



macomb  
illinois

*Small-town living. Community driven.*

MAY 2025

# MACOMB ACTIVE TRANSPORTATION VISION

MACOMB, ILLINOIS

PREPARED BY:  
BENTON & ASSOCIATES, INC.

# ACKNOWLEDGEMENTS

## Active Transportation Vision Steering Committee

Macomb is a uniquely driven city with many organizations and groups that actively participate in the advancement of the community. A steering committee was formed with this in mind that included twenty-seven (27) individuals across seventeen (17) organizations. We would like to thank every one of them for sharing their time and talents in developing a clear vision for *active transportation* in Macomb.

### Steering Committee

Scott Coker, City of Macomb  
Miranda Lambert, City of Macomb  
Alice Ohrtmann, City of Macomb  
Rachel Lenz, Macomb Park District  
Doug Erickson, Benton & Associates  
Troy Rhoads, Benton & Associates  
Chris Bongorno, Rails to Trails Conservancy  
Eric Oberg, Rails to Trails Conservancy  
Leigh Lane, CTL Engineering  
Douglas Parker, CTL Engineering  
Savannah Ballard, City of Macomb  
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Jeff Hamer, Macomb Police Chief  
Dr. Mark Towmey, Macomb SD #185  
Laura Leezer, Youth Assistance Program  
Byron Shabazz, Macomb NAACP  
John Vigezzi, City of Macomb  
Chris Adams, McDonough County Health Department  
Adrian MacGregor, McDonough District Hospital  
Jarred Dexter, Western IL Regional Council  
Nick Knowles, YMCA of McDonough County  
CallaBria Putrino, Macomb Transit  
Curt Oldfield, Spoon River College  
John Smith, Western Illinois University  
Chad Sperry, WIU Geographic Information Systems  
Steven Brody, Macomb Chamber of Commerce  
John Meixner, Regional Office of Education

### Project Consultants

Benton & Associates, Inc. (B&A) is a consulting engineering firm with offices throughout central Illinois and central Missouri, including Macomb. B&A's multi-disciplined firm delivers comprehensive transportation solutions, from rural roads to complex urban streetscapes and multimodal transit networks. Our experienced team provides both breadth and depth of expertise, ensuring seamless connectivity for communities. We specialize in assisting clients with the strategic utilization of local, state, and federal funding to implement cost-effective projects, ranging from sidewalks and multi-use paths to intricate streetscapes and highways.

Hired by the City of Macomb to lead the efforts in creating this active transportation vision, B&A was also given access through the Thriving Communities Program to transportation planning experts who provided invaluable technical assistance throughout the project. Eric Oberg, from Rails to Trails Conservancy played an integral role in context setting and connecting the City and B&A with Bongorno Consulting and CTL Engineering.

Chris Bongorno, President of Bongorno Consulting imparted his experience and wisdom throughout the project and is responsible for driving focused discussion at the steering committee level and clear objectives for public outreach. At CTL Engineering, Gary Toth and Scott Lane provided insights into traffic calming approaches and evaluation of Macomb's existing transportation networks. The City of Macomb and B&A are grateful for the technical expertise these nationally recognized professionals brought to this project.

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# SECTION I- INTRODUCTION AND GOAL SETTING

## *Improving Macomb through Movement and Connectivity*

Macomb is a west-central Illinois city in McDonough County, known as the home of Western Illinois University and a regional hub for education, healthcare, and agriculture. This college town blends the energy of the university with a friendly, small-town atmosphere. Its historic downtown features local shops, restaurants, and cultural attractions like “Macombopoly – The World’s Largest Game of its Kind”, the McDonough County Courthouse, and historic Chandler Park.

Home to approximately 15,000 people, Macomb lies at the crossroads of U.S. Routes 67 and 136. BNSF Railway also passes through Macomb and Amtrak provides twice daily service between Chicago and Quincy out of the City’s Thomas C. Carper Train Station just north of downtown. The City also operates fixed route and on-demand response transit services daily to serve the entire community, including the WIU campus.

**"Active Transportation refers to any form of human-powered transportation, such as walking, cycling, or using a wheelchair, that promotes physical activity while traveling from one place to another."**

**--Illinois Department of Transportation**

Macomb has always been “a city on the move”, with many active cyclists, walkers, rollers, and people who simply enjoy being outdoors. In 2024, the City of Macomb received federal funding from the Thriving Communities Program that allowed the City to undertake an “Active Transportation Visioning” process to further advance its active transportation vision of “Improving Macomb through movement and connectivity.” This document is the culmination of this visioning process that achieves the following goals:

1. Compiled and organized relevant data and previous active transportation efforts within this report for quick reference and context setting in the future.
2. Established a Steering Committee of key community stakeholders to solicit input on active transportation needs and conceptual routing.
3. Compiled additional input on active transportation needs from a public outreach campaign.
4. Created a vision statement that can be utilized in future planning documents and public outreach efforts.
5. Developed key recommendations for use in future planning documents and funding applications.

It should be clearly noted that this report is an “Active Transportation Vision (ATV)” report. Those responsible for compiling this document believe it contains sufficient technical information and public outreach support to dovetail into the completion of an executable plan with actionable items.



# SECTION II- EXISTING CONDITIONS ASSESSMENT & CONTEXT SETTING

## *Assessment Methodology and Data Compilation*

At project commencement, the consulting team provided the City of Macomb with a request for information that encapsulated as much data as possible to assess the existing transportation network. The City was abundantly helpful and provided the team much of what was requested and more. Attachment 1 to this report provides a list of documents provided by the City for use on the project.

While all these documents were helpful, the consulting team worked diligently to identify which data was most applicable and useful for developing the Active Transportation Vision. If further analysis into these documents is warranted during future Active Transportation Planning efforts, Attachment 1 provides a guide to the information available.

The City of Macomb and their partners at WIU's Geographic Information Systems (GIS) Department have been leaders in utilizing GIS for a variety of municipal applications. This project continued this by compiling data provided by the City and obtained through public outreach efforts into GIS shapefiles. Currently, this data is available for public viewing on DiamondMaps at the link and QR Code shown below.

<https://diamondmaps.com/map.ashx?mid=30763>



Figure 1 - Location of Macomb Active Transportation Visioning Maps

## Macomb's Existing Transportation Network

The City of Macomb lies at the crossroads of U.S. Routes 67 and 136 with a BNSF Railway that runs directionally from the southwest to the northeast. Within the City's limits, Route 67 is named North Lafayette Street and Route 136 is named Jackson Street. Figure 2 within this report provides a map highlighting the major transportation networks within Macomb including these highways (full map shown within Attachment 2).

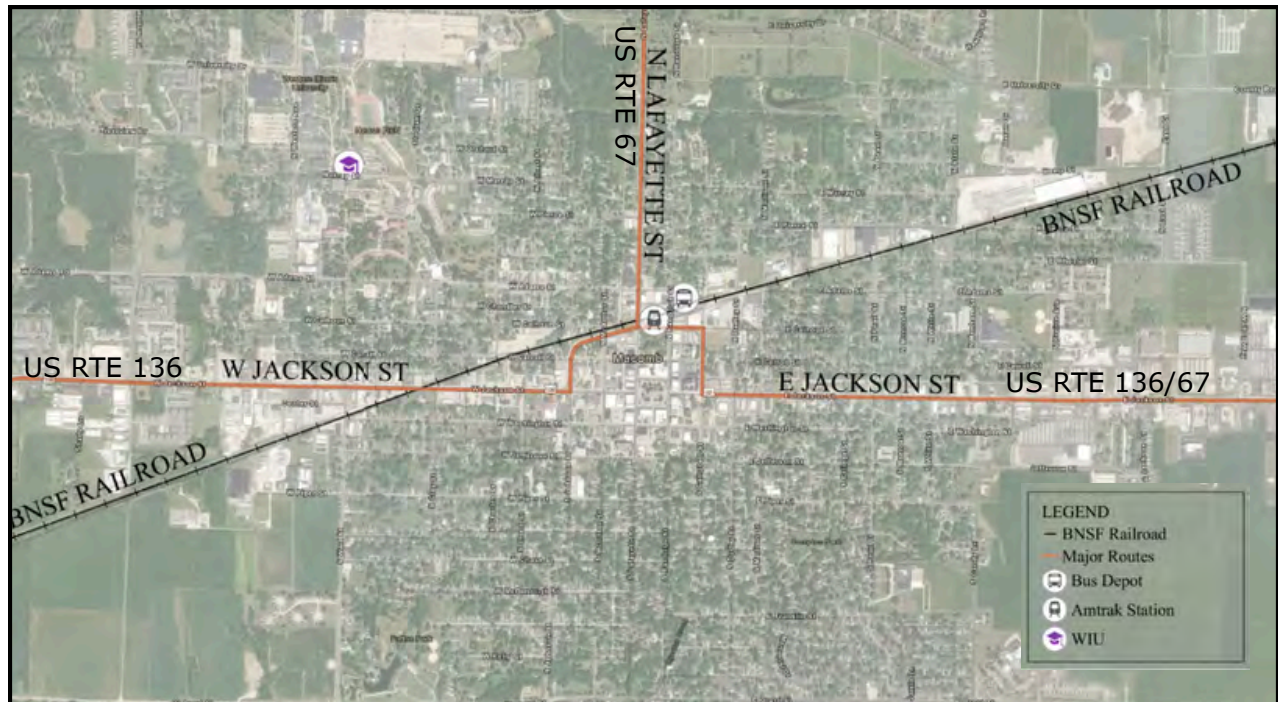


Figure 2 - Major Transportation Networks within Macomb

These stretches of highways within the City limits are all five-lane, undivided roadways. Traffic counts on these roads are the heaviest in Macomb and speeds are generally higher. Figure 3 provides a photograph of the North Lafayette Street and University Drive intersection that is both the entrance to Macomb from the north and WIU's campus from the east as well as a photograph of West Jackson Street.



Figure 3 - North Lafayette at University Drive (left), West Jackson Street (right)

Traffic counts for both Jackson Street and North Lafayette have decreased in recent years, in part due to the opening of the Northwest Macomb ByPass in 2018. According to Illinois Department of Transportation (IDOT) Traffic Count Data, the highest average daily traffic (ADT) counts along the four-lane roads within Macomb are at the following locations:

- West Jackson Street between Wigwam Hollow and Ward Street – 10,600 ADT
- North Lafayette – 7,300 ADT
- East Jackson Street between Campbell and Edwards Streets – 11,000 ADT
- East Jackson Street between Candy Lane and North Prairie Avenue – 12,400 ADT

No other areas within Macomb have average daily traffic counts above 10,000.

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Macomb is proud of its robust multi-modal transit system that includes Amtrak service, fixed bus routes with daily service, and a growing network of expanded sidewalks, multi-use paths, and dedicated bicycle lanes. In addition to the major transportation networks, Attachment 2 also shows the existing multi-modal and active transportation infrastructure currently in place.



Figure 4 - City Center Bus Transfer Station (left)  
Thomas C. Carper Amtrak Station (right)



In preparing for engagement with the steering committee and public, the project team also compiled crash data from the City of Macomb Police Department between 2020 and 2024. Crashes were categorized and color coded based as follows:

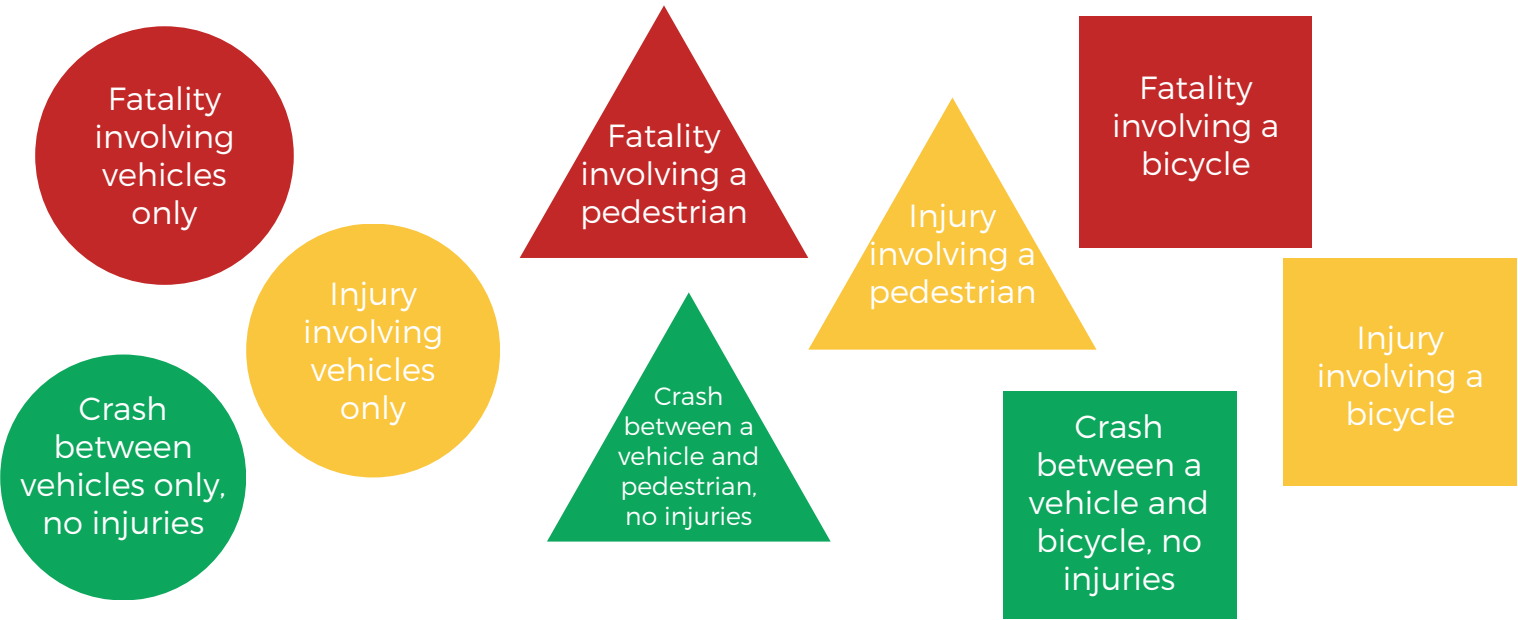


Figure 5 - Crash Color Coding Chart

Figure 6 below shows a snapshot of the data inputted and compiled within DiamondMaps. While locations and the categories of crashes are shown well, the size of this figure does not adequately depict the frequency of incidents. On the GIS map, a user can zoom in and better see multiple crashes in focused areas.



Figure 6 - Snapshot of Compiled Crash Data (2020 - 2024)

In addition to traffic counts and crash data, the project team also evaluated posted speed limits and other roadway characteristics to develop a “Bicycle Stress Level” map shown below in Figure 7 (with further details on methodology provided within Attachment 3). As can be seen, the four-lane, undivided highways all score hazardous while one-way streets with dedicated bike lanes score best.



Figure 7 - Snapshot of Bike Stress Level Map” (Source: CTL Engineering)

## *Points of Interest and Destinations*

People travel for a variety of reasons, either actively or by vehicle, and in preparation for public engagement the project team identified a variety of destinations within Macomb on a map (see Attachment 4). While not an exhaustive view of Macomb’s many destinations, this map was used to start conversations about what works well in Macomb’s active transportation network and what does not. Further discussion about destinations' access via active transportation networks will be covered as insights from the steering committee and the public are presented in subsequent report sections.

## *Community Demographics, Economic Considerations, and Context Setting*

While a deep dive into the City’s demographics is not part of the scope of this Active Transportation Visioning effort, a baseline understanding is an important context setting activity. The entirety of this existing conditions assessment is to gather key data and information about Macomb for the steering committee and public to evaluate the current state of active transportation in the city and imagine what it should look like in 2025 and beyond.

According to the 2020 Decennial Census, Macomb's population is 15,051, which is a 22% decline from the 2010 Decennial Census. The City's median household income, according to the most recently published 2023 American Community Survey 5-Year Estimates is \$39,753; or 49.5% of Illinois' statewide MHI. The same American Community Survey states that Macomb's most recently published poverty rate stands at 29.5%; well above the State's poverty rate of 11.6%. The Employment Rate stands at 54.0%; below the State's 62.1% rate (Source: Census.gov).

There is certainly nuance in these demographic figures – Macomb's population and economic vitality is impacted by the institutional well-being of its largest employer, Western Illinois University, which as seen its enrollment drop approximately 47% since 2010. Conversely, the City's manufacturing industries, health and human services, professional and financial services, agricultural services, and renewal energy industries are robust and growing.

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Besides what has been summarized and set in context herein, the Illinois Department of Transportation has completed efforts for a statewide Active Transportation Plan, along with various communities within Illinois. "Walk Roll Illinois" ([www.walkrollillinois.com](http://www.walkrollillinois.com)) provides a variety of context setting data, resources for local planners, and opportunities for involvement that were utilized in this report's efforts.



The "Walk Roll Illinois" planning efforts showcase how investments in active transportation can support the creation of economically and culturally vibrant streetscapes and promote active modes of travel that improve air quality and reduce chronic disease.



The last and most encouraging piece of context setting for the steering committee and public to be aware of is that investments are already being made by the City of Macomb, the Macomb Park District, and other community partners. Summarized below are just a few examples of projects since 2020 that showcase the community's investment in active transportation:

- In 2020, a “Safe Routes to School” project improved sidewalks along Grant Street to improve connectivity to the middle school and high school.
- In 2023, the City completed a downtown revitalization project that widened sidewalks, improved streetscapes, and made downtown more accessible.
- In 2024, the Macomb Park District completed a multi-use trail through Patton Park that helps connect the multi-use path along Ward Street to Grant Street and adjacent neighborhoods, as well as making the park itself a more attractive destination.
- Also in 2024, the City completed South Johnson Street improvements that include a widened sidewalk (8' in width) from Grant Street to the new middle school (Figure 8).
- In January 2025, the City completed a Master Plan of Chandler Park in historic downtown Macomb that incorporates active transportation infrastructure such as trailheads, bike racks, and bike service stations (Figure 8).
- In 2025, in conjunction with the City's investment in active transportation visioning efforts, the Park District is leading a bike safety campaign.

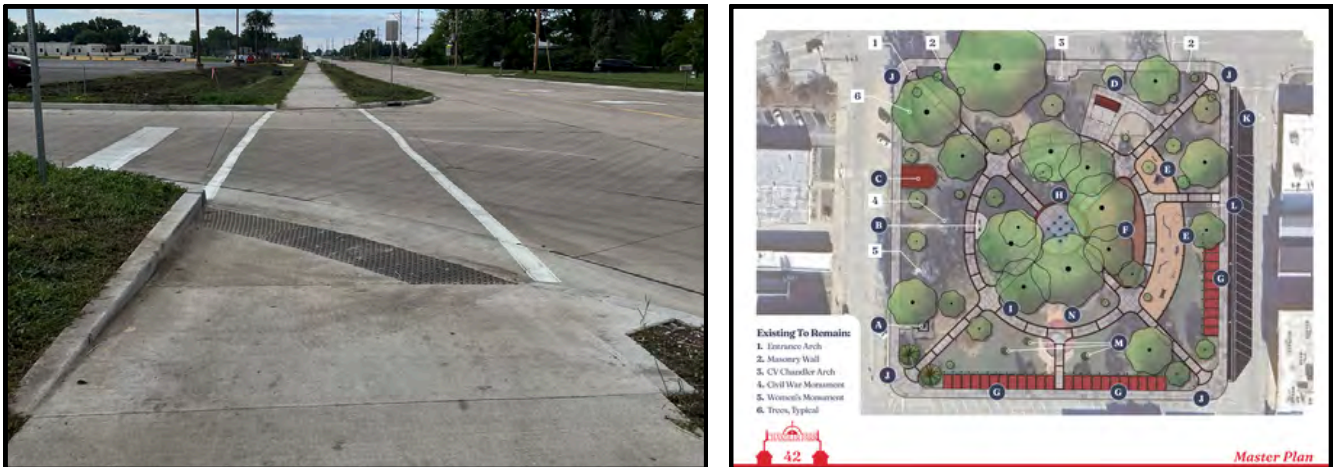


Figure 8 - South Johnson Street improvements with expanded sidewalks (left)  
Chandler Park Master Plan (right, Source: Farnsworth Engineering)

**Expansion and promotion of active transportation is currently happening in Macomb! The efforts showcased in the subsequent sections of this report demonstrate the community's excitement and vision in continuing these efforts.**

# SECTION III- PUBLIC OUTREACH IN VISION DEVELOPMENT

The context setting provided through the assessment of existing conditions in Macomb lays the framework for engagement with the steering committee and public. Engagement primarily consisted of the following activities summarized in the timeline shown below in Figure 9:



Figure 9 - Community Engagement Timeline

The strategy for community engagement was to first gain support and insight from the steering committee which then guided the development of an online community survey and open public outreach meeting, promoting participation in the survey. The survey was active from April 12 to 30, 2025 and the results of the community engagement efforts were then summarized and presented to the steering committee at a second meeting. More detail on each engagement activity is provided in the following subsections.

## Steering Committee Meeting #1

On March 5<sup>th</sup>, the project consultants hosted the first steering committee meeting in the Community Room at City Hall. Attachment 5 to this report contains a copy of the presentation that led discussion and culminated in a connectivity mapping exercise where the committee split into groups around a map to discuss strengths, weaknesses and opportunities for active transportation throughout the city. There were also spaces for committee members to write down simple visioning words and short phrases for active transportation. Figure 10 shows some of the action captured during this lively and productive meeting.





Figure 10 - Photographs from the First Steering Committee Meeting

## *Development of an Online Community Survey*

Next, the project team developed and launched an online community survey featuring two distinct features. After being directed to the survey from a tiny URL or QR code, participants were briefed on the active transportation visioning efforts and asked to either complete a brief survey or use an interactive map to identify locations of active transportation concerns or route improvement ideas.

Key findings of the survey are presented within this section while the full survey results were submitted to the City under separate cover. The comments provided on the interactive map are all compiled on the DiamondMaps GIS database and can be viewed at the website referenced previously.

The survey was launched by the City on April 12<sup>th</sup> on the website and social media as shown in the graphic below (Figure 11).



Figure 11 - Survey Social Media Flyer

# Community Open House Event

On April 22<sup>nd</sup>, a community open house event was held at City Hall. 27 people attended and the project team spent approximately an hour communicating what active transportation is, setting context, and promoting participation in the online survey. Visioning word boards and maps to document connectivity concerns were also available for attendees to mark on in similar fashion to the exercises done with the steering committee. Attachment 6 to this report contains a copy of the presentation that led this discussion.

## Summary of the Online Community Survey

A total of 238 surveys were completed by the community between April 12<sup>th</sup> and April 30<sup>th</sup>. Figure 12 below summarizes the total number of respondents to the survey.

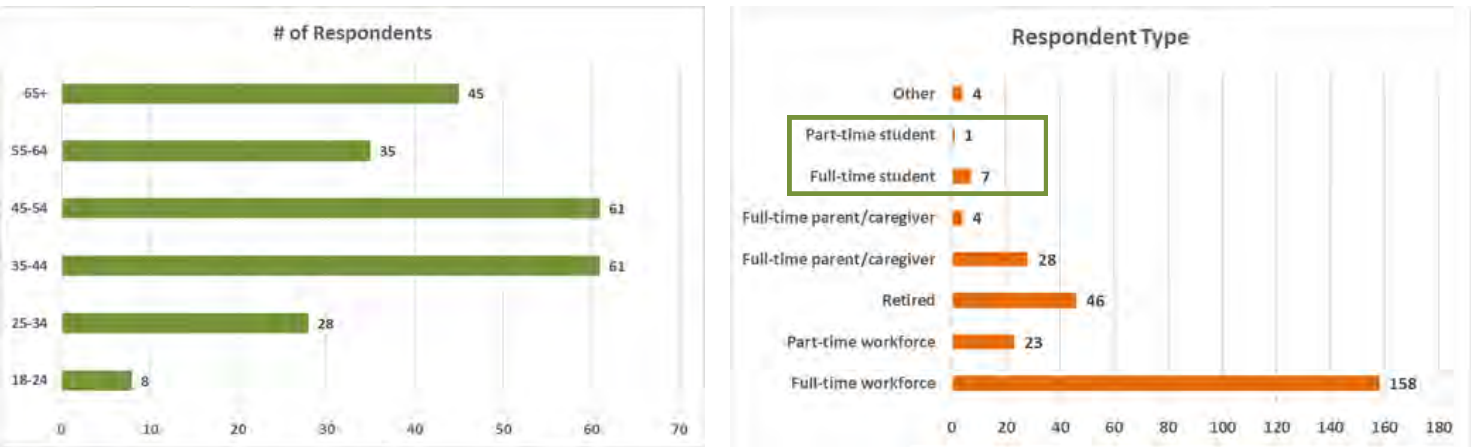


Figure 12 - Survey Respondent Summary

The project team did note that of the 238 respondents, only 8 identified themselves as students. For a community with a high student population, this was a smaller number than expected. Future active transportation efforts should make further efforts to engage the local student population in the public engagement process.

Walking and cycling data were of particular interest to the project team as recommendations from the visioning efforts were beginning to be made. Figure 13 shows why people walk and bike and how frequently they do so. It is seen that people more frequently walk than ride in Macomb and recreation is the predominant reason people both walk and ride.

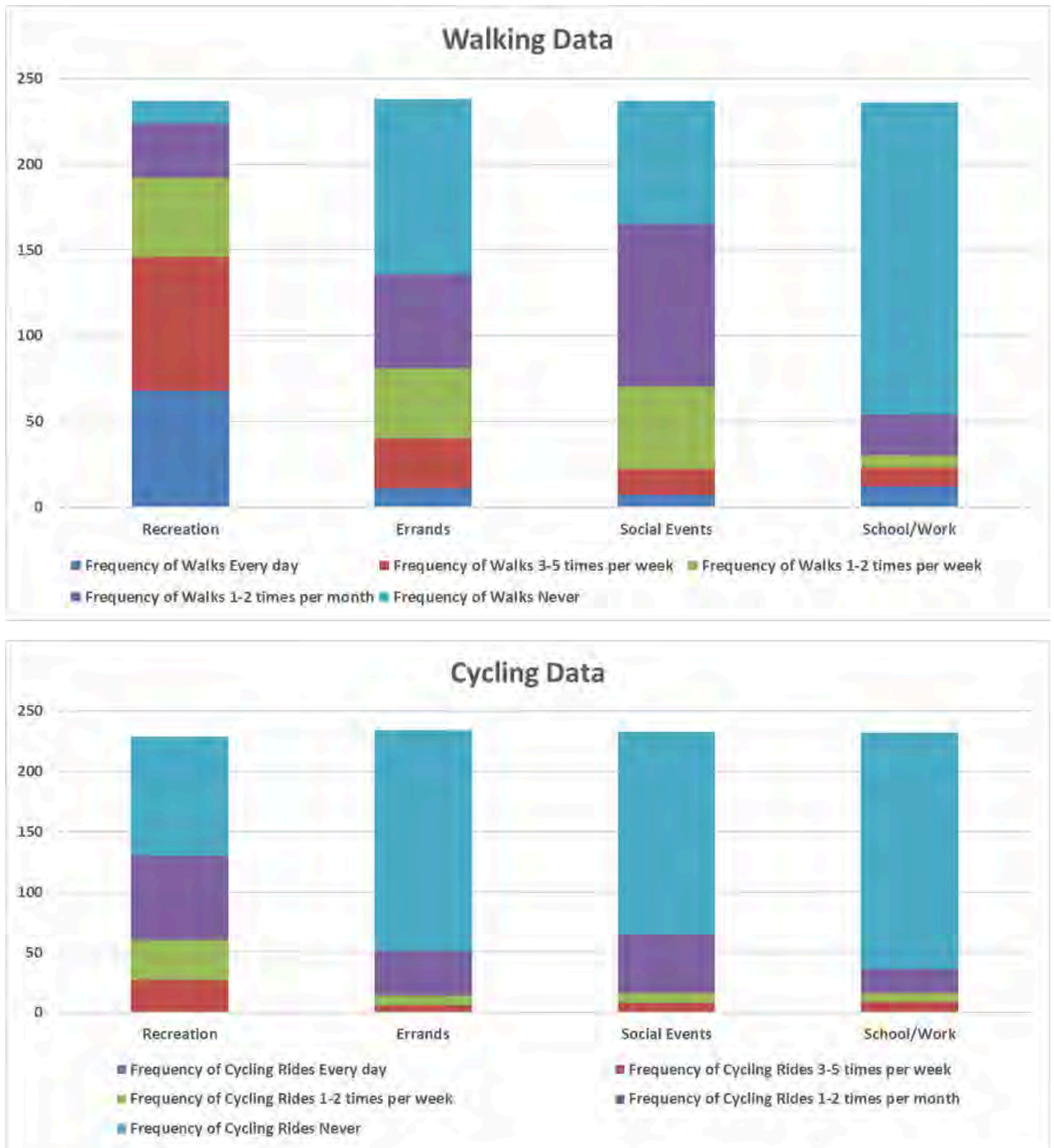


Figure 13 - Walking and Cycling Frequency Data

Figure 14 then shows how people responded to what deters them from walking and biking in Macomb.



For both walking and biking, lack of dedicated infrastructure is the largest deterrent. Dangerous intersections are also the second largest deterrent to people biking in Macomb and the third largest deterrent for walkers.

The interactive mapping exercise contained 47 entries that are shown in Figure 15 below. Selected comments are provided for reference as follows:

- At North East Street South of University Drive – “Good example of a functional multiuse path.”
- West Grant Street between Patton Park Drive and South Johnson Street – “Area needs sidewalk/path.”
- Near Compton Park – “Kiljordan Creek has interesting potential, but the area around it is so built up. Could a multiuse path go along it?”
- East Jackson Street and College Street Intersection – “I think there should be one or two focused interventions on East Jackson and Mechanic or College St. There doesn't need to be a stoplight or anything expensive - just maybe a yield for pedestrians sign. Something similar would undoubtedly be useful on West Jackson.”

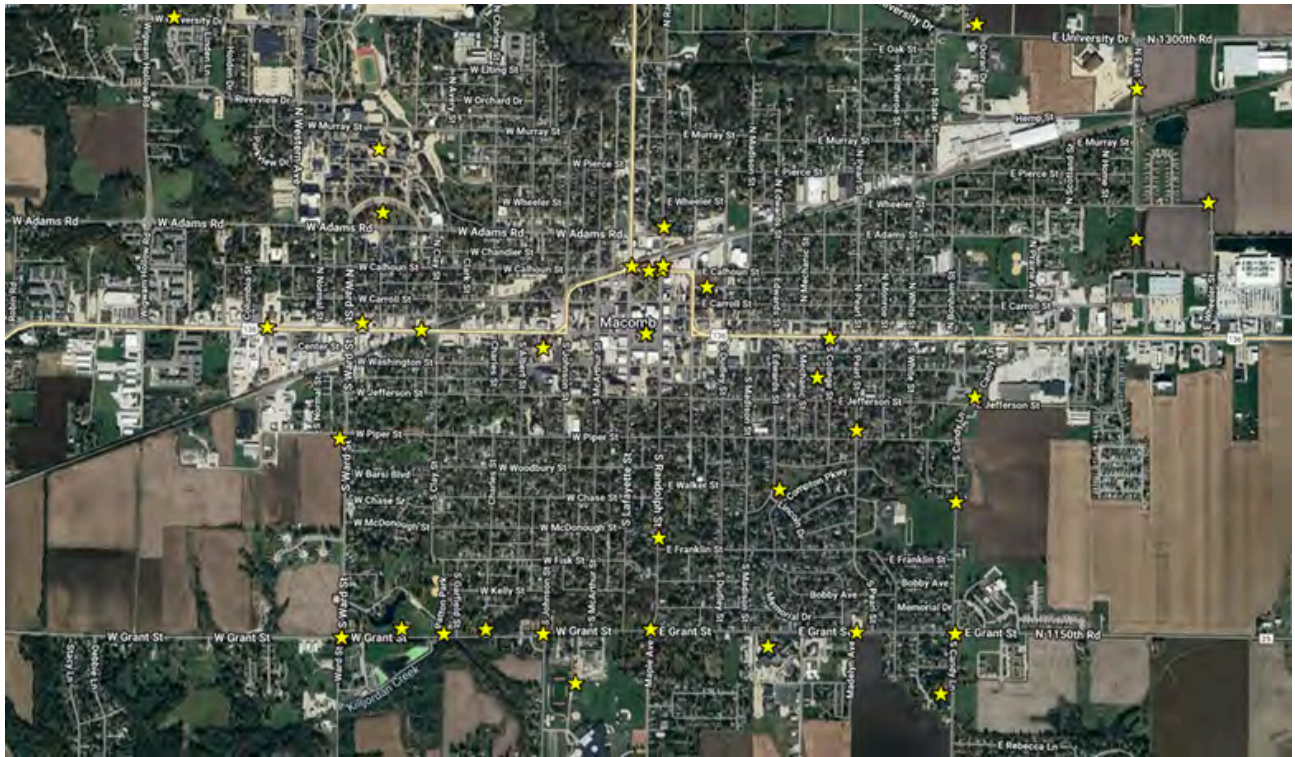


Figure 15 - Snapshot of Interactive Mapping Exercise

The public outreach efforts were successful in obtaining feedback on current active transportation needs and goals for the future. Much of it was similar to feedback received from the steering committee at their first meeting with the project team. If the City decides to complete future active transportation planning efforts, it is our goal that these public outreach efforts can be used as a springboard for further community engagement.

## *Steering Committee Meeting #2*

On May 6<sup>th</sup>, the project consultants hosted the second steering committee meeting to summarize what was learned during the first meeting and throughout the public outreach campaign. Attachment 7 to this report contains a copy of the presentation that led discussion and concluded in an activity that helped develop a visioning statement. Further, the project team presented four key recommendations that will be highlighted in Section 4 of this report.

The visioning statement exercise started by the project team inputting local vision statements along with words provided on the visioning board at the steering committee meeting and public open house that were compiled into 4 draft vision statements. These statements were presented to the steering committee, ranked, and commented upon. This exercise was relied upon in developing the final Active Transportation Vision statement presented in Section 4 of this report.



Figure 16 - Photograph from the Second Steering Committee Meeting



# SECTION IV - NETWORK VISIONING AND KEY RECOMMENDATIONS

After analyzing the City's existing conditions, collaborating with a diverse steering committee of community leaders to gather their valuable perspectives, and assessing community input obtained through an outreach campaign, a clear vision statement for active transportation emerged, along with key conclusions for the City's future planning in this area.

The Vision Statement includes both a short form tagline that was utilized at the onset of engagement with the steering committee and a full developed statement.

## Improving Macomb through movement and connectivity

Macomb strives to create a community where a fun, safe, and accessible active transportation network promotes connectivity, provides access to scenic routes and local amenities, and strengthens the overall livability and appeal of our city for all.



This statement is aspirational, communicates purpose, and can be utilized to foster further community support and alignment on issues involving active transportation.

Along with this visioning statement, four key recommendations have been established for further consideration, analysis, and planning:

### **1. A Road Diet is Supported along North Lafayette and East and West Jackson**

A road diet typically involves converting an existing five-lane undivided roadway to a three-lane roadway consisting of two through lanes and a center two-way left-turn lane (Source: US Federal Highway Administration FHWA). The additional space created by road diets provides an opportunity for bike lanes and safer crossings at intersections.

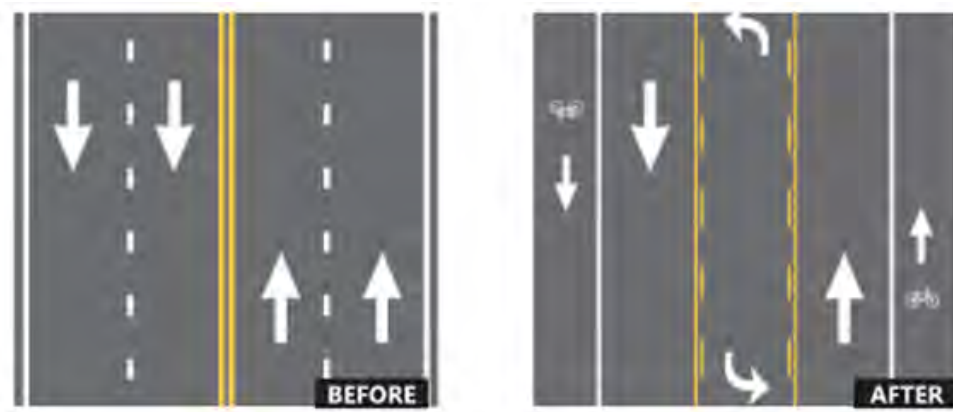


Figure 17 - Road Diet Example Diagram (Source: FHWA)

The FHWA conservatively states that roads with less than 10,000 ADT, like North Lafayette Street, are great candidates for road diets in most instances as capacity will most likely not be affected. Roads with 10,000 to 15,000 ADT, like East and West Jackson Streets, are good candidates for road diets and FHWA recommends transportation agencies conduct intersection and signal timing analysis to determine if a road diet would have an appreciable effect on capacity.

Feedback from the community shows these four-lane roads deter people from walking, biking, or rolling across them. While a major undertaking with state officials, a road diet has the potential to get more people utilizing active transportation in Macomb and provide the community with greater connectivity.

## 2. A Multi-Use Path Loop around the City has Support

Prior to the project team commencing this visioning process, the City had schematic level plans for a multi-use path that circles the city, generally following University Drive to the north, Western Avenue/Ward Street to the west, Grant Street to the south, and Candy Lane/East Street to the east. This multi-use path was supported throughout the public outreach campaign, as demonstrated by the Figure below showing “green lines” in that general path on maps developed during the first steering committee meeting. The City’s current plan to extend multiuse path lanes along Carroll Street from Prairie to East Streets and adjacent commercial destinations is supported by the project team and community.



Figure 18 - Steering Committee Mapping Exercise showing “Loop” Support

Feedback from the steering committee did emphasize that the standard width of multi-use paths is at least 10 feet and recommended that if the City is able to construct future multi-use paths that they meet or exceed 10-feet in width.

### **3. Encourage Development of Additional Bike Lanes to Create more Connectivity**

The existing dedicated bike lanes on Washington and Carroll Streets are well received by the community. Maintaining these existing bike lanes (fresh paint and signage) and developing additional lanes, particularly ones that travel north-south, is encouraged. Only one short stretch of north-south roadway has a dedicated bike lane – on McArthur Street connecting the lanes on Washington and Carroll Streets. These additional bike lanes would also create further connectivity between neighborhoods and destinations within Macomb.

### **4. Consider Launching Points for Expanded Connectivity Beyond Macomb**

This is a recommendation that evolved organically through input received on the online surveys and input provided during the meetings. Interestingly though, it speaks to Macomb being the county seat and greater regional hub. In January 2015, Western Illinois Regional Council (WIRC) performed a county wide bike study that echoed the need for both intra-city active transportation infrastructure and connectivity to points beyond. Spring Lake on the northern edge of Macomb and Argyle Lake north of Colchester were specifically mentioned as destinations Macomb could provide launch points to.

***The project team is proud of the input received from the community to date. The following section of this report places some of these recommendations onto a conceptual active transportation map for the City's use in future planning.***



# SECTION V- CONCEPTUAL ROUTING AND USEFUL DESIGN CATALOGUE ELEMENTS

Attachment 8 provides a graphical representation of existing and proposed multi-use paths and dedicated bike lanes as recommended in the previous section. Limits of road diets and launch points were not shown and require further analysis in a fully developed Active Transportation Plan. It should be noted that these are only concepts, as highlighted by the large, hatched areas for areas contemplated for future north-south dedicated bike lanes.

The technical consultants on this project were gracious and provided numerous design catalogue graphics that the City can use to further build-out their active transportation network. Figures 19 through 22 below are helpful guides to understanding and defining different levels of vehicle and active transportation separation.



Figure 19 - Spectrum of Bicycle Facility Types  
(Source: FHWA Separated Bike Lane Planning and Design Guide)



Figure 20 - Bicycle Boulevard & Intersection  
(Source: Small Town & Rural Design Guide)



Figure 21 - On-Street Bike Lane (Source: Bongorno Consulting)





Figure 22 - Off-Street Multi-Use Path  
(Source: Bongorno Consulting)

The technical consultants also introduced the concept of traffic calming during the outreach efforts, which is simply the deliberate slowing of traffic in areas by building speed bumps or other obstructions. Figure 23 below shows traffic calming tools and countermeasures that can be incrementally implemented in areas as needed. It might also give the City an opportunity to further engage the steering committee to find areas where demonstrations would make most sense and see if subsequent results warrant further capital investment.



Figure 23 - Iterative Approach to Project Delivery  
(Source: Street Plans Collaborative)

The National Association of City Transportation Officials (NACTO) is also a useful source for design guidance for active transportation infrastructure. Their design guides were also utilized during the public outreach campaign and also provide solid guidance for the City as they continue to dream and plan Macomb's future active transportation network. Figure 24 below contains a few examples of design catalogue graphics available through NACTO.



Figure 24 - NACTO Design Catalogue Examples

# SECTION VI- CONCLUDING REMARKS AND NEXT STEPS

This Active Transportation Vision Report accomplished major goals within a short project period of just over 6-months. The goals described within Section 1 of this report were achieved by an engaged steering committee and the greater public, supportive City of Macomb staff, and the expertise of local and national transportation professionals. While this document is a culmination of those efforts, it is the project team's hope that this is a living and breathing document that is frequently updated and serves as a steppingstone to a fully developed Active Transportation Plan.

It is our understanding that the City is actively applying for funds to complete a full planning document and implement different capital improvements that would incorporate improved active transportation infrastructure. We hope that the Active Transportation Steering Committee and public engagement strategies formed here can benefit the City in those efforts. The project team and steering committee are committed to fostering strategic discussions with IDOT to tackle the two state highways that pose significant challenges to active transportation in Macomb.

As investments in active transportation are made, we also encourage the City to develop and measure the performance of active transportation networks. Measuring facility usage and crash data are two ways to help determine if the investments are paying dividends. Demonstrating that dividends are paid by these investments will help future funding applications and hopefully assist in building out the active transportation network in Macomb more fully and expeditiously.



# ATTACHMENTS

1. **Background Documents Provided by the City of Macomb**
2. **Existing Transit Network**
3. **Bike Stress Map and Methodology**
4. **Macomb Destinations Map**
5. **First Steering Committee Meeting Presentation**
6. **Community Open House Presentation**
7. **Second Steering Committee Meeting Presentation**
8. **Conceptual Routing Map**



# ATTACHMENT 1

**Background Documents Provided by the City of Macomb**



## **Background Documents Provided by the City of Macomb**

**Macomb Police Department Crash Data**

**10-Year Demand Response Ridership Data**

**Candy Lane Project Information**

**Chandler Park Master Plan**

**Human Services Transportation Plan**

**Macomb Housing Needs Assessment**

• **McDonough County Bike Study**

**Macomb Comprehensive Plan**

**Macomb Mission, Vision, & Core Values**

**Macomb Reconnecting Community Narrative**

**Macomb Street Safety Plan**

**McDonough County Trails and Greenways Comprehensive Plan**

**Macomb BUILD Plan**

**Macomb Road Width Map**

**State of Illinois Comprehensive Outdoor Recreation Plan**

**Preliminary Multiuse Path Plan**

**Main Street America On-Site Assessment Presentation**



**Available GIS Mapping Data through WIU GIS**





# ATTACHMENT 2

**Existing Transit Network**



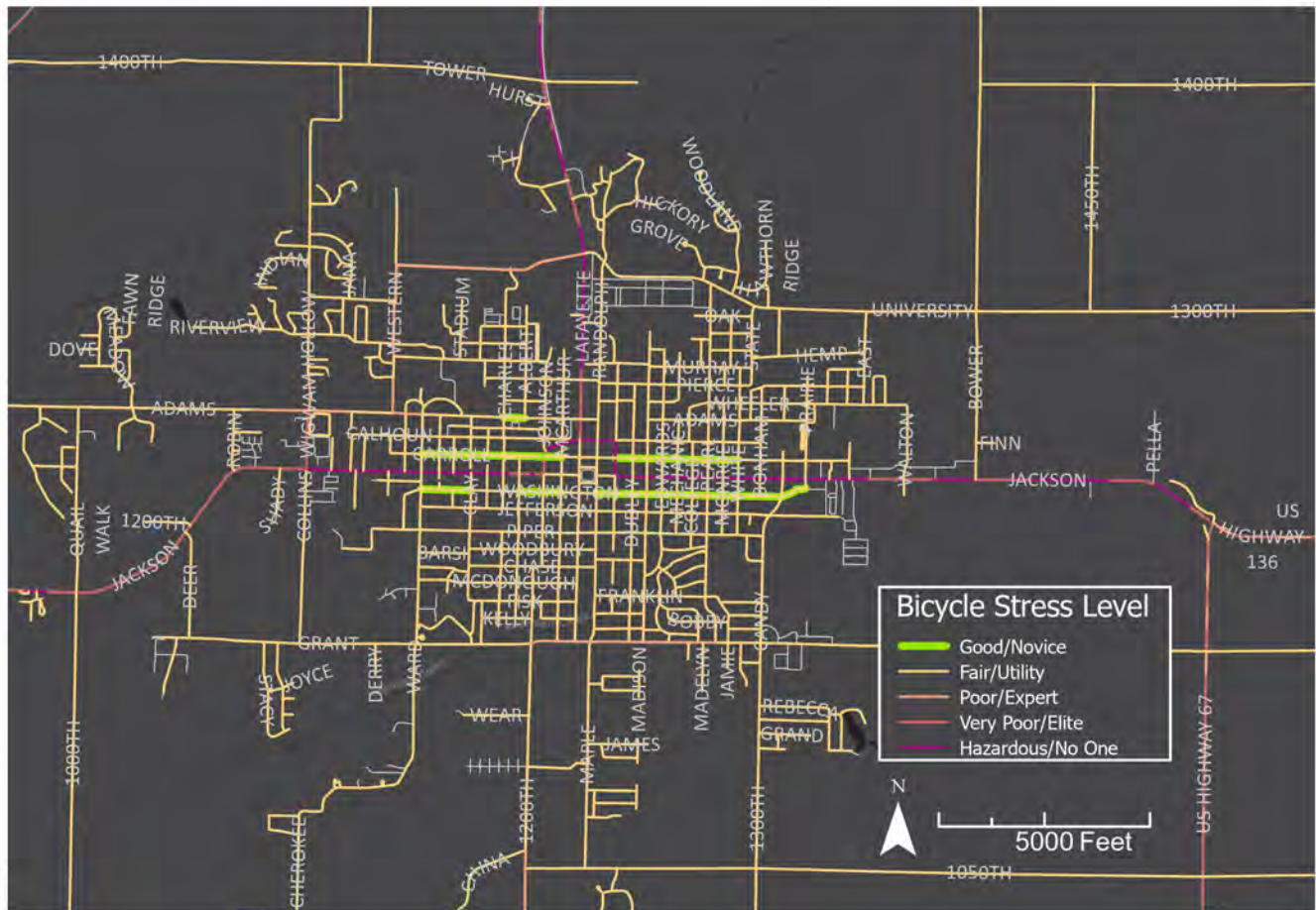
- BNSF Railroad
- Major Routes
-  Bus Depot
-  Amtrak Station
-  WIU

- BNSF Railroad
- Major Routes
-  Bus Depot
-  Amtrak Station
-  WIU



# ATTACHMENT 3

*Bike Stress Map and Methodology*



The above map suggests a five-tier, seven-factor classification system for bicycling in Macomb and some surrounding areas. Note that no system is perfect, and every ride, route, and driver should be treated with respect and caution. The system was created in ArcGIS Pro using the following data (names are shown as column headers in ArcGIS Pro database).

Posted Speed Limit:  $\text{StressSPD} = \text{Speed\_Limit} / 10$  StressLNS=Lanes/2

Avg. Annual Daily Traffic:  $\text{StressAADT} = \text{AADT} / 2000$

Single and Multiple Trucks:  $\text{StressTRKS} = (!\text{AADT\_COMBI!} / 100) + (!\text{AADT\_SINGL!} / 200)$

Bike Facility:  $\text{StressBIKE} = \text{BikeType}$  (Yes=-4, No=0; note: street segments tagged manually and 1 (Bike Lane) or 0 (nothing) to a new field (BikeType/Bicycle Facility Type))

Number of Lanes:  $\text{StressLNS} = \text{Number of through lanes} / 2$

Crashes Nearby from 2022 to 2023:  $\text{StressCRSH} = \text{Crashes2223} / 10$

Presence of Divider Median:  $\text{StressMDN} = (-1 \times \text{Median Width}) / 10$  note: essentially a -1 or 0

The Bicycle Stress Factor was developed by calculating a single factor from all of the calculations listed above as the following SQL/Python formula; note that lower values are better: Combined Stress Factor= $!\text{StressSPD}! + !\text{StressLNS}! + !\text{StressAADT}! + !\text{StressTRKS}! + !\text{StressBIKE}! + !\text{StressCRSH}! + !\text{StressMDN}!$

#### Other Notes:

1. The Stress Factor results can be modified by weighting the stress factor calculation above, by adding or subtracting individual variables, or by changing the calculations for each of the individual factors and re-calculating the Bicycle Stress Factor.
2. A default value of 500AADT was applied to 3,951 street segments with no AADT values, and that some traffic volumes were updated to 2022 (typical: 2020) using Illinois DOT data at [www.gettingaroundillinois.com/Traffic%20Counts/index.html](http://www.gettingaroundillinois.com/Traffic%20Counts/index.html)
3. Gray streets mean that there was no data available, and are likely very low volume.

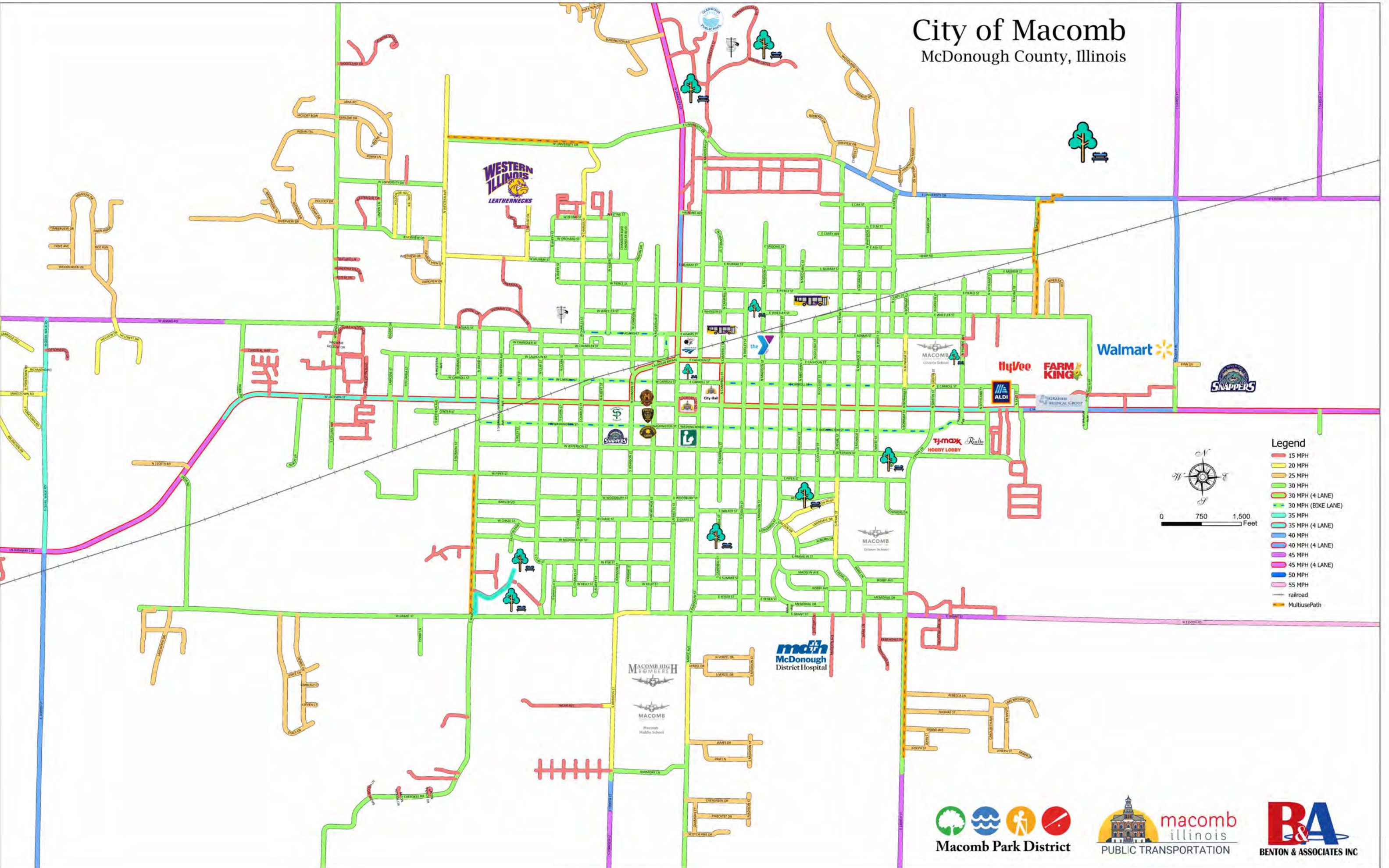
# ATTACHMENT 4

**Macomb Destinations Map**



# City of Macomb

McDonough County, Illinois



# ATTACHMENT 5

**First Steering Committee Meeting Presentation**



STEERING COMMITTEE

# Macomb Active Transportation Vision

MARCH 5, 2025

Improving Macomb through movement and connectivity





# Today's Agenda



- 01** Welcome & Introductions
- 02** Project Objectives & Timeline
- 03** Context Setting / Current State
- 04** Active Transportation Tools & Counter-Measures
- 05** Visioning Statement Discussion
- 06** Connectivity Mapping Exercise
- 07** Community Engagement
- 08** Next Steps

# Welcome & Introductions

## Project Team

- Scott Coker, City of Macomb; Rachel Lenz, Macomb Park District
- Doug Erickson & Troy Rhoads, Benton & Associates
- Chris Bongorno, Bongorno Consulting, Rails to Trails Conservancy
- Gary Toth, CTL Engineering



# Welcome & Introductions

## Project Steering Committee Exercise

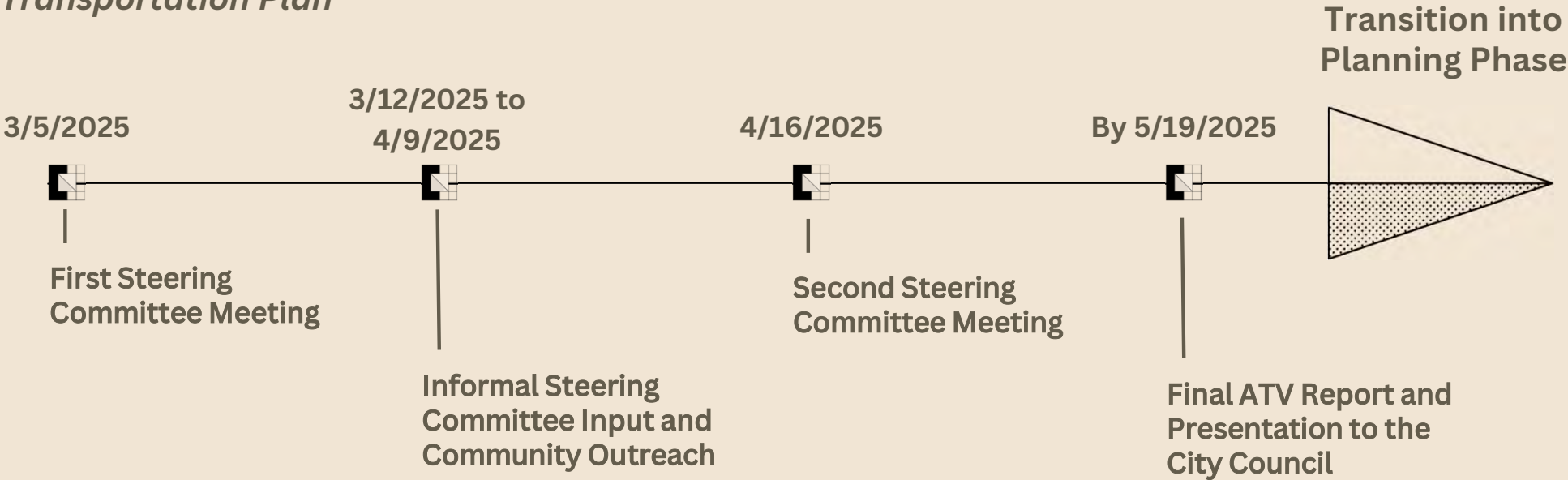
- **Name, Organization, pick one question to answer as part of your intro**
  - Share a memory of yours that involves biking (or any other form of active transportation)
  - What is your favorite thing to do outdoors in Macomb?
  - Is there somewhere outside of Macomb that has trails and multi-use paths that you enjoy? Tell us about them!



# Project Objectives & Timeline

## Develop an Active Transportation *Vision*

*Position the City of Macomb to receive additional funding to complete an implementable **Active Transportation Plan***







## Context Setting / Current State

An Acknowledgement and a Challenge  
for today's collaborative work to  
achieve this project's objectives  
effectively.

# Context Setting / Current State

*Mission, Vision, & Core Values*

**Integrity**  
Do the right thing, always.

**Collaboration**  
Together we are better.

**Innovation**  
Embracing change, creating opportunity.

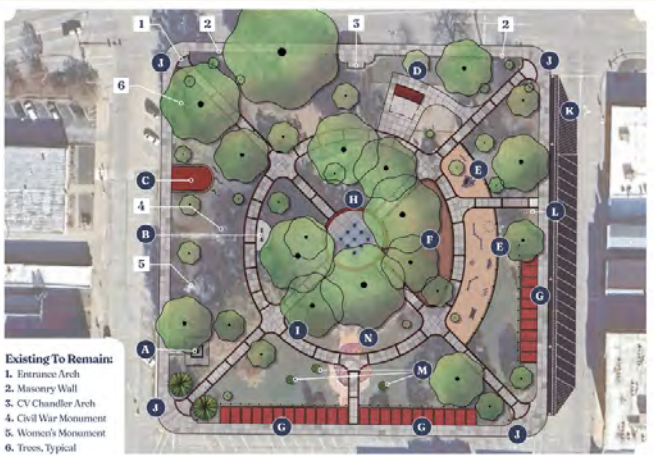
**Stewardship**  
Protecting our future.

**Citizen Focused** Prioritizing citizens' needs.

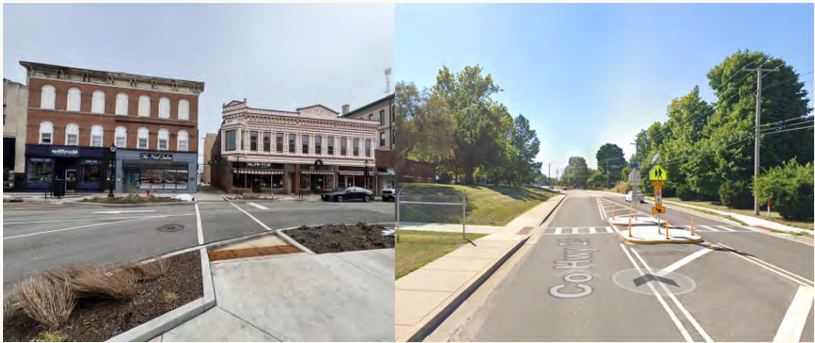
**McDonough County Bike Study**  
*Exploring Opportunities for Alternative Transportation*

*Prepared by the Western Illinois Regional Council*

*January 2015*



c/o City of Macomb and Farnsworth Engineering



Downtown ITEP Project w/ Hutchison Engineering; National Main Street Center

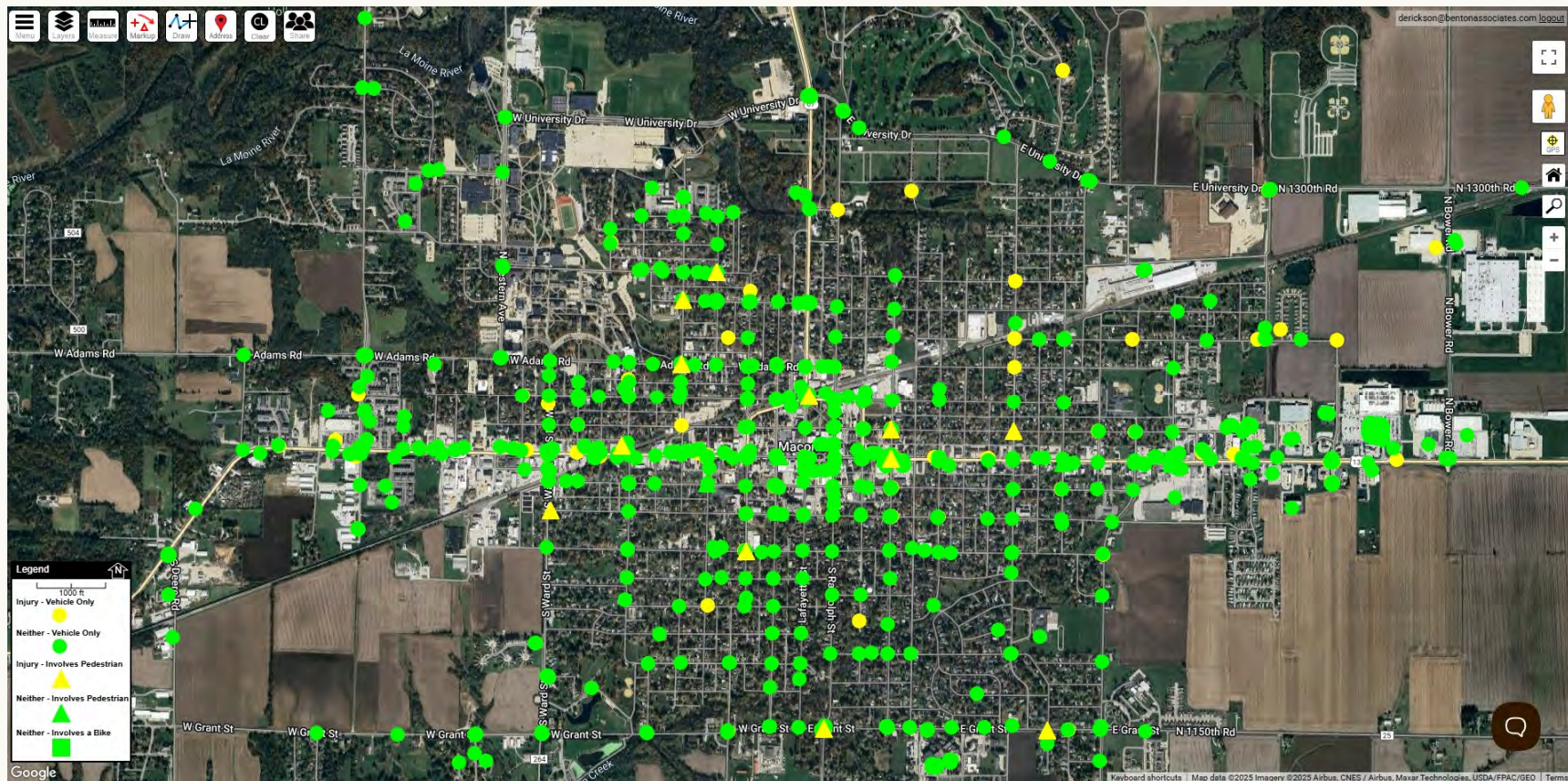
Safe Routes to School w/ IMEG Corp.



# Context Setting / Current State

Crash Data - 2020 through 2024

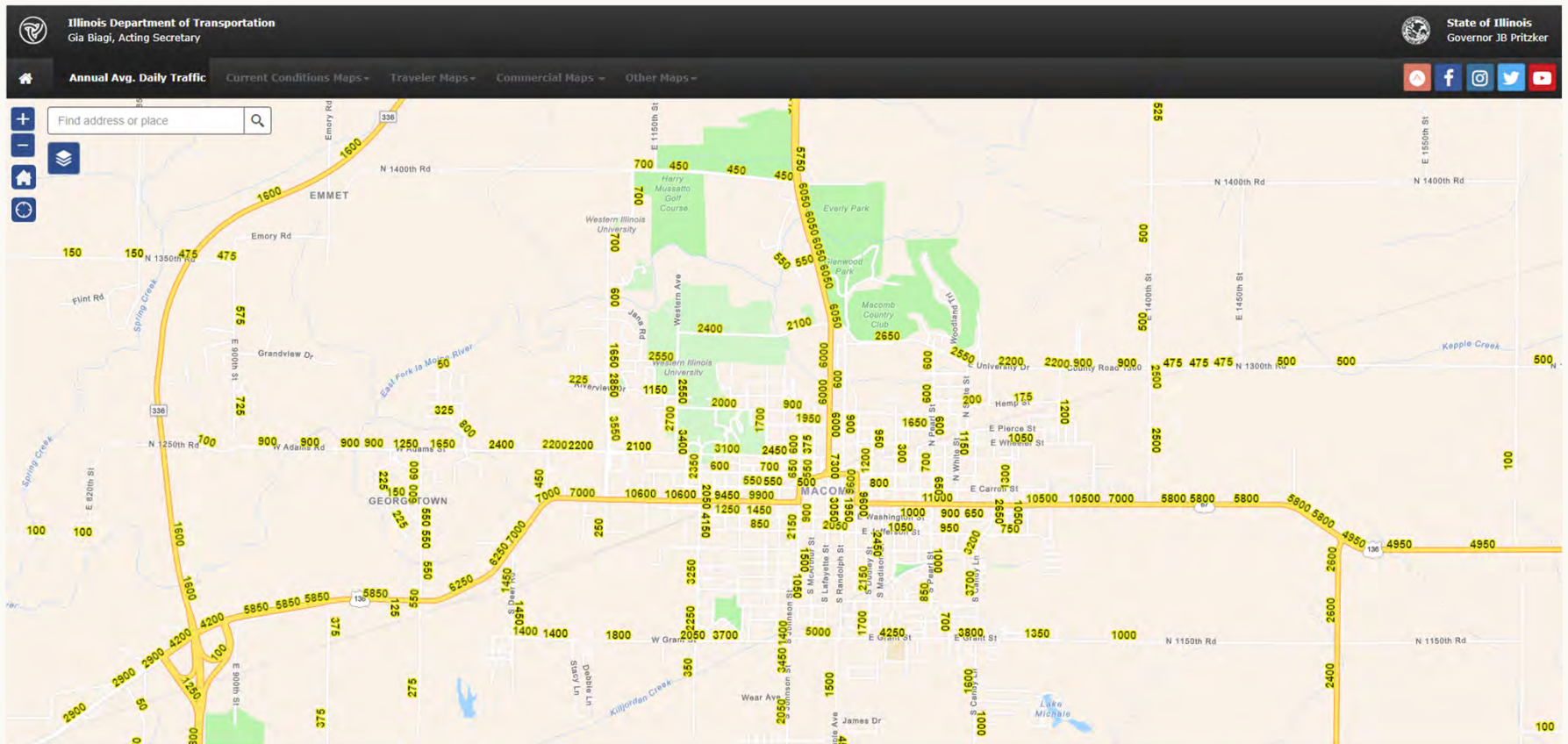
[www.diamondmaps.com](http://www.diamondmaps.com)



# Context Setting / Current State

Traffic Count Data

<https://www.gettingaroundillinois.com/Traffic%20Counts/index.html>

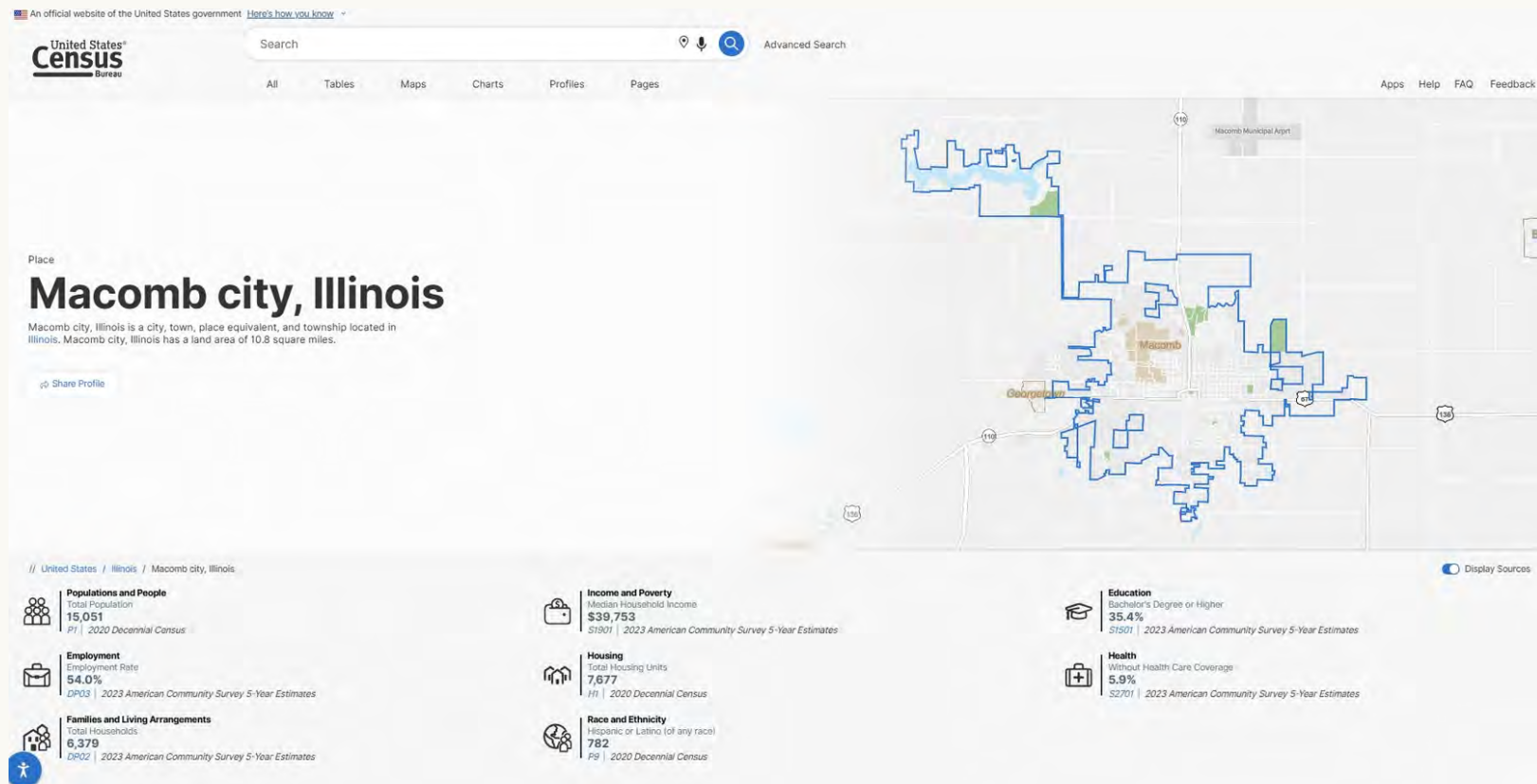




# Context Setting / Current State

Demographic Data

<https://data.census.gov/profile?g=160XX00US1745889>



# Active Transportation Tools & Counter Measures

- Safe (Complete) Streets
- Sidewalks & Streetscape
- Multimodal Support
- Bicycle Facilities



*Source: National Main Street Center*

# Active Transportation Tools & Counter Measures

## Safe (Complete) Streets

- Accommodate all users
- Promote safe speeds
- Incorporate traffic calming
- Feature visible crossings



*Source: Bongorno Consulting*



# Active Transportation Tools & Counter Measures

## Sidewalk & Streetscapes

- Pedestrian zone
- Frontage zone
- Amenity zone
- Buffer zone



*Source: Bongorno Consulting*

# Sidewalk Zones



*Source: NACTO*

# Active Transportation Tools & Counter Measures

## Multimodal Support

- Private automobiles
- Commercial vehicles
- Transit service
- Pedestrians
- Bicyclists
- Other mobility devices
- Curbside activity



*Source: NACTO*



# Active Transportation Tools & Counter Measures

## Bicycle Facilities

- Signed routes
- Shared lanes
- On-street lanes
- On-street buffered lanes
- On-street separated lanes
- On-street trails and paths



*Source: Bongorno Consulting*

Least  
Separation



### Signed Routes (No Pavement Markings)

A roadway designated as a preferred route for bicycles.



### Shared Lane Markings

A shared roadway with pavement markings providing wayfinding guidance to bicyclists and alerting drivers that bicyclists are likely to be operating in mixed traffic.



### On-Street Bike Lanes

An on-road bicycle facility designated by striping, signing, and pavement markings.



### On-Street Buffered Bike Lanes

Bike lanes with a painted buffer increase lateral separation between bicyclists and motor vehicles.



### Separated Bike Lanes

A separated bike lane is an exclusive facility for bicyclists that is located within or directly adjacent to the roadway and that is physically separated from motor vehicle traffic with a vertical element.



### Off Street Trails / Sidepaths

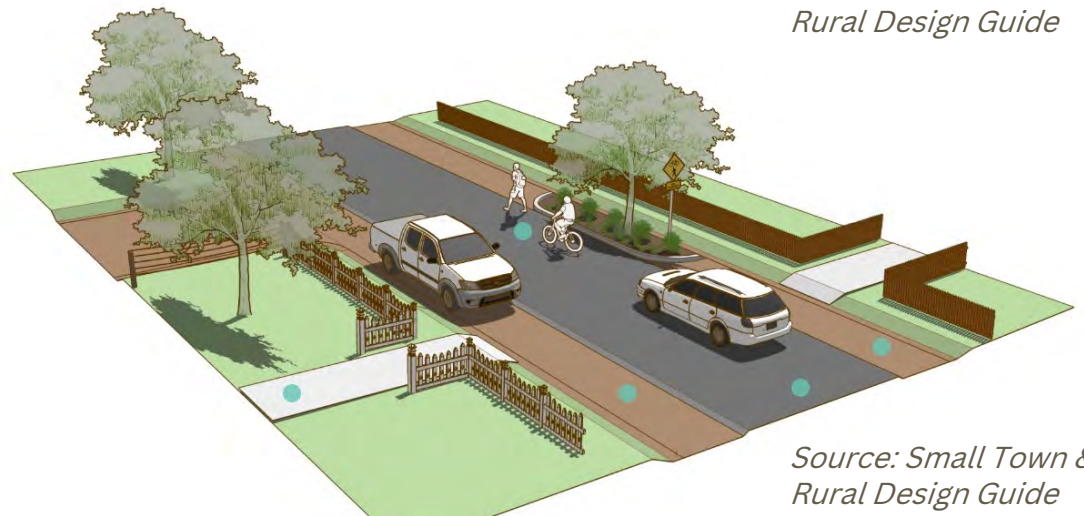
Bicycle facilities physically separated from traffic, but intended for shared use by a variety of groups, including pedestrians, bicyclists, and joggers.

Most  
Separation

Source: FHWA



Source: Small Town & Rural Design Guide



Source: Small Town & Rural Design Guide



Least  
Separation



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Separation

Source: FHWA





Least  
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Bicycle facilities physically separated from traffic, but intended for shared use by a variety of groups, including pedestrians, bicyclists, and joggers.

Most  
Separation

Source: FHWA



Source: Bongorno



Source: Bongorno



# Active Transportation Tools & Counter Measures



**DEMONSTRATION**  
(1 day - 1 month · \$)

High: organizers expect project to be adjusted and removed.



**PILOT**  
(1 month- 1 year · \$\$)

High: organizers expect project to be adjusted; it **may** be removed if it does not meet goals



**INTERIM DESIGN**  
(1 year - 5 years · \$\$\$)

Moderate: organizers expect project to be adjusted, but it is intended to remain in place until capital upgrades are possible



**LONG-TERM/CAPITAL**  
(5 years - 50 years · \$\$\$\$)

Low: project is considered a permanent capital upgrade that is unlikely to be adjusted significantly once installed

Source: Street Plans

# Active Transportation Tools – Vision Statement & Goals



**Walk.Roll.Illinois**

## **Active Transportation Draft Recommendations Framework**



### **Vision Statement**

It is our vision to provide a safe, equitable, multimodal active transportation network in Illinois that reflects our unique communities, improves access, increases active transportation, and advances livability and connectivity for everyone, particularly those who walk, bike, or roll.

Concise, inspirational  
statement that guides  
the work



### **Goals**

- › **Equity:** Ensure that the network is accessible to users of all ages, abilities, and backgrounds.
- › **Safety:** Reduce bicyclist and pedestrian serious injuries and fatalities.
- › **Connectivity:** Connect people to essential destinations like school, jobs, parks, and more through comfortable and continuous bicycle and pedestrian facilities.
- › **Partnerships:** Build new partnerships and strengthen existing relationships to advance walking and biking.
- › **Economic vitality:** Support the creation of economically and culturally vibrant streetscapes that provide opportunities to engage with businesses and commerce, and drive economic activity.
- › **Public health & environment:** Promote active modes of travel that improve air quality and reduce chronic disease, fossil fuel dependence, greenhouse gas emissions, and congestion.
- › **Livability:** Support active living environments that provide affordable transportation options and allow people to thrive in their communities and neighborhoods.

Desired results of  
active transportation  
efforts



**The vision of the Yellow Springs Active Transportation Plan is to develop a high-quality, integrated surface transportation infrastructure system that contributes to improved quality of life**  
*by promoting safety, recreation, environmental sustainability, health, equity/inclusion, and economic development in the pursuit of maintaining and enhancing the Village's vibrant and connected community for people of all ages and abilities.*

**To increase participation in active transportation among residents, workers, students, customers, and visitors, the Village of Glen Ellyn will be a place where recreational and functional bicycling are safe, viable, useful, and enjoyable elements of community character.**



# Active Transportation Vision – Vision Statement & Goals

## Sample Goal Areas:

- Health & Safety
- Connected Communities (physical)
- Connected Communities (social)
- Economic Development
- Environmental Benefits
- Equity

*Active transportation plans aim to develop a road map of actionable policy, program, and capital recommendations to achieve established goals*

# Community Engagement



## **Provide an opportunity for more community participation and support**


The Steering Committee is a small group of community leaders that can help our project team spread the word, solicit additional input, and garner support.

- Social Media Outreach
- Open Public Meeting
- Through the Steering Committee



# Community Engagement


## Sample Survey with Mapping

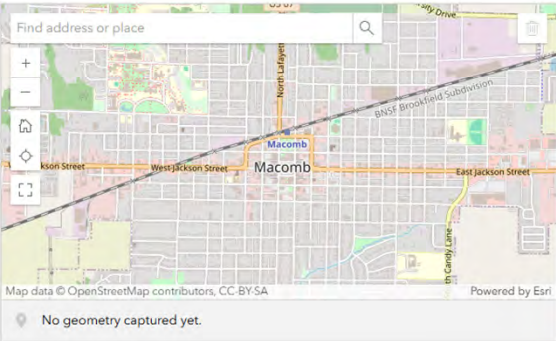


### Safety Survey

Use your mouse to click on the map to identify the location of your safety concern (use the plus (+) or minus (-) buttons to zoom in or out). The questions below the map let you tell us about this concern. *Optional: Take a picture and upload it to give us more details.*

#### Safety Concern\*





Map data © OpenStreetMap contributors, CC-BY-SA Powered by Esri

No geometry captured yet.


#### What kind of safety problem is this?\*




Describe the kind of issue.

#### Photos (optional)

You can upload an image by clicking on the field below, or click on the camera icon at right to take a picture with your cell phone.

1 Drop image here or select image (maximum number of files allowed: 3)







## Next Steps

- A.** Process and Summarize Today's Efforts!
- B.** Launch Online Survey and Distribute to the Community
- C.** Hold a Public Meeting
- D.** Summarize the Community Outreach Results
- E.** Steering Committee Meeting on April 16, 2025



# Thank you for your participation!

## Project Team Contacts

Doug Erickson ..... [derickson@bentonassociates.com](mailto:derickson@bentonassociates.com)  
Troy Rhoads ..... [trhoads@bentonassociates.com](mailto:trhoads@bentonassociates.com)  
Scott Coker ..... [scoker@cityofmacomb.com](mailto:scoker@cityofmacomb.com)  
Rachel Lenz ..... [R.Lenz@macombparks.com](mailto:R.Lenz@macombparks.com)  
Chris Bongorno ..... [cbongorno@bongornoconsulting.com](mailto:cbongorno@bongornoconsulting.com)  
Gary Toth ..... [garytoth51@gmail.com](mailto:garytoth51@gmail.com)

**Slides information can be provided to steering committee members upon request!**



# ATTACHMENT 6

**Community Open House Presentation**

Community Open House

# Macomb Active Transportation Vision

April 22, 2025

Improving Macomb through movement and connectivity



# Tonight's Agenda



- 01** Welcome & Introductions
- 02** What is Active Transportation?
- 03** Context Setting / Current State
- 04** Our Goals through Active Transportation Visioning
- 05** Interactive Survey Review
- 06** Mapping & Visioning Exercises
- 07** Next Steps



# Welcome & Introductions

## Project Team

- Scott Coker & Miranda Lambert, City of Macomb; Rachel Lenz, Macomb Park District
- Doug Erickson & Cheyenne Cameron, Benton & Associates
- Chris Bongorno, Bongorno Consulting, Rails to Trails Conservancy
- Gary Toth, CTL Engineering



# Macomb ATV Steering Committee

## CORE Project Team



## COMMUNITY Leadership Group



## Project Directory

### CORE Project Team

Scott Coker, City of Macomb, [scoker@cityofmacomb.com](mailto:scoker@cityofmacomb.com)  
Miranda Lambert, City of Macomb, [mlambert@cityofmacomb.com](mailto:mlambert@cityofmacomb.com)  
Alice Ohrtmann, City of Macomb, [aohrtmann@cityofmacomb.com](mailto:aohrtmann@cityofmacomb.com)  
Rachel Lenz, Macomb Park District, [r.lenz@macombparks.com](mailto:r.lenz@macombparks.com)  
Doug Erickson, B&A, [derickson@bentonassociates.com](mailto:derickson@bentonassociates.com)  
Troy Rhoads, B&A, [trhoads@bentonassociates.com](mailto:trhoads@bentonassociates.com)  
Chris Bongorno, Rails to Trails, [cbongorno@bongornoconsulting.com](mailto:cbongorno@bongornoconsulting.com)  
Eric Oberg, Rails to Trails, [eric@railstotrails.com](mailto:eric@railstotrails.com)

### Technical Assistance

Leigh Lane, CTL, [llane@ctleng.com](mailto:llane@ctleng.com)  
Doug Parker, CTL, [dparker@ctleng.com](mailto:dparker@ctleng.com)

### Community Leadership Group

Savannah Ballard, City of Macomb, [sballard@cityofmacomb.com](mailto:sballard@cityofmacomb.com)  
Jessica Biddenstadt, City of Macomb, [jfink@cityofmacomb.com](mailto:jfink@cityofmacomb.com)  
Jeff Hamer, Macomb Police Chief, [jhamer@cityofmacomb.com](mailto:jhamer@cityofmacomb.com)  
Dr. Mark Towmey, Macomb SD #185, [twomeym@mcusd185.org](mailto:twomeym@mcusd185.org)  
Laura Leezer, Youth Assistance Program, [laura.leezer@mortonbank.com](mailto:laura.leezer@mortonbank.com)  
Byron Shabazz, Macomb NAACP, [mcdnaacp@gmail.com](mailto:mcdnaacp@gmail.com)  
John Vigezzi, City of Macomb, [jvigezzi@cityofmacomb.com](mailto:jvigezzi@cityofmacomb.com)  
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Adrian MacGregor, [anmacgregor@mdh.org](mailto:anmacgregor@mdh.org)  
Jarred Dexter, WIRC, [jarred@wirpc.org](mailto:jarred@wirpc.org)  
Nick Knowles, YMCA of McD County, [nsknowles@gmail.com](mailto:nsknowles@gmail.com)  
CallaBria Putrino, Macomb Transit, [cputrino@cityofmacomb.com](mailto:cputrino@cityofmacomb.com)  
Curt Oldfield, Spoon River College, [curt.oldfield@src.edu](mailto:curt.oldfield@src.edu)  
John Smith, WIU, [jw-smith@wiu.edu](mailto:jw-smith@wiu.edu)  
Chad Sperry, WIU GIS, [ce-sperry@wiu.edu](mailto:ce-sperry@wiu.edu)  
Steven Brody, Chamber of Comm., [steven@macombareachamber.com](mailto:steven@macombareachamber.com)  
John Meixner, ROE/Quality of Life, [jmeixner@roe26.net](mailto:jmeixner@roe26.net)



# What is Active Transportation?

Definitions and additional resources for consideration.



# What is Active Transportation?

*“Active Transportation refers to any form of human-powered transportation, such as walking, cycling or using a wheelchair, that promotes physical activity while traveling from one place to another. In Illinois, active transportation plays a vital role in enhancing public health, reducing traffic congestion and promoting sustainable mobility options for residents and visitors, alike.”*

--Illinois Department of Transportation



c/o Canva Dream Lab



[www.walkrollillinois.com](http://www.walkrollillinois.com)

# Context Setting / Current State

Mission, Vision, & Core Values

**Integrity**  
Do the right thing, always.

**Collaboration**  
Together we are better.

**Innovation**  
Embracing change, creating opportunity.

**Stewardship**  
Protecting our future.

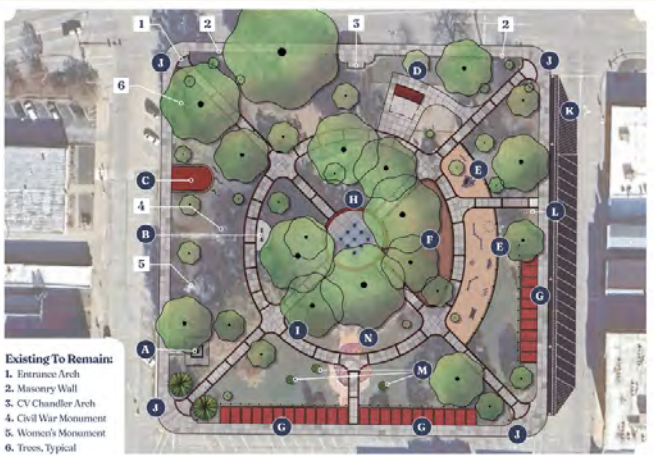
Citizen Focused Prioritizing citizens' needs.

McDonough County Bike Study

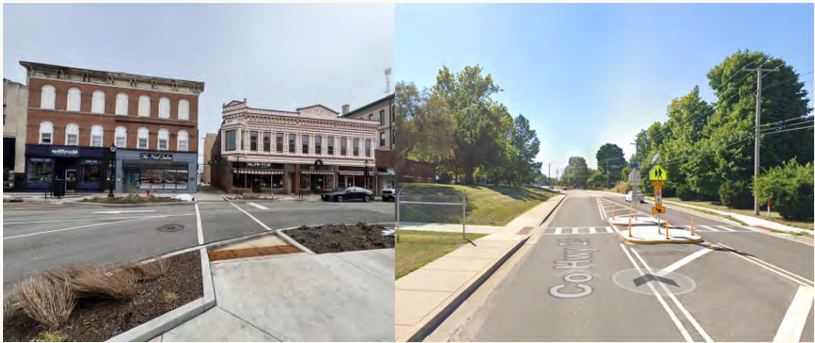
Exploring Opportunities for Alternative Transportation

Prepared by the Western Illinois Regional Council

January 2015



c/o City of Macomb and Farnsworth Engineering



Downtown ITEP Project w/ Hutchison Engineering; National Main Street Center

Safe Routes to School w/ IMEG Corp.

## Context Setting / Current State

- Crash data
- Traffic counts
- Local and regional demographics
- Existing active transportation



- Steering committee input
- Review of *good examples*
- Input from planning experts
- Community outreach



# Our Goals through Active Transportation Visioning

Least  
Separation



## Signed Routes (No Pavement Markings)

A roadway designated as a preferred route for bicycles.



## Shared Lane Markings

A shared roadway with pavement markings providing wayfinding guidance to bicyclists and alerting drivers that bicyclists are likely to be operating in mixed traffic.



## On-Street Bike Lanes

An on-road bicycle facility designated by striping, signing, and pavement markings.



## On-Street Buffered Bike Lanes

Bike lanes with a painted buffer increase lateral separation between bicyclists and motor vehicles.



## Separated Bike Lanes

A separated bike lane is an exclusive facility for bicyclists that is located within or directly adjacent to the roadway and that is physically separated from motor vehicle traffic with a vertical element.



## Off Street Trails / Sidepaths

Bicycle facilities physically separated from traffic, but intended for shared use by a variety of groups, including pedestrians, bicyclists, and joggers.

Most  
Separation



Source: Bongorno Consulting

# Our Goals through Active Transportation Visioning

Create a foundational document that establishes a vision for active transportation in Macomb and implementable strategies

- Conceptual Routing and Design Catalogue
- Connected Communities (physical)
- Connected Communities (social)
- Economic Development
- Environmental Benefits
- Policy Recommendations



Source: National Main Street Center


*Active transportation plans aim to develop a road map of actionable policy, program, and capital recommendations to achieve established goals*



# Overview of the Community Survey

<https://arcg.is/OXvyrL2>



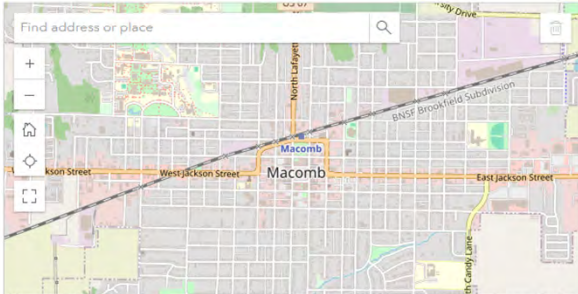


### Interactive Map Exercise

Use your mouse to click on the map and identify the location of your active transportation concern or route improvement idea, using the plus (+) or minus (-) buttons to zoom in or out. The questions below the map let you tell us about this concern.  
*Optional: Take a picture and upload it to give us more details.*

#### Observation Map\*


Please move the point to a place on the map.



Map data © OpenStreetMap contributors, CC-BY-SA      Powered by Esri

**Please tell us about your active transportation concern or observation.\***  
Describe the kind of issue.

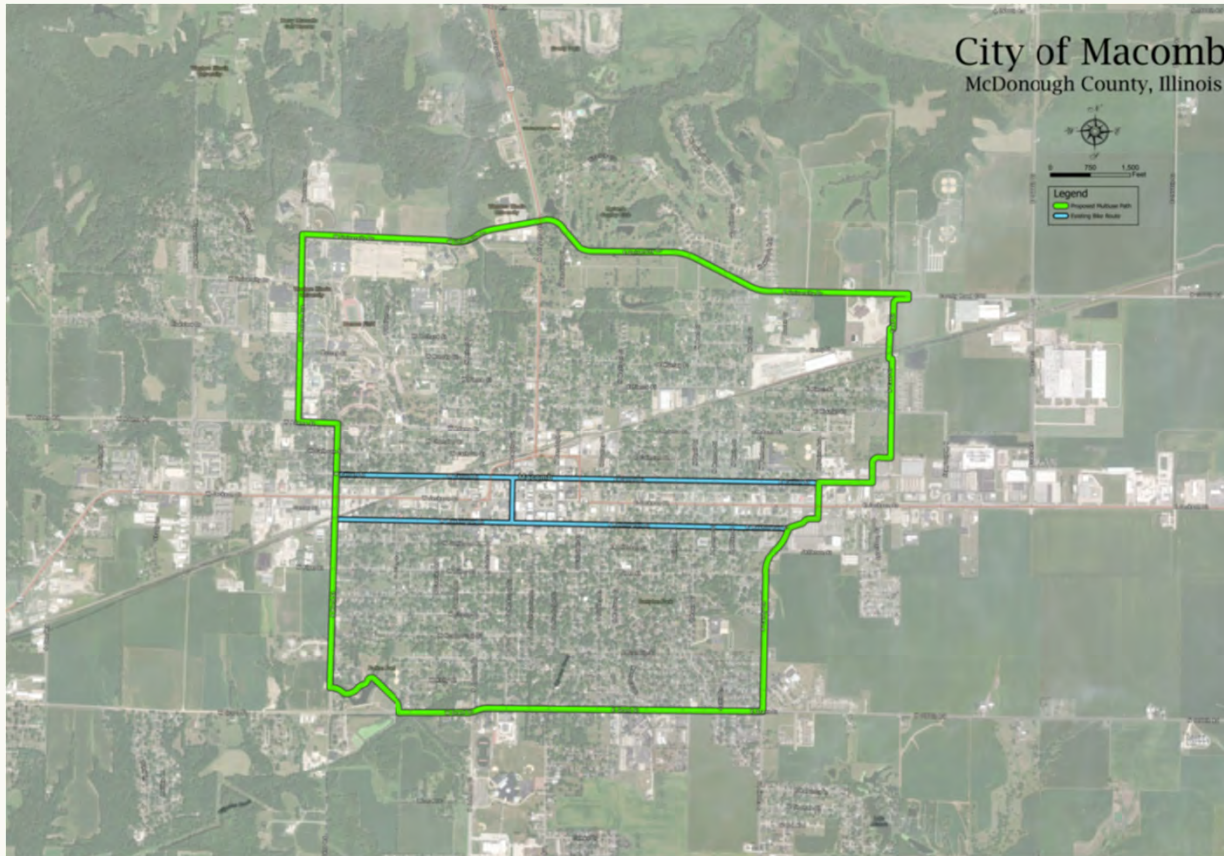
**Photos (optional)**  
You can upload an image by clicking on the field below, or click on the camera icon at right to take a picture with your cell phone.





# Mapping and Visioning Exercises

## Areas for Improvement



● “Good”

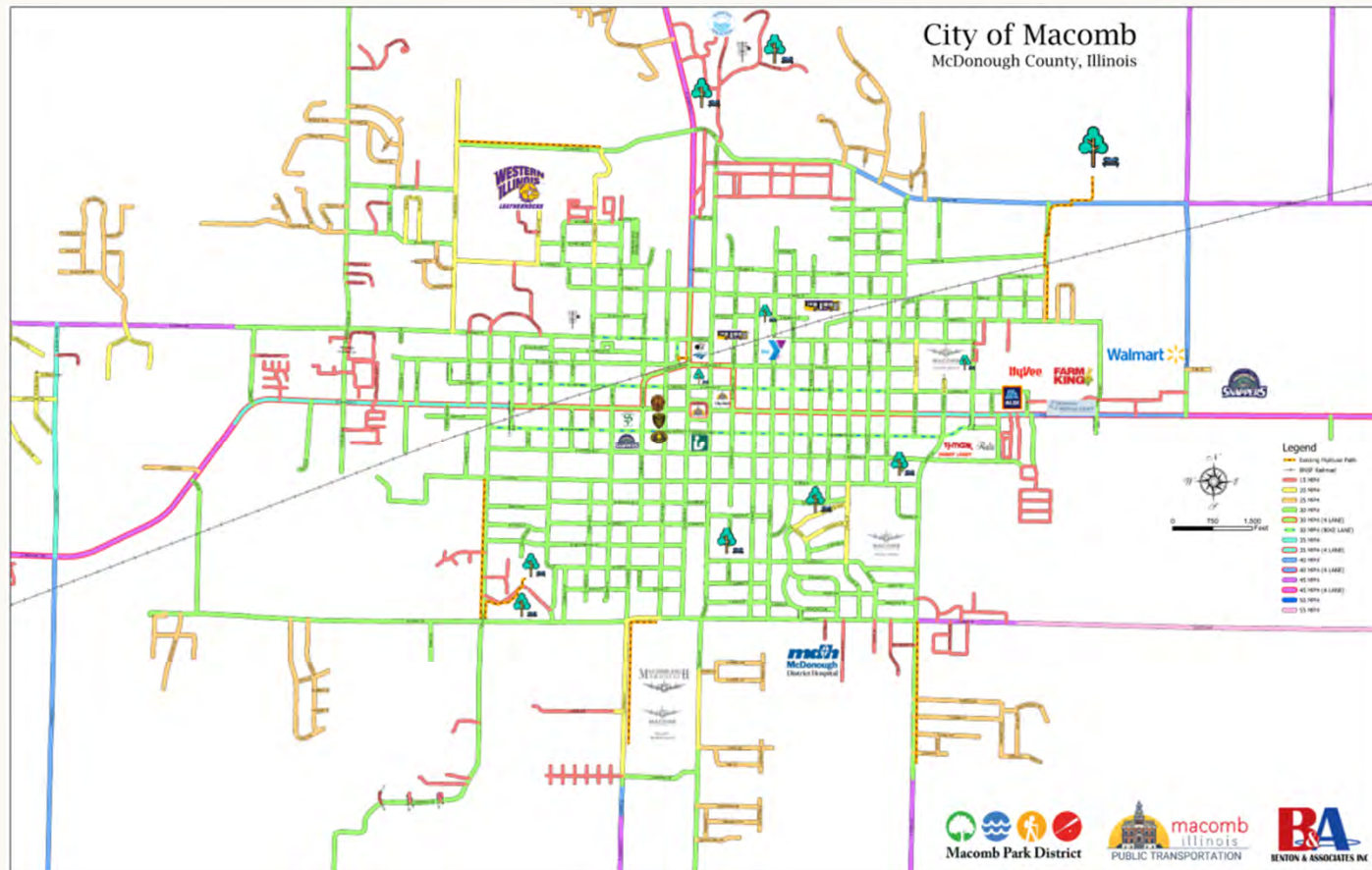
Examples of good existing active transportation infrastructure

● “Bad”

● Areas that need active transportation infrastructure improvements

# Mapping and Visioning Exercises

Destinations needing better access



This map contains locations of a variety of local “destinations”. On the notepad beside it, write down which destinations need better access via active transportation. If a location is listed already, place a “tick” mark besides it!

# Mapping and Visioning Exercises

Visioning words and phrases

On the “Visioning Words and Phrases” note pad, stick a Post-It note with a few visioning words or a short phrase that describe what active transportation should be in Macomb.



Source: Small Town & Rural Design Guide

The vision of the Yellow Springs Active Transportation Plan is to develop a high-quality, integrated surface transportation infrastructure system that contributes to improved quality of life

*by promoting safety, recreation, environmental sustainability, health, equity/inclusion, and economic development in the pursuit of maintaining and enhancing the Village's vibrant and connected community for people of all ages and abilities.*

To increase participation in active transportation among residents, workers, students, customers, and visitors, the Village of Glen Ellyn will be a place where recreational and functional bicycling are safe, viable, useful, and enjoyable elements of community character.

## Our Vision

A vibrant  
welcoming  
community  
providing  
opportunities  
for all.





# Active Transportation Tools & Counter Measures



**DEMONSTRATION**  
(1 day - 1 month · \$)

High: organizers expect project to be adjusted and removed.



**PILOT**  
(1 month- 1 year · \$\$)

High: organizers expect project to be adjusted; it **may** be removed if it does not meet goals



**INTERIM DESIGN**  
(1 year - 5 years · \$\$\$)

Moderate: organizers expect project to be adjusted, but it is intended to remain in place until capital upgrades are possible



**LONG-TERM/CAPITAL**  
(5 years - 50 years · \$\$\$\$)

Low: project is considered a permanent capital upgrade that is unlikely to be adjusted significantly once installed

Source: Street Plans



## Next Steps

- A.** Process and Summarize Today's Efforts!
- B.** Community Survey Open through April 30<sup>th</sup>!
- C.** Second Steering Committee Meeting on May 6<sup>th</sup>.
- D.** Finalize Visioning Report by the end of May; present to the City Council.
- E.** Identify and implement a demonstration?  
Develop full plan.

# Thank you for your participation!

## Project Team Contacts

Doug Erickson ..... [derickson@bentonassociates.com](mailto:derickson@bentonassociates.com)  
Troy Rhoads ..... [trhoads@bentonassociates.com](mailto:trhoads@bentonassociates.com)  
Scott Coker ..... [scoker@cityofmacomb.com](mailto:scoker@cityofmacomb.com)  
Miranda Lambert..... [mlambert@cityofmacomb.com](mailto:mlambert@cityofmacomb.com)  
Rachel Lenz ..... [R.Lenz@macombparks.com](mailto:R.Lenz@macombparks.com)  
Chris Bongorno ..... [cbongorno@bongornoconsulting.com](mailto:cbongorno@bongornoconsulting.com)





# ATTACHMENT 7

**Second Steering Committee Meeting Presentation**

Steering Committee

# Macomb Active Transportation Vision

May 6, 2025

Improving Macomb through movement and connectivity



# Today's Agenda



- 01** Welcome & Introductions
- 02** Recap of Our First Meeting
- 03** Summary of Public Outreach Efforts
- 04** Visioning Words and Statements
- 05** Compilation of Mapping Exercises
- 06** Key Recommendations for Final Visioning Report
- 07** Next Steps



# Welcome & Introductions

## Project Team

- Scott Coker & Miranda Lambert, City of Macomb; Rachel Lenz, Macomb Park District
- Doug Erickson & Troy Rhoads, Benton & Associates
- Chris Bongorno, Bongorno Consulting, Rails to Trails Conservancy
- Gary Toth, CTL Engineering



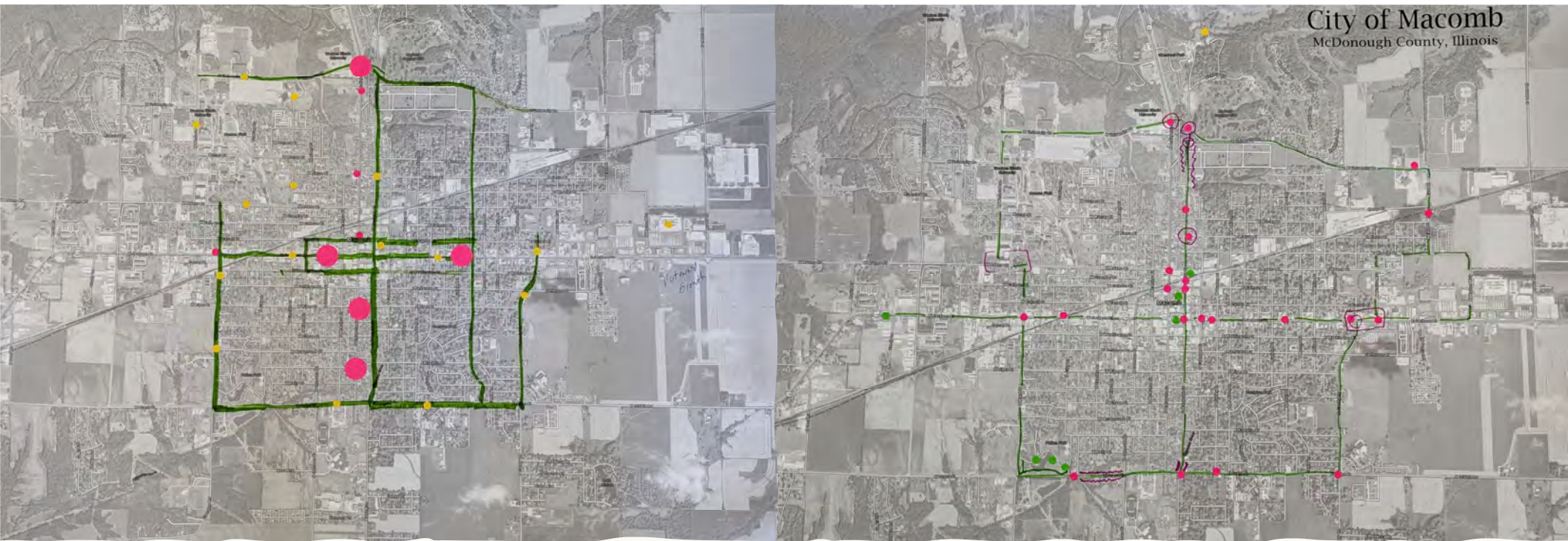
# Recap of Our March Meeting

---

- Context Setting for Macomb
- Review of active transportation tools and counter measures
- Looked at visioning statements and goals from other communities
- *Collaborative mapping exercises*







# Mapping Exercises

---


From March Steering Committee Meeting



# Summary of Public Outreach Efforts

<https://arcg.is/OXvyrL2>






### Interactive Map Exercise

Use your mouse to click on the map and identify the location of your active transportation concern or route improvement idea, using the plus (+) or minus (-) buttons to zoom in or out. The questions below the map let you tell us about this concern.  
*Optional: Take a picture and upload it to give us more details.*

#### Observation Map\*


Please move the point to a place on the map.



Map data © OpenStreetMap contributors, CC-BY-SA      Powered by Esri

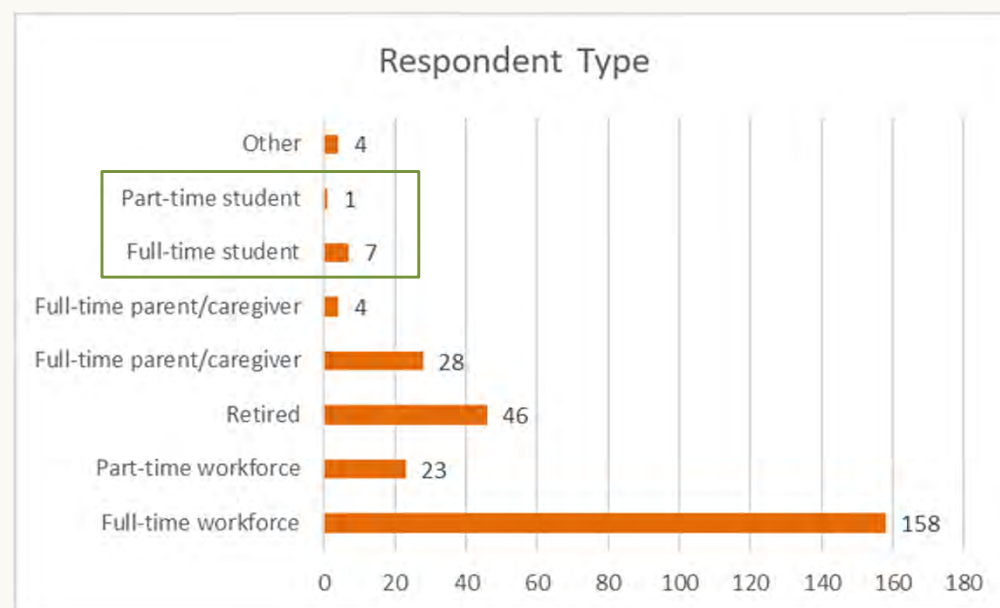
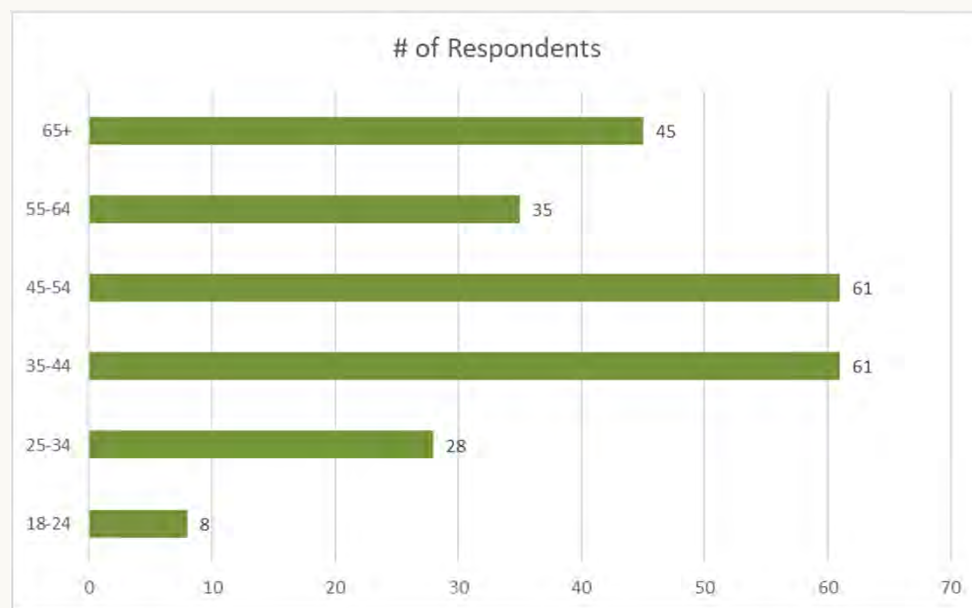
**Please tell us about your active transportation concern or observation.\***  
Describe the kind of issue.

**Photos (optional)**  
You can upload an image by clicking on the field below, or click on the camera icon at right to take a picture with your cell phone.



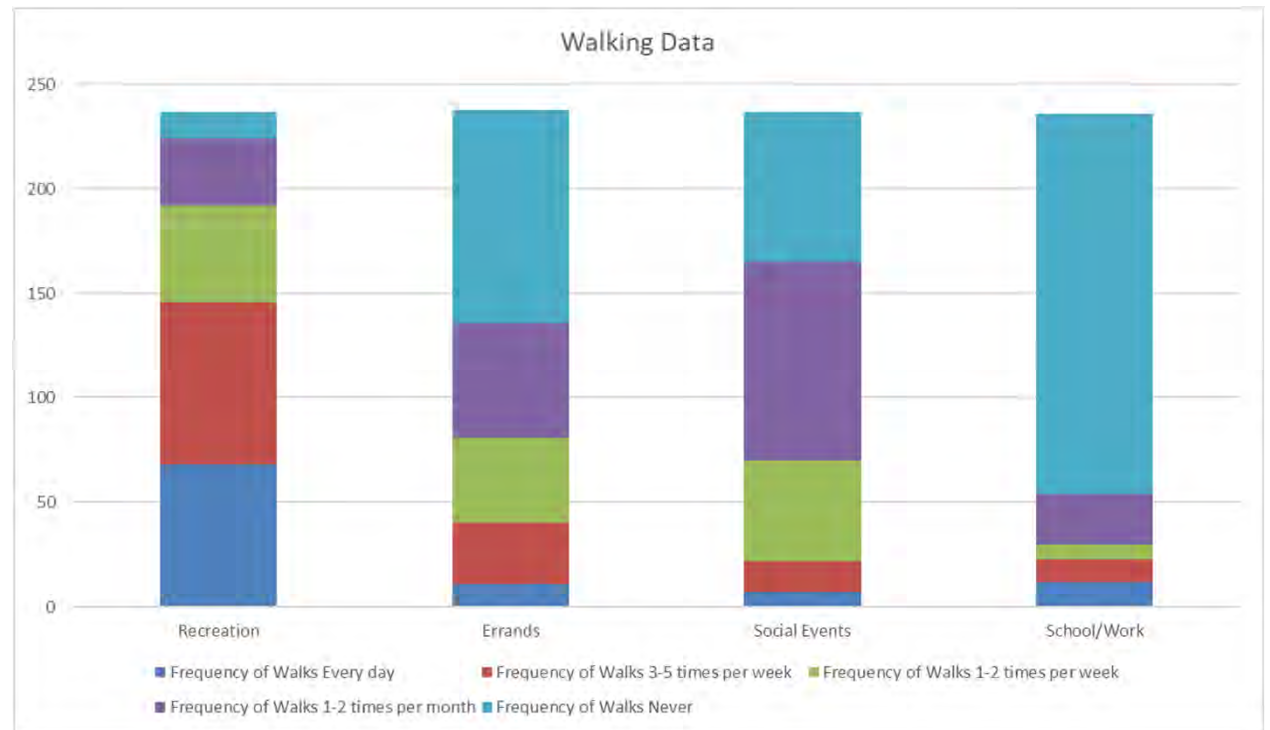
# Summary of Public Outreach Efforts

238 Total Respondents



# Walking Data

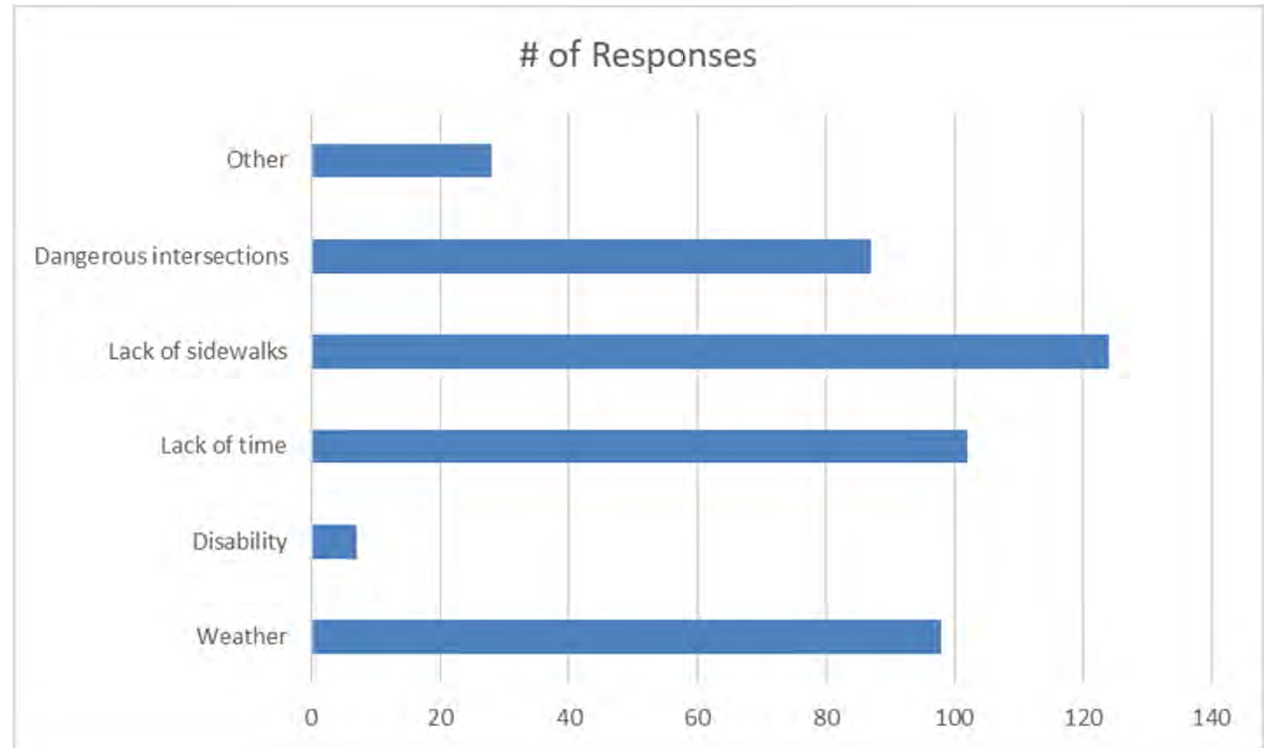
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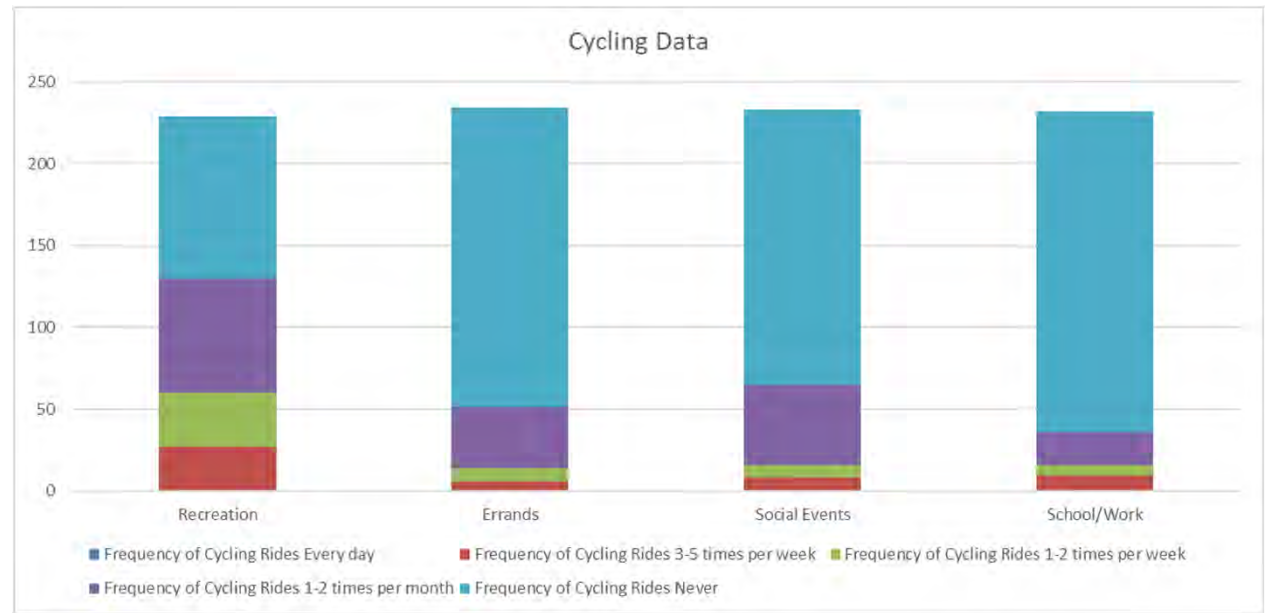
# Walking Deterrents

---



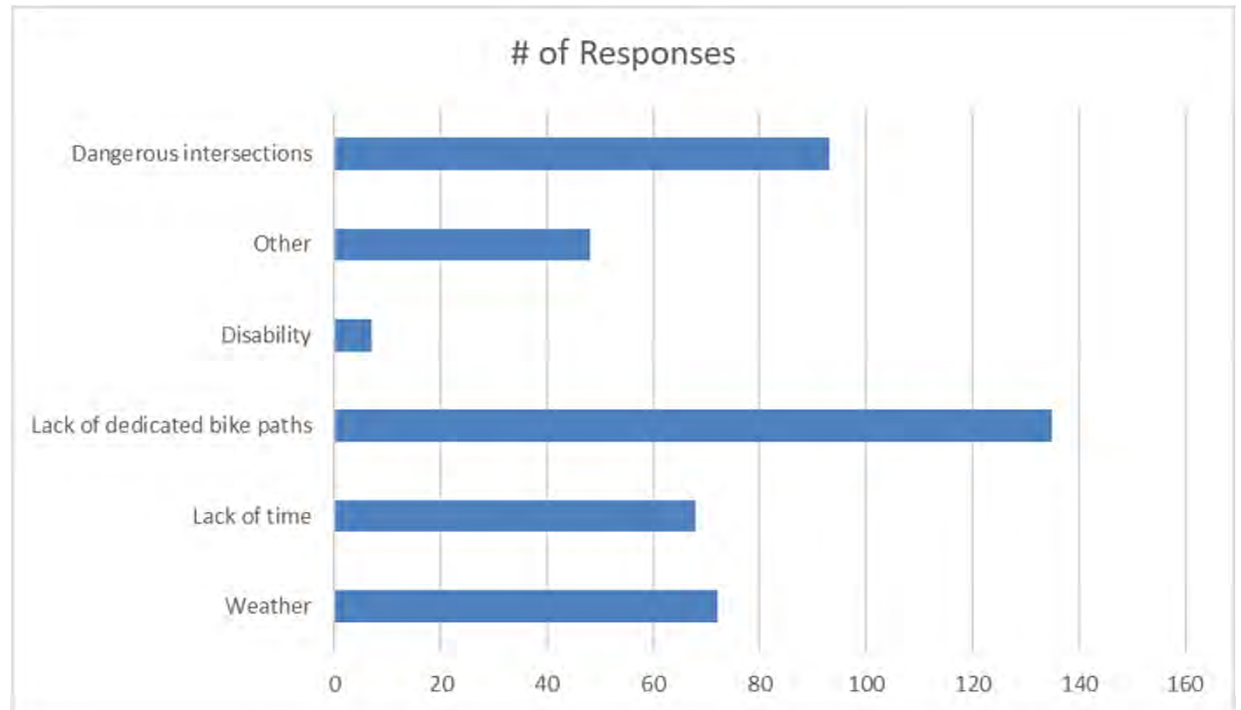
# Biking Data

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# Biking Deterrents

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# Visioning Words and Statements

Combining existing vision  
statements, steering committee  
input and community input

# Visioning Words and Statements

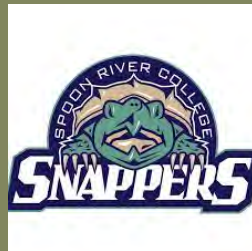
## *Our Vision*

**A vibrant  
welcoming  
community  
providing  
opportunities  
for all.**



### Macomb Park District

Enriching lives through  
open space, education,  
and recreation  
opportunities.



Spoon River College's  
vision is to strengthen  
its communities by  
providing a broad  
range of educational  
programs, cultural  
activities, and  
economic  
development  
opportunities in an  
environment  
dedicated to success.



It is our vision to provide a safe, equitable, multimodal active transportation network in Illinois that reflects our unique communities, improves access, increases active transportation, and advances livability and connectivity for everyone, particularly those who walk, bike, or roll.



## Western Illinois University

Western Illinois University will be the leader in educational quality, opportunity, and affordability among regional public universities.

# Visioning Words and Statements

---



## Visioning Words & Phrases

- accessible
- Everyone → Inclusive
- Transportation → ability to get to work, school, etc. by foot or bike.
- Safe
- Recreation



# DRAFT Vision Statements

# Macomb ATV

## Vision Statement 1: Embracing Active Living

Macomb envisions a future where an accessible, safe, and connected active transportation network seamlessly integrates with our vibrant community, offering enjoyable and recreational opportunities for everyone to walk, bike, and roll with ease.

## Vision Statement 2: A Vibrant and Accessible Macomb on the Move

Macomb strives to create a welcoming and forward-thinking community where a fun, safe, and technologically supported active transportation network fosters participation, provides access to recreational and scenic routes, and strengthens connections throughout the city.

## Vision Statement 3: Fostering a Healthy and Connected Macomb Through Active Transportation

Macomb will cultivate a community where an accessible and well-maintained active transportation system encourages participation, supports a healthy lifestyle, and seamlessly links residents and visitors to recreational areas, educational opportunities, and all that Macomb has to offer.

## Vision Statement 4: A Community on the Move with an Active Transportation Focus

Macomb strives to create a forward-thinking community where a fun, safe, and accessible active transportation network promotes connectivity, provides access to scenic routes and local amenities, and strengthens the overall livability and appeal of our city for all.

Your Ranking: \_\_\_\_\_

Name (not required): \_\_\_\_\_

Remarks on Vision Statements: \_\_\_\_\_

\_\_\_\_\_

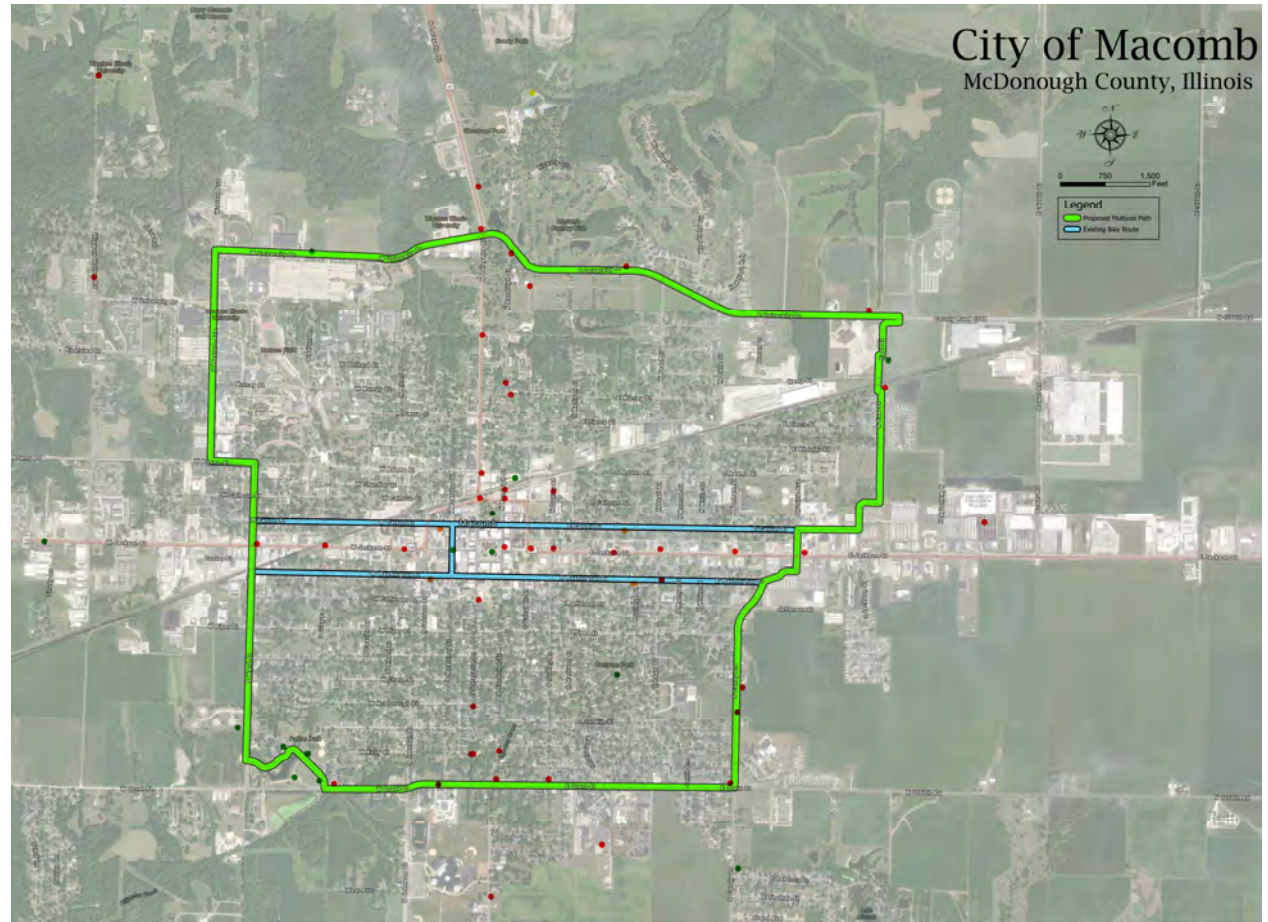
\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

# Compilation of Mapping Exercises

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# Key Recommendations for Final Visioning Report

## 1. A Roadway Diet is Supported

- 4-lane highways on Lafayette and Jackson create barriers to active transportation.
- Average daily traffic data suggests 4-lanes are not needed through the entirety of the City along these stretches.

## 2. The “City Loop” Contemplated by the City has Support

- Established pre-visioning process and gained further support through the Steering Committee and Community outreach
- The ATV will further support the City’s implementation of improvements along this general route.



## Key Recommendations for Final Visioning Report

3. Add More Interior Cycling Lanes to Create more Connectivity
  - The City has a few Bike Routes that participants believe need expanded upon and maintained better.
  - North-South routes are particularly needed.
4. Consider “Launching Points” for Expanded Connectivity beyond Macomb
  - Participants were excited about connecting City access to points outside the City such as Spring Lake and Lake Argyle.
  - Connecting residents and visitors to points outside Macomb might broaden support and use of the City’s network.



## Next Steps

- A.** Receive any further input from the Steering Committee.
- B.** Finalize the Report and Present to the City Council.
- C.** Check in often! The squeaky wheel gets the oil.
- D.** Let's support our City in implementing an Active Transportation Network!

# Thank you for your participation!

## Project Team Contacts

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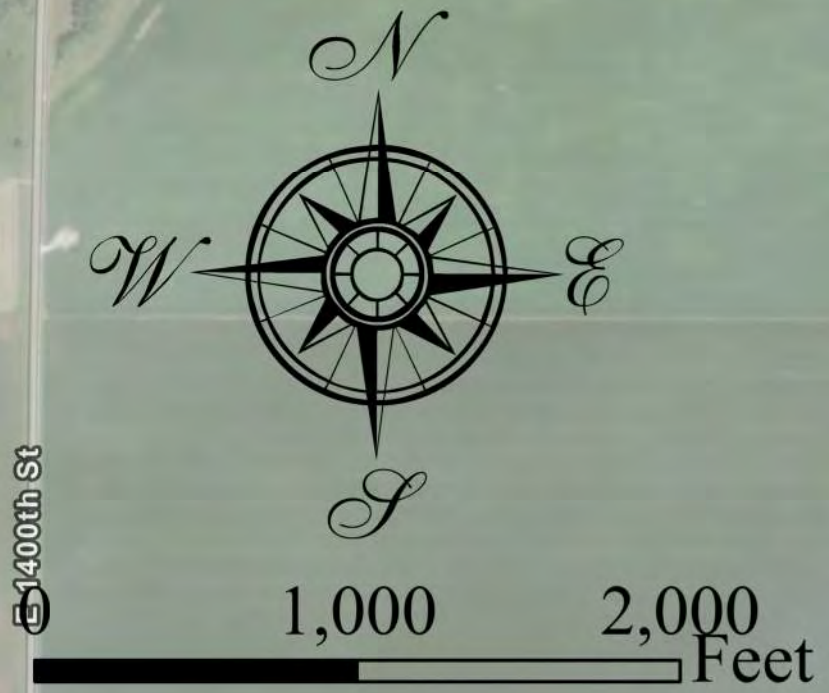
# ATTACHMENT 8

**Conceptual Routing Map**



# City of Macomb

McDonough County, Illinois



LEGEND

Existing Multiuse Path

Proposed Multiuse Path

Existing Bike Route

Concept N-S Bike Lanes





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*Partnership. Commitment. Results.*