Village of Morton, Illinois

Morton Bike Plan

Morton, Illinois
Tazewell County

January 18, 2021

HANSON
Engineering | Planning | Allied Services

Executive Summary

An implementation plan for bike trail facilities in the Village of Morton has been prepared. Type of user, trip origin and destination, existing transportation infrastructure, existing roadway functional classification, available right-of-way, and location of existing routes have all been considered in the planning process.

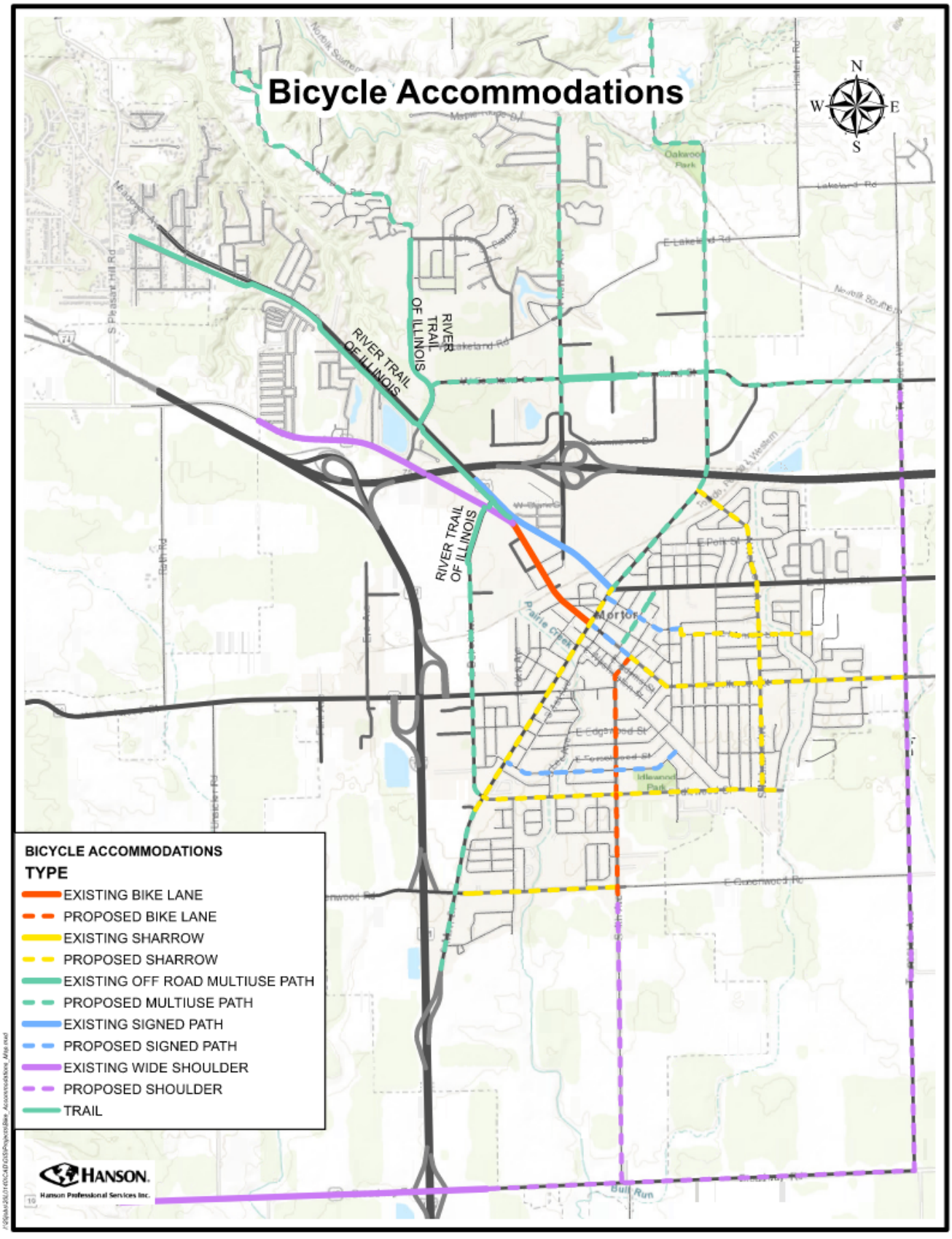
Current design guides from the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities, 2012 edition, was reviewed and served as a guiding tool for the decision-making process. The Illinois Department of Transportation (IDOT) policies were reviewed and followed.

The resulting recommendations for the Village of Morton Bike Plan are detailed in the Table below.

Priority	Road Name	From	To	Functional Class	Proposed Facility	Reasoning	Cost
1	Courtland Street	Commerce Drive	Main Street	Arterial	Multiuse Path	Extension of existing trail. Will be constructed with the ongoing road widening project	$ 335,000.00
2	Nebraska Avenue	Idlewood Street	Main Street	Local Road	Sharrow	Provides major aggregator for most identified origin points	$ 75,000.00
3	Fourth Avenue	Queenwood Road	Jefferson Street	Residential Collector	Bike Lane	Provides a north south connection for confident riders through the southern section of town. And connects multiple destination points.	$ 105,000.00
4	Main Street	Third Street	Courtland Street	Industrial Collector	Multiuse Path	High Demand due to Courtland Street shopping centers	$ 60,000.00
5	Idlewood Street	Ohio Avenue	Main Street	Residential Collector	Sharrow	Provides an east west connection for confident riders on the south side of town and connects multiple destination points.	$ 70,000.00
6	Main Street	Birchwood Street	Third Street	Industrial Collector	Sharrow	High Demand due to connection to downtown business and gathering spots.	$ 30,000.00
7	Jefferson Street	Tennessee Avenue	Fourth Avenue	Industrial Collector	Sharrow	Major east west connection thought the center of town	$ 65,000.00
8	Jefferson Street	Fourth Avenue	Main Street	Industrial Collector	Sign	Maintains continuity of the bike plan	$ 1,500.00
9	Detroit Avenue	Idlewood Avenue	Detroit Parkway	Industrial Collector	Multiuse Path	Connection to existing trail	$ 610,000.00
10	Third Avenue	Polk Street	Adams Street	Local Road	Multiuse Path	Connects Jefferson Elementary and Morton Jr. High and Morton High School along a lower ADT traffic route than Main Street.	$ 180,000.00
11	Monroe Street	Oklahoma Avenue	Main Street	Local Road	Sharrow/ Sign	Provides an alternate, lower ADT route moving east-west. Lower priority than Adams/Jefferson because of less access to destinations.	$ 30,000.00
12	Queenwood Street	Main Street	Fourth Avenue	Local Road	Sharrow	Provides access to Bethel Lutheran School and an alternate east west connection between Main Street and Fourth Street for confident riders	$ 40,000.00
13	Greenwood Street	Main Street	Brentwood Road	Local Road	Sign	Provide an alternate east-west route through south end of town. Will connect Blessed Sacrament Catholic Church, Idlewood Park, the Morton Public Swimming Pool, and the Morton Bike Repair shop	$ 4,000.00
Long Term	Fourth Avenue	Broadway Road	Queenwood Street	Residential Collector	Shoulder	Large capital investment. Provides a connection to the Tri-County bike plan	$ 440,000.00
Long Term	Broadway Road	Tennessee Avenue	I-55	Arterial	Shoulder	Large capital investment. Provides a connection to the Tri-County bike plan	$ 650,000.00
Long Term	Tennessee Avenue	Broadway Road	Westlane Drive	Arterial	Shoulder	Large capital investment.	$ 1,165,000.00
Long Term	Courtland Street	Main Street	Tennessee Avenue	Residential Collector	Multiuse Path	Connects the existing trail with Tennessee Avenue.	$ 365,000.00
Long Term	Courtland Street	Morton Avenue	Veterans Road	Residential Collector	Multiuse Path	Connects the existing trail with the River Trail of Illinois	$ 340,000.00
Long Term	Veterans Road	Jackson Avenue	Ulrich Wildlife Preserve	Industrial Collector	Multiuse Path	Large capital investment. Provides a connection to the Ulrich Wildlife preserve for recreational riders.	$ 860,000.00
Long Term	Main Street	Courtland Street	Northwood Park	Industrial Collector	Multiuse Path	Large capital investment. Provides a connection to Northwood Park for recreational riders	$ 995,000.00
Long Term	N Morton Avenue	Courtland Street	Lettie Brown Elementary School	Residential Collector	Multiuse Path	Large capital investment. Provides connection to Lettie Brown Elementary School and Hyde Park	$ 755,000.00

Costs are for construction only in 2021 dollars and do not include engineering or right-of-way purchase

On the following page is the map with the destinations and route selection summarized.


Bicycle Accommodations
N
W
E
S
RIVER TRAIL OF ILLINOIS
RIVER TRAIL OF ILLINOIS
RIVER TRAIL OF ILLINOIS
Morton
BICYCLE ACCOMMODATIONS
TYPE
EXISTING BIKE LANE
PROPOSED BIKE LANE
EXISTING SHARROW
PROPOSED SHARROW
EXISTING OFF ROAD MULTIUSE PATH
PROPOSED MULTIUSE PATH
EXISTING SIGNED PATH
PROPOSED SIGNED PATH
EXISTING WIDE SHOULDER
PROPOSED SHOULDER
TRAIL
HANSON
Hanson Professional Services Inc.

Types of Users

The implementation plan seeks to provide adequate biking facilities for three types of users including:

- Confident, adult riders on utilitarian trips,
- Casual or child riders on utilitarian trips, and
- All riders on recreational trips.

The three types of users desire different qualities in a bike route. Confident, adult riders on utilitarian trips require directness between destinations. They are likely already willing to ride with traffic and will not excessively divert their route for added bicycle features. However, adding bicycle facilities will increase their safety and comfort along a route. Casual or child riders on utilitarian trips require the same directness between destinations but are more willing to take detours for routes with lower traffic volumes and speeds. Riders on recreational trips desire routes with more scenery and less traffic. Directness to destinations is not as necessary in a route for recreational trips.

Design Principles

Below are the relevant design principles from the AASHTO Guide for Development of Bicycle Facilities used in the Morton bike implementation plan.

- "People who regularly use a bicycle for transportation often use main roadways because their directness and higher priority at intersections typically make them more efficient routes. In many cases, the best approach is to improve the arterial roadway to accommodate bicyclists, but to provide a parallel route along streets with lower speeds and traffic volumes that is convenient to follow and offers similar level of access to destinations." Destinations were determined through involvement with village staff. See List 1 for the determined destinations.

- "A very effective tool for encouraging bicycling is to provide a visible network of bikeways; it is harder (though not impossible) to attract people to use something not readily apparent."

- "The development of extremely wide sidewalks does not necessarily add to the safety of sidewalk bicycle travel."

- "While every street will serve as a bicycle facility to some extent, concentrating bicycle trips along specially treated corridors can help attract new bicyclists and reduce crashes for all modes."

The principles were used to:

1. Identify origin/destination pairs
2. Identify users types and characteristics
3. Select best routes
4. Identify appropriate facility types

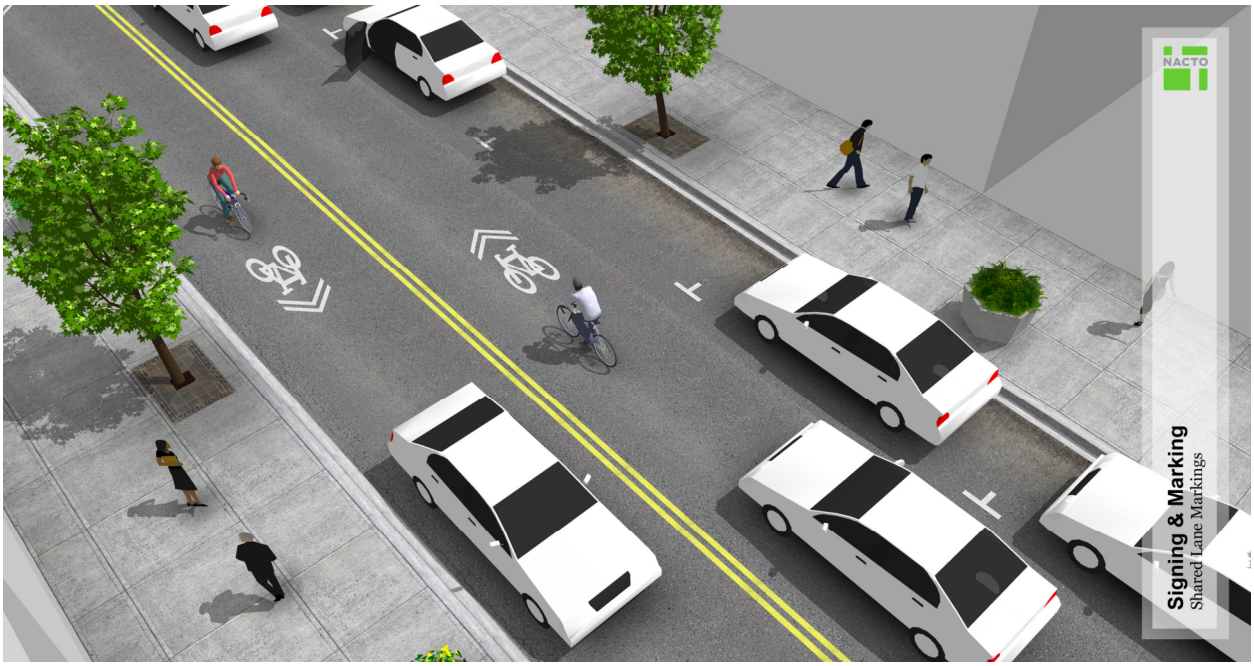
Because it is generally perceived by the user that an off-road path is safer than any on-street lane, special attention was given to reasons why an on-street lane would be the preferred choice. Specifically, when a route has several driveways, the driver is more likely to ignore the off-street path than the on-street lane when traversing the driveway. Additional safety reasons for implementing on-road bike lanes are:

- Bicyclists riding against traffic on a shared use path increase the likelihood that a motorist fails to see the cyclist at an intersection. A wrong-way rider is usually out of the line of vision for motorist entering or exiting the flow of traffic into a driveway or side street. Two-way shared use paths require that one direction of travel be against the flow of vehicular travel.
- Bicyclists will cross driveways and cross intersections at unexpected speeds. Cyclists move much faster than pedestrians and motorists might not always be expecting a fast moving cyclist
- Motorists wishing to enter the flow of traffic on the main street will have to sit in the shared use path to have the appropriate line of sight to determine an adequate gap to enter the flow of traffic
- Attempting to require bicyclists to yield or stop at every cross-street or driveway is inappropriate and not effective.

On-street bike facilities likely mediate the above issues because:

- On street markings mandate that a rider ride with traffic, which increases the likelihood that a motorist notices the bicyclist.
- Motorists expect higher speeds from the road than they would an off-road path. They generally cross the bike lane with more care due to the possibility of a bike.
- Motorists are unlikely to wait in the bike lane for an adequate gap to enter the flow of traffic.
- The cyclist having the right of way in a bike lane or sharrow is much clearer than the cyclist having the right of way on a shared use path.

When there is insufficient width to provide a bike lane, shared lanes may be used. The sharrow markings alert users to the lateral position bicyclists are likely to occupy.



3D concept of sharrows on an urban street. Photo by NACTO.

The shared lanes will likely only appeal to confident riders but will provide added safety without removing parking or expanding the roadways. Along streets with parking lanes, sharrows are the preferred choice because they have been demonstrated to increase the distance between bicyclists and parked cars, keeping bicyclists out of the "door zone." Sharrows are also acceptable on street bicycle facilities

All roadway lane widths recommended in this document shall meet the Illinois Department of Transportation's Bureau of Local Roads and Streets Manual criteria. Below is a summary of the most applicable portions of the design criteria.

Driving Lane Width

- Ten foot lanes on a road with a projected ADT between 1000 and 5000 vehicles per day (vpd) can be used when a project is a 3R project as defined by the IDOT BLR, Chapter 33, December of 2012 update. A stipulation of a 3R project requires that no right-of-way is purchased.

- When the projected ADT is lower than 1000 vpd, the minimum lane width is ten feet. For 1000 vpd or greater, the minimum lane width is ten feet, but a desirable width is eleven feet.

Bicycle Lane Width

- For any ADT, a five foot, from face of curb, lane is required by the IDOT BLR, chapter 42, January 2018 update.

Off-Road Multiuse Path Width

- An average two-way multiuse path should be 10 to 14 feet wide as required by the IDOT BLR, chapter 42, January 2018 update.

Sharrow Width

- For any road with an ADT less than 2,000 and a speed limit of 30mph or below, no specific accommodations are required by the IDOT BLR.

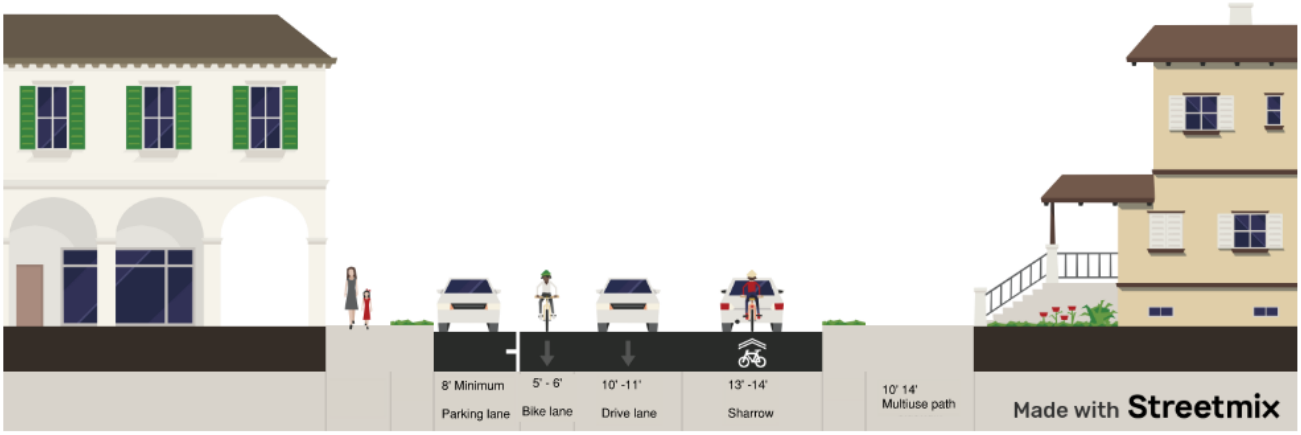
- For roadways with an ADT between 2,000 and 10,000 and a speed limit of 30mph or below, a minimum sharrow width of fourteen feet is required by the IDOT BLR, chapter 42, January 2018 update.

Parking Lane Width

- For any ADT, an eight foot parking lane is required. The width of gutter may be included in the required eight feet.

Drainage Grates

- "All current IDOT drainage grate designs are suitable for bicycle travel. Grates and utility covers located in the cyclist's expected path should be flush with the pavement."



The Manual for Uniform Traffic Control Devices (MUTCD) has approved signs for marking bicycle routes. It is recommended that the Village install signs whenever a facility is designated to the route system. Adding signs will clarify what can safely be accessed on a bicycle and increase awareness of the system. Signs are especially important for notifying users when bicycle appropriate corridors connect trails but have no on-street markings or off-road paths.

Origins and Destinations

The goal of this bike plan is to connect the most common origins and destinations within the Village of Morton for which the community members would need safe and efficient bicycle access. Single family residential areas were considered the primary origin for bike trips throughout the Village. To accommodate as many of these origin sites as possible, five key residential collectors were identified.

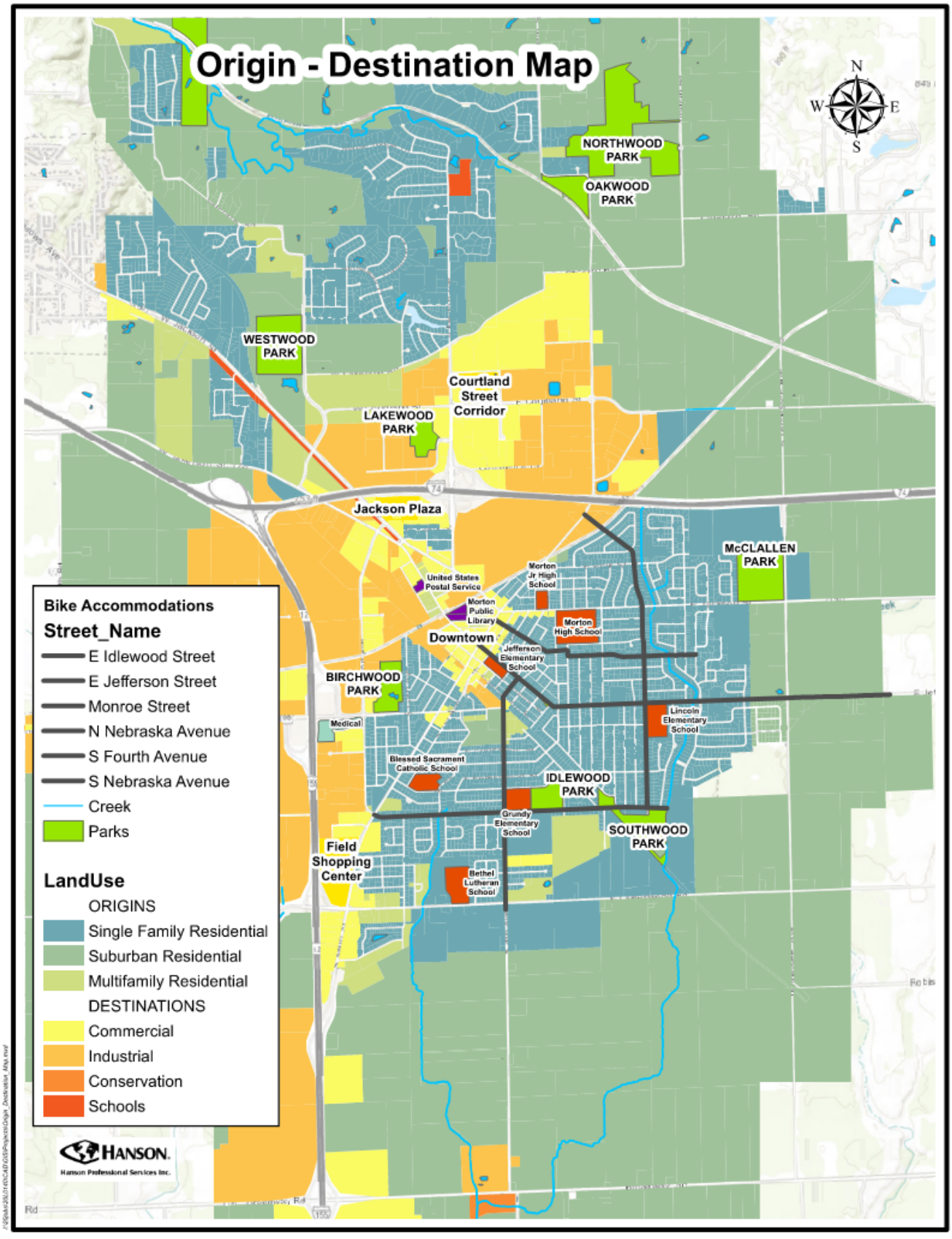
List 1: Origins

1. E Jefferson Street
2. S Fourth Avenue
3. E Idlewood Street
4. Nebraska Avenue
5. Monroe Street

Through coordination with Village of Morton staff, a list of public service and community recreational facilities was generated. The goal of the destination list is to identify areas of the village that need safe and efficient bicycle access. Below, in List 2, are all the destinations that the route plan will service.

List 2: Destinations

1. McCallan Park
2. Birchwood Park
3. Idlewood Park
4. Southwood Park
5. Northwood Park
6. Oakwood Park
7. Westwood Park
8. Lakewood Park
9. Ulrich Wildlife Preserve
10. Morton High School
11. Morton Jr. High School
12. Lincoln Elementary School
13. Jefferson Elementary School
14. Grundy Elementary School
15. Lettie Brown Elementary School
16. Bethel Lutheran School
17. Blessed Sacrament Catholic School
18. Morton Post Office
19. Morton Public Library
20. Field Shopping Center
21. Jackson Plaza
22. Downtown
23. Courtland Street Shopping Centers
24. Main Street Shopping Centers
25. Medical Center


Origin - Destination Map
N
W
E
S
NORTHWOOD PARK
OAKWOOD PARK
WESTWOOD PARK
Courtland Street Corridor
LAKEWOOD PARK
Jackson Plaza
McCLALLEN PARK
United States Postal Service
Morton Jr High School
Morton Public Library
Morton High School
Downtown
Jefferson Elementary School
BIRCHWOOD PARK
Medical
Lincoln Elementary School
Blessed Sacrament Catholic School
IDLEWOOD PARK
Grundy Elementary School
SOUTHWOOD PARK
Field Shopping Center
Bethel Lutheran School
Bike Accommodations
Street_Name
E Idlewood Street
E Jefferson Street
Monroe Street
N Nebraska Avenue
S Fourth Avenue
S Nebraska Avenue
Creek
Parks
LandUse
ORIGINS
Single Family Residential
Suburban Residential
Multifamily Residential
DESTINATIONS
Commercial
Industrial
Conservation
Schools
HANSON
Hanson Professional Services Inc.

Route Selection

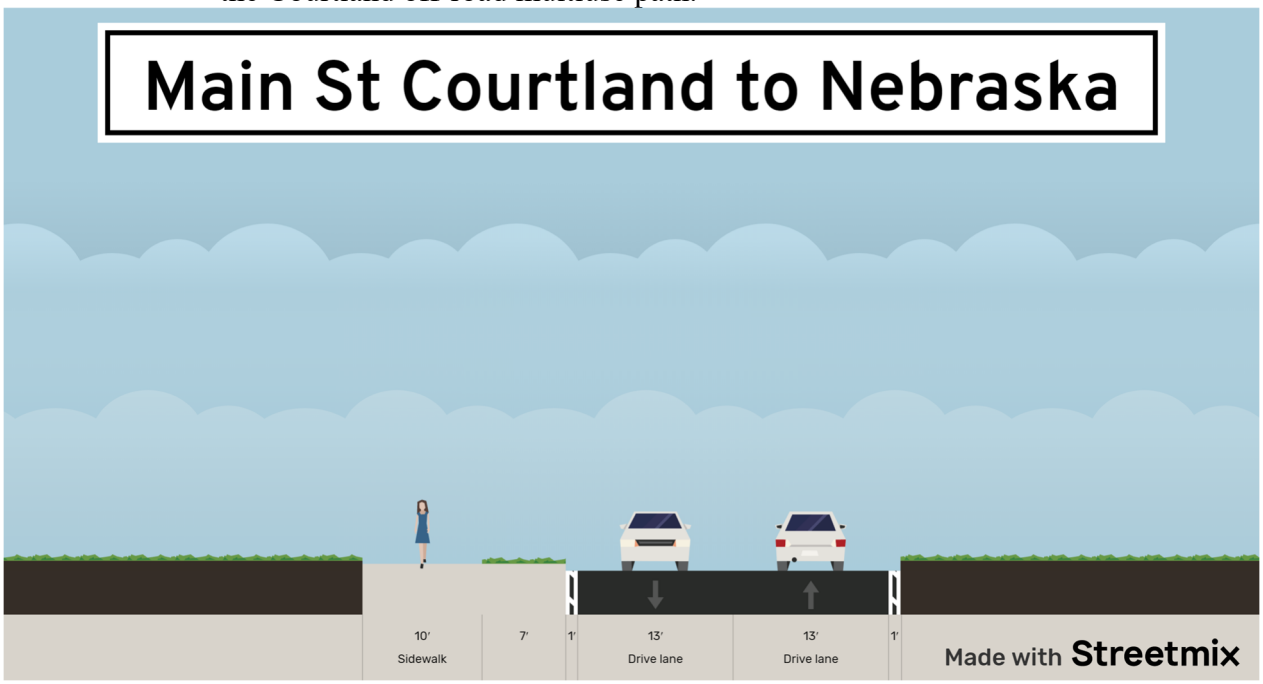
Key Corridors for Confident Riders

Below is a list of the key corridors that confident, adult riders would be interested in using. The corridors are listed in order of significance. It is recommended that standard bike lanes, or at the minimum, shared lanes be marked along these corridors.

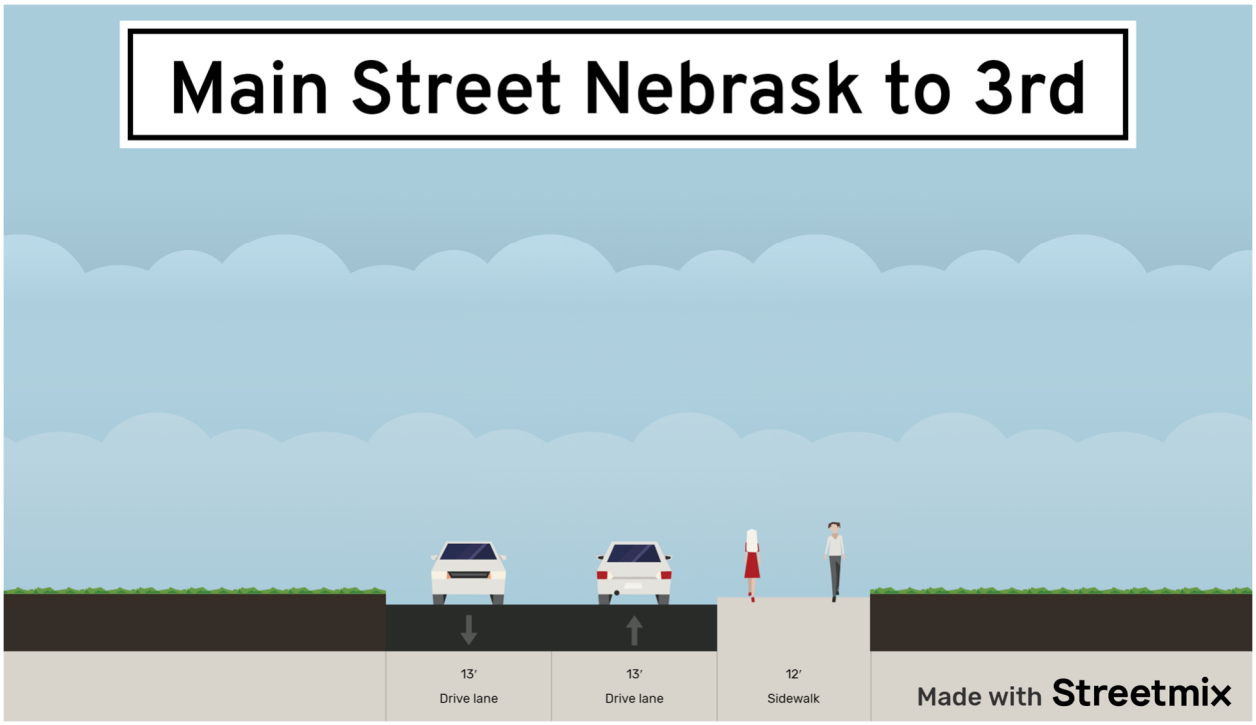
- Main Street, between Courtland Street and I-55

  For a confident rider, there is no corridor other than Main Street that connects all of the Village's primary commercial districts.

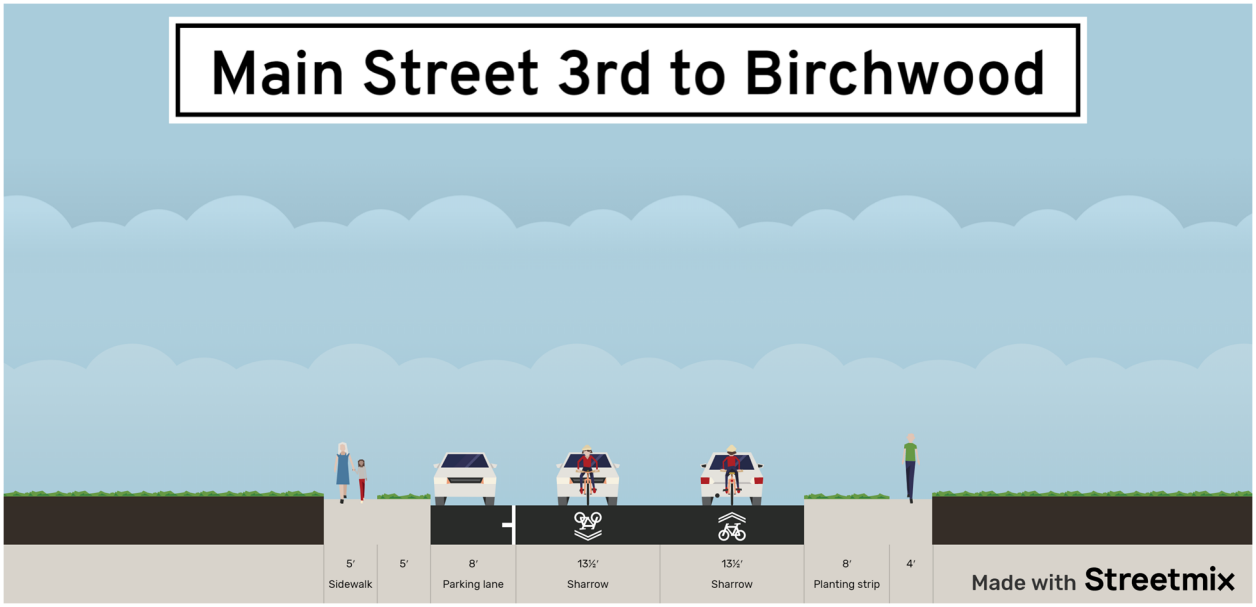
  - Main Street from Courtland Street to Nebraska Avenue will be a continuation of the Courtland off-road multiuse path.



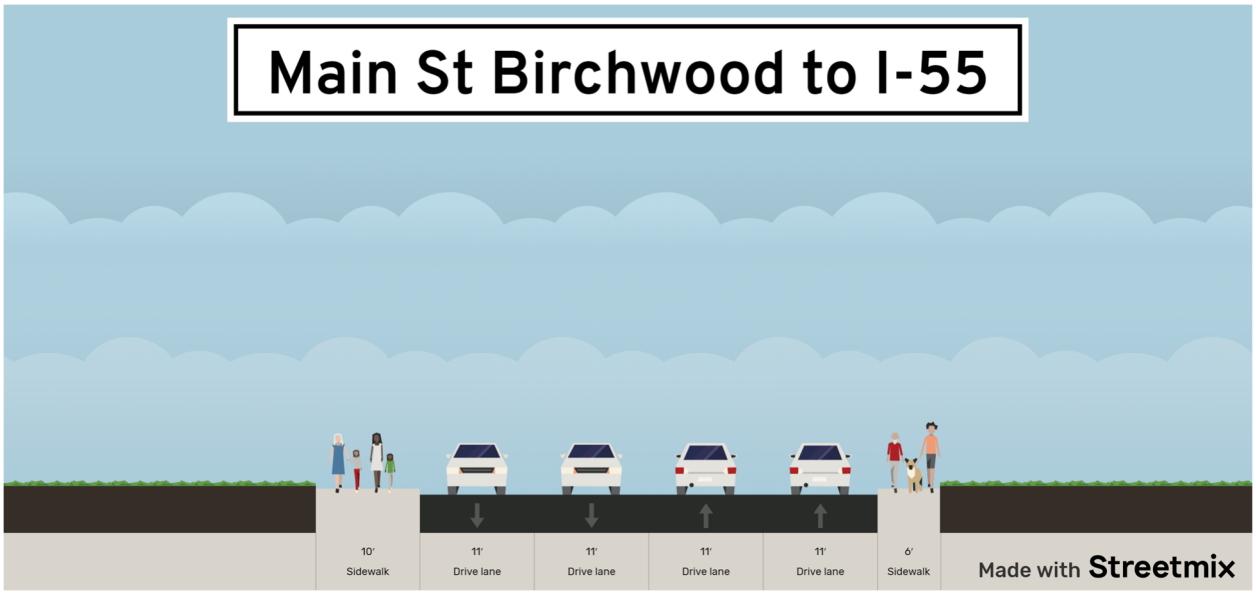
  - From Nebraska Avenue to 3rd Street the Multiuse Path will shift to the east side of the road.



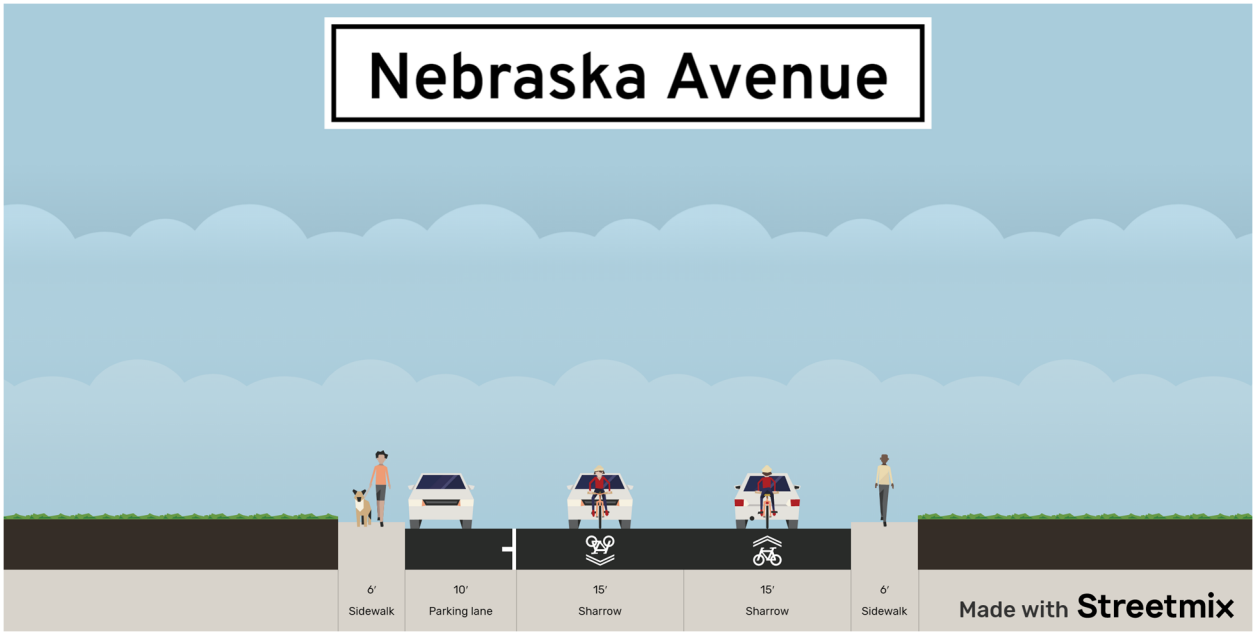
- In the residential area between Third Street and Birchwood Street there is not enough room for expansion to include parking and bike lanes. Shared lanes marked with sharrows is the recommended solution.



- Considering the high speeds and ADT on Main Street south of Birchwood Street, an off-road solution is recommended. There is space in the existing ROW to build an off-road multi-use path.



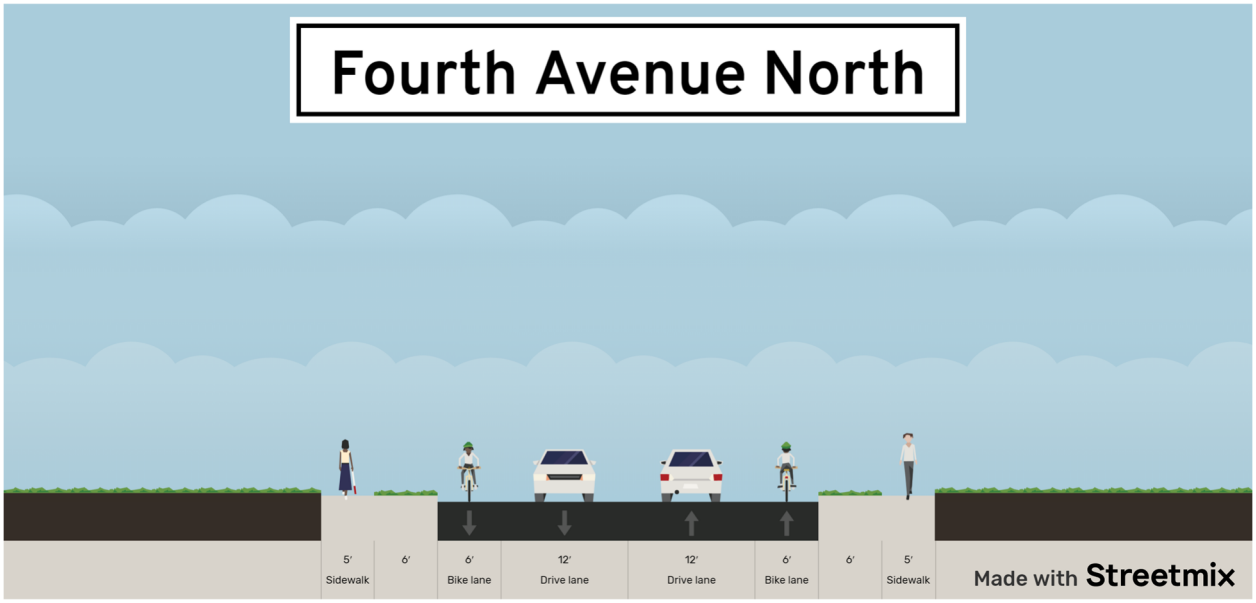
- Nebraska Avenue, between Idlewood Street and Main Street
  Nebraska Avenue is a major residential collector and is the best north-south connection through the east of town.
  - For a casual rider trying to travel north-south, the reasonable options were Illinois Avenue, Missouri Avenue, and Nebraska Avenue. Nebraska was chosen over Illinois Avenue and Missouri Avenue because it provides the best continuity to the overall bike plan. Nebraska Avenue also provides access to Lincoln Elementary School and Southwood Park.
  - Due to the narrow existing conditions of the roadway, sharrows are the recommended solution.



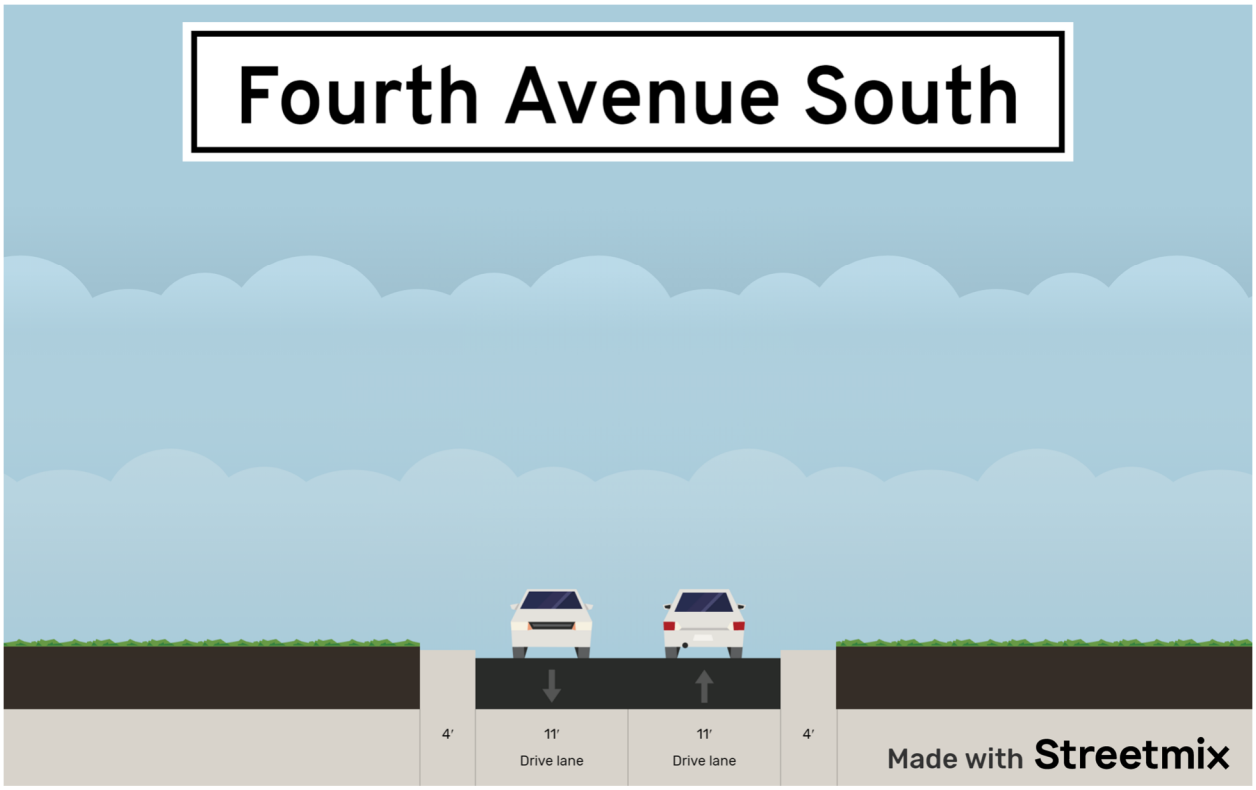
- Fourth Avenue, between Jefferson Street and Broadway Road

  For a confident rider traveling north-south between the southern section of town and the center of town, Fourth Avenue provides the most direct route.

  - Nebraska Avenue would require too long of a detour and Lee Avenue is not a direct enough route between destinations. Extending the bike accommodations south along Fourth Avenue to Broadway Road also serves to connect the Morton bike network with the regional network.
  - Strava heat maps show that there is heavy bicycle use along the section of Fourth Avenue from Jefferson Street to Queenwood Road. This section of Fourth Avenue has a high ADT and a high-speed limit making Sharrows an unsuitable solution. Due to underutilization of the parking lanes along this road, a dedicated on-street solution is recommended to avoid purchasing extra ROW.



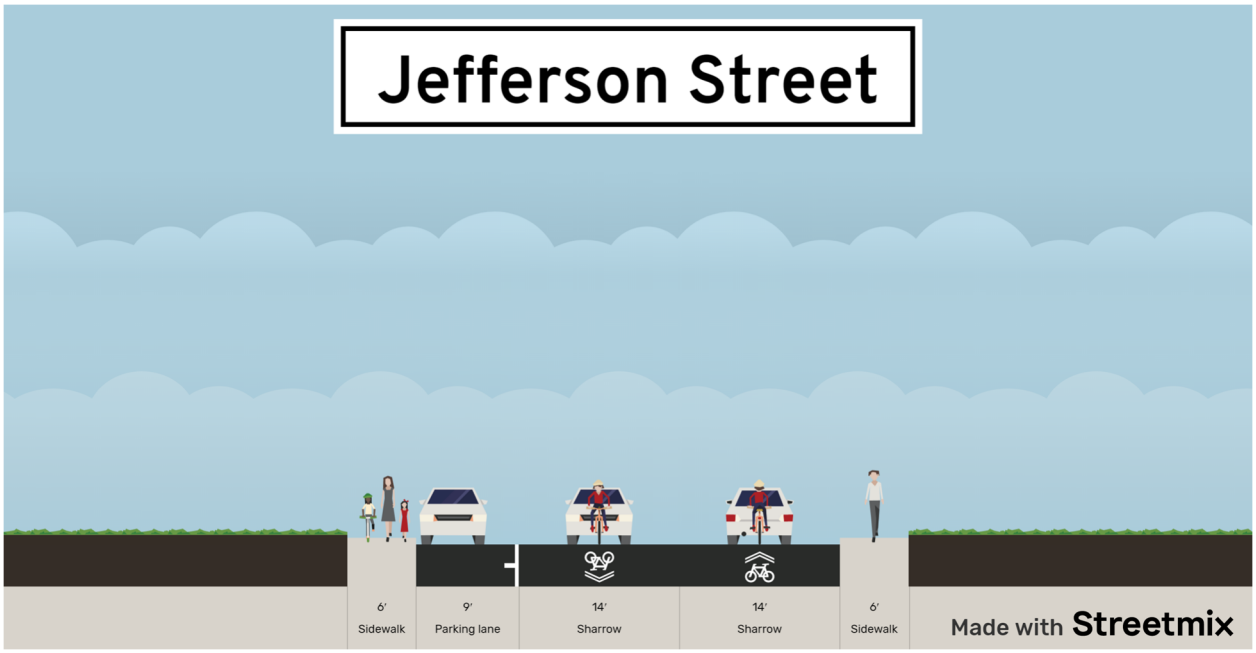
  - The proposed accommodation from Queenwood Road to Broadway Road is a wide shoulder to provide a connection to the regional bike network.



- Jefferson Street, between Seventh Avenue and Tennessee Avenue

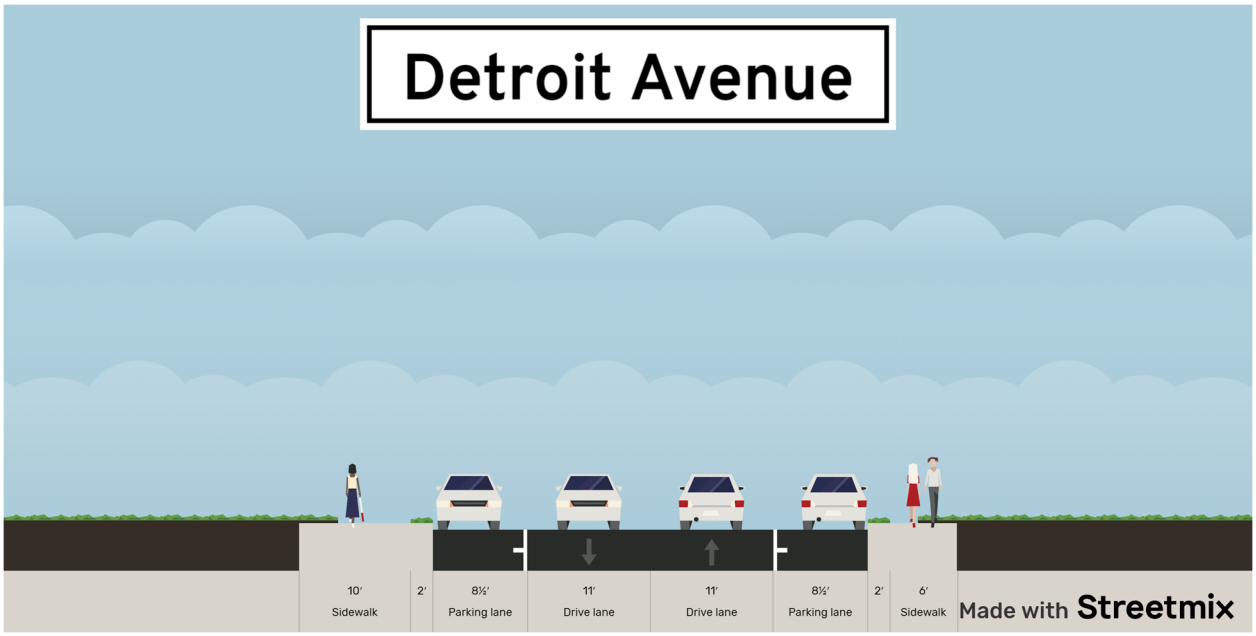
  Jefferson Street would provide the best route east west through the middle of town.

  – Crestwood Street and Monroe Street also run east-west through the middle of town, but neither Crestwood Street nor Monroe Street are direct enough to convince a confident adult rider to divert to a bike lane instead of riding along Jefferson. Providing a sharrow along Jefferson would be the safest improvement for a confident rider.

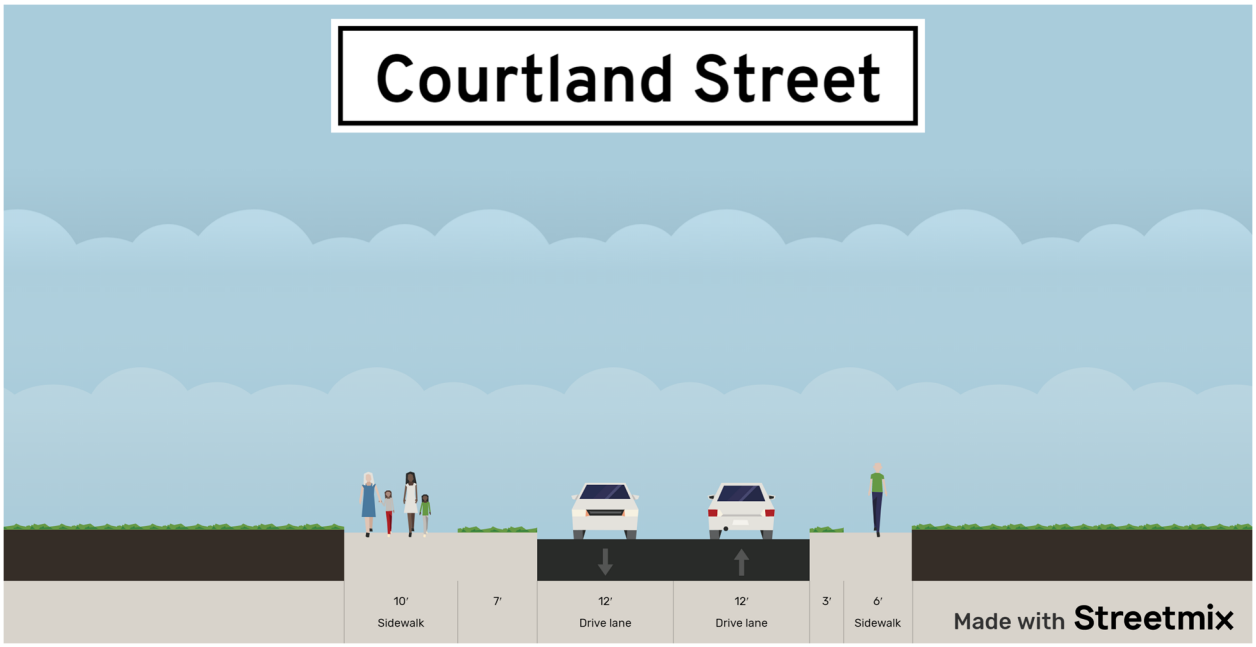


- Idlewood Street, between Main Street and Ohio Avenue
  Idlewood Street is the best option for a confident rider traveling east-west through the south of town.
  - The options for this type of route are Greenwood Street, Fernwood Street, Edgewood Street, and Idlewood Street. Neither Fernwood Street nor Edgewood Street provides the access to destinations that Idlewood does. Greenwood Street was eliminated from consideration because it does not provide a connection to Southwood Park and its path is not as direct as that of Idlewood Street.
  - The recommended bicycle accommodation for this route is a sharrow.

- Detroit Avenue, between Idlewood Street and Detroit Parkway
  Detroit Avenue is the ideal route for confident riders who need a connection to the Medical Center and Birchwood Park destinations.
  - The alternative, Birchwood Street, would not provide a well-connected access to these destinations for anyone coming from the north or south ends of town.
  - Based on the classification and ADT of Detroit Avenue, an off-road shared use path is recommended between Idlewood Street and Birchwood Street. However, if the additional ROW necessary to construct a shared use path cannot be purchased, the existing cross section of Detroit Avenue can accommodate sharrows without changing the configuration.



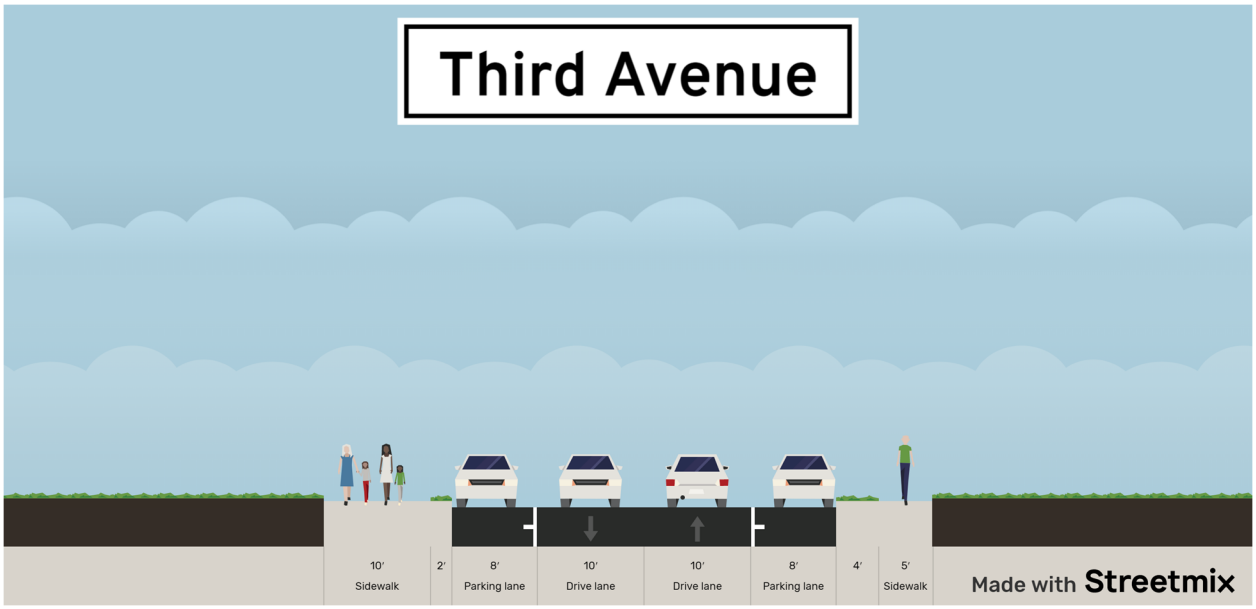
- Courtland Street, between Commerce Drive and Main Street
  - Courtland Street runs through one of the Village's biggest commercial areas. To provide riders access to the businesses along Courtland Street and to complete the east-west connection through the north of town, the existing off-road multiuse path will be extended from Commerce Drive to Main Street.


Courtland Street
10′
Sidewalk
7′
12′
Drive lane
12′
Drive lane
3′
6′
Sidewalk
Made with Streetmix

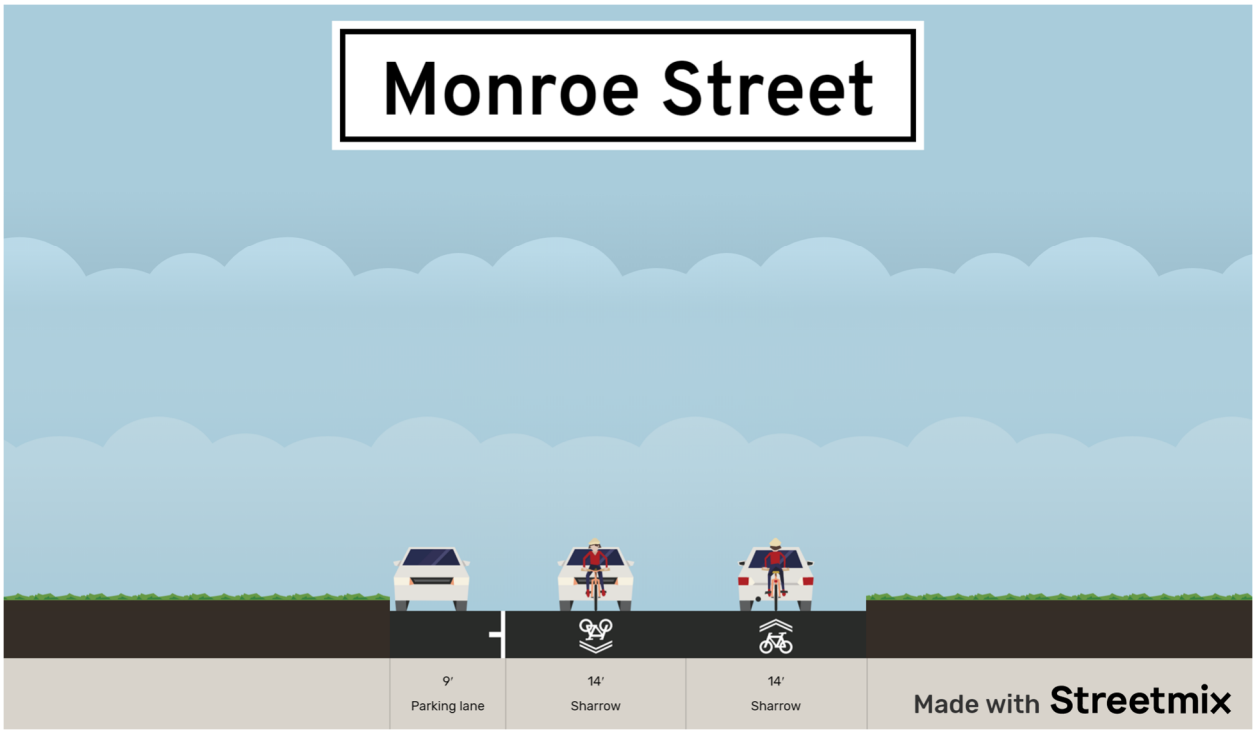
Key Corridors for Casual Riders and Child Riders

Below is a list of the key corridors that casual, adult riders and child riders would be interested in taking. See typical sections for recommendations on road widening, lane separation, and lane width. Striped bike lanes are recommended along all the listed corridors

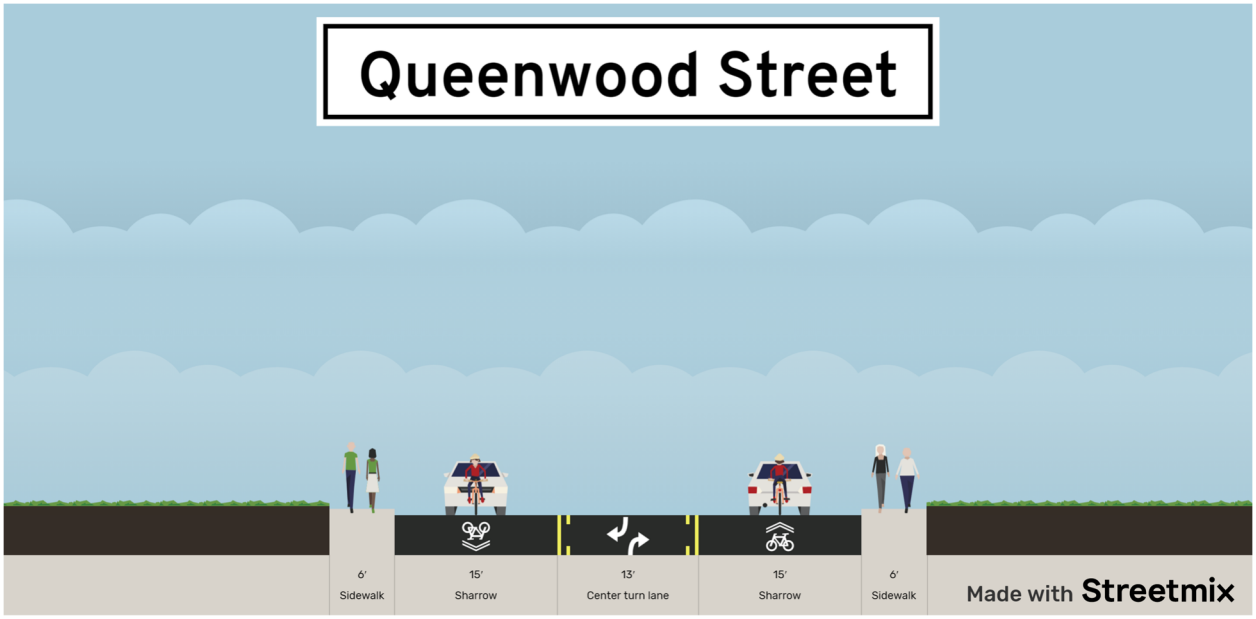
- Third Avenue, between Adams Street and Polk Street
  A bike route on Third Avenue will serve as a safe way for kids to travel between Jefferson Elementary School, Morton Jr. High School, and Morton High School. It also serves as a more comfortable parallel, alternate route to Main Street.
  - There is room in the existing ROW to build an off-road shared use path along this road.



- Monroe Street, between Indiana Avenue and Oklahoma Avenue
  Bike lanes on Monroe Street will serve as a parallel alternate route to Jefferson and Jackson. It will appeal to more casual riders than Jefferson and Jackson because of the lower ADT and, likely, slower traffic speeds.
  - Sharrows are recommended along this road to fit within the width of the existing roadway cross section.



- Queenwood Street, between Main Street and Fourth Street
  Queenwood Street provides access to Bethel Lutheran School and provides an alternate east west connection between Main Street and Fourth Street.
  - The proposed cross section for this route is a sharrow.

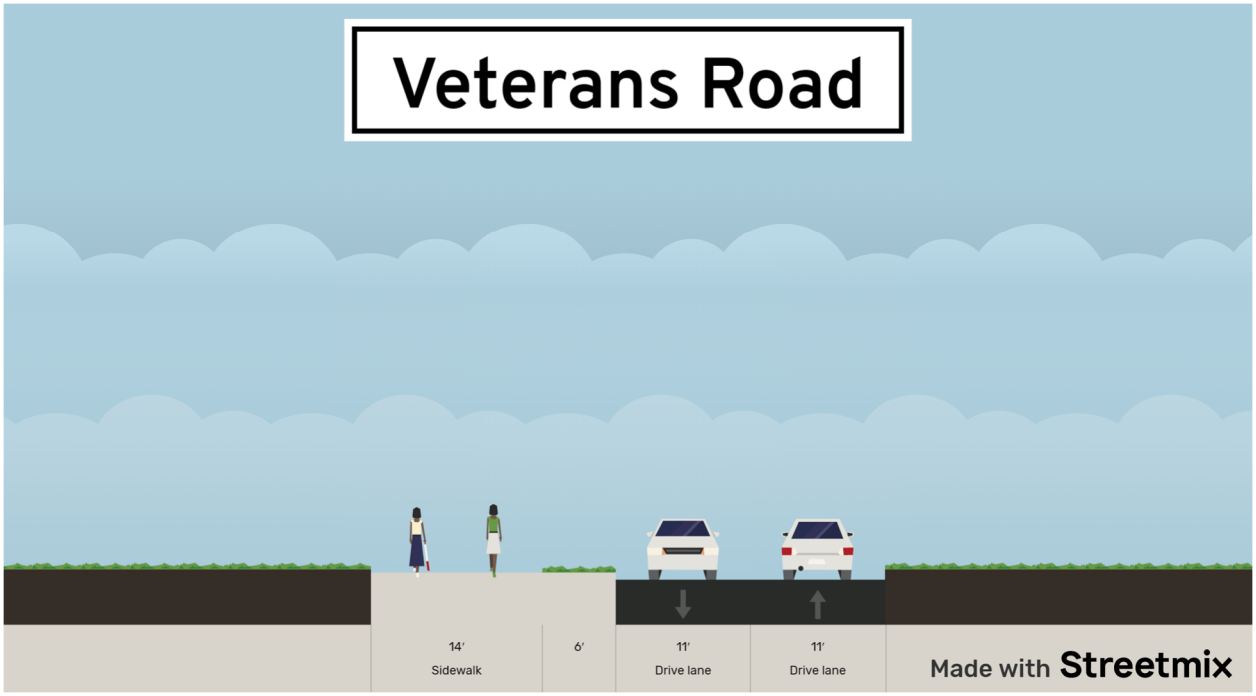


- Greenwood Street, between Main Street and Brentwood Road

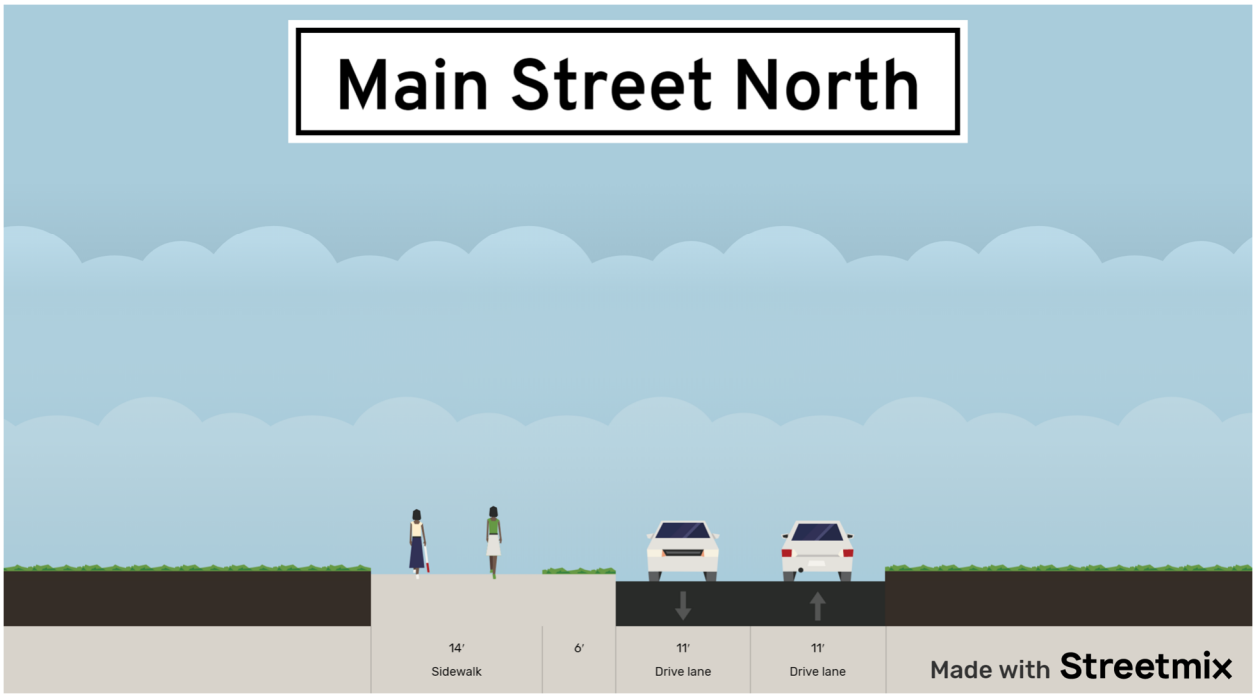
This route will serve as an alternate route to Idlewood Street, providing casual riders an east-west connection through the southern end of town. This route will connect Blessed Sacrament Catholic Church, Idlewood Park, the Morton Public Swimming Pool, and the Morton Bike Repair shop.

- Due to the limited space in the roadway's existing cross section, this route will simply be a signed path.

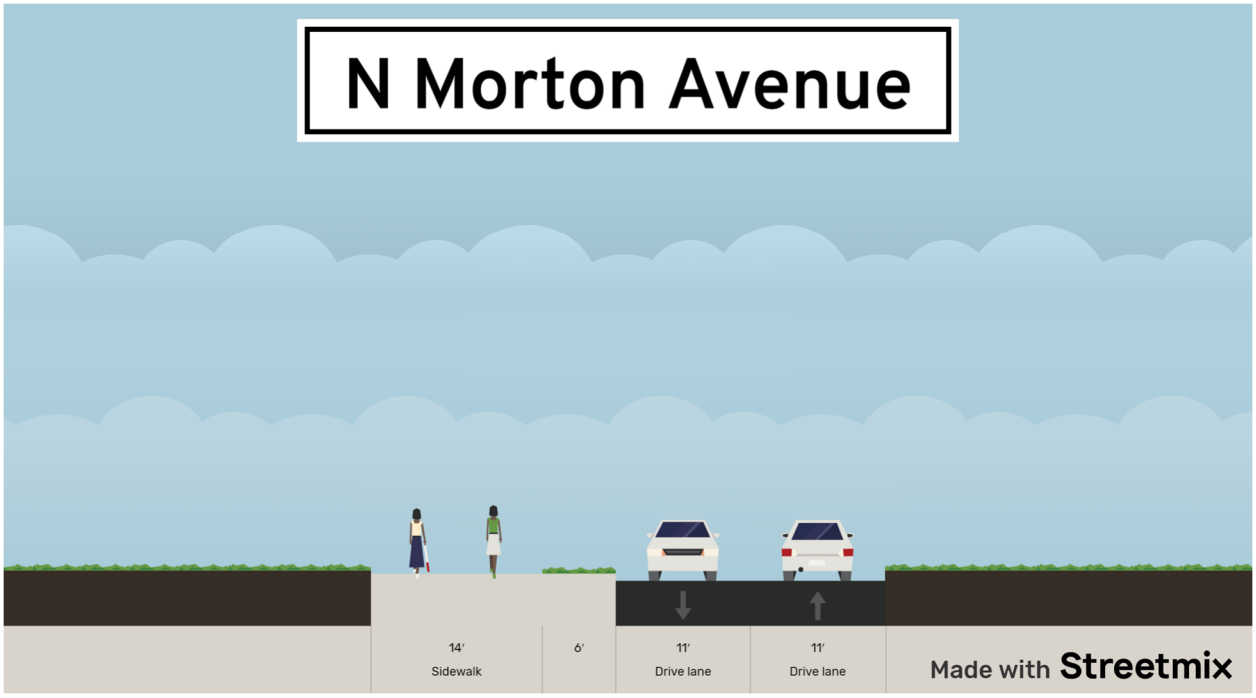
- Veterans Road, between Jackson Avenue and Ulrich Wildlife Preserve
  This road would provide a connection to The Ulrich Wildlife Preserve for recreational riders.
  - The proposed cross section for this route is an off-road multiuse path.



- Main Street, between Courtland Street and Northwood Park
  This road would provide a connection to Northwood Park for recreational riders.
  - The proposed cross section for this route is an off-road multiuse path.



- N Morton Avenue, between Courtland Street and Lettie Brown Elementary School This road would provide a connection to Lettie Brown Elementary School for Child Riders.
  - The proposed cross section for this route is an off-road multiuse path.



Continuity Corridors for Casual Riders and Child Riders

Below is a list of corridors that could serve as a connection between key corridors. These segments have reasonable traffic volumes with low speed limits. It is acceptable to sign them as a bike route without providing bike lanes or an off-road option. Improvements are recommended to improve the level of safety and comfort for bicyclists.

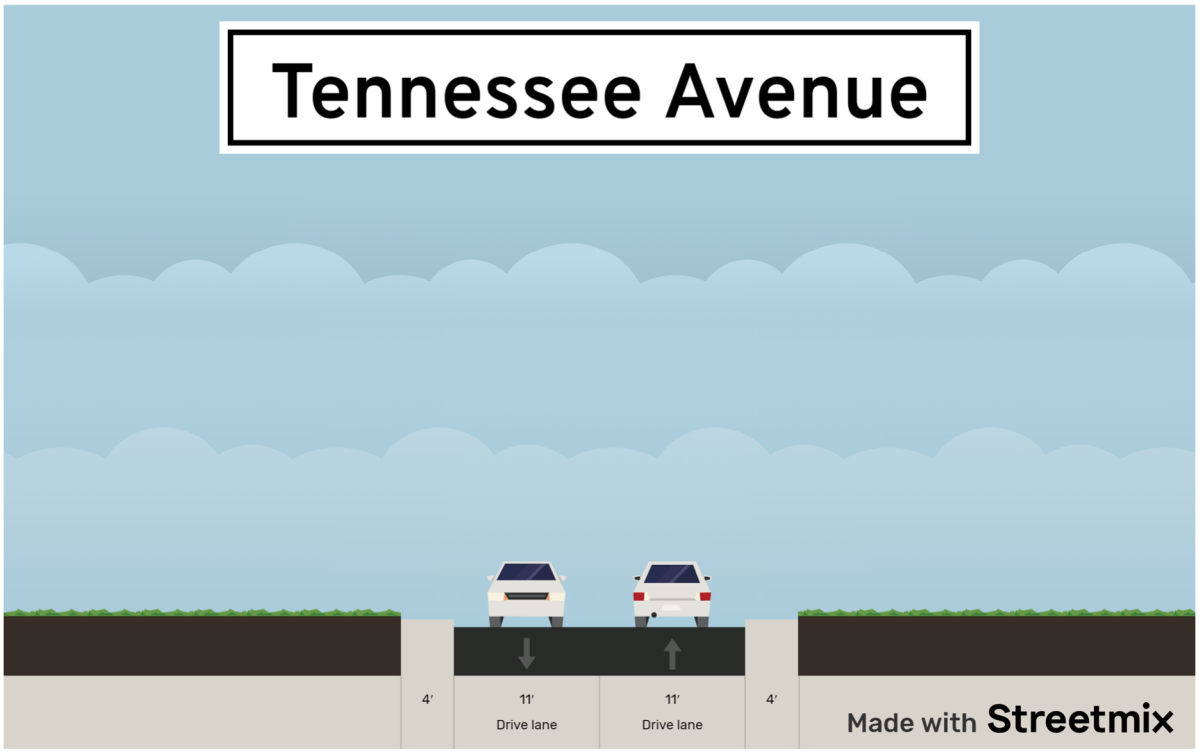
- Jefferson Street, between Fourth Avenue and Main Street
  - This small segment of Jefferson Street should be signed to provide continuity along the Jefferson Street bike path and to connect the routes along Third Avenue, Fourth Avenue, and Main Street.
- Courtland Street, between Morton Avenue and Veterans Road
  This section of Courtland Street would provide a connection between the existing bike trail on Courtland Street and the River Trail of Illinois.
  - This roadway segment should be signed as an intermediate solution, but an off road bike-path, which connects the existing sections of bike trail, should eventually be built.
- Monroe Street, between Main Street and Indiana Avenue
  - This section of Monroe Street should be signed to provide continuity between the proposed Monroe Street bike path that starts East of Indiana Avenue and the proposed bike path along Main Street.

Key Corridors for Connecting the Tri-County Area

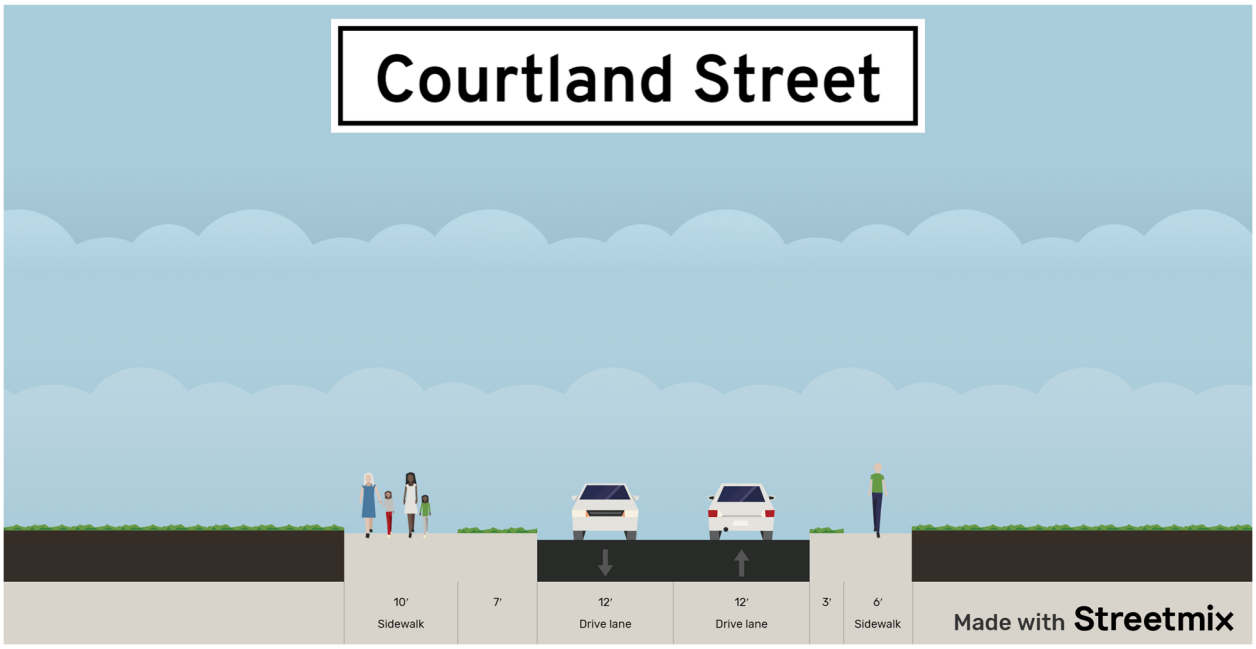
Below is a list of corridors that could serve as a connection to other municipalities in the Tri-County bike plan. They are country roads that are not expected to be used regularly by bike riders. Therefore, the addition of wide shoulders along these routes is sufficient accommodation.

- Broadway Road, between I-55 and Tennessee Avenue
  This is the only roadway that provides a direct connection to the City of Pekin bike network.

- Tennessee Avenue, north of Broadway Road
  This road provides a connection to Broadway Road and some of the suburban residential areas east of Morton.



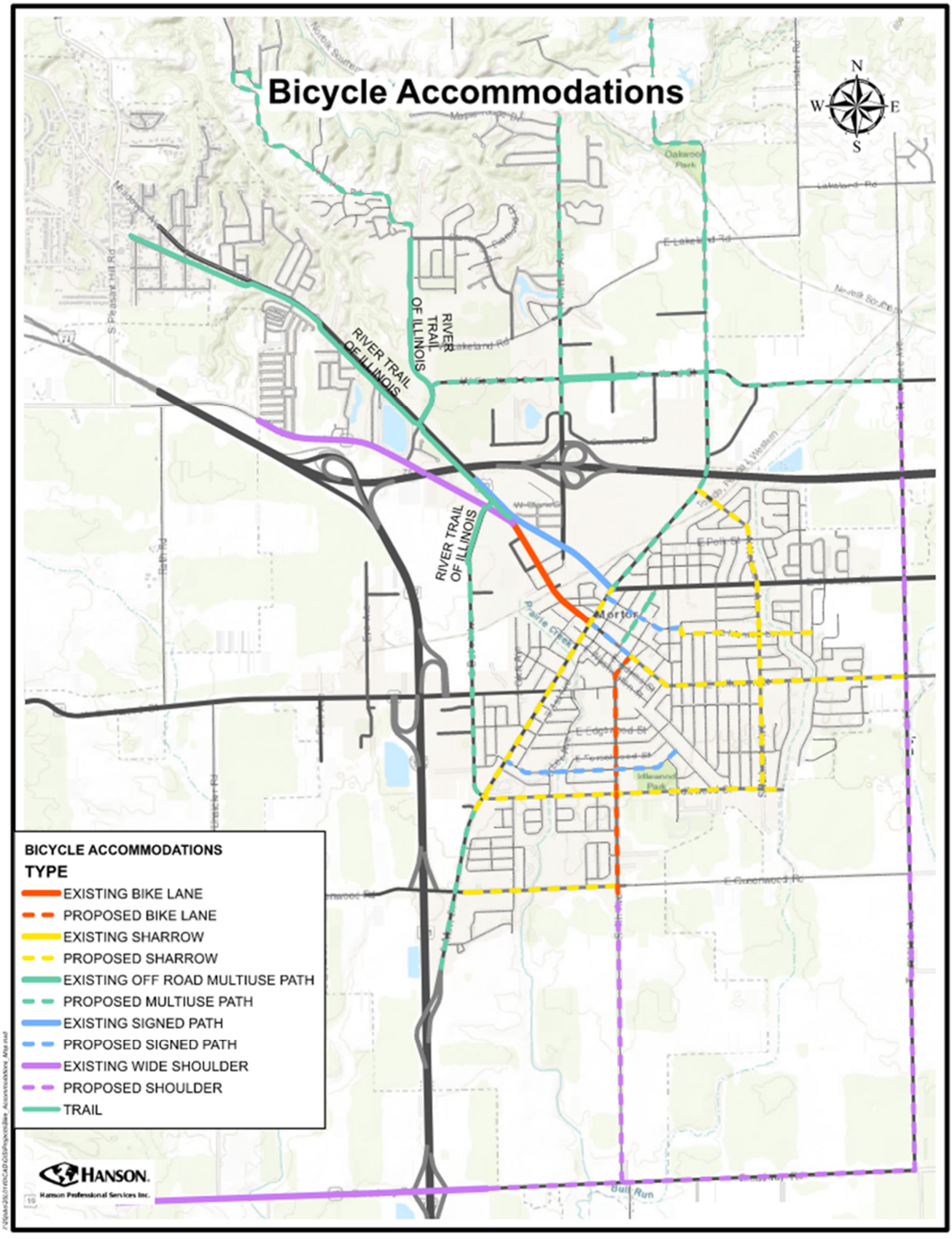
- Courtland Street, between Main Street and Tennessee Avenue and Morton Avenue and Veterans Road
  These two extensions of the Courtland Street Corridor provide connections to the larger Tri-County bike plan and the River Trail of Illinois.



Park Routes

Because parks are common destinations for the bicycle trail system, shared use paths that run through parks could greatly increase the continuity and ease of access for the entire trail system. The parks that a path should continue to and through are:

- Birchwood Park, connecting the Detroit Avenue path to Wick Street
- Southwood Park, between Edison Easement and Idlewood-Sunset intersection
- Paving the fenced area between Birchwood Park and Glen Avenue
- McCallan Park, between the end of Polk Street and Tennessee Avenue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PROPOSED SHOULDER
TRAIL
HANSON
Hanson Professional Services Inc.

Anticipated Challenges

Described below are several areas where the proposed routing system will be challenging to implement. Either an alternative or solution has been recommended

Crossing Interstate 74

A bike path crossing an interstate is always difficult because opportunities to cross may be limited. Currently, an existing trail crosses underneath I-74 with Jackson Street, and the existing interstate bridge at Main Street was built to accommodate an off-road shared use path. The crossing at Tennessee Avenue was built with wide 7' shoulders to accommodate any future bike lanes.

Groveland Connection

Desire for a connection to Groveland through Birchwood Street was expressed by the business community stakeholders that review the bike plan. The Village of Morton should work with IDOT to find a solution for this connection.

Intersections

Intersections between bike routes and major roads were considered during the route planning process and efforts to keep the number of potential conflicts to a minimum were made. **When resurfacing projects are undertaken, special pavement marking plans will be needed at intersections to reinforce safety and bike route continuity.** Below is a list of bike routes that will cross major roads and will require extra attention during the design phase.

- Idlewood Street and Fourth Avenue
  - Marking the intersection as a bicycle crossing will improve the safety of the intersection for bicyclists.
- Idlewood Street, Main Street, and Detroit Avenue
  - Marking the intersection as a bicycle crossing will improve the safety of the intersection for bicyclists.
- Main Street and Nebraska Avenue
  - There are space constraints on the west side of Main Street at Nebraska Avenue which will make the bike path switch to the east side of Main Street and force riders to cross the street at this intersection.
- Adams Street and Main Street
  - Pedestrian crosswalks already exist for pedestrians crossing Main Street. The crosswalks should be maintained. The existing "Stop Here for Pedestrians" sign will give cyclist an option to walk a bike across and have the legal right-of-way. If the cyclist wishes to stay mounted on the bike, then it is expected they will behave as a vehicle and wait for an adequate gap in traffic.

- Greenwood Street and Main Street
  - Marking the intersection to improve crossing would increase the safety for bicyclists and pedestrians at this intersection.
- Nebraska Avenue and Jackson Street
  - Marking the intersection as a bicycle crossing will improve the safety of the intersection for bicyclists. The cyclists should be expected to stop for Jackson Street traffic.
- Nebraska Avenue and Jefferson Street
  - Marking the intersection as a bicycle crossing will improve the safety of the intersection for bicyclists. The cyclists should be expected to stop for Jefferson Street traffic.
- Third Avenue and Jackson Street
  - Marking the intersection as a bicycle crossing will improve the safety of the intersection for bicyclists. The cyclists should be expected to stop for Jackson Street traffic. It should also be noted that this intersection is near a school and has existing traffic control devices that could be made appropriate for cyclists to further improve safety and convenience.
- Fourth Avenue and Queenwood Street
  - At this location, the marked bike lane transitions to a wide shoulder. Signs at this intersection should be provided to reduce confusion and ensure that cyclists and vehicles know that the wide shoulders may be used as a bike facility.

Build priority

The table below lists the proposed routes in order of build priority. The rankings took into account connecting onto the system in sequence, potential for high demand along routes, and access to destinations and generators.

Priority	Road Name	From	To	Functional Class	Proposed Facility	Reasoning	Cost
1	Courtland Street	Commerce Drive	Main Street	Arterial	Multiuse Path	Extension of existing trail. Will be constructed with the ongoing road widening project	$ 335,000.00
2	Nebraska Avenue	Idlewood Street	Main Street	Local Road	Sharrow	Provides major aggregator for most identified origin points	$ 75,000.00
3	Fourth Avenue	Queenwood Road	Jefferson Street	Residential Collector	Bike Lane	Provides a north south connection for confident riders through the southern section of town. And connects multiple destination points.	$ 105,000.00
4	Main Street	Third Street	Courtland Street	Industrial Collector	Multiuse Path	High Demand due to Courtland Street shopping centers	$ 60,000.00
5	Idlewood Street	Ohio Avenue	Main Street	Residential Collector	Sharrow	Provides an east west connection for confident riders on the south side of town and connects multiple destination points.	$ 70,000.00
6	Main Street	Birchwood Street	Third Street	Industrial Collector	Sharrow	High Demand due to connection to downtown business and gathering spots.	$ 30,000.00
7	Jefferson Street	Tennessee Avenue	Fourth Avenue	Industrial Collector	Sharrow	Major east west connection thought the center of town	$ 65,000.00
8	Jefferson Street	Fourth Avenue	Main Street	Industrial Collector	Sign	Maintains continuity of the bike plan	$ 1,500.00
9	Detroit Avenue	Idlewood Avenue	Detroit Parkway	Industrial Collector	Multiuse Path	Connection to existing trail	$ 610,000.00
10	Third Avenue	Polk Street	Adams Street	Local Road	Multiuse Path	Connects Jefferson Elementary and Morton Jr. High and Morton High School along a lower ADT traffic route than Main Street.	$ 180,000.00
11	Monroe Street	Oklahoma Avenue	Main Street	Local Road	Sharrow/ Sign	Provides an alternate, lower ADT route moving east-west. Lower priority than Adams/Jefferson because of less access to destinations.	$ 30,000.00
12	Queenwood Street	Main Street	Fourth Avenue	Local Road	Sharrow	Provides access to Bethel Lutheran School and an alternate east west connection between Main Street and Fourth Street for confident riders	$ 40,000.00
13	Greenwood Street	Main Street	Brentwood Road	Local Road	Sign	Provide an alternate east-west route through south end of town. Will connect Blessed Sacrament Catholic Church, Idlewood Park, the Morton Public Swimming Pool, and the Morton Bike Repair shop	$ 4,000.00
Long Term	Fourth Avenue	Broadway Road	Queenwood Street	Residential Collector	Shoulder	Large capital investment. Provides a connection to the Tri-County bike plan	$ 440,000.00
Long Term	Broadway Road	Tennessee Avenue	I-55	Arterial	Shoulder	Large capital investment. Provides a connection to the Tri-County bike plan	$ 650,000.00
Long Term	Tennessee Avenue	Broadway Road	Westlane Drive	Arterial	Shoulder	Large capital investment.	$ 1,165,000.00
Long Term	Courtland Street	Main Street	Tennessee Avenue	Residential Collector	Multiuse Path	Connects the existing trail with Tennessee Avenue.	$ 365,000.00
Long Term	Courtland Street	Morton Avenue	Veterans Road	Residential Collector	Multiuse Path	Connects the existing trail with the River Trail of Illinois	$ 340,000.00
Long Term	Veterans Road	Jackson Avenue	Ulrich Wildlife Preserve	Industrial Collector	Multiuse Path	Large capital investment. Provides a connection to the Ulrich Wildlife preserve for recreational riders.	$ 860,000.00
Long Term	Main Street	Courtland Street	Northwood Park	Industrial Collector	Multiuse Path	Large capital investment. Provides a connection to Northwood Park for recreational riders	$ 995,000.00
Long Term	N Morton Avenue	Courtland Street	Lettie Brown Elementary School	Residential Collector	Multiuse Path	Large capital investment. Provides connection to Lettie Brown Elementary School and Hyde Park	$ 755,000.00

Costs are for construction only in 2021 dollars and do not include engineering or right-of-way purchase