AGENDA
Board of Trustees Meeting
Madison County Mass Transit District
9:30 a.m., Thursday, September 30, 2010
One Transit Way, Granite City, Illinois

I. Pledge of Allegiance.
II. Call to Order: Roll Call.
III. Consideration of the Minutes of the August 26, 2010 Regular Meeting for inclusion in the official records of the District.
IV. Financial:
   A. Payments and Claims: Consideration of the August 2010 claims for payment.
V. Transit Service:
   A. Managing Director's Report: Jerry J. Kane.
   B. Resolution 11-15 Authorizing the Award of Contract for the Construction of Six Mile Prairie Trail Phase 2.
   C. Resolution 11-16 Authorizing the Award of Contract for the Lease of RideFinders Administrative Vehicles.
VI. Other Business:
VII. Executive Session to Discuss the Acquisition, and/or Sale of Property, and/or Litigation (51LCS 120/2 et. seq., 2(c)5, 2(c)6 and 2(c)11 of the Open Meetings Act).
VIII. Authorize acquisition of real property.
IX. Adjournment.
I. **Pledge of Allegiance**

Vice Chairman J. Terry Allan led the reciting of the Pledge of Allegiance.

II. **Call to Order**

Vice Chairman J. Terry Allan called the meeting to order at 9:30 a.m.

**MEMBERS PRESENT:** J. Terry Allan, Rose Marie Chadwick (arrived at 9:32 am), Edward Hagnauer, and Bruce Malone

**MEMBERS ABSENT:** Daniel Corbett

**OTHERS PRESENT:** Jerry Kane, Managing Director; Ken Danzinger, Legal Counsel; Mary Ruth Kettenbach, ACT; Erin Werner, ACT; and Terry Hillig, Post Dispatch.

III. **Consideration of the Minutes of July 29, 2010**

TRUSTEE HAGNAUER MADE A MOTION, SECONDED BY TRUSTEE MALONE, TO APPROVE THE MINUTES OF JULY 29, 2010, REGULAR MEETING FOR INCLUSION IN THE OFFICIAL RECORDS OF THE DISTRICT.

A ROLL CALL VOTE FOLLOWED:

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ALL AYES. NO NAYS. MOTION CARRIED.

IV. **Financial**

A. **Payments and Claims:** Consideration of the July 2010 claims for payment:

Managing Director Jerry Kane submitted the payments and claims.

TRUSTEE MALONE MADE THE MOTION, SECONDED BY TRUSTEE CHADWICK, TO APPROVE THE PAYMENTS AND CLAIMS REPORT FOR JULY 2010.

A ROLL CALL VOTE FOLLOWED:

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ALL AYES. NO NAYS. MOTION CARRIED.


A ROLL CALL VOTE FOLLOWED:

J. TERRY ALLAN AYE
ROSE MARIE CHADWICK AYE
DANIEL CORBETT ABSENT
EDWARD HAGNAUER AYE
BRUCE MALONE AYE

ALL AYES. NO NAYS. MOTION CARRIED.

V. Transit Service

A. Managing Director's Report: Jerry Kane presented the report.

TRUSTEE HAGNAUER MADE AN OMNIBUS MOTION, SECONDED BY TRUSTEE MALONE, TO APPROVE RESOLUTIONS:

11-09 AUTHORIZING THE AWARD OF CONTRACT FOR A DUMP TRUCK AND EQUIPMENT;

11-10 AUTHORIZING THE EXECUTION OF AN AMENDMENT TO THE AGREEMENT WITH DANNY MYERS FOR RESIDENT ENGINEERING SERVICES;

11-11 APPROVING THE EXTENSION OF AN AGREEMENT BETWEEN MADISON COUNTY MASS TRANSIT DISTRICT AND BI-STATE DEVELOPMENT AGENCY;

11-12 AUTHORIZING THE AWARD OF CONTRACT FOR CONSTRUCTION MODIFICATIONS TO THE DISTRICT’S FUEL BUILDING;

11-14 AUTHORIZING THE AWARD OF CONTRACT FOR WIMAX INFRASTRUCTURE.

A ROLL CALL VOTE FOLLOWED:

J. TERRY ALLAN AYE
ROSE MARIE CHADWICK AYE
DANIEL CORBETT ABSENT
EDWARD HAGNAUER AYE
BRUCE MALONE AYE

ALL AYES. NO NAYS. MOTION CARRIED.
VI. Other Business

TRUSTEE CHADWICK MADE THE MOTION, SECONDED BY TRUSTEE MALONE, TO MOVE INTO EXECUTIVE SESSION TO DISCUSS THE ACQUISITION, AND/OR SALE OF PROPERTY, AND/OR LITIGATION (5 ILCS 120/2 ET. SEQ., 2(C)5, 2(C)6, AND 2(C)11 OF THE OPEN MEETINGS ACT).

A ROLL CALL VOTE FOLLOWED:

- J. TERRY ALLAN  AYE
- ROSE MARIE CHADWICK  AYE
- DANIEL CORBETT  ABSENT
- EDWARD HAGNAUER  AYE
- BRUCE MALONE  AYE

ALL AYES. NO NAYS. MOTION CARRIED.

VII. Executive Session to Discuss Acquisition and/or Sale of Property, and/or Litigation (5 ILCS 120/2 et seq., 2(c)5, 2(c)6, and 2(c)11) of the Open Meetings Act.

TRUSTEE HAGNAUER MADE THE MOTION, SECONDED BY TRUSTEE MALONE, TO RETURN TO OPEN SESSION.

A ROLL CALL VOTE FOLLOWED:

- J. TERRY ALLAN  AYE
- ROSE MARIE CHADWICK  AYE
- DANIEL CORBETT  ABSENT
- EDWARD HAGNAUER  AYE
- BRUCE MALONE  AYE

ALL AYES. NO NAYS. MOTION CARRIED.

VIII. TRUSTEE MALONE MADE AN OMNIBUS MOTION, SECONDED BY TRUSTEE CHADWICK TO APPROVE RESOLUTION 11-13 AUTHORIZING THE ACQUISITION OF PROPERTY INCLUDING THE USE OF THE POWER OF EMINENT DOMAIN AND APPROVING A MOTION TO AUTHORIZE THE EXECUTION OF AN AGREEMENT WITH NORFOLK SOUTHERN RAILROAD FOR THE ACQUISITION OF PROPERTY.

A ROLL CALL VOTE FOLLOWED:

- J. TERRY ALLAN  AYE
- ROSE MARIE CHADWICK  AYE
- DANIEL CORBETT  ABSENT
- EDWARD HAGNAUER  AYE
- BRUCE MALONE  AYE

ALL AYES. NO NAYS. MOTION CARRIED.
IX. **Adjournment**

TRUSTEE HAGNAUER MADE THE MOTION, SECONDED BY TRUSTEE CHADWICK TO ADJOURN.

A ROLL CALL VOTE FOLLOWED:

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<tr>
<td>BRUCE MALONE</td>
<td>AYE</td>
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ALL AYES. NO NAYS. MOTION CARRIED.

Meeting was adjourned at 10:10 a.m.

Respectfully submitted:

[Signature]
RESOLUTION 11-15

AUTHORIZING THE AWARD OF CONTRACT
FOR CONSTRUCTION OF SIX MILE PRAIRIE TRAIL PHASE 2

WHEREAS, Madison County Mass Transit District (District) was created in December, 1980 by resolution of the Madison County Board pursuant to Section 3 of the Local Mass Transit District Act, approved July 21, 1959, as amended (70 ILCS 3610/1 et. seq.); and,

WHEREAS, the District passed a resolution on January 28, 1993, and again on June 24, 2010, to comply with 70 ILCS, Section 3610/5(14) of the local Mass Transit Act to acquire, develop, operate, and maintain bikeways and trails; and,

WHEREAS, the District has determined that the construction of Six Mile Prairie Trail Phase 2 will benefit and offer alternative modes of transportation to the residents of Madison County, Illinois; and,

WHEREAS, the District has initiated a formal competitive procurement process in order to select the lowest responsive and responsible bidder for the construction of Six Mile Prairie Trail Phase 2; and,

WHEREAS, the District has determined that Keller Construction, Inc. of Glen Carbon, Illinois, with a bid in the amount of two hundred ninety-seven thousand, five hundred eighty-three and fifty-five cents ($297,583.55) is the lowest responsive and responsible bidder.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE MADISON COUNTY MASS TRANSIT DISTRICT THAT:

1. Madison County Mass Transit District has identified Keller Construction, Inc. of Glen Carbon, Illinois, as the lowest responsive and responsible bidder for the construction of Six Mile Prairie Trail Phase 2.


3. Jerry J. Kane, Managing Director of Madison County Mass Transit District, is hereby authorized to take all action necessary to complete and perform all obligations associated with the contract, including any and all change orders and amendments on behalf of and in a manner most beneficial to the Madison County Mass Transit District.
ADOPTED, by the Board of Trustees of the Madison County Mass Transit District, Madison County, Illinois, on this thirtieth day of September, 2010.

Daniel L. Corbett, Chairman

J. Terry Allan

Edward A. Hagnauer

Rose Marie Chadwick

Bruce A. Malone

APPROVED as to Form:

Kenneth P. Banzinger, Legal Counsel
CERTIFICATE

I, Erin Werner, do hereby certify that I am the fully qualified and acting Secretary of the Board of Trustees of the Madison County Mass Transit District, and as such Secretary, I am the keeper of the records and files of the Madison County Mass Transit District.

I do further certify that at a duly constituted and legally convened meeting of the Board of Trustees of the Madison County Mass Transit District held on Thursday, September 30, 2010, a resolution was adopted in full accordance and conformity with the by-laws of the Madison County Mass Transit District and the statutes of the State of Illinois, as made and provided, and that the following is a full, complete, and true copy of the pertinent provisions of said Resolution.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE MADISON COUNTY MASS TRANSIT DISTRICT THAT:

1. Madison County Mass Transit District has identified Keller Construction, Inc. of Glen Carbon, Illinois, as the lowest responsive and responsible bidder for the construction of Six Mile Prairie Trail Phase 2.


3. Jerry J. Kane, Managing Director of Madison County Mass Transit District, is hereby authorized to take all action necessary to complete and perform all obligations associated with the contract, including any and all change orders and amendments on behalf of and in a manner most beneficial to the Madison County Mass Transit District.

I further certify that the original of the complete said resolution is on file in the records of the Madison County Mass Transit District in my custody. I do further certify that the foregoing Resolution remains in full force and effect.

IN WITNESS WHEREOF, I have hereunto affixed my official signature as Secretary of the Madison County Mass Transit District on this thirtieth day of September, 2010.

Erin Werner
To: Board of Trustees  
From: Jerry Kane, Managing Director  
Penny Sarandis, Procurement Specialist  
Subject: Six-Mile Prairie Trail Phase 2  
Project No. 11-1-04500  
Date: September 28, 2010  

Funding assistance for this project is being provided by the Illinois Department of Natural Resources (IDNR) and the Metro East Park and Recreation District (MEPRD) through the Illinois Bicycle Path Grant Program. Formal competitive procurement procedures were initiated on September 13, 2010 with the issuance of an Invitation for Bids. Four bids were received response to the solicitation.  
WG-Services from Godfrey, Illinois was identified as the apparent low bidder. However, their bid was deemed defective and non-responsive during the District’s evaluations due to numerous multiplication extension errors on their Schedule of Prices bid form. The severity of the bid defect is significantly material to the total cost and scope of the project.  
Keller Construction, Inc. from Glen Carbon, Illinois was identified as the second lowest bidder. Their bid was deemed responsive and a price analysis concluded that their price is fair and reasonable.  
Recommendation is being made for a contract award to the lowest responsive and responsible bidder, Keller Construction, Inc. with a bid price of $297,583.55 for the above referenced project.  

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<th>Bidder</th>
<th>Bid Amount</th>
<th>Notes:</th>
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<tr>
<td>WG-Services</td>
<td>$278,624.00</td>
<td>Non-responsive bid</td>
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<tr>
<td>Keller Construction, Inc. Glen Carbon, Illinois</td>
<td>$297,583.55</td>
<td>Award recommendation</td>
</tr>
<tr>
<td>Petroff Trucking Co. Inc. Collinsville, Illinois</td>
<td>$317,466.40</td>
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<tr>
<td>Moniger Excavating Co. Inc. Moro, Illinois</td>
<td>$335,323.25</td>
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RESOLUTION 11-16

AUTHORIZING THE AWARD OF CONTRACT
FOR THE LEASE OF RIDEFINDERS ADMINISTRATIVE VEHICLES

WHEREAS, the Madison County Mass Transit District (District) was created in December, 1980 by resolution of the Madison County Board pursuant to Section 3 of the Local Mass Transit District Act, approved July 21, 1959, as amended (70 ILCS 3610/1 et. seq.); and,

WHEREAS, the District was chosen by the St. Louis region’s Metropolitan Planning Organization, the East-West Gateway Council of Governments, to administer the area’s regional rideshare program known as RideFinders; and,

WHEREAS, the District is a recipient of Congestion Mitigation and Air Quality funds for implementation of the RideFinders Regional Rideshare Program; and,

WHEREAS, it has been determined that RideFinders is in need of four administrative vehicles to be utilized by staff for promoting and marketing the St. Louis Regional Rideshare Program; and,

WHEREAS, the District, in accordance with the guidelines and regulations set forth, initiated a procurement process to lease four administrative vehicles; and,

WHEREAS, the Madison County Mass Transit District, having successfully completed said procurement, has identified Acme Auto Leasing, LLC, as the lowest responsive and responsible bidder to lease four (4) 2011 Dodge Caliber Mainstreet vehicles for a 3-year term.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE MADISON COUNTY MASS TRANSIT DISTRICT THAT:

1. The Madison County Mass Transit District award a contract to Acme Auto Leasing, LLC, North Haven, Connecticut, in the amount of forty-four thousand, six hundred forty dollars ($44,640) to lease four (4) 2011 Dodge Caliber Mainstreet vehicles for a 3-year term.

2. Jerry J. Kane, Managing Director of the Madison County Mass Transit District, is hereby authorized and directed to take all action necessary to execute, complete, and perform all obligations associated with the contract, including all change orders and amendments, on behalf and in a manner most beneficial to the Madison County Mass Transit District.

ADOPTED, by the Board of Trustees of the Madison County Mass Transit District, Madison County, Illinois, on this thirtieth day of September, 2010.

Daniel L. Corbett, Chairman

J. Terry Allan

Rose Marie Chadwick

Edward A. Haghauser

Bruce A. Malone

APPROVED as to Form:

Kenneth P. Danzinger, Legal Counsel
CERTIFICATE

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I further certify that the original of the complete said resolution is on file in the records of the Madison County Mass Transit District in my custody. I do further certify that the foregoing Resolution remains in full force and effect.

IN WITNESS WHEREOF, I have hereunto affixed my official signature as Secretary of the Madison County Mass Transit District on this thirtieth day of September, 2010.

Erin Werner
The District solicited bids for a 3-year lease of four new 5-passenger vehicles to be utilized by RideFinder's staff for promoting and marketing the St. Louis Regional rideshare program. Bids were received from three firms.

Union Leasing Trust was identified as the apparent low bidder. Their bid was deemed non-responsive due to the omission of required vehicle components on the proposed vehicle.

Acme Auto Leasing, LLC submitted the second lowest bid. Their bid was deemed responsive. A price analysis determined the price to be fair and reasonable. A responsibility determination review concluded they have the capacity to perform the services and provide the vehicles as described in the solicitation.

Recommendation is being made for a contract award to the lowest responsive and responsible bidder, Acme Auto Leasing, LLC, for a 3-year lease of vehicles.
To: Info MCT email  
Subject: Comment

Dear Sir or Ma’am,

I feel the need to pass on a comment in the form of a compliment to the Madison County Transit District. I recently began attending S.I.U.E. and this has been my first experience with Madison County Transit. I have rode other buses and I must say: Your buses ARE nicer and have WiFi (which is how I'm writing this letter right now), but the quality of the buses is simply a product of your budget. What needs to be SERIOUSLY complimented is the ATTITUDE of your drivers! I spoke to a bus driver named Jesse who was taking a break outside his bus at S.I.U.E. this afternoon. He mentioned I should call, but CONTINUED to tell me that both the drivers and "they" (referring to the Madison County Transit District) would appreciate it. Well, I'm doing more than a phone call. Here's a letter for you to print and forward to whoever needs to read it!

Madison county transit bus drivers actually seem to CARE what their riders/customers think about their transit experience; another particular transit district does NOT (Bi-State). Sure, they have their share of nice bus drivers and I do not wish to denigrate them, but this is the exception rather than the rule. Madison County transit drivers seem to, as a rule, be nicer and more helpful. A notable difference is that when riding bi-state, you frequently get the attitude that: "I'm your only transportation so take it with my attitude or leave it!" With Madison County, I actually feel like a customer at a business (which I am). I feel appreciated rather than looked down upon (yes, I have felt this way on other buses).

Kudos and hats off to your bus drivers. You either pick the cream-of-the-crop for your drivers or your training program should be complimented. The difference between Madison County transit bus DRIVERS and Bi-State bus DRIVERS is like night and day. I actually avoid certain buses because of drivers. Now, my recent experiences with M.C.T. have caused me to modify my commute to allow the maximum amount of time on an M.C.T. bus, simply because both getting on the bus and getting off the bus sets me up for a nice day rather than hearing a grumble that you're stopping so frequently you're off schedule.

Sorry for the lengthy letter, but I thought it was deserved. Take care!

Sincerely,
Keith Schmidt
Belleville, IL
Want to bike and ride on Metro buses in St. Clair County? Forget it
By Kathie Sutin, Special to the Beacon
Posted 1:27 pm, Thu., 09.23.10

Maybe you live in St. Clair County and you'd like to "bike 'n' ride" to work. Or maybe you're just an avid cyclist and you'd like to take your cycle on MetroLink over to St. Clair County and ride a bus to your cycling destination.

In either case, you're out of luck.

That's because you can't take your bike on MetroBus in St. Clair County even though Metro operates MetroLink and MetroBus service there.

While riders can take their bikes on MetroLink anywhere in the system and they can store bikes on racks on the front of buses in the St. Louis area, bus riders in St. Clair County can't transport their bikes on MetroBus. The buses don't have bike racks, and there's no other way to take your bike along for the ride, as Steve Patterson reported earlier this week on the Urban Review STL blog.

Why don't St. Clair County MetroBuses have racks?

Delores Lysakowski, chairwoman of the St. Clair County Transit District, says the racks damage the buses when they go through the bus wash.

"When they go through the wash rack, they tear the heck out of the bus," she said.

But Bill Grogan, managing director of St. Clair County Transit District, has a slightly different tack. He says the racks damage the bus wash brushes. "The washers don't damage the racks, but the racks can damage the washers," he said. "They get stuck in those spinning brushes."

The bus wash uses large brushes similar to a car wash, he said.

"These racks get hooked up on those things occasionally and that causes some issues," he said. In addition, when bike racks are folded against the bus, they block the cleansing action of the automatic brushes, creating added labor costs, Grogan said.

"They have to pay a guy to lower the bike rack, wash the front of the bus by hand, then put the bike rack back up and then let the machine wash the rest of the bus," he said.

"Sometime back, the board of trustees decided the costs associated with the continuing repair of those things was something they didn't want to do."
Lysakowski said it would be impractical for workers to remove the racks each day for cleaning. "Every time that bus goes through a wash rack, which is every night, you're not going to stop and take a rack off and then put it back on again when it gets off of the rack," she said.

The five-member transit district board never has allowed bike racks on buses in St. Clair County and isn't considering changing its policy, she said. "It's been a policy that we don't have them so we don't discuss it," she said adding that the district receives few complaints about the policy. "Maybe one every five years," she said.

All 11 MetroLink stations in St. Clair County have had bike racks since they were built, Grogan said. The racks at Belleville and Shiloh/Scott were "overcrowded" when the stations first opened in 2001, but more racks were added because of a "fair amount of ridership there," he said. "I don't think that's an issue any longer."

All St. Clair County bus routes converge on at least one MetroLink station so cyclists could leave their bikes in the racks there, he said. Bus riders don't have that option.

"It's not uncommon to see them locked up to a bus stop sign either," Grogan said. "That's not the ideal circumstance, but you see that periodically."

He conceded bicyclists wanting to go to or from a bus stop in St. Clair County have a problem.

"If you need the bicycle at both ends of your trip and part of your trip involves the bus, there's a piece missing for you," he said.

Lysakowski was less sympathetic. She suggested cyclists "ride their bikes someplace and park it and get on the bus without (them)."

"They are Metro buses, but St. Clair County pays for those buses and runs the St. Clair County side. We do not want them on our buses. It's just that simple."

All MetroBuses in Missouri have bike racks. "Every one of them," Ray Friem, Metro's chief operating officer of transit services, said.

Metro has had some problems with the bus wash brushes. "They can get entangled, and there can be damage there," Friem said. And the bike rack can be a "complicating thing" if a bus is involved in an accident, he added.

Still, Metro continues to use the racks because of their popularity.

"Our customers in Missouri are saying this is something they'd really, really like to have," Friem said. "It's a part of our system they enjoy and my observation is that there's enough use to justify what we're doing. That use includes riders commuting to work daily and weekend users who bus downtown or to Forest Park and then bike around." he said.

"Our experience has been that they haven't damaged the buses to the point that it's a losing proposition for us," Friem said. "We just feel that bikes racks add sufficient utility to the system to justify dealing with the problems they create."

"We felt it was a good proposition for the Missouri operating area but everybody comes to their own conclusions. St. Clair is not the only bus system around without bus racks."

Some bicyclists were surprised to hear St. Clair County buses don't have bike racks.
"I am surprised that all of the Illinois buses that are part of (Metro) system are not bicycle friendly," Jeff Jackson, an avid cyclist, said. "Since I have a map of trails from (Madison County Transit) showing racks, I assumed all of the Illinois side was bicycle friendly."

Michael Crump, a biker from St. Clair County, uses MetroLink and his bike to get to work most of the time.

"Even using MetroLink has been more and more of a challenge with Metro's rules of only one bike at the end of the first train, beginning or end of the second train," he said. "Not only does Metro need to make sure all buses have the bike rack, but they need to make additional provisions for bicycle commuters using MetroLink."

"Although I live in St. Louis, there have been times I would've liked to have gone somewhere on the east side," cyclist Joseph A. Brown, said. "Sure, I can get to a large shopping mall like St. Clair Square because I know bikes are allowed on Metro-Link. Other than that, I simply don't know.

Patterson, who uses a wheelchair, used bus bike racks often before he became disabled. "It just seems amazing," he said. "We have 15 counties in the region and of those we have four with transit. But then one of the four with transit doesn't have bicycle racks on the bus. That's 25 percent. That's pretty huge, I think."

Kathie Sutin, a freelance writer in St. Louis, writes frequently on transportation. To reach her, contact Beacon issues and politics editor Susan Hegger.
No Bike-N-Ride In St. Clair County Illinois

Posted by Steve Patterson September 20th, 2010

ABOVE: A bike rack on the front of a Metro bus at the CWE station
Using bike racks on the front of all buses is a great way to combine two ancient modes of transportation but interestingly those in St. Clair County don’t know the benefits.

*Sometimes two-wheel transportation just isn’t enough to get you there. All MetroBus vehicles, except those in St. Clair County, IL, are equipped with easy-to-use external bike carriers.* (emphasis added)

The above is the first sentence of Metro’s Bike-N-Ride page. Really, no bike racks? Metro buses in Missouri all have racks as do buses operated by Madison County Transit.

ABOVE: Bike rack on a Madison County Transit bus at 5th & Missouri in East St. Louis IL.

I found it hard to believe that one county in our region had bus service sans bike-n-ride. I had to see for myself.
Sure enough, the buses operated by Metro and serving St. Clair County IL don’t have bike racks. I’ve been told if a bus from Missouri is reassigned to St. Clair County the rack is removed. For me this is a “WTF?” moment.

Don’t blame Metro, they are under contract with the St. Clair County Transit District:
The St. Clair County Transportation District (SCCTD) was created in 1981 under the Illinois Mass Transit District Act. SCCTD does not operate any buses directly but has executed contracts with others to provide transportation service for the fifteen townships that make up the District. The fifteen Townships in the District include: Belleville, Canteen, Caseyville, Centreville, East St. Louis, Engelmann, Lebanon, Mascoutah, O'Fallon, St. Clair, Shiloh Valley, Smithton, Stites, Stookey, Sugarloaf.

How is it possible that a transit board, appointed by the chairman of the St. Clair County board, could short change so many? So I asked why no bike-n-ride. I received a very prompt reply:

"Because the chairperson of the St. Clair county transit district board does not want them on the buses. Her name is Delores Lysakowski. You can contact her mon-fri at 618-628-8090."

ABOVE: bikes at the Belleville IL MetroLink station in St. Clair County

So one person decided an entire county should receive a different level of bus service than others in the region! Thankfully she hasn't disconnected the wheelchair lifts — yet. If you disagree with Delores Lysakowski’s decision to prevent bike-n-ride in St. Clair County, please contact St. Clair County Transit to let them know.

- Steve Patterson

- Filed under: Bicycling, Metro East, Public Transit
- Comments

Add New Comment
It would've been good to know Ms. Lysakowski's reason(s) before calling her out. I can't think of any good ones (cost? aesthetics? operations? safety?), but there probably is some justification, at least in her mind, and including that would have completed the research. Secondly, while she may have strong opinions and be board chair, this requires the support of a majority of other board members - they shouldn't be allowed to hide behind the chair.

Steve Patterson 09/20/2010 11:44 AM in reply to JZ71

I asked why and the official response, included above, was she doesn't want them.

TJ 09/20/2010 11:45 AM

Good article. I just sent an email to St. Clair county asking for an explanation. I agree, there might be a good reason but I'd like to hear it. I'd encourage others to send similar emails to request her reasoning.
Dear Editor,

My family and I recently moved from Maryville to near-downtown Edwardsville on the newly repaved Hillsboro Avenue. Though an automobile is available to me at all times, I prefer to rely on my bicycle and public transportation to get around. I even pull a converted child trailer with my bike to pick up groceries for my family. You may have even honked at me to get the heck out of your way.

Recently, I found Edwardsville's comprehensive plan regarding transportation online and scanned the objectives. Objective No. 7 states: "To create 'Complete Streets' which are designed to enable safe travel for pedestrians, bicyclists, public transit users and persons with disabilities, as well as motorists." It's odd that "motorists" was listed last, because, looking out my front door, I see an "incomplete" street that was recreated just as it was before to focus solely on the automobile.

I understand that many people live in subdivisions and must rely on their cars to get to work, shopping and other destinations. However, the downtown area, I feel, is a great place to start being more progressive in street design. Bicycles and pedestrians travel up and down my street day and night. If the city is determined to cater to other, more sustainable, modes of transportation, as stated in their comprehensive plan, then they need to update their stale ideas of progress right now - in 2018.

Hillsboro Avenue is a wide, heavily travelled roadway, I should be able to feel relatively safe riding bikes with my young daughters to the nearby public library or to the MCT station. I don't. The decision was made to ignore the aging, crumbling sidewalks (turning aside the concerns of pedestrians) and to ignore the need for dedicated bike lanes heading to and from downtown Edwardsville. What does spray paint cost these days? Other cities have proven: dedicated bike lanes encourages residents out of their cars because they feel safer.

The new curbs look nice and the new road surface is smooth, but they missed out on an opportunity to show residents that they're serious about keeping pace with other, more forward-looking communities.

Michael Christler
Edwardsville
GRANITE CITY — Madison County Transit is again offering students the opportunity to purchase Student Monthly Passes for $15 each month, during the school year.

The MCT Student Monthly Pass provides students in kindergarten through 12th grade unlimited rides each calendar month on MCT Shuttle, MCT Cross County and MCT Regional routes. Passes are available from September through May.

MCT Student Monthly Passes can be purchased in three ways: online at www.mct.org, with a credit or debit card; in person at the MCT Base of Operations in Granite City with a check, cash or card; or by mail with a check made payable to Agency for Community Transit for $15 sent to: Madison County Transit, c/o Student Monthly Pass, One Transit Way, P.O. Box 7500, Granite City, IL 62040.

For details on the new Student Pass, visit www.mct.org or call (618) 931-7432, Option 3.
Group cleans up MCT trail system

Young Professionals Group volunteers to beautify bike trails

For the Intelligencer

Members of the Edwardsville/Glen Carbon Young Professionals Group (YPG) picked up trash along area bike trails Thursday.

The volunteer day was part of a new philanthropic initiative for the organization. Eight volunteers collected trash on a 2.5-mile section of Madison County Transit's (MCT) Nature and Goshen Trails. The group plans to host similar volunteer days on a quarterly basis.

People

YPG is a membership group sponsored by the Edwardsville/Glen Chamber of Commerce. The group is open to young professionals ages 21 to 39 who live and/or work in the Edwardsville/Glen Carbon area. YPG provides professional and personal growth, develops leadership skills and encourages business alliances.

In addition to social and philanthropic events, the organization hosts a bi-monthly “Learn from a Leader” breakfast series. Past speakers include Robert Plummer, Dr. Ed Hightower, Congressman John Shimkus, Bev Georg and Mark Mestemacher. The next “Learn from a Leader” event will be held Tuesday, Oct. 5.

The featured speaker will be Jerry Kane, Managing Director of Madison County Transit. More information on the YPG organization can be found online at www.edglenchamber.com/chamberYPG.asp.

MCT is the multi-modal public transportation provider for Madison County. MCT operates 80 fixed-route buses, carrying an average of 8,500 passengers a day providing service within communities from city to city and to MetroLink and Downtown St. Louis.

MCT also operates the RideShuttle system, offering ParaTransit service to registered elderly and disabled Madison County residents. MCT is also responsible for developing and maintaining the 100-mile MCT Trails system, an interconnected network of separated Class One bikeways featuring 31 bridges and 18 tunnels.

Finally, MCT operates RideFinders, the carpool/vanpool program for the entire eight-county St. Louis region. Detailed information about MCT’s services can be found at www.mct.org.

Members of the Edwardsville/Glen Carbon Young Professionals Group picked up trash along area bike trails Thursday.
August 26, 2010

Mr. Jerry Kane
Managing Director
Madison County Transit
One Transit Way
P.O. Box 7500
Granite City, Illinois 62040

Re: Groundbreaking for Illinois Approach to New Mississippi River Bridge

Dear Mr. Kane:

We would like to thank you for providing the transport buses for our groundbreaking ceremony for the Illinois Approach to the New Mississippi River Bridge. In particular, we would like to thank Charles Cannon and the drivers. It could not have been a success without the safe and efficient transportation to the groundbreaking site your buses provided.

Again, thank you for your support.

Sincerely,

Mary C. Lamie, P.E.
Deputy Director of Highways, Region 5 Engineer

mcl/cla
Madison County Transit District gets bus grant

The Madison County Transit District has received a $1.075 million grant from the Department of Transportation's Federal Transit Administration.

The funds will be used to purchase replacement transit buses, according to a news release from U.S. Rep. Jerry Costello, D-Belleville.
MCT makes passes available for students

By BILL TUCKER
btucker@edwpub.net

With area students returning to school on Tuesday, the buses were rolling through Edwardsville and O'Fallon.

But sometimes, these buses don't always go where students need them to go.

Madison County Transit is giving youngsters an opportunity to purchase Monthly Student Passes for $15 each.

September passes went on sale Monday and they will be available for each month during the school year.

"The MCT Student Monthly Passes provide an affordable transportation option for students trying to access classes, jobs, after-school activities and co-op programs," said MCT Managing Director Jerry Kane. Complete route listings and schedules are available at www.mct.org.

The passes allow students in kindergarten through 12th grade unlimited rides each calendar month on MCT Shuttle, MCT Cross County and MCT Regional routes.

Passes may be purchased one of three ways:

- online at www.mct.org with a credit or debit card;
- in person at the MCT Base of Operations in Granite City with a check, cash, credit or debit card; or
- through the mail with a check made payable for $15 to Agency for Community Transit. That check should be mailed to: Madison County Transit, c/o Student Monthly Pass, One Transit Way, P.O. Box 7500, Granite City, IL 62040.

For further information, call 931-7433 and select option No. 3.