

THE SAFE NETWORK

Streets Are For Everyone

An initiative of NJBWC



BUILDING SAFER TRANSPORTATION NETWORKS THROUGH TRAIL CONNECTIVITY

July 22, 2026 | 2-3 PM ET



Today's Speakers

MODERATOR



Tiffany R. Robinson
Trails and Active Mobility Director

New Jersey Bike & Walk Coalition



Elise Bremer-Nei, PP, AICP
Bicycle and Pedestrian Coordinator

New Jersey DOT



Michael J. Manzella, AICP
Director of Statewide Planning

New Jersey DOT



Alan Hunt, Ph.D.
Director of Planning and Land Use

County of Hunterdon



Dan Suraci, AICP
Principal

Urban Cycling Solutions



SJ Morrison
Managing Director

Madison County Transit



North Jersey Trail Network Initiative

Building a Connected Network for
Everyday Mobility

Tiffany R. Robinson
Trails and Active Mobility Director
New Jersey Bike & Walk Coalition



Reimagining Mobility: From Car-Dependence to Real Choices



Image: ABC7 New York



Trails As Transportation, Connection, and Place

Trails serve communities by:

- Getting you **there**
- Bringing you **through**
- Inviting you to **stay**



Pompton Valley Rail Trail

Why Connected Movement Matters

People move locally.

Local movement crosses boundaries.

Connections make those trips possible.

- Local trips often cross municipal lines
- Gaps break the journey
- Connected corridors support everyday mobility



Map of the NJDEP Greenway

Connected Trails Create More Mobility

A connected system supports:

- everyday mobility
- safe, low-stress travel
- equitable access
- climate-resilient transportation



A Trail Is Only Part of the Trip

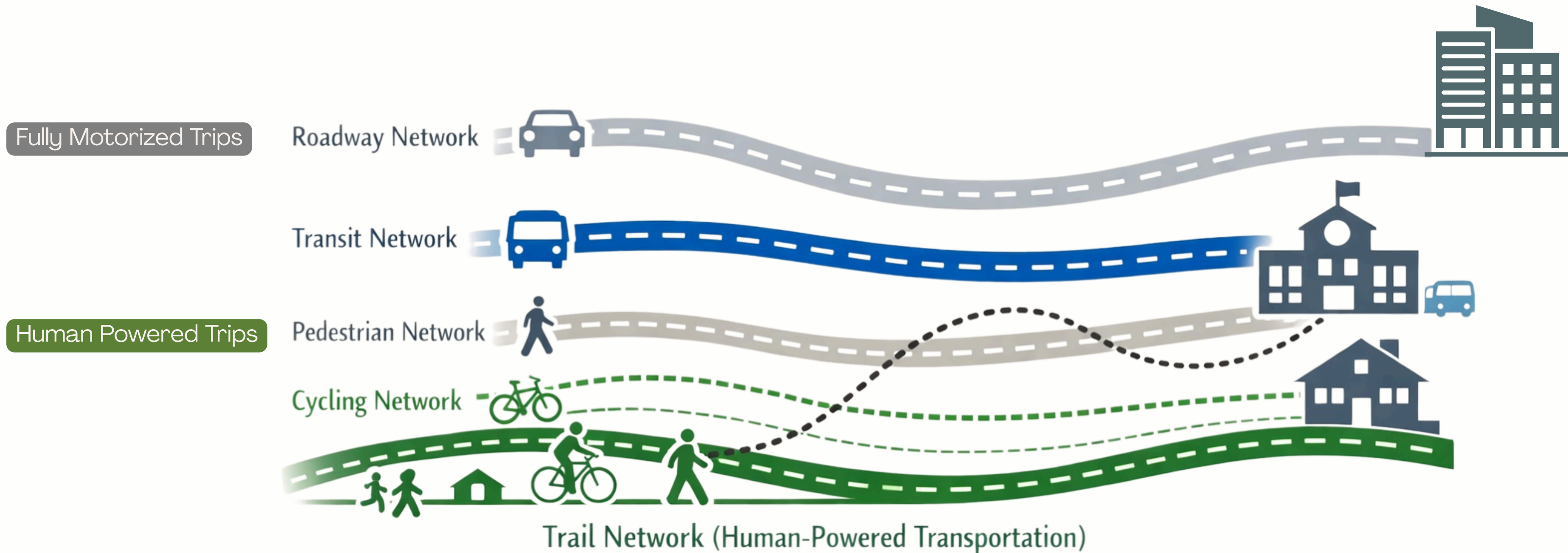
- Safe access from the surrounding community
- Comfortable crossings and transitions
- Connections through gaps in the trail
- Links to transit and everyday destinations

The network is only as strong as the connections between its parts.



Pompton Valley Rail Trail

Trails Are Transportation Infrastructure, **Powered By People**

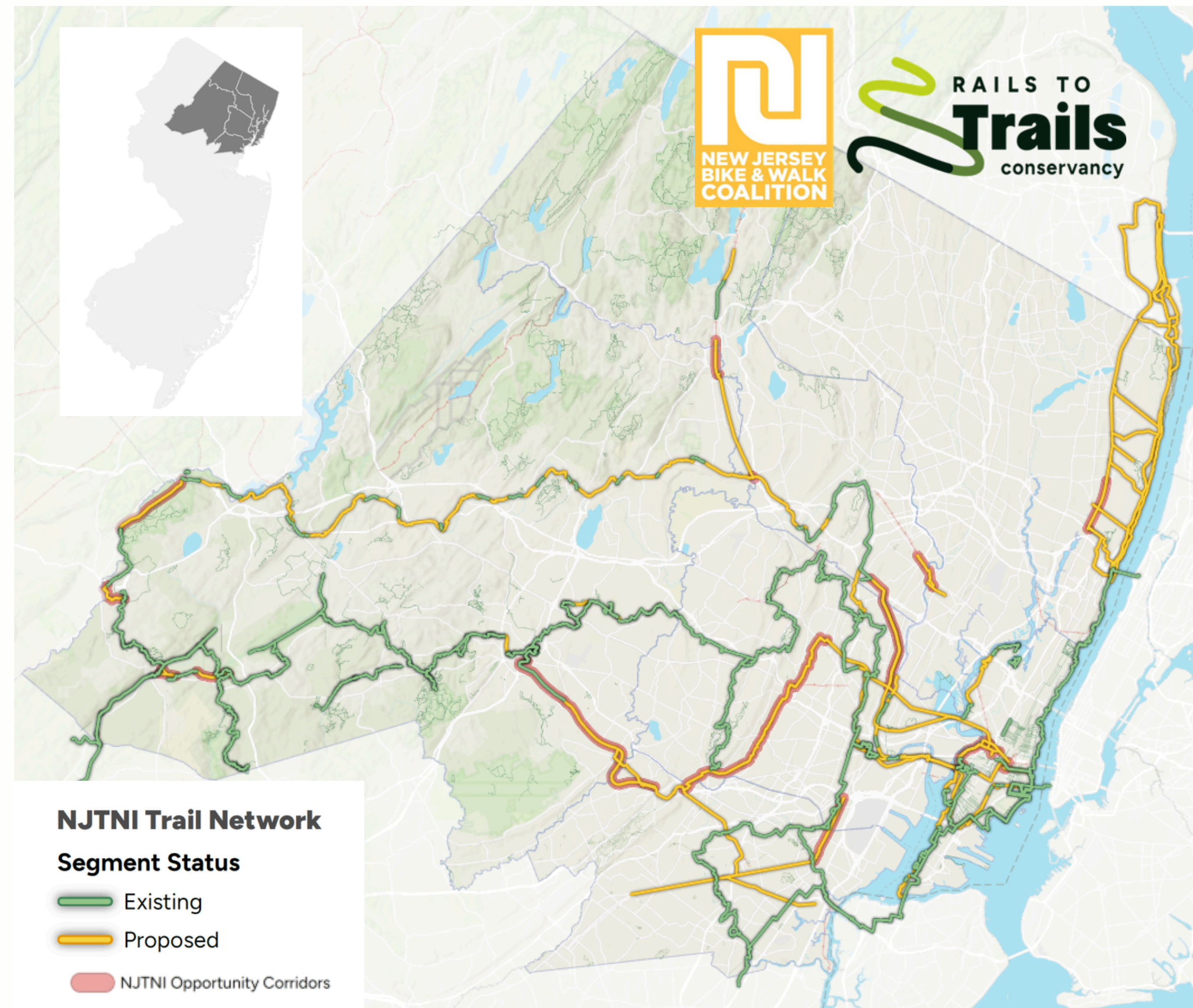


Building the North Jersey Trail Network

Link the network.

Fill the gaps.

Create safe
opportunities for
active mobility.



How NJTN Evaluates Connections

Designing around how people move through daily life



Connected Trail Networks Require Coordination at Every Level



- **Planning + Regional Coordination**
Connecting projects and mobility systems across jurisdictions
- **Policy + Safety Advocacy**
Advancing equitable mobility policy and Target Zero safety efforts
- **Community + Partnership**
Creating outreach and programs that support safe everyday mobility
- **Programming + Mobility Culture**
Supporting rides, events, and programming that normalize walking, biking, rolling, and trail use as everyday mobility

**Infrastructure creates the route.
The surrounding systems make it
work for people.**

Building Safer Transportation Networks Through Trail Connectivity

The SAFE Network – July 22, 2026

New Jersey Department of Transportation
Michael Manzella, AICP
Elise Bremer-Nei, AICP/PP





Michael J. Manzella, AICP
Statewide Planning Division Director



Elise Bremer-Nei, AICP/PP
Bicycle and Pedestrian Coordinator



History in New Jersey

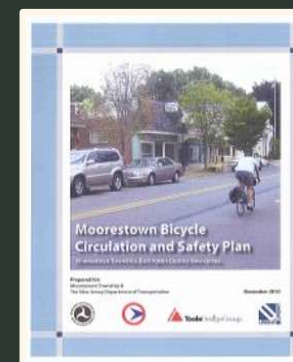
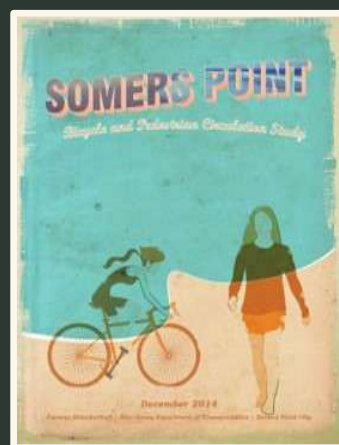
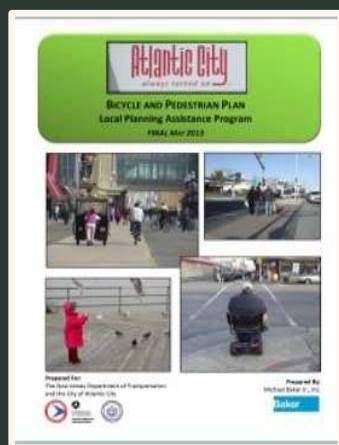
Active Transportation Milestones in New Jersey



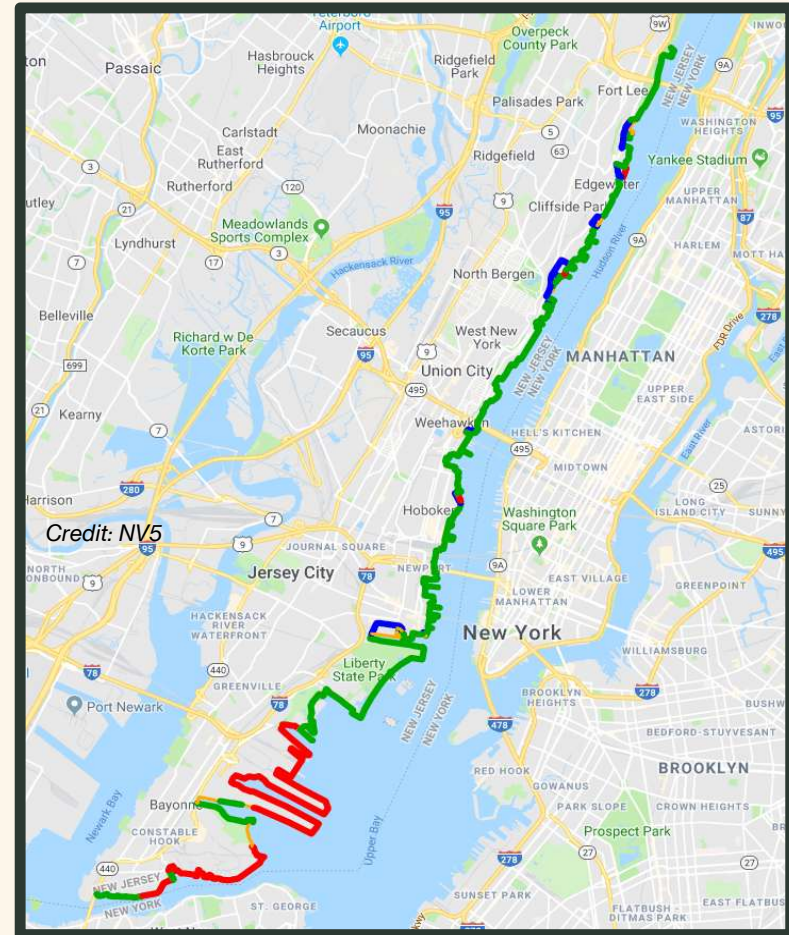
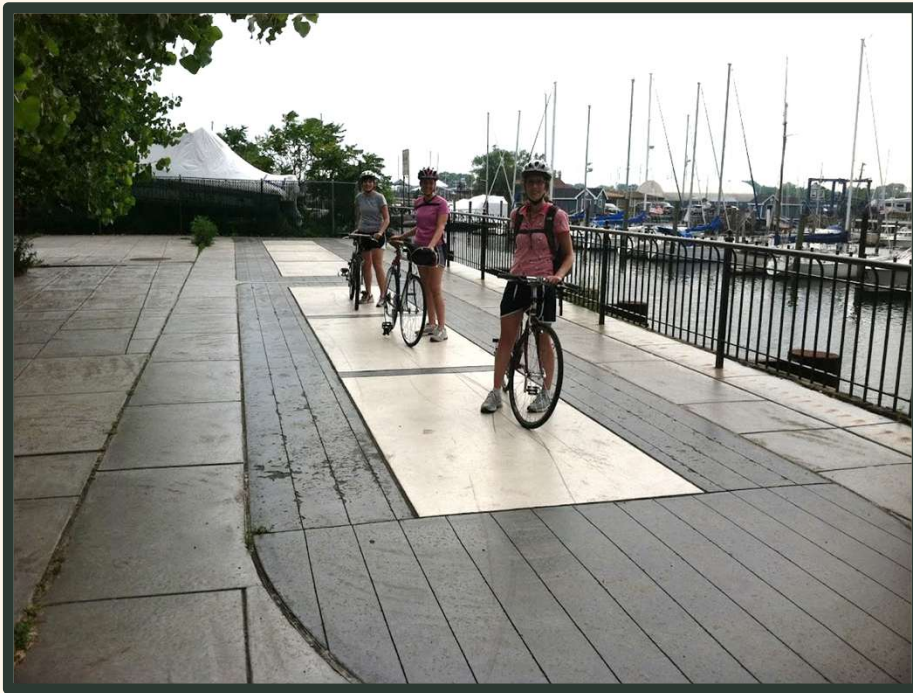
Division of
Statewide Planning

NJDOT Local Bicycle & Pedestrian Planning Assistance Program

Over 25 Years
Over 130 Plans



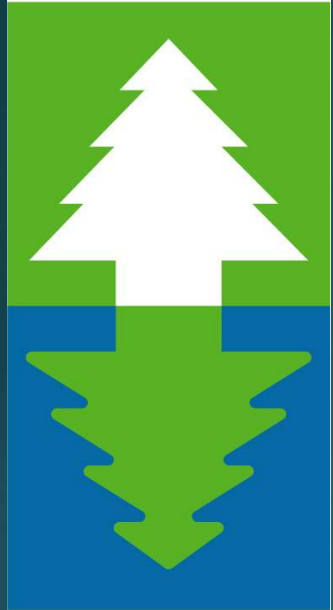
Hudson River Waterfront Walkway



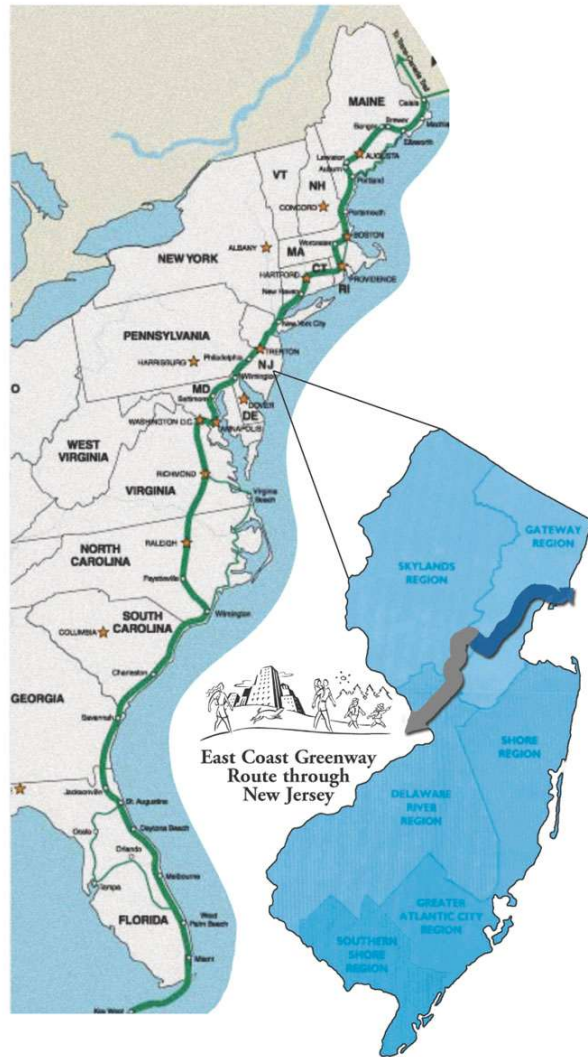
<http://hudsonriverwaterfront.org/map/map4.html>



East Coast



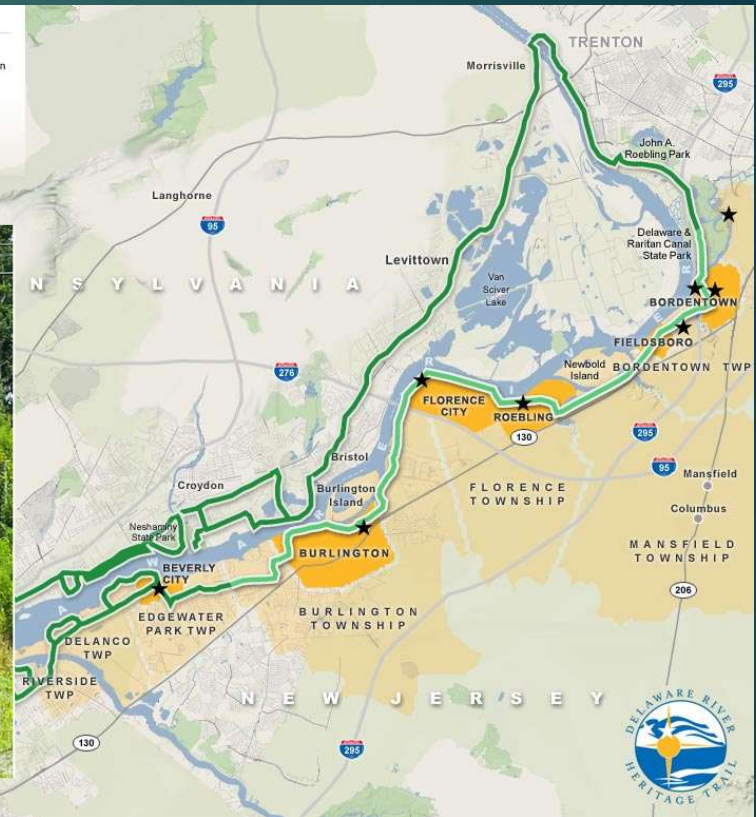
Greenway



Credit: Mike Dannemiller, NV5

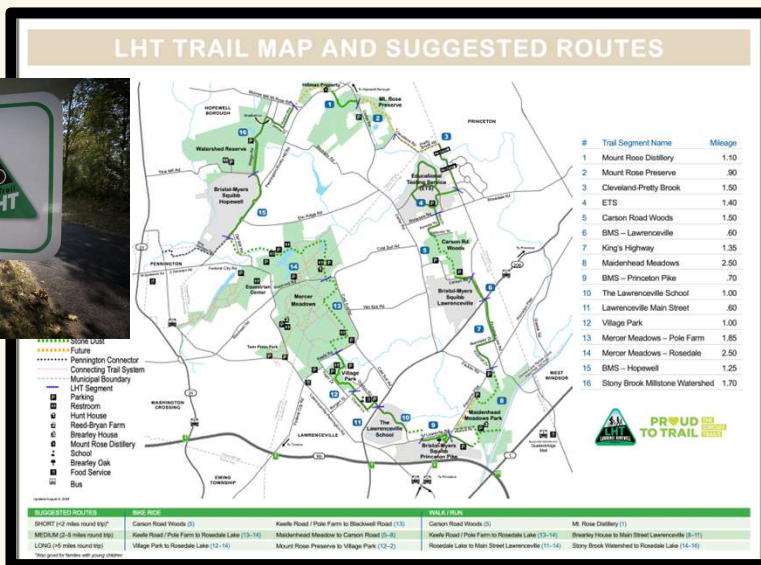


Delaware River Heritage Trail



Credit: delawareriverheritagetrail.org/ and Mike Dannemiller

Lawrence Hopewell Trail



Elephant Swamp Trail

Planning Study:
Potential Enhancements
for Safety & Accessibility
May 2021



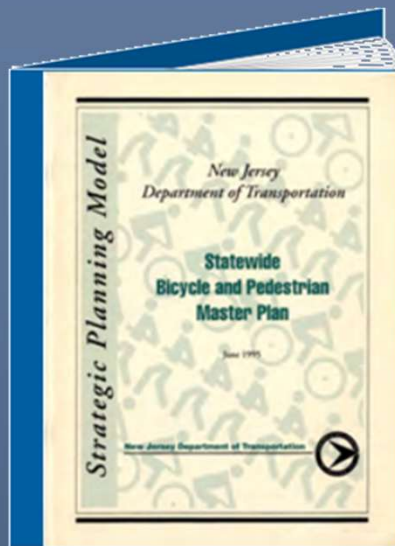
ROUTE 52 CAUSEWAY, OCEAN CITY



Rt. 36 Highlands Bridge



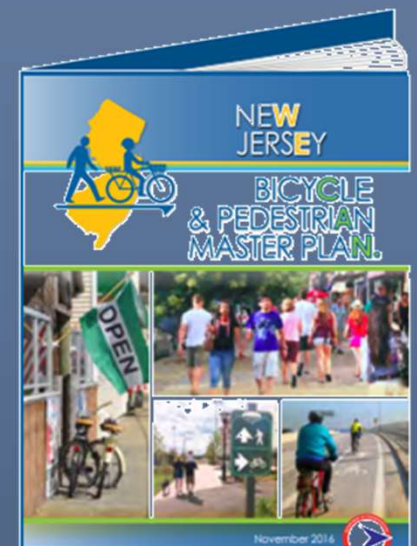
Previous Statewide Plans



1995



2004



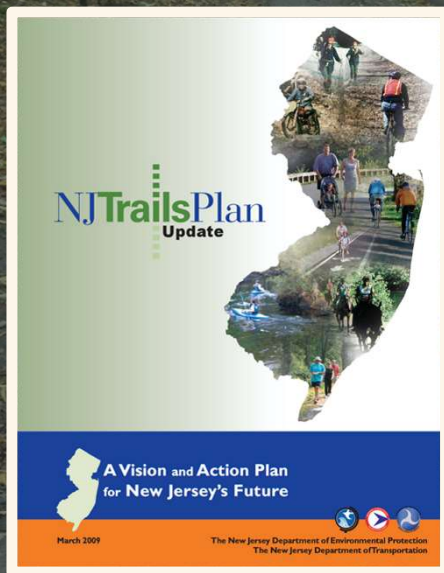
2016



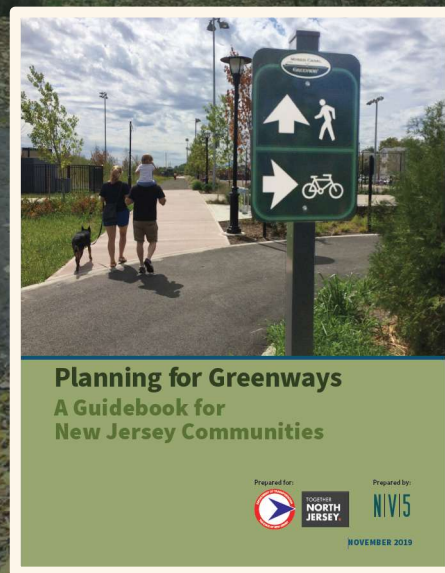
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Statewide Planning

Previous Trail-Related Work

2009



2019



2021



Statewide Trails Dataset

- Identify existing trails near your project area
- Identify potential opportunities for connectivity
- includes off-road trails and on-road bicycle and pedestrian facilities where that data has been collected and shared

Source: Mackenzie Piggot, NJDEP

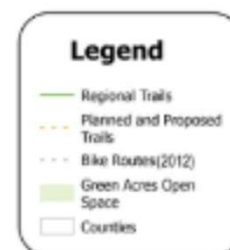
Regional Trails of New Jersey including pedestrian-only trails

The purpose of this map is to allow trail planners and managers to identify existing and potential planned trails in their region that they may be able to connect to. Additionally, this map is intended to allow state agencies and the public to begin to identify opportunities to increase statewide connectivity.

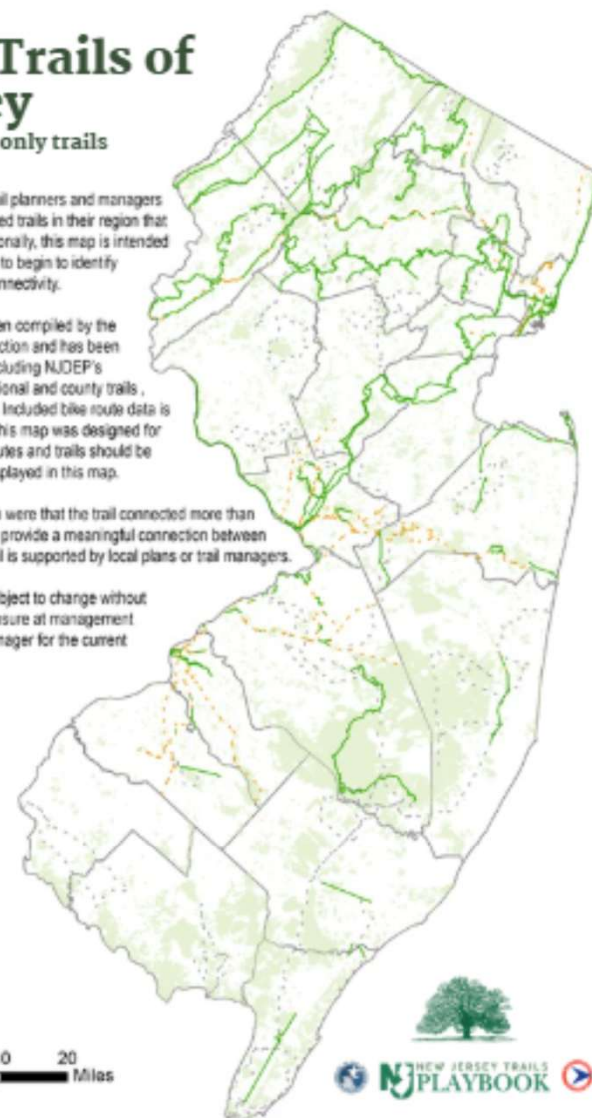
Trail data included in this map has been compiled by the NJDEP Green Acres Program GIS Section and has been collected from a variety of sources, including NJDEP's Statewide Trails Dataset and from regional and county trails, open space, and transportation plans. Included bike route data is from 2012 and is subject to change. This map was designed for planning purposes and all included routes and trails should be confirmed prior to utilizing the data displayed in this map.

Requirements for inclusion in this map were that the trail connected more than one municipality, that they reasonably provide a meaningful connection between multiple communities, and that the trail is supported by local plans or trail managers.

All planned and proposed trails are subject to change without notice. Existing trails are subject to closure at management discretion. Please contact the trail manager for the current status of all planned or existing trails.



0 5 10 20
Miles



NJDEP Green Acres Program





NEW JERSEY TRAILS PLAYBOOK



Trail Funding Guidebook

Identify, Secure, and Manage Available Trail-Related Funding

Making Trail Connections

Best Practices for Filling Trail Gaps, Connecting Trails with Communities, and Promoting Trails

Facilitating Trail Projects in NJ

Resources to Identify and Navigate Potential Project Hurdles

*Trail User Safety

Best Practices and Consolidated Resources to Improve Trail User Safety and Security

*Connecting Communities: A Blueprint for New Jersey's Trails

Main themes, Outline Current Trail Needs and Priorities, Outline a Framework for Advancing New Jersey's Trail Networks

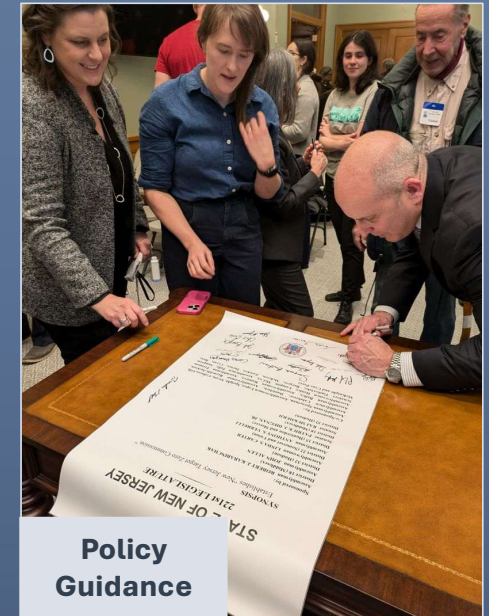
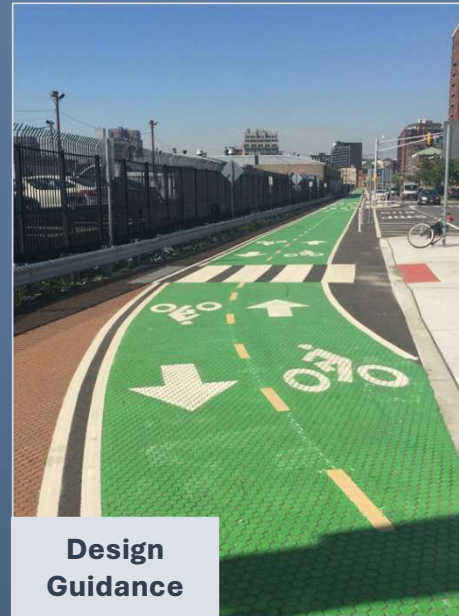
What comes next? Active Transportation Plan

Active Transportation Milestones in New Jersey



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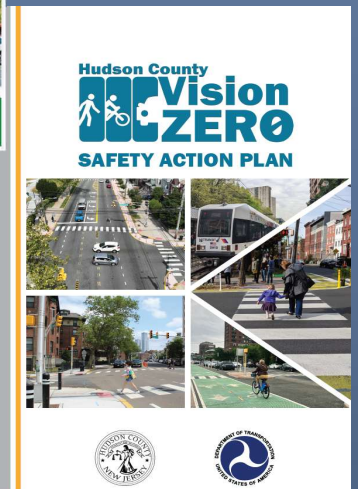
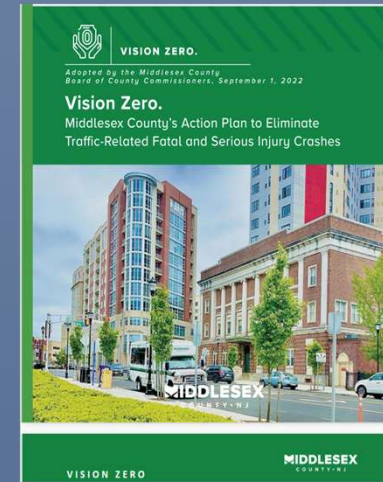
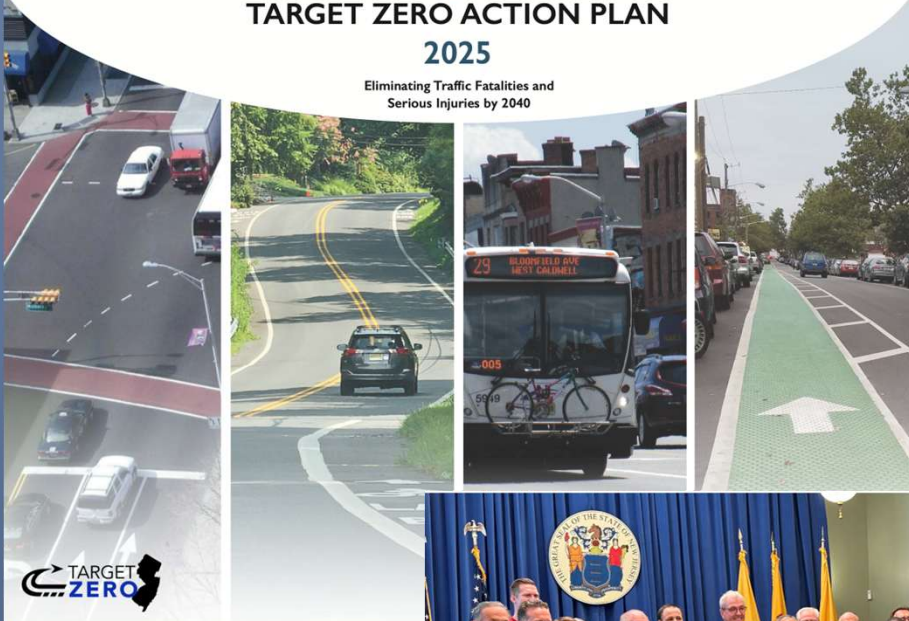
What has changed since the last plan?



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NEW JERSEY TARGET ZERO ACTION PLAN 2025

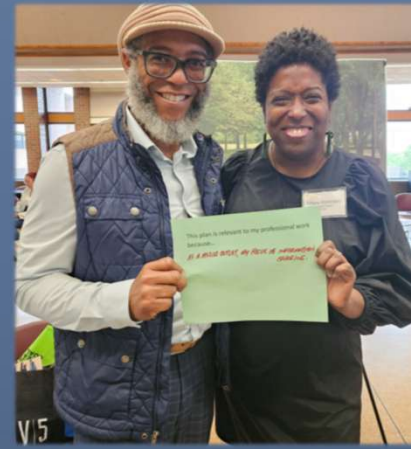
Eliminating Traffic Fatalities and
Serious Injuries by 2040



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NJ Active Transportation Plan Phase 1 (complete)

1. Data Collection & Review
2. Statewide Bicycle and Pedestrian Master Plan Best Practice Research
3. Stakeholder Engagement
4. 2016 NJ Bicycle and Pedestrian Master Plan Progress Report
5. Table of Contents for the ATP (4th NJ Bicycle and Pedestrian Master Plan)



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Phase 2 Overarching Themes

An Aspirational Vision with Measureable Goals

- Safe Systems Approach
- SMART Goals
- Emphasize statewide resiliency, sustainability, and adaptation

Focus on Vulnerable Roadway Users

- Include ALL active transportation modes – name change
- Data-drive, needs-based approach for equity, including needs of people with ASD and IDD
- Integrate trails and greenways meaningfully

Focus on Complete Streets Networks

- Establish complete networks
- Prioritize Main Streets that are State highways, particularly HIN
- Priority corridors – Active Transportation Network



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Phase 2 Overarching Themes

Focus on Implementation and Overcoming Barriers

- Promote coordination
- Align actions with SHSP
- Propose solutions to regulatory barriers

Focus on Technology, Tools, and Guidance

- User-friendly digital tool to integrate data sources
- Updated crash analysis and more advanced LoS analyses
- Provide guidance on public outreach, curb management/freight and delivery, and design standards

Focus on Tracking Progress, Metrics, Accountability

- Develop trackable performance measures
- Consider biennial assessment of current needs



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Applicable Target Zero Strategies

- Facilitate the creation of a **Statewide Greenway Network Plan** to develop an interconnected network of traffic-separated and off-road paths that provide medium- and long-distance connectivity across the state.
- Evaluate and promote safety best practices to address trail crossings at roadways.
- Conduct review of state-owned bridges for inclusion of bicycle and pedestrian infrastructure, focusing on **bridges that connect active transportation networks**.
- Explore opportunities to **link New Jersey trails with trail systems in neighboring states** and longer regional networks.
- Develop a process to integrate trail and greenway plans into safety plans and projects.
- Identify where greenway segments, particularly those designated year-round transportation trails, can **serve as safe alternatives to high-crash corridors** on the TZC HIN.
- Explore opportunities to update and complete the NJDEP GIS dataset of trails and greenways in the state.
- Advise and provide guidance to counties to develop or update their own countywide greenway network plans, reinforcing state-identified corridors and supplementing them with county-level “feeder” trails and greenways.
- Engage and coordinate with other trails initiatives and programs, including NJTRANSIT’s Transit to Trails.



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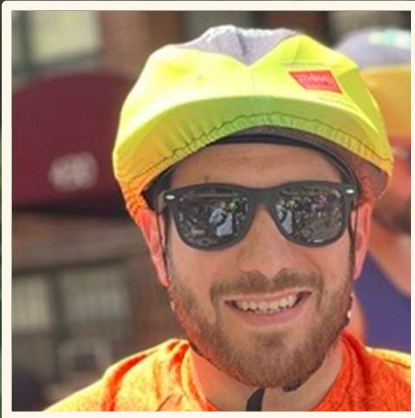
Elements of Next Plan

1. High-Priority Statewide Active Transportation Network
2. Priority Corridors and Projects to be Advanced
3. Performance Metrics
4. Inventory and Gap Analysis



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Statewide Planning

Contact us at NJDOT!



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HUNTERDON COUNTY BICYCLE PLAN

A Vision for Connectivity

Building Safer Transportation Networks Through Trail Connectivity

July 22, 2026

Alan Hunt, PhD, Hunterdon County

Dan Suraci, AICP
Urban Cycling Solutions



Columbia Trail,
Hunterdon County, NJ



Introduction



Hunterdon County Bicycle Plan

- **Framework plan** for long-term, coordinated implementation of bicycle routes and facilities
- **Promotes** everyday mobility, recreation, tourism, local business, and healthy lifestyles
- **Prioritizes** safety, mobility, and vulnerable roadway users
- **Enhances** alignment with NJTPA's Regional Active Transportation Plan
- **Identifies** policies, strategies, and funding programs to support implementation



THIS SECTION OF THE SOUTH BRANCH
RESERVATION COLUMBIA TRAIL IS DEDICATED
TO OUR LIFELONG FRIENDS MARY AND JON
CARDENAS. THEIR UNTIRING AND UNSELFISH
EFFORTS TO PROMOTE A WHOLESOME
LIFESTYLE HERE IN HIGH BRIDGE HAVE BEEN
FELT BY MANY OF ITS CITIZENS, BOTH YOUNG
AND OLD (TROOP 149 BSA)

START

I. STARTING POINTS



Hunterdon County Context

- **Mostly Rural with Suburban Areas & Small dense, historic towns**
 - 35% forested, 29% agriculture, 24% urban & 10% wetlands and water
 - **about 28% parks & preserved lands**
 - population 131,708, +4% since COVID
- **Older population**
 - median age 46.3 vs. 40.1 statewide
 - **20% of residents 65 years or older** expected to exhibit mobility and accessibility needs.
- **Recreational Bicycling & Bike Tourism**
- **Public Transportation**
 - 4 NJ Transit Rail Stations
 - 2 Intercity bus routes
 - No NJ Transit bus - only LINK paratransit



Lambertville

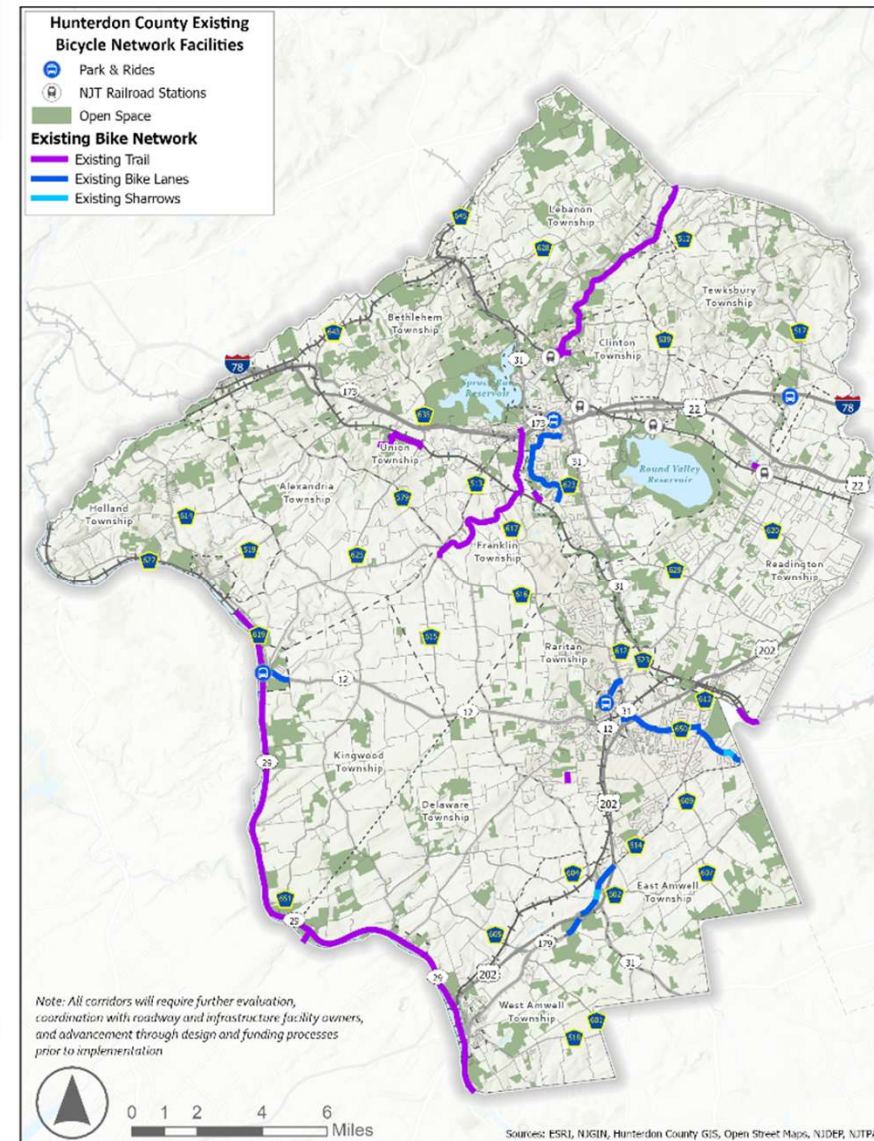


County Road



Existing Bicycle Network

- **Trails, paths, and bike lanes**
- **47 existing miles including**
 - 20 miles - D&R Canal Towpath
 - 10 miles - Columbia & Landsdown Trail
 - 3.5 miles - Capoolong
 - 2.5 miles - Hoffman Park Trails
- **11 miles - Bike lanes and sharrows**
 - Raritan Township, Frenchtown, Ringoes
- **Network is fragmented** with limited connectivity between destinations
- Many existing facilities were **designed to outdated standards** and do not meet current requirements

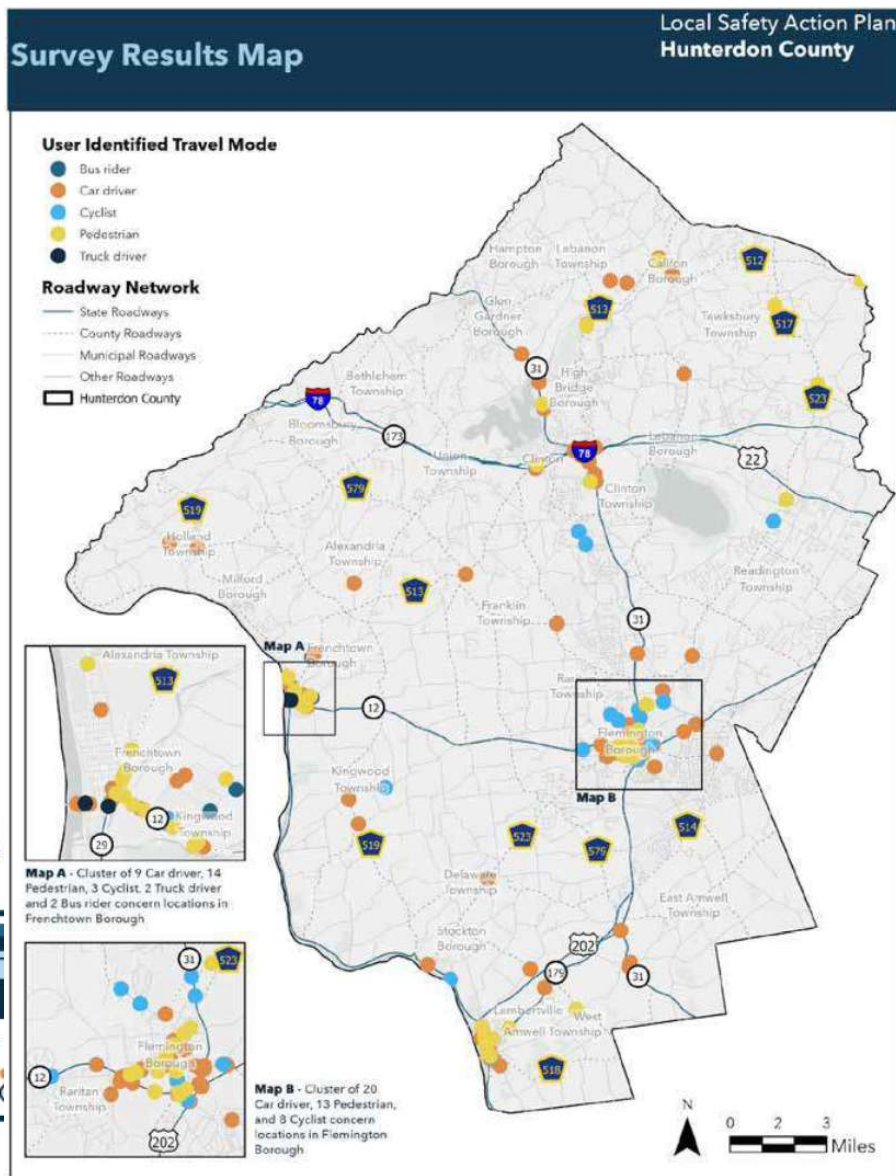
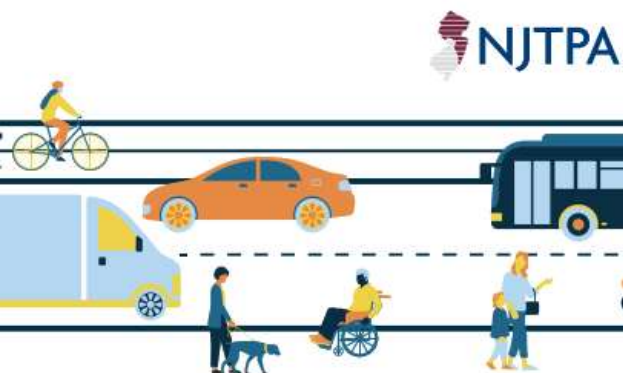


II. LEARNING APPROACH



Local Safety Action Plan Hunterdon County

March 2026



Local Safety Action Plan Hunterdon County

Hunterdon County

19
People
Killed

64
People
Seriously
Injured

3
Pedestrians



3
Pedestrians and
Bicyclists

6
Involved a
Distracted
Driver



36
Involved a
Distracted
Driver

10
From Lane
Departures



38
From Lane
Departures

1
Aggressive
Driving/
Speeding



21
Aggressive
Driving/
Speeding

3
At Intersection



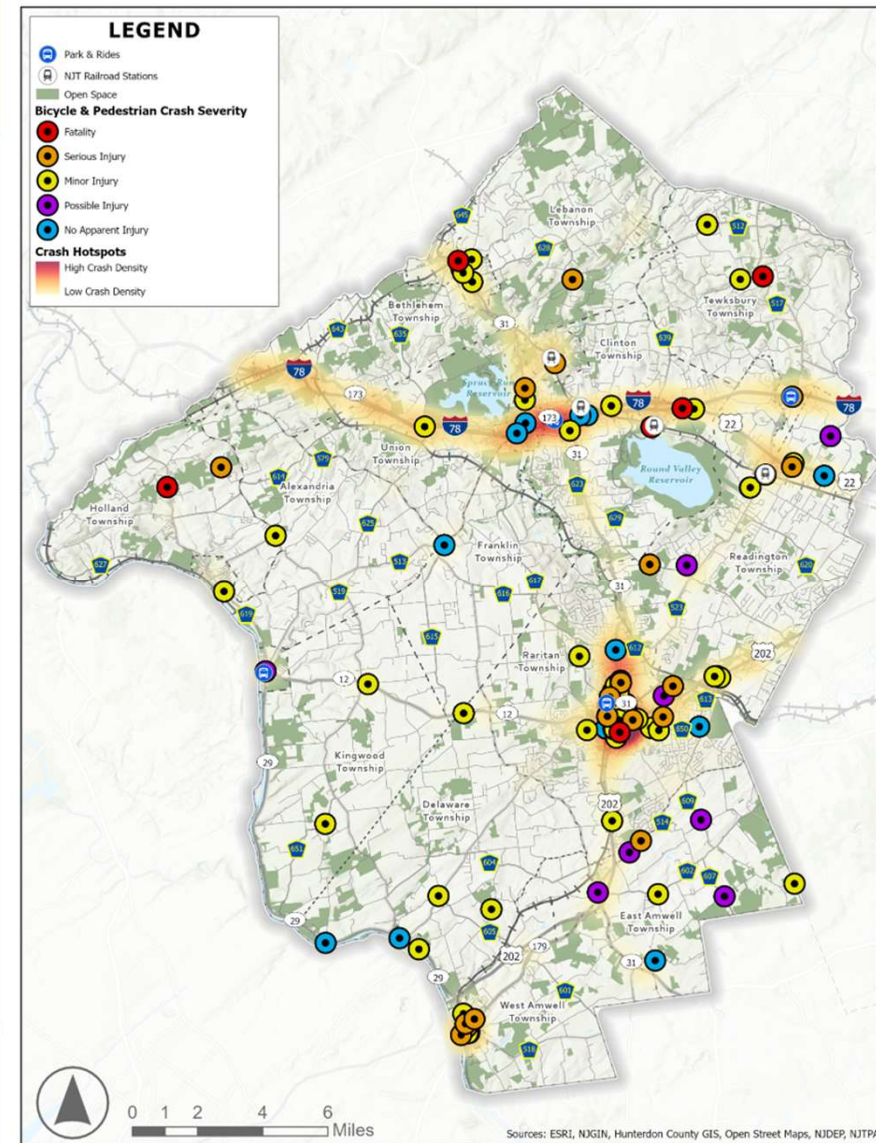
22
At Intersection

Pedestrians and bicyclists are **38x** more likely to be killed or seriously injured on county and municipal roads in Hunterdon County when involved in a crash.

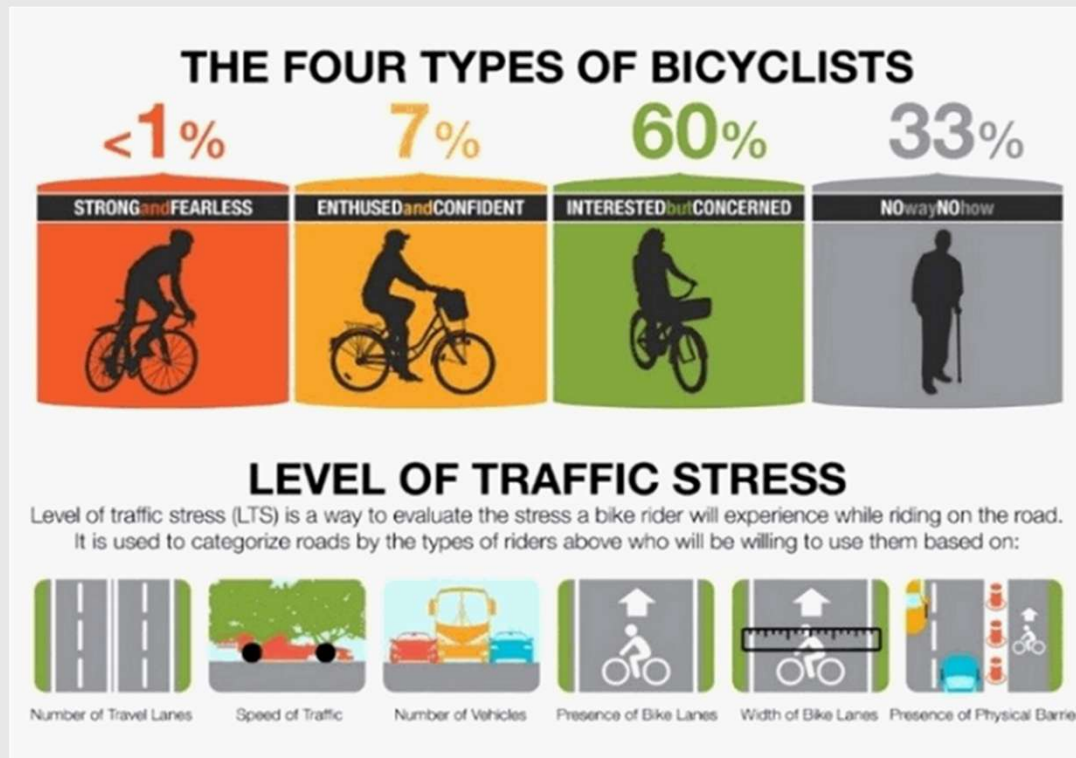
Crash Data Overview

Bicycle & Pedestrian Crashes (2018-2022)

- 16,991 Total crashes in 5 years
- 117 Total Pedestrian and Bicycle crashes
- 233 Fatal & Serious (FSI) Injury crashes
 - 25 Pedestrian and Bicycle FSI Crashes
 - 10.7% of total FSI crashes
- **Crash hotspots** occur on main streets, major intersections, and highway corridors.



Level of Bicycle Compatibility (NJTPA)



- Number of travel lanes
- Average speed of moving traffic
- Level of traffic and trucks
- On-street parking
- Presence and type of dedicated bicycle lanes
- Presence of physical barrier from travel lanes, if any
- Does not include elevation



Level of Bicycle Comfort

- **Level 1: All ages and abilities (2.8%)**
 - D& R Trail, Columbia Trail & Landsdown Trail
- **Level 2: Most adults (2.3%)**
 - local residential local streets
- **Level 3: Prefer dedicated facilities (66.5%)**
- **Level 4: High risk tolerance (25.9%)**
- **Level 5: Bicycles Prohibited (2.5%)**
- **Among Hunterdon County Roads**
 - **96.5% High Stress Roadways (Levels 3 and 4)**
 - Only **3.5 %** of the network is **low stress (LBC 1-2)**



Public Engagement & Outreach



Public Engagement & Outreach

- **What we heard**

- Rural and scenic landscape
- Desire for protected bike facilities
- Improved maintenance and paving of trails
- Better signage for safety and awareness
- Better connections to destinations

- **Concerns Raised**

- Lack of bike infrastructure, narrow shoulders
- Poor road conditions (potholes, debris, etc.)
- Aggressive driver behaviors, failure to yield
- Fear of being hit by vehicles
- High speed limits, blind corners, high traffic volume
- Challenging intersections/crossings with highways





III. PUTTING THE PLAN TOGETHER



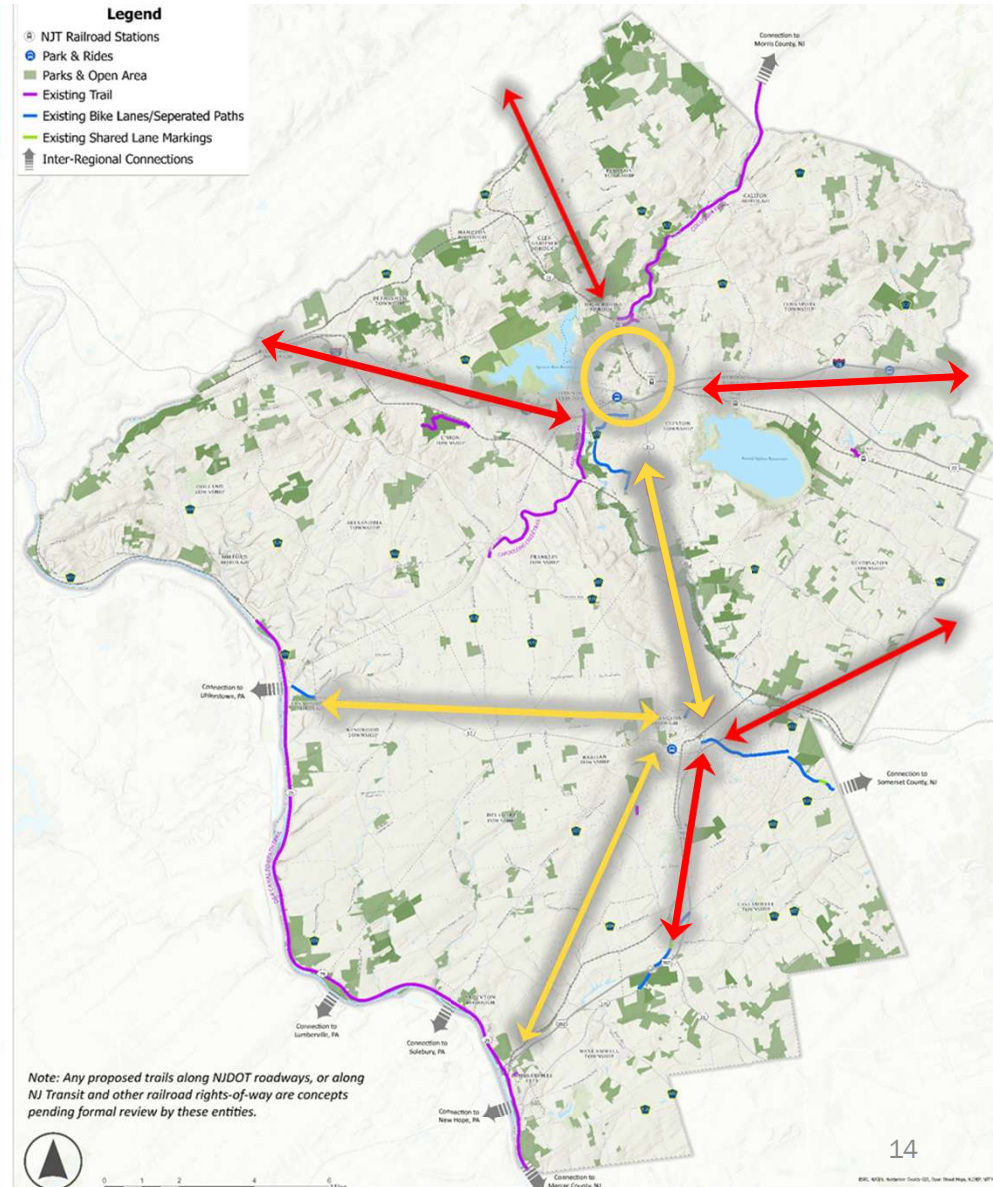
Gaps and Barriers

- **Fill in existing gaps**

- Frenchtown to Flemington
- Flemington to Lambertville
- Clinton to High Bridge

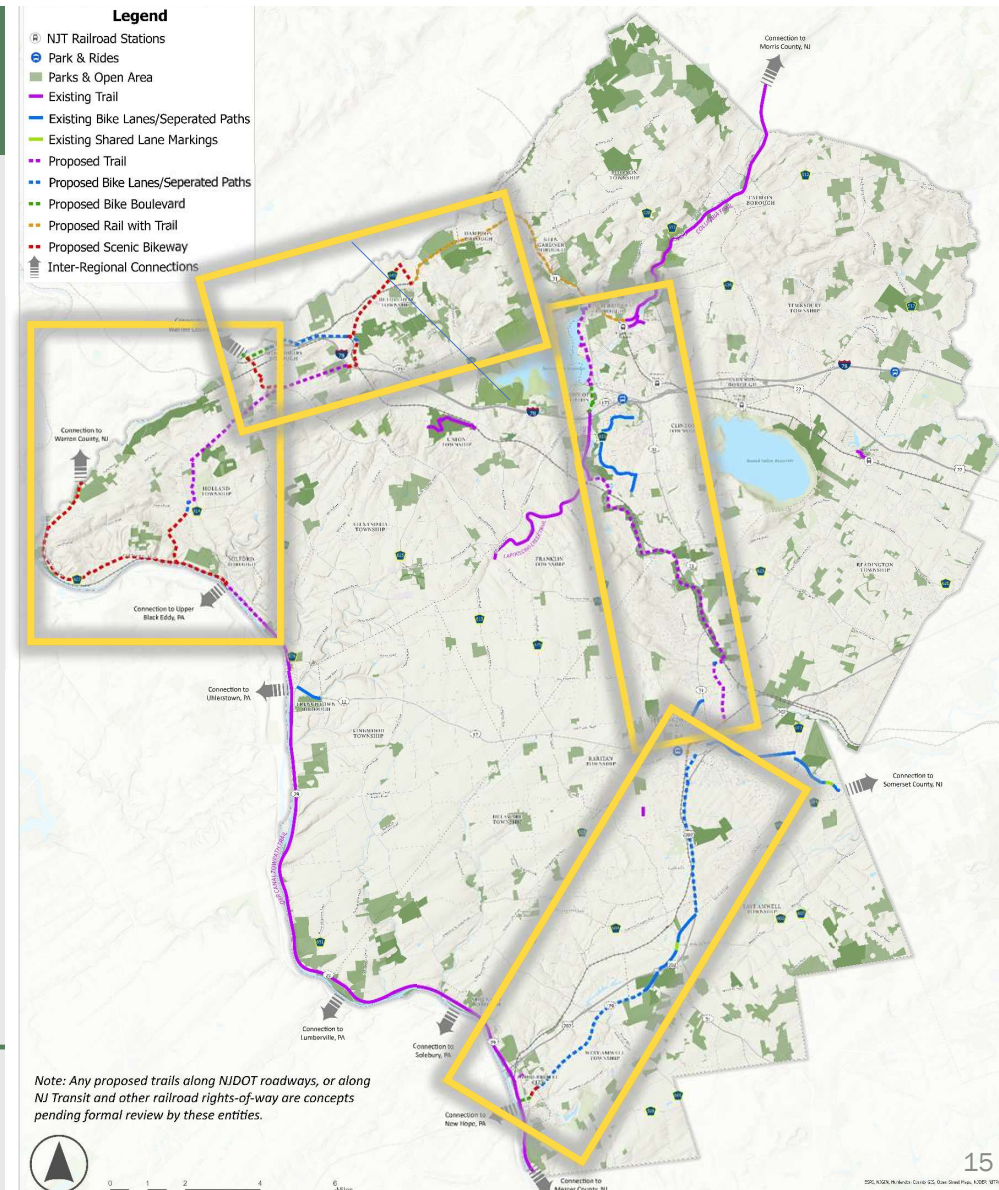
- **Connect across barrier roadways**

- NJ Route 31
- U.S. 202
- Interstate-78



Hunterdon Regional Circuit

- Builds a regional loop, expanding on existing trails and bike lanes
- Fills existing gaps and barriers
- Examples include:
 - Milford-Riegelsville-Bloomsbury
 - Bloomsbury to Clinton-High Bridge
 - Clinton-High Bridge to Flemington
 - Flemington-Ringoes-Lambertville
- Creates a regional circuit of interconnected facilities of various types



Bike Facilities



Bicycle Lane



Rail with Trail



Side Path



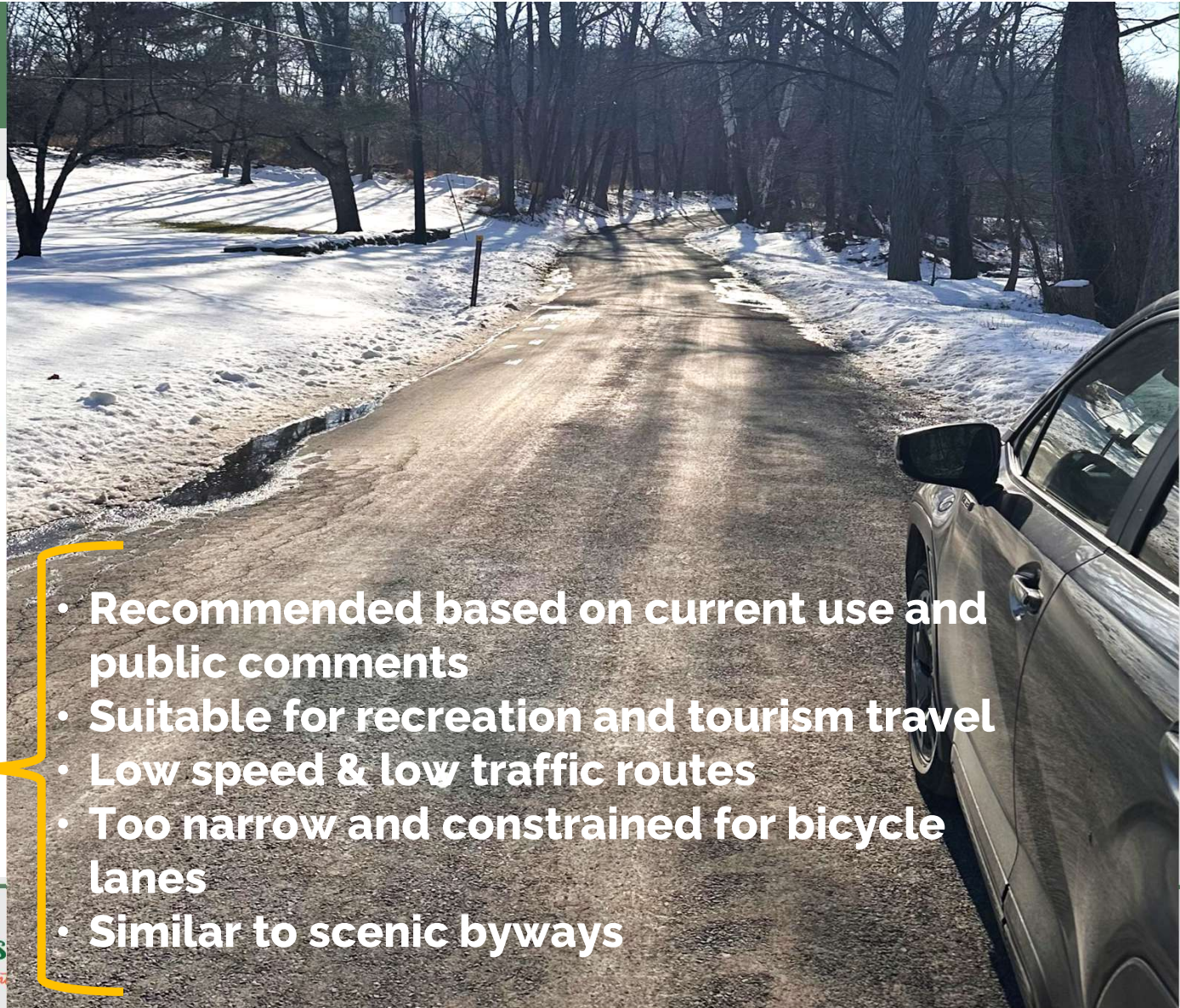
Bicycle Boulevard



Trail



Rural Scenic Bikeway

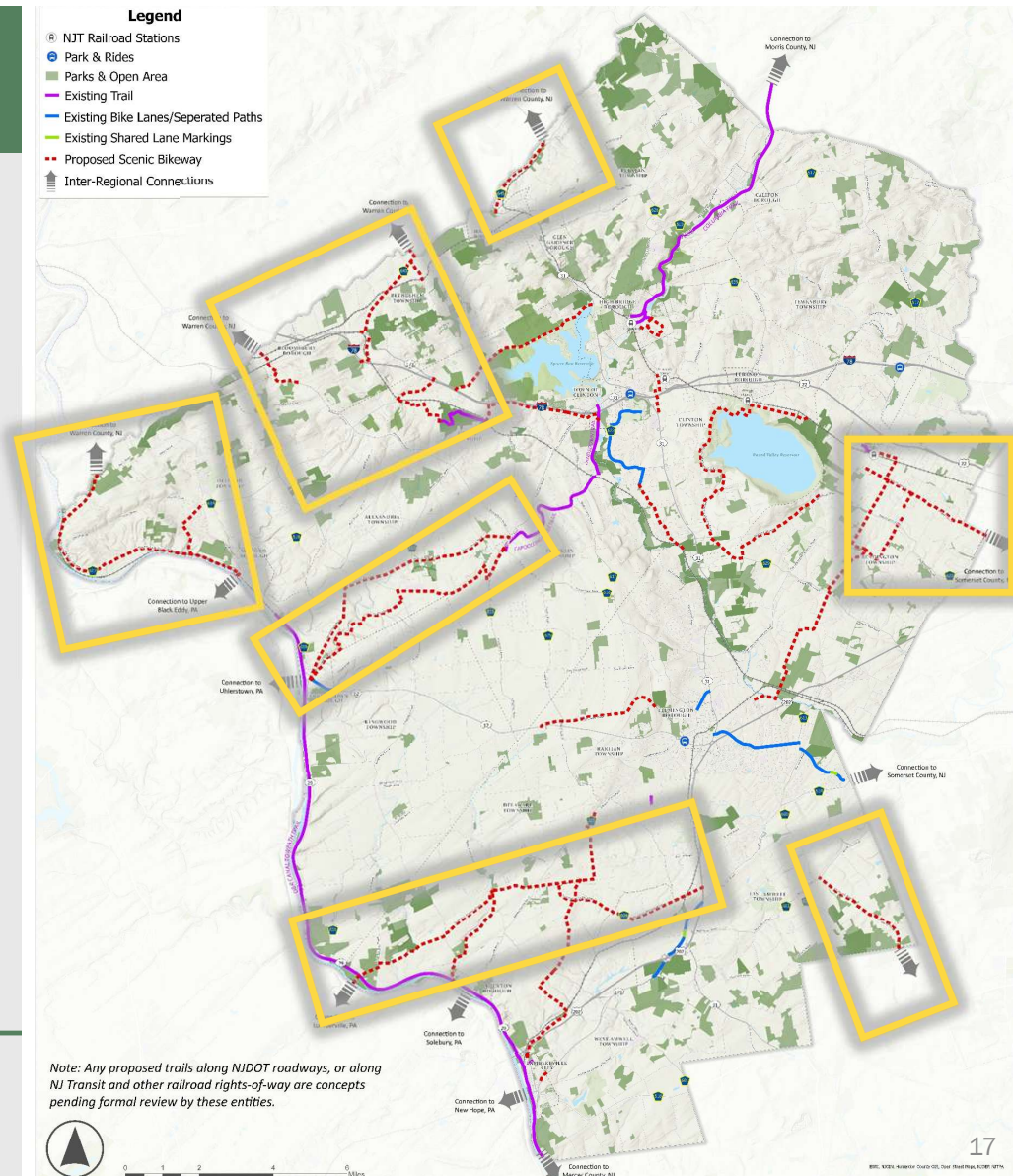


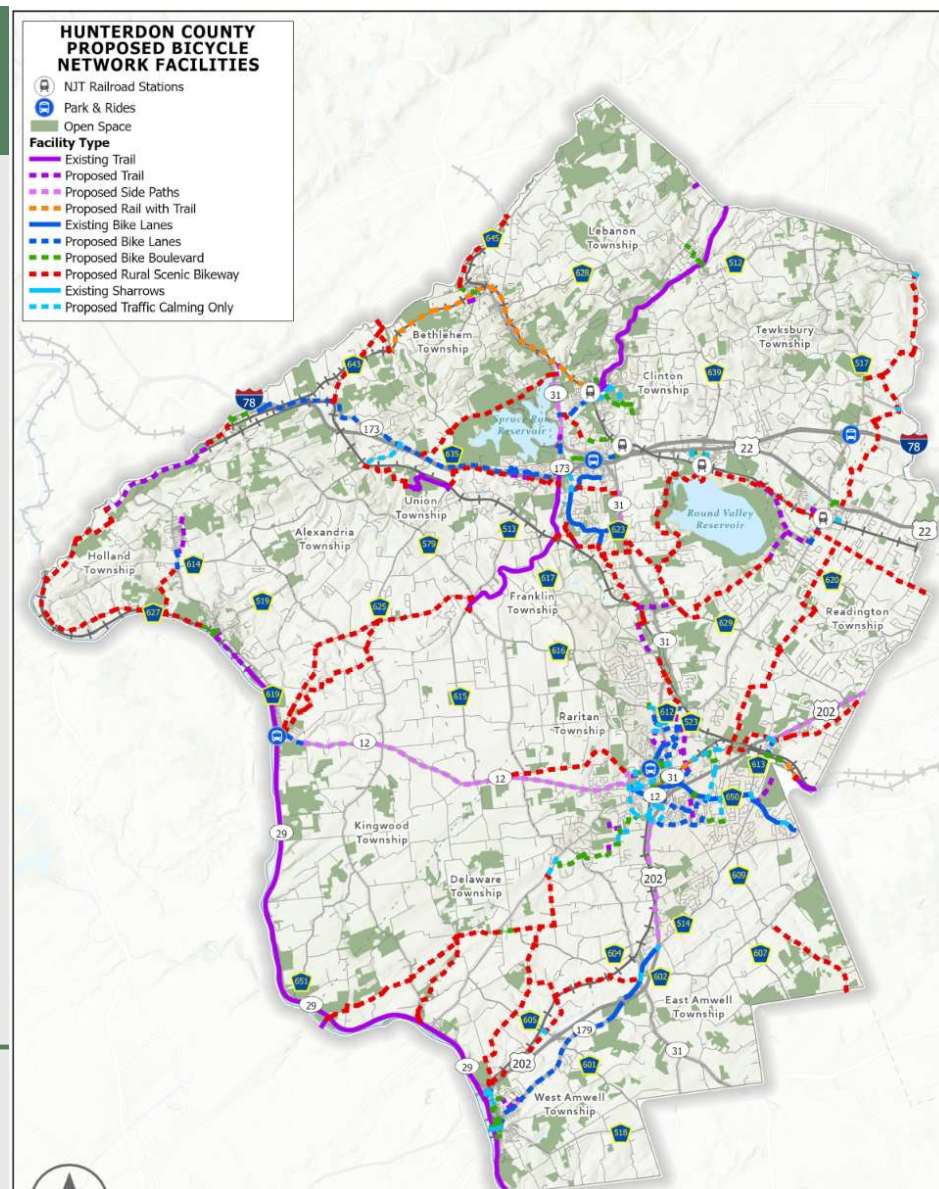
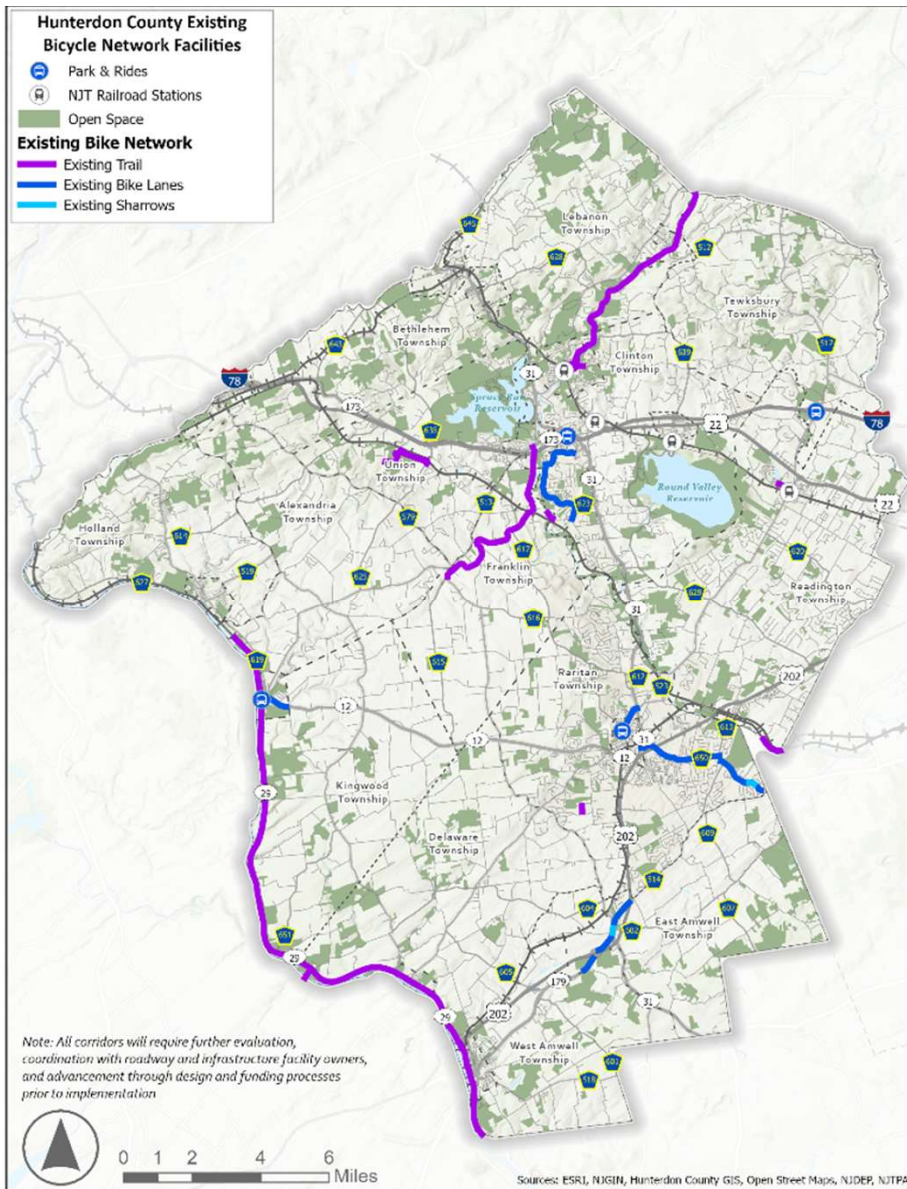
- Recommended based on current use and public comments
- Suitable for recreation and tourism travel
- Low speed & low traffic routes
- Too narrow and constrained for bicycle lanes
- Similar to scenic byways



Rural Scenic Bikeways

- **Most County-owned roadways are high-stress for biking**
- **Examples include:**
 - Lindbergh Road to Mercer County
 - Ringoes-Sergeantsville-Stockton
 - Capoolong Trails to Frenchtown
 - Milford-Riegelsville-Warren County
 - Bloomsbury-Bethlehem Township
 - Glen Gardner-Hampton
 - White House Station to Raritan
- **Includes facilities of various types**





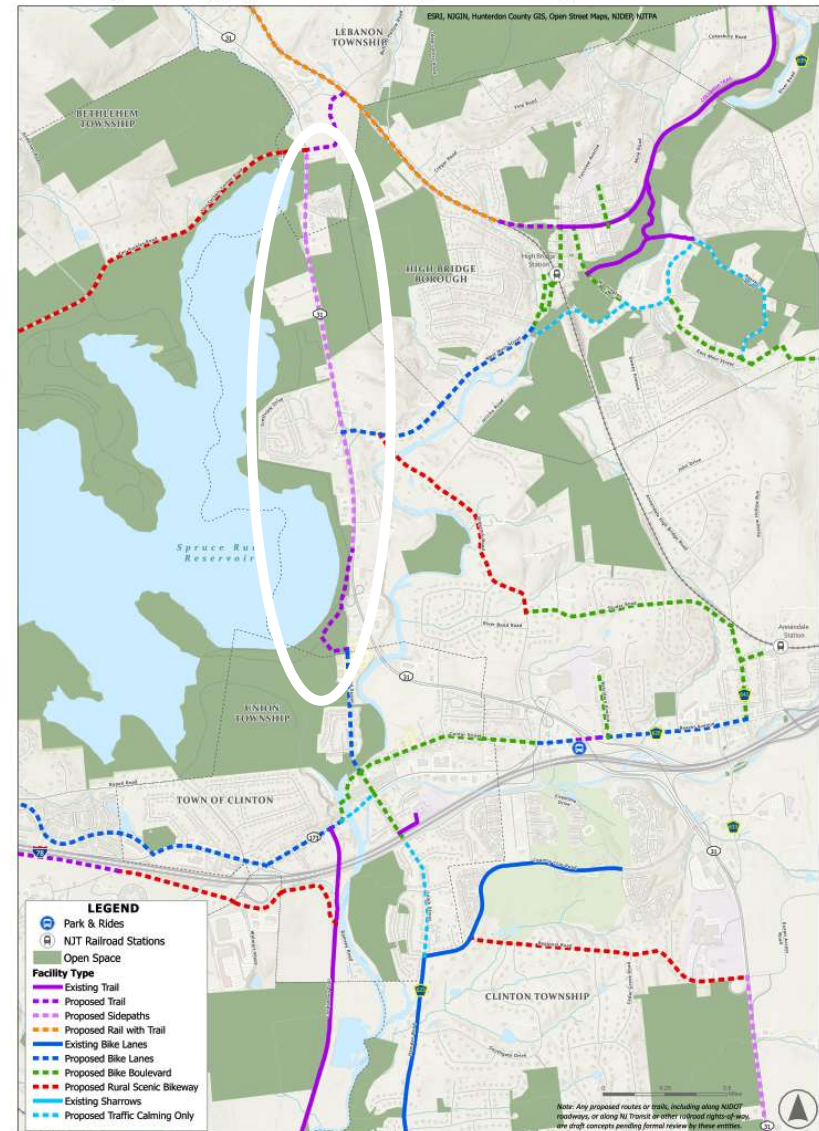
Local Connections -- Sidepath Connector

High Bridge - Columbia Trail, biking hotspot, Transit Village

Clinton - Landsdown Trail, tourism hotspot, Intercity Bus Park & Ride

- NJ Route 31 is a significant barrier
- Connection is frequently commented and requested
- Spruce Run Reservoir – Barrier or Opportunity?

High Bridge/Clinton Proposed Bicycle Network



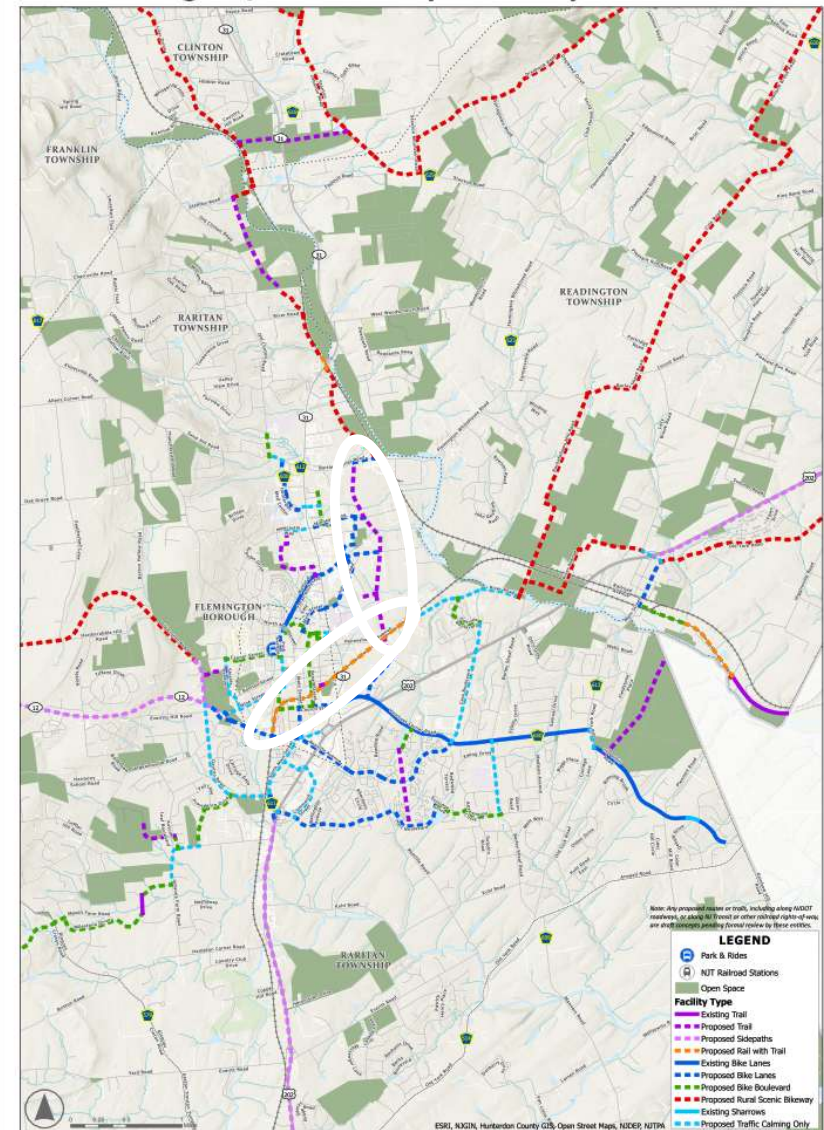
Local Connections: North-South Spine Trail & Rail w/ Trail

Raritan Township – Increasing density suburb with retail, industry & hospital

Flemington – County Seat, Main Street, growing arts & culture hub

- NJ Route 31 & US 202 significant barriers
- Bike/Ped Crash History
- Opportunities with NJDOT – former bypass parcels for trails, NJ 31 widening & US 202 repaving?
- Opportunities with short line RR?

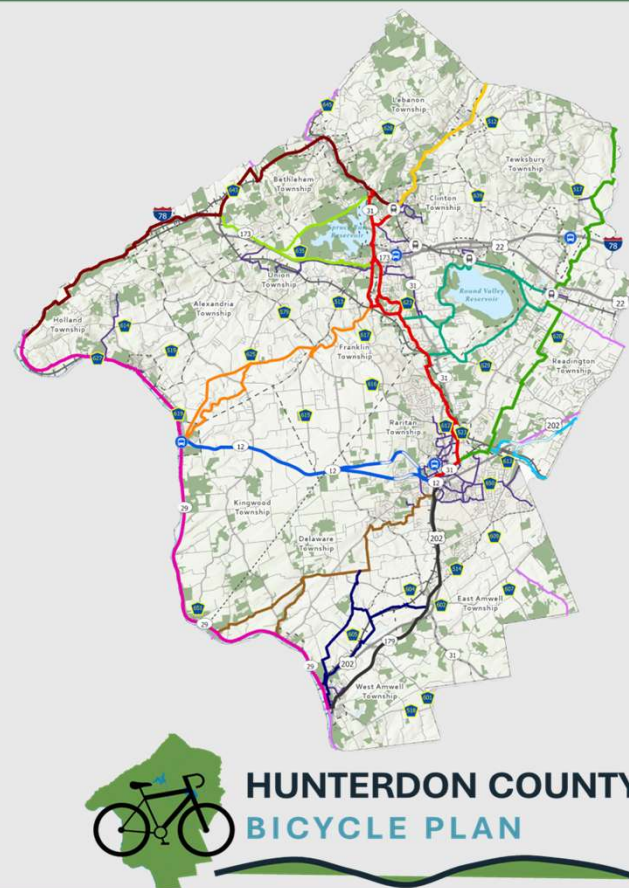
Flemington/Raritan Proposed Bicycle Network



Key Takeaways: Foundation for Action

Hunterdon County now has a clear, countywide bicycle network framework that:

- Establishes a practical framework for coordinated, long-term implementation
- Positions the County to compete for state and federal funding
- Transforms isolated segments into an interconnected, regional system
- Advances safety, access, and mobility for residents of all ages and abilities
- Supports economic vitality, tourism, and healthy lifestyles



Project Team



Bike Plan Project Manager:
Katherine Fullerton, AICP, PP, Supervising Planner
Project Planners:
Alan Hunt, Ph.D., Planning Director
Bob Hornby, Principal Planner
Brendan Lamb, Planning Intern



Lois Goldman, Director Long
Range Transportation Planning

Michael Baker

INTERNATIONAL

Project Manager, Planning Lead:
Peter Kremer, AICP, PP
Kevin Perry, LLA, RLA, ASLA

Project Planners
Kyle Benjamin, AICP
Prateeksha Sehgal, AICP



Community Engagement and
Bicycle Network Planning
Dan Suraci, AICP



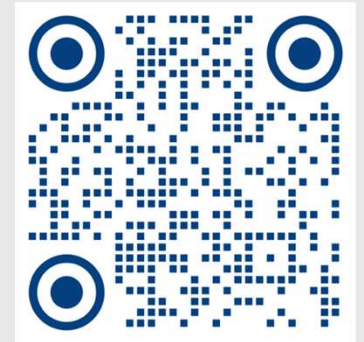
QUESTIONS?

Contact for further information:

Katherine Fullerton, AICP, PP, Supervising Planner

planning@co.hunterdon.nj.us

<https://www.co.hunterdon.nj.us/2870/Hunterdon-Bicycle-Plan>





**Building Safer
Transportation
Networks
Through Trail
Connectivity**

July 22, 2026



Overview: Madison County Transit

The Madison County Transit District (MCT) is a public transportation agency that serves 17 townships in Madison County, Illinois, and provides the following multi-modal services:

- Runabout Paratransit Service
- MCT Fixed-Route Bus Service
- MCT Trails Bikeway Network
- RideFinders: Rideshare Program
- MicroTransit Service



Overview: MCT Trails System

The 12 distinct bikeways in the MCT Trails system connect 20 communities and span more than 138 miles.

Since the early 2000s, trails have become one of the most sought after amenities for new home buyers and are a magnet for visitors from around the country.



A Vision for the MCT Trails

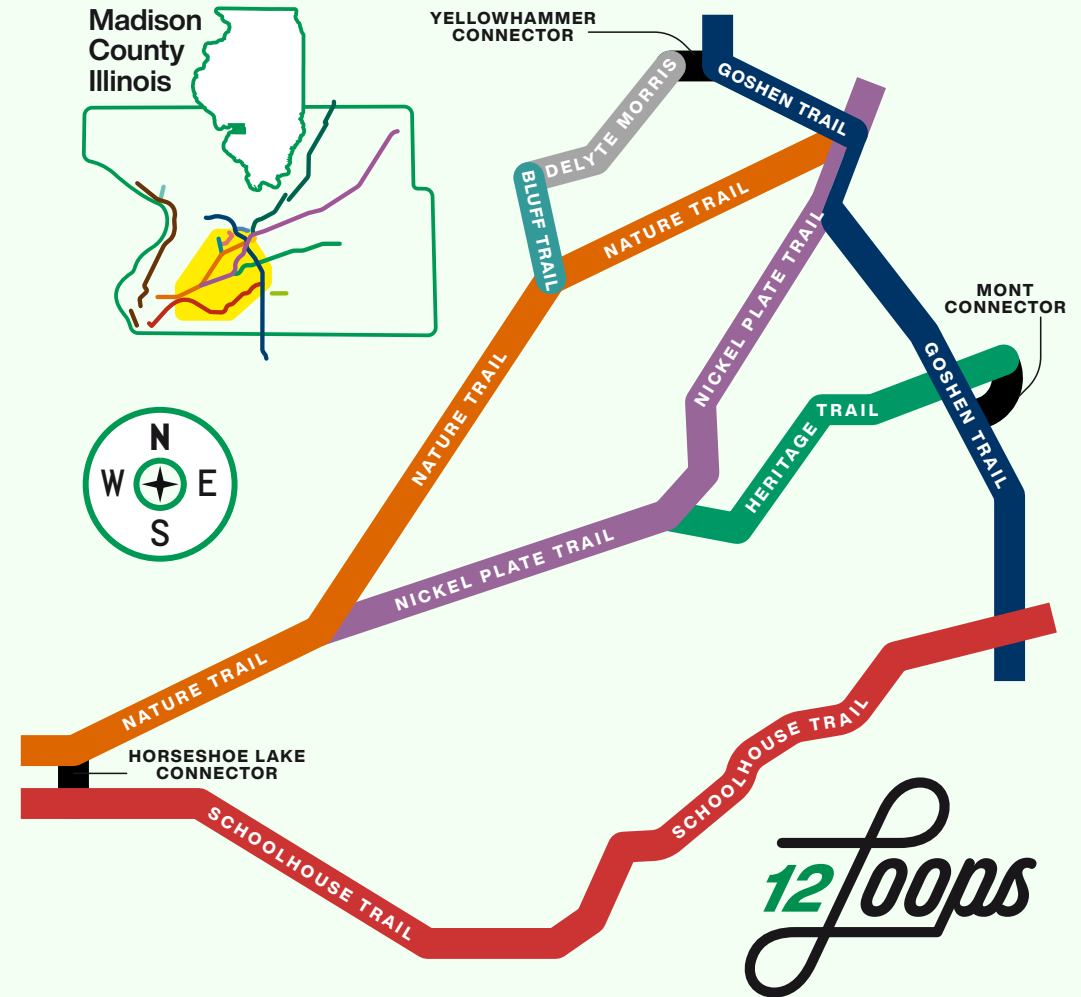
Develop a system of interconnected bikeways, to preserve vital transportation corridors, create linear parks, provide a family-friendly recreation option, improve real estate values, connect trails and transit and enhance the quality of life for Madison County residents and visitors.



An Interconnected Network of Trails

Unlike trails that are linear and offer only one way out and one way back, the MCT Trails system is an interconnected network of bikeways.

The system forms a series of trail loops of varying lengths. The loops allow trail-goers to ride and not see the same scenery twice.



Separated from the Roadway

“Class I Bikeways,” also known as “bike paths” or “shared-use paths”, are facilities with exclusive right of way for bicyclists and pedestrians, away from the roadway and with cross flows by motorized traffic minimized.”

Located primarily on former rail corridors, the MCT Trails are totally separated from the road and separated from vehicular traffic, offering a safe and stress-free ride for recreation, fitness, commuting, or running errands.



Few At-Grade Crossings

Committed to safety, MCT has always worked to limit at-grade trail crossings at roadways.

The MCT Trails system currently utilizes 50 bridges and 22 tunnels to create a safe and seamless experience for trailgoers of all ages, skill levels and abilities.



Forming Linear Parks

Because many of the trails have been constructed on greenways that are 50 to 200 feet wide, and in most cases, have become canopied by trees over the course of the last half-century, the MCT Trails form one of the largest networks of linear parks in the region.

Combined, the 12 trails in the MCT Trails system comprise 1,585 acres of greenspace.

Traversing a wide array of natural landscapes, (prairies, forests, lakes, the bluffline, and the Mississippi River), the MCT Trails offer residents and visitors a quick and scenic escape into nature.



Integrating Trails & Transit

MCT is one of the only transit systems in the country with a fully integrated bus and bikeway system, creating a seamless connection between trails and transit:

Since 2004, all MCT Buses are equipped with bicycle racks for two bikes.

An increasing number of trail intersections are also MCT bus stops.

This bike and bus integration offers “first mile – last mile” connectivity for passengers and trailgoers.



Recently Completed MCT Trails Projects



MCT Yellowhammer Trail & Bridge

- 0.5 mile, 10-foot wide asphalt trail that runs from the northeastern end of the SIUE Delyte Morris Trail to the MCT Goshen Trail on the SIUE Campus.
- Project includes a 200 foot bridge, nearly 75 feet above the Delaplaine Branch.
- The trail will provide a direct connection from the north side of the SIUE campus to the MCT Trails system.
- Much of the trail is being constructed on the alignment of the “Yellowhammer” interurban streetcar.
- Completion date: October 2024.
- Project Cost: \$3 million
- Funded by a Rebuild Illinois Grant



Current Projects



MCT 111 Trail Bridge

- 3 span bridge, roughly 2,500 ft long, utilizing a tied arch design over IL-111 in Pontoon Beach.
- Estimated cost: \$7.3 million
- Estimated completion: June, 2026
- Eliminates an at-grade crossing over 5 lanes of traffic
- Funded by MCT and MEPRD



MCT Ridge Prairie Trail

- 1.5 mile, 10-foot wide asphalt trail that runs from the MCT Goshen Trail to Barbara Street in Collinsville
- Connects the hundreds of homes in the Collinwood Subdivision to the entire MCT Trails system
- Trail being built on the re-assembled corridor of the Pennsylvania Railroad which ran along Canteen Creek
- Estimated cost: \$2.4 million
- Funded by: MEPRD.
- Estimated completion: July, 2026



Nature Trail Reconstruction

- 7 miles of trail reconstruction from Mockingbird Lane to University Drive. Utilizing a combination of mill and overlay and full depth pavement reclamation.
- Includes two bridge replacements and two bridge rehabs with fiber reinforced polymer decking.
- Estimated end date: June 2026
- Estimated cost: \$3.2M
- Funded by: Ameren and MEPRD



Future Projects



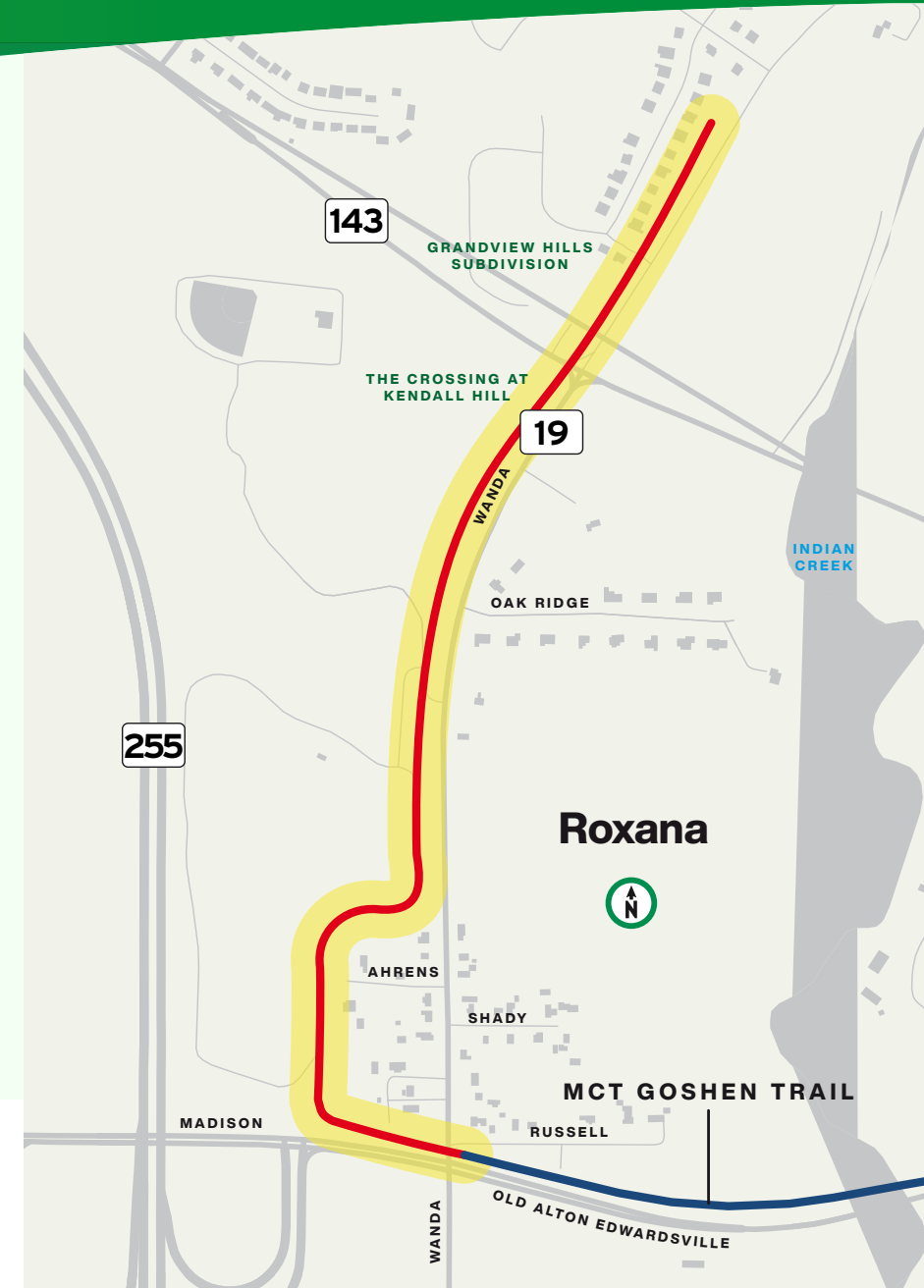
MCT Formosa East Trail

- 1.8 mile, 10-foot wide asphalt trail running from the MCT Goshen Trail to Spring Valley Road in Troy.
- Project includes a 155-foot bridge over US 40 and Formosa Road.
- Trail will connect to the recently completed MCT Silver Creek Trail and offer a seamless connection from the City of Troy to the entire MCT Trails system.
- Estimated cost: \$6.5 million
- MCT has applied for an FTA “RAISE” Grant to fund the bridge portion of the project.



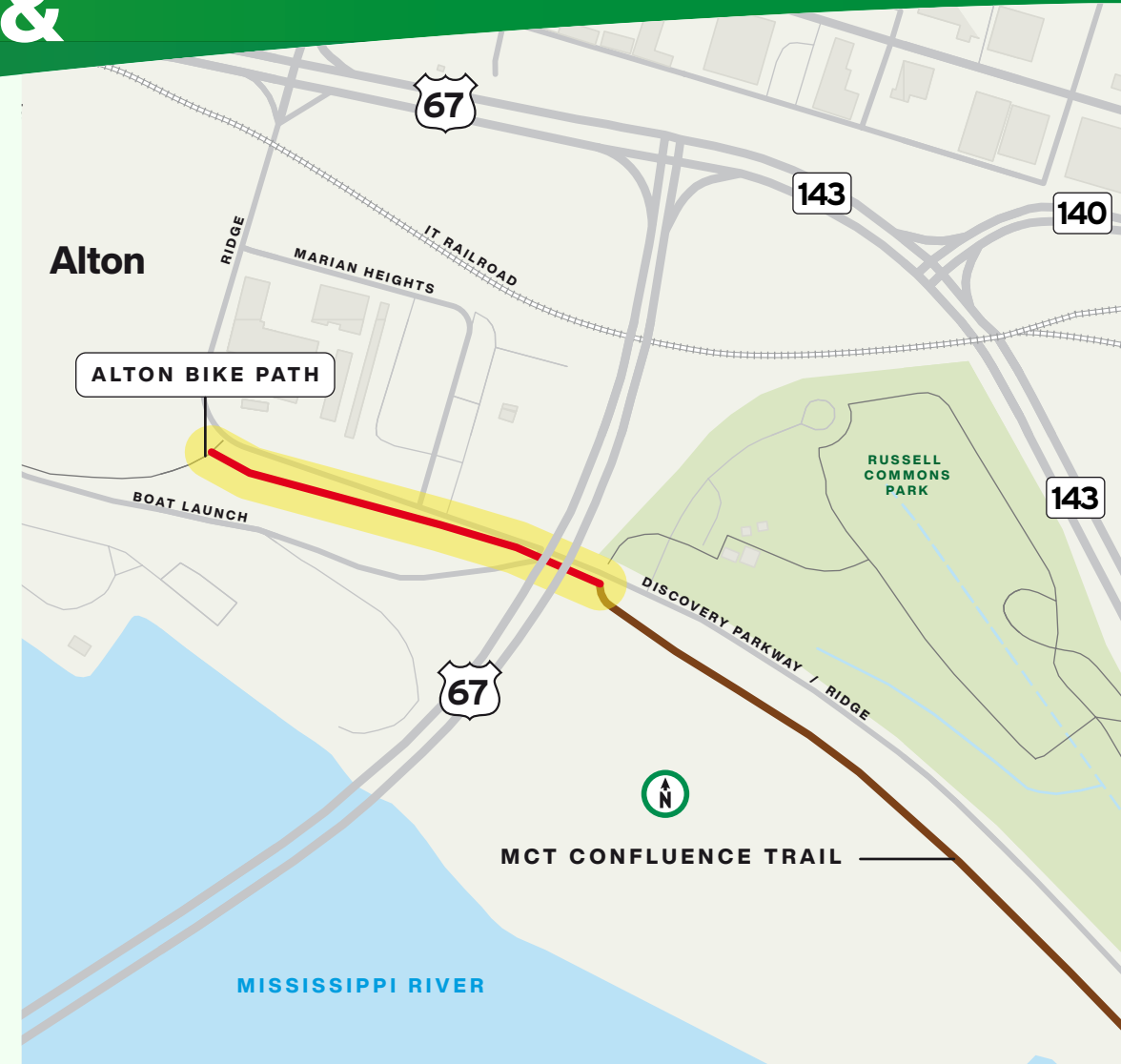
MCT Goshen Trail to Bethalto

- Multi-phase, multi-mile project extending the MCT Goshen Trail to Bethalto
- Phase 1 will likely extend the Goshen Trail along Wanda Road to IL-143, connecting to Grandview Hills subdivision
- Future phases still being studied
- Funding: Local + OSLAD grant for land acquisition



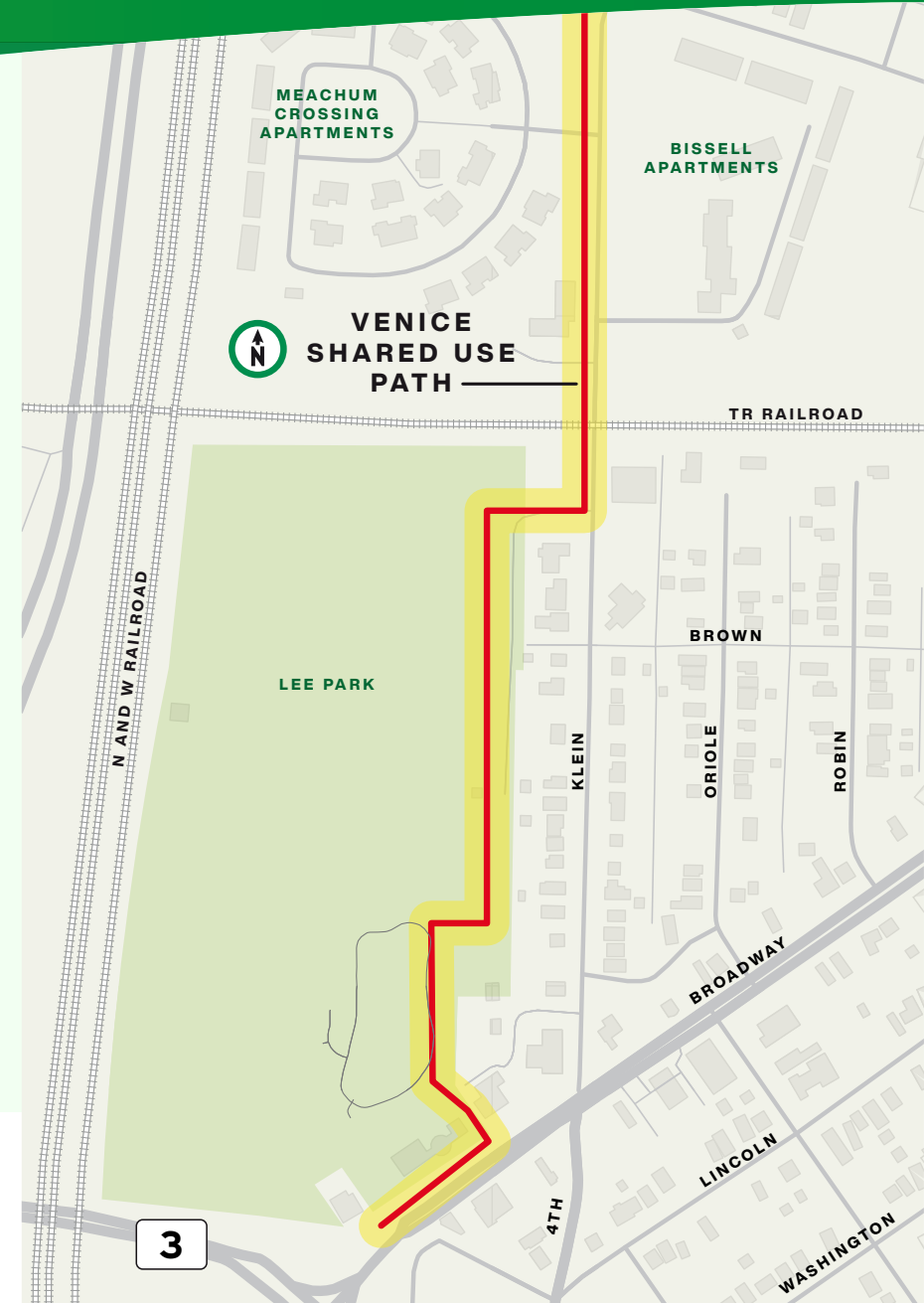
Alton Trails – Riverfront Trail & Alton Greenway

- **Riverfront Trail:** Addition of a 1,000 foot trail along Discovery Parkway, under the Clark Bridge to connect Alton's Riverfront Trail directly to the MCT Confluence Trail via Russell Commons Park. Construction estimated to begin Summer 2026.
- **Alton Greenway:** Conceptual phase to reconstruct a section of Broadway in Alton. Awaiting Alton to approve Great Streets design contract with their design consultant. If a shared use path is included in the design, MCT will work with the city to pursue the "Greenway" along Broadway



Venice Shared Use Path

- Working in conjunction with Venice officials, MCT is constructing a separated shared use path from Broadway to Bissell.
- Funding for this project provided by MCT and through a Congressionally Directed Spending provided by U.S. Senator Dick Durbin.



MCT Initiatives



Mobile Safety Trailers

- MCT Mobile Safety Trailers can be seen moving throughout the trail system to promote safe trail use and collect trail activity data. The trailers are moved to different locations to help monitor usage patterns, identify high-use areas, and support ongoing planning for the MCT Trails.
- Data collected from the trailers will also help inform MCT's larger effort to better understand the economic and community impact of the trail system.



Flashing Beacons

- MCT is upgrading eight trail crossings with flashing beacons, radar-activated stop signs, updated signage, and refreshed pavement markings.
- These improvements are designed to increase visibility and alert drivers and trail users to upcoming trail crossings.



School Connector Path Program

The School Connector Path Program is a new MCT program to help school districts within Madison County improve safe walking and biking access to schools. Reimbursable funding are available to design or construct shared use paths that connect school sites to existing trails, sidewalks, bikeways, or other pedestrian infrastructure. School districts may apply for up to \$100,000 per fiscal year for eligible project costs, including shared use paths, bicycle racks, and similar improvements.



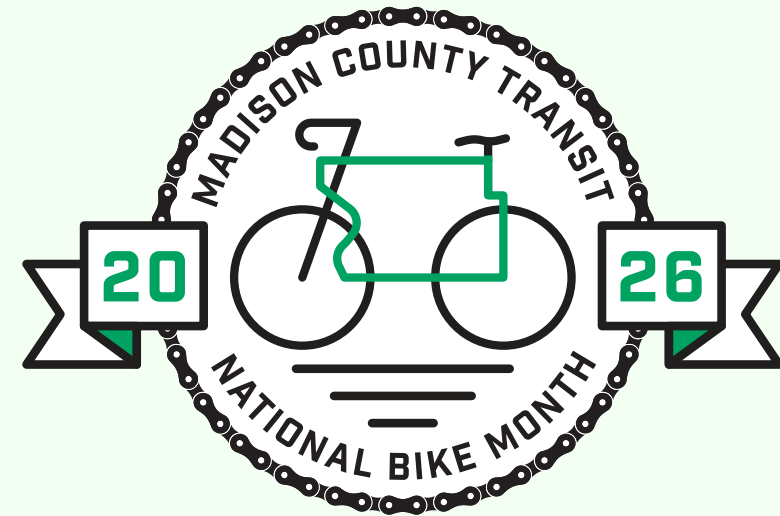
E-Bikes on the MCT Trails

MCT recognizes the growing concerns related to e-bikes on the trail system. To help address these issues, MCT is working with local municipalities and law enforcement partners to support safe trail use, respond to concerns, and provide consistent messaging to trail users. MCT is also monitoring proposed statewide legislation, including Illinois Senate Bill 3336, which would create clearer rules for e-bike users as well as help address high-speed electric devices operating on public paths and roadways.



BWorks Partnership

During National Bike Month this past May, MCT was proud to partner with BWorks to promote bicycle access and youth education. MCT also partnered with Madison County libraries to collect used bikes for BWorks- a nonprofit that teaches kids bike safety, maintenance, and teamwork. After completing the program each child earned a free bike, helmet, light, and lock, helping them gain both skills and independence.



Commemorative Tree & Bench Program

- New program launched in March 2021, allowing individuals, businesses or organizations to purchase a tree or bench to be placed along the MCT Trails.
- Commemorative Trees: (\$500): Each tree purchase includes a 6 to 8-foot tree selected from a pre-determined list of species, as well as a plaque inscribed with the donors requested message.
- Commemorative Benches: (\$5,000): The black, powder-coated and vandal-resistant benches are placed on a concrete pad and will include tamper proof hardware and a plaque inscribed with the donor's requested message.
- So far, 14 Trees and 16 Benches have been purchased.



Providing Police Bikes for Patrolling the Trails

MCT has provided 25 ruggedized police patrol bicycles to 9 different Madison County communities, SIUE and Lewis & Clark Community College.

Partnering police departments not only patrol their respective communities by bicycle, but also the MCT Trails.



Interpretive Panels

- In November 2021, MCT unveiled 17 full color, historic interpretive panels along the MCT Ronald J. Foster Trail.
- With vivid narratives and stunning photos, the panels depict various aspects of Glen Carbon's rich history.
- The 36" x 24" high pressure laminate panels are both weather resistant and low maintenance.
- They are mounted on powder coated pedestals and installed on ADA-accessible concrete pads, that allow visitors to stop and read without blocking the trail.
- MCT partnered with the Village of Glen Carbon, and Glen Carbon Historical and Museum Commission.



Art on the MCT Trails

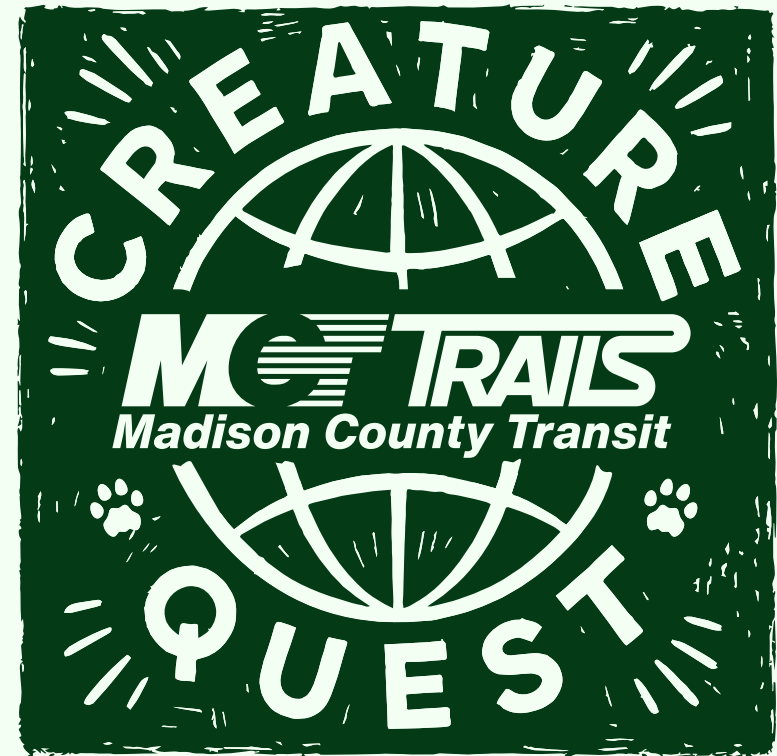


Art on the MCT Trails



Art on the Trails

- Six new creatures will soon be hiding where the MCT Trails and Route 66 meet. The MCT Trails Creature Quest will invite trail users to explore, discover, and follow the fun along the trail system.
- The adventure begins late Summer 2026



Economic Impact of Trails

Trails increase property values.

- The National Association of Realtors reports that living near trails and greenways will likely raise your property value an average of 3 to 5% and sometimes even as high as 15%.

Trails increase retail sales.

- The Outdoor rec economy in the U.S. generates \$887 billion annually.
- Bicycle tourism alone in the U.S. accounts for \$83 billion in trip-related spending.
- The western half of Missouri's Katy Trail generates \$3 million annually in local revenue.

Trails attract tourists with discretionary income.

- 82% of touring cyclists are college educated
- 52 is the average age
- 58% earn more than \$75,000 annually

Community Impact of Trails

Trails enhance the quality of life in a community and region in a number of ways:

- Trails promote physical activity and improve wellness.
- Trails offer an affordable family-friendly recreation option.
- Trails strengthen regional, community, and neighborhood identities.
- Trails can protect and preserve natural habitats for plants and animals.
- Trails support alternative transportation options for users of all incomes and abilities

A photograph showing a woman in a blue shirt and black shorts walking a brown dog on a leash along a paved trail. In the background, two cyclists are riding towards her. The trail is surrounded by lush green trees and foliage.

“Trail use (in the U.S.) in 2022 was **45% higher** than in 2019.”

— Rails to Trails Conservancy

Trails as the Growth Strategy

People increasingly are choosing where to live based on quality of life factors, such as access to trails, parks, and outdoor activities, rather than just job availability.

- Communities with well-developed trail networks...
- Retain more residents
- Attract higher-income households and remote workers
- Attract interesting local businesses
- Contribute to stronger local economies, increased property values, and greater investment in community infrastructure

“Counties with strong outdoor recreation economies attract new residents and experience faster income growth compared to those without.”

— Headwaters Economics

What is Trail Oriented Development?

Trail Oriented Development is a land use strategy that centers development around trail systems for improved access and livability.

- Focuses on compact, walkable, bike-friendly development
- Integrates housing, retail, and recreation near trails
- Connects trails to key destinations and transit
- Encourages trail use as a primary travel mode



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Building Safer
**Transportation
Networks**
Through Trail
Connectivity

July 22, 2026

