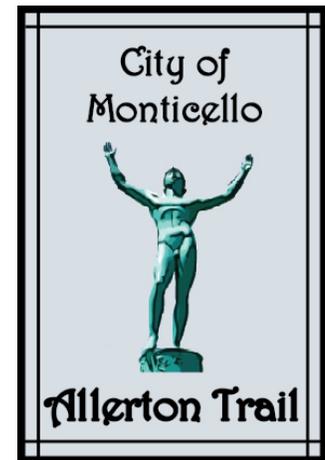
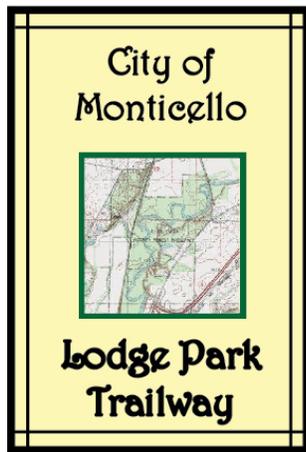
Typical Residential Road



8 | Potential Branding Opportunities

The rich cultural, historical and natural resources of the City of Monticello offer a wonderful opportunity to extend the 'brand' of the community throughout the proposed bicycle networks. Successfully 'branding' trailway segments reinforces the strong attributes of the City, and provides another platform to market the City to visitors and tourists. In addition, trailway branding can assist with effective way finding signage and can also play an important role in educating people on the rich history and culture of the City.

Shown below are simple examples of potential trailways and how they could possibly be branded. These branded logos would appear along trailways, on signage, and on trailway maps and informational brochures.





9 | Trailway Amenities

In addition to properly locating trailways throughout the City, similar importance should be given to the amenities that support them. Some of these amenities are necessary for safety, while others simply help to make the trailway experience more enjoyable and convenient. As trailway networks continue to expand throughout the City, locating amenities along these trailways will ensure the most possible success for years to come.



Bike rack for non-urban trailways.



Bike rack for downtown (incorporate City logo).



Restroom facilities along trailways in well-traveled areas.



Water fountains and water bottle filling stations at key locations.



Benches along trailways provide necessary resting spots for various trailway users.



Kiosks can be utilized for informational and educational purposes.



9 TRAILWAY AMENITIES



Mileage markers can include 'branding' elements.



Bike repair station with permanently attached tools and repair rack.



Trailhead parking lots can promote and direct trail usage.



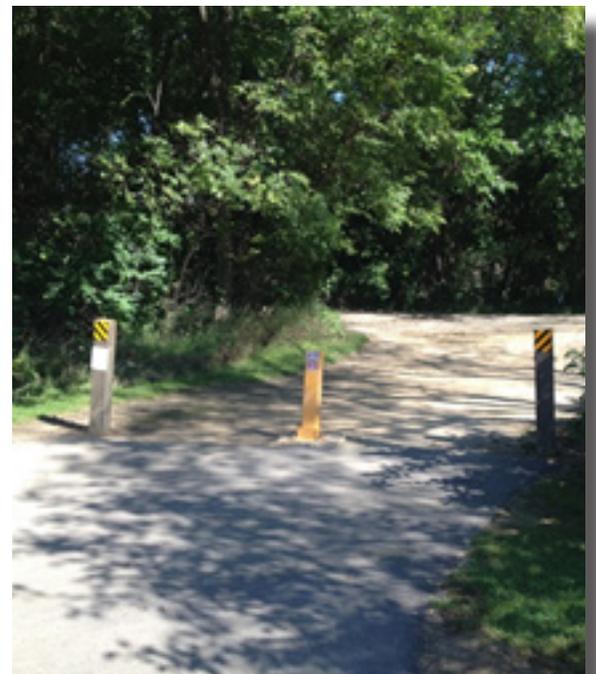
Accessible litter bins along trailways.



Bike storage lockers can be permanent or temporary (for special events).



Shelters along trailways can provide destinations for trailway users.



Traffic control bollards limit cars from trailways.



10 | Concept Budgets

To assist the City in further planning and implementing the recommendations made in this Master Plan, concept budgets have been prepared. The costing data is meant for broad budgetary purposes and is based on Year 2014 for contractor furnish and installation of materials. More detailed cost estimates may be necessary for funding and other implementation purposes. The concept budgets have been broken into the following categories:

Proposed City Trailways

- Phase 1
- Phase 2
- Phase 3

Proposed City Periphery Trailways

- Phase 1
- Phase 2
- Phase 3
- Phase 4
- Phase 5
- Phase 6



Phase 1 - City

(Unit Costing Data based on Year 2014 Contractor Furnish and Install)

Roadway	From	To	Roadway Speed	Roadway Width	Existing Roadway Features	Existing Pavement Type	Segment Length	No. of blocks	Type of Proposed Trail	Proposed Improvements	"Bikes may use full lane" sign	"Shared Lane" paint marking symbol	"Bike Route" sign	Pavement Marking Lines for Bike Lane	"Bike Lane" sign	"Bike Lane" paint marking symbol	Crossing	Multi-Use Path
			MPH	Feet			Feet				Each	Each	Each	Feet	Each	Each	Dollar	Dollar
Crossing @ Allerton Road / William Street Intersection			N/A	N/A	N/A	N/A	N/A	N/A	On Road	Enhanced Crossing W/ Flashing Beacons	0	0	0	0	0	0	\$20,000	0
William Street	Allerton	Park	25	18	No markings No curb	Oil & Chip	1860	4	On Road	Sharrows & Signage	8	16	4	0	0	0	0	0
Park Street	William	Main	25	18-20	No markings No curb	Oil & Chip	1620	5	On Road	Sharrows & Signage	10	12	5	0	0	0	0	0
Railroad Street	End of Sangamon River Path	Union St.	25	24	No markings No curb	Oil & Chip	800	2	On Road	Sharrows & Signage	4	6	2	0	0	0	0	0
Union Street	Railroad St.	Washington St.	25	26	No markings No curb	Oil & Chip	400	1	On Road	Sharrows & Signage	2	4	2	0	0	0	0	0
Washington Street	Union St.	Main St.	25	22	No markings No curb	Oil & Chip	1040	1	On Road	Sharrows & Signage	4	8	2	0	0	0	0	0
Main Street	Across railroad		25	35	No markings No curb	Oil & Chip	80	N/A	On Road	Bike Route Signage	0	0	2	0	0	0	0	0
Park Street	Main	Washington	25	36	No markings Curb	Asphalt	200	1	On Road	Sharrows & Signage	2	2	2	0	0	0	0	0
Washington Street	Park	Market	25	31	No markings Curb	Asphalt	650	1	On Road	Sharrows & Signage	2	2	2	0	0	0	0	0
Crossing @ Washington Street / Market Street Intersection			N/A	N/A	N/A	N/A	N/A	N/A	On Road	Enhanced Crossing W/ Flashing Beacons	0	0	0	0	0	0	\$20,000	0
Washington Street	Market	Independence	25	36	Parking lane pavement markings Curb	Asphalt	770	3	On Road	Bike lane and Signage in one direction.	0	0	0	770	3	6	0	0
Washington Street	Independence	Hamilton	25	24	No markings Curb	Asphalt	260	1	On Road	Sharrows & Signage	2	2	2	0	0	0	0	0
Market Street	Washington	Main	N/A	N/A	N/A	N/A	190	1	Adjacent to Road	8' Wide Multi-Use Path w/ retaining wall and railing	0	0	2	0	0	0	0	\$40,000
Main Street	Market	Independence	25	36	Parking lane pavement markings Curb	Asphalt	750	3	On Road	Bike lane and Signage in one direction.	0	0	6	750	3	6	0	0
Main Street	Independence	Hamilton	25	24	No markings Curb	Asphalt	260	1	On Road	Sharrows & Signage	2	2	2	0	0	0	0	0
Hamilton	Main	Nick's Park	25	31	No markings Curb	Oil & Chip	660	3	On Road	Sharrows & Signage	6	6	4	0	0	0	0	0
Along RR	Nick's Park	High St.	N/A	N/A	N/A	N/A	1740	N/A	Off Road	10' Wide Multi-Use Path	0	0	2	0	0	0	0	\$95,700
High Street	RR	Greely St.	25	19	No markings No curb	Oil & Chip	130	1	On Road	Sharrows & Signage	2	2	2	0	0	0	0	0
Greely Street	High St.	Grant St.	25	23	No markings Curb	Oil & Chip / Asphalt	650	2	On Road	Sharrows & Signage	4	4	2	0	0	0	0	0
Chase Street	Center St.	Grant St.	25	18	No markings No curb	Oil & Chip / Asphalt	920	3	On Road	Sharrows & Signage	6	6	2	0	0	0	0	0
Total Units											54	72	45	1520	6	12	\$40,000	\$135,700
Unit Cost											\$ 500	\$ 200	\$ 500	\$ 5	\$ 500	\$ 200	-	-
Concept Budget Per Unit											\$ 27,000	\$ 14,400	\$ 22,500	\$ 7,600	\$ 3,000	\$ 2,400	\$ 40,000	\$ 135,700
Sub-Total Budget											\$252,600							
Design Engineering (8%)											\$20,208							
Construction Engineering (10%)											\$25,260							
Total Budget											\$298,068							

Phase 2 - City

(Unit Costing Data based on Year 2014 Contractor Furnish and Install)

Roadway	From	To	Roadway Speed	Roadway Width	Existing Roadway Features	Existing Pavement Type	Segment Length	No. of blocks	Type of Proposed Trail	Proposed Improvements	"Bikes may use full lane" sign	"Shared Lane" paint marking symbol	"Bike Route" sign	Pavement Marking Lines for Bike Lane	"Bike Lane" sign	"Bike Lane" paint marking symbol	Crossing	Multi-Use Path
			MPH	Feet			Feet				Each	Each	Each	Feet	Each	Each	Dollar	Dollar
Crossing along Rte 105 just north of Burnside Drive			N/A	N/A	N/A	N/A	N/A	N/A	On Road	Enhanced Crossing W/ Flashing Beacons	0	0	0	0	0	0	\$20,000	0
Irving Street	End of Irving	Jefferson St.	25	16	No markings No curb	Oil & Chip	930	3	On Road	Sharrows & Signage	6	8	4	0	0	0	0	0
Jefferson Street	Irving St.	Market St.	25	16	No markings No curb	Oil & Chip	240	1	On Road	Sharrows & Signage	2	2	2	0	0	0	0	0
Crossing @ Market Street / Jefferson Street Intersection			N/A	N/A	N/A	N/A	N/A	N/A	On Road	Enhanced Crossing W/ Flashing Beacons	0	0	0	0	0	0	\$20,000	0
Jefferson Street	Market St.	State St.	25	24	Diagonal parking markings on both sides. Curb	Asphalt	460	2	On Road	Sharrows & Signage	2	4	2	0	0	0	0	0
Along Route 105	Jefferson St.	New crossing along Rte 105 just north of Burnside Drive	N/A	N/A	N/A	N/A	2600	N/A	Parallel to Road	10' Wide Multi-Use Path	0	0	0	0	0	0	0	\$143,000
Krazt Road	Market St.	Hamilton St.	20	42	Diagonal parking on south side Curb on south side, No curb on north side	Oil & Chip	950	1	On Road	Bike lanes and Signage in two directions.	0	0	0	1900	2	6	0	0
Krazt Road	Hamilton St.	Piatt St.	30	30	No markings Curb, On-street parking	Oil & Chip	1020	3	On Road	Sharrows & Signage	6	8	4	0	0	0	0	0
Extension of neighborhood path	End of existing neighborhood path	Robert Webb Drive	N/A	N/A	N/A	N/A	400	N/A	Off Road	10' Wide Multi-Use Path	0	0	0	0	0	0	0	\$22,000
Robert Webb Drive	East end of Robert Webb Drive	Piatt St.	25	28	No markings Curb	Oil & Chip	2630	7	On Road	Sharrows & Signage	14	20	6	0	0	0	0	0
Piatt Street	Robert Webb Dr.	Kratz Rd.	25	23	No markings No curb	Oil & Chip	1170	1	On Road	Sharrows & Signage	4	8	4	0	0	0	0	0
Buchanan Drive	Kratz Rd.	William St.	25	20	No markings No curb	Oil & Chip	900	2	On Road	Sharrows & Signage	4	8	4	0	0	0	0	0
William Street	Buchanan St.	State St.	25	34	Parallel parking on south side Curb, On-street parking	Asphalt	680	2	On Road	Sharrows & Signage	4	4	4	0	0	0	0	0
Crossing @ State Street / Center Street Intersection			N/A	N/A	N/A	N/A	N/A	N/A	On Road	Enhanced Crossing W/ Flashing Beacons	0	0	0	0	0	0	\$20,000	0
State Street	Jefferson St.	William St.	25	36	Diagonal parking on both sides Curb	Asphalt	275	1	On Road	Sharrows & Signage	4	4	2	0	0	0	0	0
State Street	William St.	Marion St.	25	30	On-street parking Curb	Asphalt	1000	2	On Road	Sharrows & Signage	6	10	4	0	0	0	0	0
State Street	Marion Street	Livingston St.	25	36	One-Way Northbound Mix of parallel parking and diagonal parking. Curb	Asphalt	1000	4	On Road	Bike lane & Signage in one direction.	0	0	0	1000	8	8	0	0
State Street	Livingston St.	Lone Beech	30	30	On-street parking Curb	Asphalt	3450	8	On Road	Sharrows & Signage	16	30	12	0	0	0	0	0
State Street	Lone Beech	Township Rd.	30	24	No markings Curb	Oil & Chip / Asphalt	3040	3	On Road	Sharrows & Signage	12	24	8	0	0	0	0	0
Township Road	State St.	North End of East Prairie Path	30	24	No markings No curb	Oil & Chip	2050	N/A	On Road	Sharrows & Signage	8	16	4	0	0	0	0	0
Livingston Street	State St.	Charter St.	25	34	Parallel parking on both sides. Curb	Asphalt	200	1	On Road	Sharrows & Signage	2	4	2	0	0	0	0	0
Charter Street	Livingston St.	Marion St.	25	36	One-Way Southbound Mix of parallel parking and diagonal parking. Curb	Asphalt	1000	4	On Road	Bike lane & Signage in one direction.	0	0	0	1000	8	8	0	0
Marion Street	Charter St.	State St.	25	32	On-street parking Curb	Asphalt	200	1	On Road	Sharrows & Signage	2	4	2	0	0	0	0	0
Grant Street	South End of East Prairie Path	Buchanan St.	25	32	No pavement markings Curb, On-street parking	Asphalt	1470	6	On Road	Sharrows & Signage	12	12	12	0	0	0	0	0
Buchanan Street	Grant St.	Wilson St.	25	38	Parallel parking markings on both sides. Curb	PCC	280	1	On Road	Sharrows & Signage	2	2	2	0	0	0	0	0
Wilson Street	Buchanan St.	State St.	25	32	No pavement markings Curb, On-street parking	Oil & Chip	810	3	On Road	Sharrows & Signage	8	8	4	0	0	0	0	0
Total Units											114	176	82	3900	18	22	\$60,000	\$165,000
Unit Cost											\$ 500	\$ 200	\$ 500	\$ 5	\$ 500	\$ 200	-	-
Concept Budget Per Unit											\$ 57,000	\$ 35,200	\$ 41,000	\$ 19,500	\$ 9,000	\$ 4,400	\$ 60,000	\$ 165,000
Sub-Total Budget											\$391,100							
Design Engineering (8%)											\$31,288							
Construction Engineering (10%)											\$39,110							
Total Budget											\$461,498							

Phase 3 - City

(Unit Costing Data based on Year 2014 Contractor Furnish and Install)

Roadway	From	To	Roadway Speed	Roadway Width	Existing Roadway Features	Existing Pavement Type	Segment Length	No. of blocks	Type of Proposed Trail	Proposed Improvements	"Bikes may use full lane" sign	"Shared Lane" paint marking symbol	"Bike Route" sign	Pavement Marking Lines for Bike Lane	"Bike Lane" sign	"Bike Lane" paint marking symbol	Crossing	Multi-Use Path
			MPH	Feet			Feet				Each	Each	Each	Feet	Each	Each	Dollar	Dollar
Along Washington Street	Existing Trailway	New crossing @ Middle School	N/A	N/A	N/A	N/A	700	N/A	Parallel to Road	10' Wide Multi-Use Path	0	0	0	0	0	0	0	\$38,500
Crossing @ Washington Street near Middle School			N/A	N/A	N/A	N/A	N/A	N/A	On Road	Enhanced Crossing W/ HAWK signals	0	0	0	0	0	0	\$100,000	0
New path along Retirement Village	New crossing @ Middle School	South End of East Prairie Path	N/A	N/A	N/A	N/A	3700	N/A	Off-Road	10' Wide Multi-Use Path	0	0	0	0	0	0	0	\$203,500
Wilson Street	State St.	Market St.	25	32	No markings Curb, On-street parking	Oil & Chip	460	2	On Road	Sharrows & Signage	4	6	2	0	0	0	0	0
Crossing @ Wilson Street / Market Street (Route 105) Intersection			N/A	N/A	N/A	N/A	N/A	N/A	On Road	Enhanced Crossing W/ Flashing Beacons	0	0	0	0	0	0	\$20,000	0
Wilson Street	Market St.	Front St.	25	20	No markings No curb	Oil & Chip	1230	4	On Road	Sharrows & Signage	4	10	4	0	0	0	0	0
Front Street	Wilson St.	Bell Ave.	25	20	No markings No curb	Oil & Chip	390	1	On Road	Sharrows & Signage	2	4	2	0	0	0	0	0
Bell Avenue	Front St.	Oak St.	25	20	No markings No curb	Oil & Chip	200	1	On Road	Sharrows & Signage	2	2	2	0	0	0	0	0
Bell Avenue	Oak St.	Foothill Rd.	25	27	No markings Curb On-street parking	Oil & Chip	650	1	On Road	Sharrows & Signage	2	4	2	0	0	0	0	0
Foothill Rd.	Bell Ave.	Bridge St.	25	26	No markings Curb, On-street parking	Oil & Chip	330	1	On Road	Sharrows & Signage	2	4	2	0	0	0	0	0
Crossing @ Center Street / Railroad Street Intersection			N/A	N/A	N/A	N/A	N/A	N/A	On Road	Enhanced Crossing W/ Flashing Beacons	0	0	0	0	0	0	\$20,000	0
Railroad Street	Bridge St.	East end of Sangamon River Path	25	24	No markings No curb	Oil & Chip	650	1	On Road	Sharrows & Signage	2	4	2	0	0	0	0	0
Total Units											18	34	16	0	0	0	\$140,000	\$242,000
Unit Cost											\$ 500	\$ 200	\$ 500	\$ 5	\$ 500	\$ 200	-	-
Concept Budget Per Unit											\$ 9,000	\$ 6,800	\$ 8,000	\$ -	\$ -	\$ -	\$140,000	\$242,000
Sub-Total Budget											\$405,800							
Design Engineering (8%)											\$32,464							
Construction Engineering (10%)											\$40,580							
Total Budget											\$478,844							

Phase 1 - Periphery

(Unit Costing Data based on Year 2014 Contractor Furnish and Install)

Roadway	From	To	Roadway Speed	Roadway Width	Existing Roadway Features	Existing Pavement Type	Segment Length	No. of blocks	Type of Proposed Trail	Proposed Improvements	"Bikes may use full lane" sign	"Shared Lane" paint marking symbol	"Bike Route" sign	Pavement Marking Lines for Bike Lane	"Bike Lane" sign	"Bike Lane" paint marking symbol	Crossing	Multi-Use Path
			MPH	Feet			Feet				Each	Each	Each	Feet	Each	Each	Dollar	Dollar
Crossing @ County Farm Road			N/A	N/A	N/A	N/A	N/A	N/A	Off Road	Pedestrian Bridge crossing County Farm Road	0	0	0	0	0	0	\$500,000	0
Along County Road 1625 N	County Farm Road	N 625 E Road	N/A	N/A	N/A	N/A	9600	N/A	Off Road	10' Wide Bike Path w/ one minor crossing	0	0	0	0	0	0	\$10,000	\$528,000
N 625 E Road	County Road 1625 N	Long Grove Dr.	55	20	No markings No Curb	Oil & Chip	2200	N/A	On Road	Bike Route Signage	4	0	4	0	0	0	0	0
Long Grove Dr.	N 625 E Road	E 1550 North Rd. (Allerton Park Entrance)	25	22	No markings Gutter	Asphalt	3250	N/A	On Road	Bike Route Signage	6	0	6	0	0	0	0	0
Along Allerton Road	Allerton Road / William Street Intersection	Allerton Park Entrance	45-55	22	Centerline Stripe No Curb	Asphalt	18000	N/A	Off Road	10' Wide Bike Path	2	0	2	0	0	0	0	\$990,000
Total Units											12	0	12	0	0	0	\$510,000	\$1,518,000
Unit Cost											\$ 500	\$ 200	\$ 500	\$ 5	\$ 500	\$ 200	-	-
Concept Budget Per Unit											\$ 6,000	\$ -	\$ 6,000	\$ -	\$ -	\$ -	\$ 510,000	\$ 1,518,000
Sub-Total Budget											\$2,040,000							
Design Engineering (8%)											\$163,200							
Construction Engineering (10%)											\$204,000							
Total Budget											\$2,407,200							

Phase 2 - Periphery

(Unit Costing Data based on Year 2014 Contractor Furnish and Install)

Roadway	From	To	Roadway Speed	Roadway Width	Existing Roadway Features	Existing Pavement Type	Segment Length	No. of blocks	Type of Proposed Trail	Proposed Improvements	"Bikes may use full lane" sign	"Shared Lane" paint marking symbol	"Bike Route" sign	Pavement Marking Lines for Bike Lane	"Bike Lane" sign	"Bike Lane" paint marking symbol	Crossing	Multi-Use Path
			MPH	Feet			Feet				Each	Each	Each	Feet	Each	Each	Dollar	Dollar
Along County Road 1625 N	N 625 E Road	Amenia	N/A	N/A	N/A	N/A	11500	N/A	Off Road	10' Wide Bike Path	0	0	0	0	0	0	0	\$632,500
Route Via County Road 450 E	Amenia	Allerton Park Entrance	55	16	No markings No Curb	Oil & Chip	10200	N/A	On Road	Bike Route Signage	8	0	8	0	0	0	0	0
Extension of East Prairie Path	North end of existing trail	RR Museum	N/A	N/A	N/A	N/A	3700	N/A	Off Road	10' Wide Bike Path, Pedestrian Bridge Crossing Creek	0	0	0	0	0	0	0	\$503,500
Walking Trail along River			N/A	N/A	N/A	N/A	6000	N/A	Off Road	Dirt Path	0	0	0	0	0	0	0	\$60,000
Total Units											8	0	8	0	0	0	\$0	\$1,196,000
Unit Cost											\$ 500	\$ 200	\$ 500	\$ 5	\$ 500	\$ 200	-	-
Concept Budget Per Unit											\$ 4,000	\$ -	\$ 4,000	\$ -	\$ -	\$ -	\$0	\$1,196,000
Sub-Total Budget											\$1,204,000							
Design Engineering (8%)											\$96,320							
Construction Engineering (10%)											\$120,400							
Total Budget											\$1,420,720							

Phase 3 - Periphery

(Unit Costing Data based on Year 2014 Contractor Furnish and Install)

Roadway	From	To	Roadway Speed	Roadway Width	Existing Roadway Features	Existing Pavement Type	Segment Length	No. of blocks	Type of Proposed Trail	Proposed Improvements	"Bikes may use full lane" sign	"Shared Lane" paint marking symbol	"Bike Route" sign	Pavement Marking Lines for Bike Lane	"Bike Lane" sign	"Bike Lane" paint marking symbol	Crossing	Multi-Use Path
			MPH	Feet			Feet				Each	Each	Each	Feet	Each	Each	Dollar	Dollar
Along Route 105	New crossing along Burnside Drive	E 1350 North Rd	N/A	N/A	Old Inter-Urban railroad. No intersection crossings	N/A	8300	N/A	Parallel to Road	10' Wide Multi-Use Path	0	0	0	0	0	0	0	\$456,500
Township Road (E 1765 N Rd)	North end of existing trail	N 1125 East Rd	55	20	No markings No Curb	Oil & Chip	8700	N/A	On Road	Bike Route Signage	8	0	8	0	0	0	0	0
Various Roads	N 1125 East Rd	N 1225 East Rd	55	20	No markings No Curb	Oil & Chip	5700	N/A	On Road	Bike Route Signage	4	0	4	0	0	0	0	0
N 1225 East Road	E 1800 North Rd	E 1900 North Rd	55	20	No markings No Curb	Oil & Chip	5500	N/A	On Road	Bike Route Signage	4	0	4	0	0	0	0	0
E 1900 North Rad	N 1225 East Rd	Freeway Overpass	55	20	No markings No Curb	Oil & Chip	7000	N/A	On Road	Bike Route Signage	6	0	6	0	0	0	0	0
Along RR	Freeway Overpass	RR Museum	N/A	N/A	N/A	N/A	7000	N/A	Off Road	10' Wide Multi-Use Path	0	0	0	0	0	0	0	\$385,000
Total Units											22	0	22	0	0	0	\$0	\$841,500
Unit Cost											\$ 500	\$ 200	\$ 500	\$ 5	\$ 500	\$ 200	-	-
Concept Budget Per Unit											\$ 11,000	\$ -	\$ 11,000	\$ -	\$ -	\$ -	\$ -	\$ 841,500
Sub-Total Budget											\$863,500							
Design Engineering (8%)											\$69,080							
Construction Engineering (10%)											\$86,350							
Total Budget											\$1,018,930							

Phase 4 - Periphery

(Unit Costing Data based on Year 2014 Contractor Furnish and Install)

Roadway	From	To	Roadway Speed	Roadway Width	Existing Roadway Features	Existing Pavement Type	Segment Length	No. of blocks	Type of Proposed Trail	Proposed Improvements	"Bikes may use full lane" sign	"Shared Lane" paint marking symbol	"Bike Route" sign	Pavement Marking Lines for Bike Lane	"Bike Lane" sign	"Bike Lane" paint marking symbol	Crossing	Multi-Use Path
			MPH	Feet			Feet				Each	Each	Each	Feet	Each	Each	Dollar	Dollar
Along Route 105	E 1350 North Rd	E 1200 North Rd	N/A	N/A	Old Inter-Urban railroad. Crosses 2 intersections	N/A	8200	N/A	Parallel to Road	10' Wide Multi-Use Path W/ Minor Rural Roadway Crossings	0	0	0	0	0	0	\$30,000	\$410,000
County Farm Road	Trail	Center St	55	20	No markings No Curb	Oil & Chip	1000	N/A	On Road	10' Wide Multi-Use Path	0	0	0	0	0	0	0	\$50,000
Crossing at County Farm Road / Center St			N/A	N/A	N/A	N/A	N/A	N/A	On Road	Enhanced Crossing W/ Flashing Beacons	0	0	0	0	0	0	\$20,000	0
Fisler Road	Center St	Bucks Pond Rd	55	20	No markings No Curb	Oil & Chip	7200	N/A	On Road	Bike Route Signage	6	0	6	0	0	0	0	0
Bucks Pond Road	Fisler Rd	Crybaby Bridge Rd	55	20	No markings No Curb	Oil & Chip	14500	N/A	On Road	Bike Route Signage	12	0	12	0	0	0	0	0
Crybaby Bridge Rd	Bucks Pond Rd	Old Route 47	55	20	No markings No Curb	Oil & Chip	3700	N/A	On Road	Bike Route Signage	4	0	4	0	0	0	0	0
Along Lodge Park Frontage	Crybaby Bridge Rd	Lodge Park Entrance	N/A	N/A	N/A	N/A	2900	N/A	On Road	10' Wide Multi-Use Path	0	0	0	0	0	0	0	\$145,000
Crossing Old Route 47 @ Lodge Park Entrance			N/A	N/A	N/A	N/A	N/A	N/A	On Road	Enhanced Crossing W/ Flashing Beacons	0	0	0	0	0	0	\$20,000	0
New path along Kirby Hospital property	Lodge Park Entrance	E 1900 N Rd Overpass	N/A	N/A	N/A	N/A	8000	N/A	On Road	10' Wide Multi-Use Path	0	0	0	0	0	0	0	\$400,000
Total Units											22	0	22	0	0	0	\$70,000	\$1,005,000
Unit Cost											\$ 500	\$ 200	\$ 500	\$ 5	\$ 500	\$ 200	-	-
Concept Budget Per Unit											\$ 11,000	\$ -	\$ 11,000	\$ -	\$ -	\$ -	\$ 70,000	\$ 1,005,000
Sub-Total Budget											\$1,097,000							
Design Engineering (8%)											\$87,760							
Construction Engineering (10%)											\$109,700							
Total Budget											\$1,294,460							

Phase 5 - Periphery

(Unit Costing Data based on Year 2014 Contractor Furnish and Install)

Roadway	From	To	Roadway Speed	Roadway Width	Existing Roadway Features	Existing Pavement Type	Segment Length	No. of blocks	Type of Proposed Trail	Proposed Improvements	"Bikes may use full lane" sign	"Shared Lane" paint marking symbol	"Bike Route" sign	Pavement Marking Lines for Bike Lane	"Bike Lane" sign	"Bike Lane" paint marking symbol	Crossing	Multi-Use Path
			MPH	Feet			Feet				Each	Each	Each	Feet	Each	Each		
Crossing at Route 105 / E 1200 N Intersection			N/A	N/A	N/A	N/A	N/A	N/A	On Road	Crossing W/ Signage & Markings	0	0	0	0	0	0	\$4,000	0
E 1200 N Road	Route 105	County Road 500 E	55	20	No markings No Curb	Oil & Chip	21000	N/A	On Road	Bike Route Signage	16	0	16	0	0	0	0	\$0
County Road 500 E	E 1200 North Rd	Allerton Park Entrance	55	20	No markings No Curb	Oil & Chip	13000	N/A	On Road	Bike Route Signage	10	0	10	0	0	0	0	\$0
Total Units											26	0	26	0	0	0	\$0	\$0
Unit Cost											\$ 500	\$ 200	\$ 500	\$ 5	\$ 500	\$ 200	-	-
Concept Budget Per Unit											\$ 13,000	\$ -	\$ 13,000	\$ -	\$ -	\$ -	\$0	\$0
Sub-Total Budget											\$26,000							
Design Engineering (8%)											\$2,080							
Construction Engineering (10%)											\$2,600							
Total Budget											\$30,680							

Phase 6 - Periphery

(Unit Costing Data based on Year 2014 Contractor Furnish and Install)

Roadway	From	To	Roadway Speed	Roadway Width	Existing Roadway Features	Existing Pavement Type	Segment Length	No. of blocks	Type of Proposed Trail	Proposed Improvements	"Bikes may use full lane" sign	"Shared Lane" paint marking symbol	"Bike Route" sign	Pavement Marking Lines for Bike Lane	"Bike Lane" sign	"Bike Lane" paint marking symbol	Crossing	Multi-Use Path
			MPH	Feet			Feet				Each	Each	Each	Feet	Each	Each		
Along Route 105	E 1200 North Rd	Bement	N/A	N/A	Old Inter-Urban railroad. Crosses 3 intersections	Earth berm	18700	N/A	Parallel to Road	10' Wide Multi-Use Path W/ Minor Rural Roadway Crossings	0	0	0	0	0	0	\$45,000	\$935,000
Total Units											0	0	0	0	0	0	\$45,000	\$935,000
Unit Cost											\$ 500	\$ 200	\$ 500	\$ 5	\$ 500	\$ 200	-	-
Concept Budget Per Unit											\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$45,000	\$935,000
Sub-Total Budget											\$980,000							
Design Engineering (8%)											\$78,400							
Construction Engineering (10%)											\$98,000							
Total Budget											\$1,156,400							

Concept Budget Calculations for Multi-Use Paths
 (Unit Costing Data based on Year 2014 Contractor Furnish and Install)

10' Wide Multi-Use Path	Unit	Unit Cost	Quantity	Budget Per Linear Foot
Pay Items				
HOT-MIX ASPHALT SURFACE COURSE, 3"	TON	\$ 130	0.19	\$ 24.27
AGGREGATE BASE COURSE, TYPE B, 6"	TON	\$ 30	0.37	\$ 11.20
AGGREGATE SHOULDERS, TYPE A 6" (along both sides of path)	SQ YD	\$ 10	0.44	\$ 4.44
EARTH EXCAVATION	CU YD	\$ 20	0.37	\$ 7.41
TOTAL:				\$ 47.32
Round for Misc. Items and Contingency				\$ 55

Depth	Length	Width	Equation
<i>Inches</i>	<i>Feet</i>	<i>Feet</i>	
3	1	10	tons = (112 lb/sy*in) x (sf area) x (1 sy / 9 sf) x (inch depth) x (1 ton / 2000 lbs)
6	1	10	tons = (112 lb/sy*in) x (sf area) x (1 sy / 9 sf) x (inch depth) x (1 ton / 2000 lbs)
6	1	4	
12	1	10	

8' Wide Multi-Use Path	Unit	Unit Cost	Quantity	Budget
Pay Items				
HOT-MIX ASPHALT SURFACE COURSE, 3"	TON	\$ 130	23.89	\$ 3,106.13
AGGREGATE BASE COURSE, TYPE B, 6"	TON	\$ 30	47.79	\$ 1,433.60
SIDEWALK REMOVAL	SQ FT	\$ 3	640	\$ 1,920.00
RETAINING WALL (approx. 2' tall)	FOOT	\$ 80	160	\$ 12,800.00
RAILING	FOOT	\$ 200.00	100	\$ 20,000.00
TOTAL:				\$ 39,259.73
Round for Misc. Items and Contingency				\$ 40,000

Depth	Length	Width	Equation
<i>Inches</i>	<i>Feet</i>	<i>Feet</i>	
3	160	8	tons = (112 lb/sy*in) x (sf area) x (1 sy / 9 sf) x (inch depth) x (1 ton / 2000 lbs)
6	160	8	tons = (112 lb/sy*in) x (sf area) x (1 sy / 9 sf) x (inch depth) x (1 ton / 2000 lbs)
	160	4	
-	160	-	
-	100	-	

Concept Budget Calculations for Crossings
 (Unit Costing Data based on Year 2014 Contractor Furnish and Install)

		Phase 5 Periphery Trailway		
		Route 150 / E 1200 N Road Intersection		
Crossing w/ Signage and Markings	Unit	Unit Cost	Quantity	Budget
Pay Items				
Trail Crossing Signs	EACH	\$ 800	2	\$ 1,600
Trail Crossing Ahead Signs	EACH	\$ 800	2	\$ 1,600
Crosswalk	FOOT	\$ 10.00	48	\$ 480
TOTAL:				\$ 3,680
Round for Misc. Items and Contingency				\$ 4,000

		Phase 3 Periphery Trailway			Phase 4 Periphery Trailway		Phase 6 Periphery Trailway	
		Burnside Dr to E 1350 N Road (No crossings)			E 1350 N Road to E 1200 N Road (2 crossings)		Along Inter-Urban Trail from E 1200 N Road to Bement (3 crossings)	
Crossings at Minor Rural Roadways	Unit	Unit Cost	Quantity	Budget	Quantity	Budget	Quantity	Budget
Pay Items								
Bollard	EACH	\$ 1,500	0	\$ -	12	\$ 18,000	18	\$ 27,000
"No Motor Vehicles" Sign	EACH	\$ 800	0	\$ -	4	\$ 3,200	6	\$ 4,800
Trail Crossing Sign	EACH	\$ 800	0	\$ -	4	\$ 3,200	6	\$ 4,800
"Stop" Sign	EACH	\$ 800	0	\$ -	4	\$ 3,200	6	\$ 4,800
Crosswalk	FOOT	\$ 10.00	0	\$ -	48	\$ 480	72	\$ 720
TOTAL:				\$ -		\$ 28,080		\$ 42,120
Round for Misc. Items and Contingency				\$ -		\$ 30,000		\$ 45,000



11 | Implementation Strategies

The key to turning many of the suggestions in this Master Plan into reality is to have a logical implementation strategy which can be exerted effectively over the long term. This long term implementation mindset will allow the City to become just a bit more bicycle friendly with each passing year.

Key Elements to Implementation Success:

- Identify Master Plan Coordinator
- Identify Funding Opportunities
- Dissemination of Master Plan Beyond Monticello
- Education and Encouragement Programs
- Coordination of Master Plan with Tourism Strategy
- Maintenance

Identify Master Plan Coordinator

To properly ensure this document does not simply 'sit on a shelf,' the City needs to identify a Master Plan Coordinator who can champion the cause of effective implementation. Ideally, this person is a member of the City Staff who can dedicate a portion of their time on a weekly or monthly basis. Some of the items the Master Plan Coordinator would be responsible for include:

- Work with the various City departments to ensure Master Plan recommendations align with ongoing City projects (road resurfacings, etc.).
- Develop project priorities based in part on the phasing recommendations in this document.
- Ensure elements of the Master Plan that require local funding are included in annual budgets.
- Give periodic updates to the Planning Commission and City Council.
- Assist in potentially establishing an ongoing Bicycle Advisory Committee ("BAC") to help with implementation suggestions. The BAC should include volunteers from the community with a knowledge and passion for bicycle and pedestrian facility enhancements, and who would be able to meet on a monthly or quarterly basis.



11 IMPLEMENTATION STRATEGIES

- Conduct outreach to other communities who have bike trails, are exploring bike trail possibilities, or who have the potential for bike trails which could be interconnected with Monticello. These communities may include Clinton, Bement, White Heath among others.
- Coordinate grant and funding alternatives.



The Master Plan Coordinator can ensure ongoing infrastructure improvements align with the Master Plan.

Identify Funding Opportunities

To build and maintain trailways requires a significant amount of resources over extended periods of time. Having a Master Plan heavily influenced by the community and adopted by the City puts Monticello in a good position for grants when funding cycles become available. Listed below are some common sources for bicycle and trailway funding:

- Illinois Transportation Enhancements Program (“ITEP”)
 - Federal source with 80% federal/state and 20% local cost sharing.
 - Administered by IDOT.
 - Application cycle generally every two years.
 - Geographical diversity in grant selection may benefit Monticello.
 - Strict federal engineering standards and review processes make this better suited for larger bikeway projects (\$500,000 and higher) which may require substantial design and engineering.
- Illinois State Bike Grant Program
 - State source with 50% state and 50% local cost shares.
 - Reimbursement grant administered annually (March 1) by IDNR.
 - Only off-road trails and bikeways are eligible.
 - Since these remain local and not IDOT projects, these provide a much simpler process than ITEP.



- Ideally suited for simpler and smaller projects.
- Recreational Trails Program
 - Federal source with 80% federal/state and 20% local cost sharing.
 - Administered by IDNR with IDOT.
 - Annual March 1 deadline.
 - \$200,000 limit.
 - Open to government agencies and non-profits.
 - Approximately half of funds are geared towards non-motorized, off-road trails for underserved user groups (hiking, cross-country skiing, snowmobiling, etc.).
- Illinois Safe Routes to School Program
 - Federal source paid 100% by federal/state.
 - Administered by IDOT.
 - Majority of funds for infrastructure projects within 2 miles of schools serving K-8 grades.
 - Minority of funds for non-infrastructure (education and encouragement).
 - Application maximum of \$250,000 for up to 3 projects.
 - Preparation of IDOT's "School Travel Plan" is necessary for applications.
- Other
 - Local funds which are budgeted once the Master Plan is adopted.
 - Individual donors.
 - Private foundations which emphasize health and wellness.
 - Local corporations and businesses (donations, 'adopt a trailway,' etc.).



Dissemination of Master Plan Beyond Monticello

It is important that this Master Plan is not just a local document, but something that is understood and shared throughout the region. Trailways rarely happen in a vacuum and often extend between communities. To ensure the Master Plan is understood in a larger context than just the City of Monticello, the following should occur:

- Provide a copy of the adopted Master Plan to IDOT (District 5 – Paris, IL). Having an adopted Master Plan will improve the Bicycle Travel Assessment (“BTA”) done by IDOT. BTAs are critical when IDOT is determining which projects to fund. In addition, the Master Plan will help IDOT coordinate future roadway projects (resurfacing, striping, etc.) in a manner which aligns with the recommendations in the Master Plan.
- Provide a copy of the adopted Master Plan to the Piatt County Highway Department. As with IDOT, coordination with future roadway projects is a good way to slowly implement elements of the Master Plan.
- Provide, in person, a copy of the adopted Master Plan to both state and federal representatives. Letting lawmakers know of the Master Plan, built on substantial public input, can better position the City for earmarks and other funding mechanisms controlled by local lawmakers.



Informing an audience beyond Monticello is critical to help market the plan.



Education and Encouragement Programs

As the Master Plan begins to be implemented, the Master Plan Coordinator and the Bicycle Advisory Committee will need to begin educational outreach efforts throughout the community. A more competent public is far more apt to utilize the bicycle infrastructure, and can be wonderful advocates for promoting others into trailway use. The following educational outreach components should strongly be considered:

- Provision of bike safety classes. These can be done in creative ways, such as bicycle rodeos or other community events.
- Outreach to local schools, including dedicated curriculum time, with regards to bicycle safety and the health and wellness benefits of biking, walking, and running.
- Monthly community bike rides which incorporate safety and education components.
- Provide park district programs geared towards bicycle safety
- Conduct 'Share the Road' media campaigns.
- Provide links on the City website to various education and safety campaigns ("Safe Bicycling in Illinois" and "Kids on Bikes in Illinois").
- Assist in fostering a local riding club.
- City observance of National Bike Month in May.
- Conduct a citywide Bike to Work Day.
- Work with local schools to observe Bike to School Day (May 6, 2015).
- Strive to achieve the Bicycle Friendly Community award granted by the League of American Bicyclists.
- Incorporate large groups of children on bicycles during community parades.



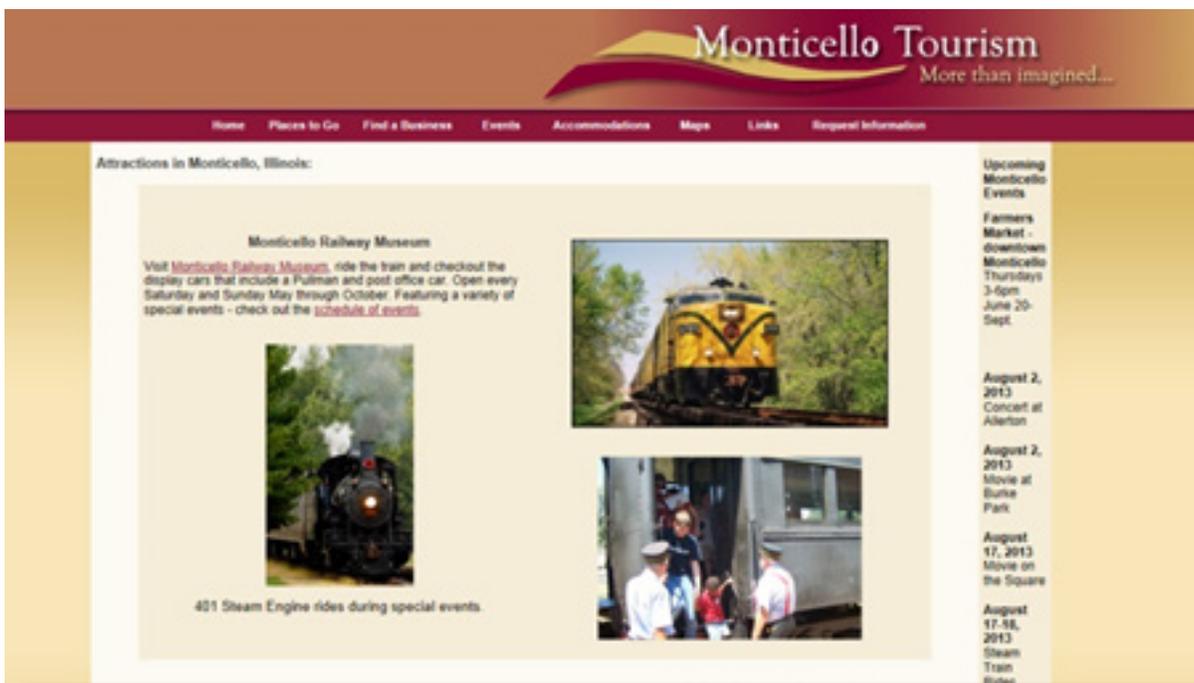
Special events can help promote bicycling and tourism within Monticello.



Coordination of Master Plan with Tourism Strategy

The tourism industry within the City provides a wonderful opportunity to advance the development and marketability of trailways in and around Monticello. The following key initiatives should strongly be considered and include the following:

- Incorporate information about existing bike trails (Sangamon River and East Prairie Path) and bicycle events into the overall tourism strategy for the City.
- Provide a link of the Master Plan on the Monticello Tourism and City of Monticello websites, along with other new media platforms (Facebook, Twitter, etc.).
- Promote community bike rides and other bicycle friendly events (bike rodeos, etc.).
- Provide posters or brochures outlining key elements of the Master Plan which can be handed out at farmer's market, movies on the square, Polar Express, and other well attended community events.



Bicycling and the Master Plan should be incorporated into the City's tourism strategy.



Maintenance

One of the best and simplest ways to positively promote a growing bicycle network is by ensuring that regular maintenance occurs on existing paths and roads. The following are some basic maintenance procedures that should occur on a regular basis:

- Repair potholes, heaves and other irregularities in the pavement surface.
- Sweeping of all off-road pathways at the end of winter to remove surface debris.
- Ensure erosion is not undermining off-road trailways.
- Ensure positive drainage occurs and ‘puddling’ does not occur on trailways.
- Repair missing or vandalized signs as soon as they are damaged.
- Restrip pavement markings to ensure they are highly visible.



Regular maintenance is a key criteria of long-term trailway success.



12 | Conclusion

The implementation of all components of the Monticello Bicycle Network Master Plan will take dedicated efforts on the parts of a wide variety of stakeholders. Rome wasn't built in a day, nor will a trailway network be built in Monticello overnight....it will take years of strategic efforts to see it through. That said, this Master Plan provides a tangible and realistic 'road map' that can help ensure that priorities, hopes and aspirations align with opportunities as they become available over the coming years.

In conclusion, the Monticello Bicycle Network Master Plan should be viewed as a 'living document' which will need to adjust to political, financial and other realities which may impact the intent of this plan. Periodic updates (once every 3-5 years) may be necessary to reflect the current needs of trailway users, and better position the City for future funding alternatives.



"Make no little plans; they have no magic to stir men's blood...Make big plans...remembering that a noble, logical diagram once recorded will never die, but long after we are gone will be a living thing asserting itself with ever growing consistency."

-Daniel Hudson Burnham, architect and father of the City Beautiful movement.