“To design a street according to its intended use is a reasonable but uncommon practice.”

Harland Bartholomew
Put *People at the Center* of the Planning

*Expand the Way Communities Think* of Streets

Trigger *Economic and Social Benefits*

Create Interesting, Lively and *Attractive Places*

Serve *all Modes* of Transportation

Promote Meaningful *Community Participation*

Convene a *diverse team of planners*

*Work with Nature*
Study Area
## Preparation time – 6 weeks

1. The draft report is in Public Comment period

## The Charrette:

<table>
<thead>
<tr>
<th>Monday Jan 28</th>
<th>Tuesday Jan 29</th>
<th>Wednesday Jan 30</th>
<th>Thursday Jan 31</th>
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<tbody>
<tr>
<td>8am</td>
<td>Stakeholder Interview: Beth Schaller - Director, Chamber of Commerce</td>
<td>Coffee / design team discussion</td>
<td>Coffee / design team &amp; community team discussion</td>
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<tr>
<td>9am</td>
<td>Team sets up studio / Site visits / Design team working session</td>
<td>Business Focus Group Discussion</td>
<td>Final design team working session</td>
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<tr>
<td>10am</td>
<td>Stakeholder Interview: Tony Hausmann - Chairman, Planning Commission</td>
<td>Design team working session</td>
<td>Final design team working session</td>
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<td>11am</td>
<td>Community Focus Group Discussion</td>
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<td>NOON</td>
<td>Lunch</td>
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<td>1pm</td>
<td>Design team working session</td>
<td>Design team working session</td>
<td>Preparation / formatting for final presentation</td>
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<tr>
<td>2pm</td>
<td>Transportation Focus Group Discussion</td>
<td>Design team working session</td>
<td>Studio clean up</td>
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<td>3pm</td>
<td>Utilities Focus Group Discussion</td>
<td>Closed Team working session</td>
<td>Dinner - final day prep</td>
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<tr>
<td>4pm</td>
<td>Design team discussion / Dinner / Meeting Prep</td>
<td>Design team working session / follow up interviews</td>
<td>Dinner - meeting prep</td>
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<td>5pm</td>
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<td>Design team working session</td>
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<tr>
<td>6pm</td>
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<td>Community presentation</td>
<td>Community presentation</td>
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<tr>
<td>7pm</td>
<td><em>City Council Meeting</em> Community kick-off (existing conditions / issues / visioning workshop)</td>
<td>Community presentation (vision draft &amp; initial plan options review)</td>
<td>Community presentation (Draft plan and next steps / implementation discussion)</td>
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<tr>
<td>8pm</td>
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<td>No public workshop or presentation on Wednesday.</td>
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<tr>
<td>9pm</td>
<td>Closed door - not open to the public</td>
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What we heard

- **Connect Uptown to Cahokia** (wayfinding, land uses, all modes of transportation)
- Make St. Louis Road **walkable**.
- Fortify **local businesses**
- Improve **access / safety @ the Middle School**
- **Connect to the Greenways**
- Provide **more open gathering space**
- **Beautify** the roadway
- Determine **appropriate land uses** for Collinsville Rd.
- Address the **Hydrology**.
Overall Corridor Recommendations:
Corridor Segments:

Cahokia
The Cahokia Mounds historic site defines this segment. It is mostly undeveloped, rural in nature, and carries low volumes of traffic. Pedestrian activity is internal within the site, connecting the visitor center with various mounds and other features.

State Park
A traditional grid residential neighborhood and suburban small local businesses with a Hispanic flare characterize this area. It is unincorporated with few recent public investments. Pedestrian amenities are few. Black Avenue, the primary intersection in this segment, provides direct access to the interstate.

Recreation & Retail
This segment is dominated by the interstate interchange. Fairmount Park racetrack dominates the west half of the area, seasonally drawing large crowds. Large properties flank Collinsville Road the entire length, including aged big box commercial, industrial, institutional, the Jaycees Ball field complex, and some dining establishments. Visible farm fields behind the frontage parcels contribute to the expansive open feel. Lowland stormwater conditions impact development potential.

157 to Caseyville
Extending eastward from under the Route 157 overpass, the road transitions from the lowlands climbing up to older established neighborhoods. A handful of residences and a cemetery line the south edge of St. Louis Road, though topography has restricted development along the north edge of the street.

Caseyville to Main
A number of older established neighborhoods and pockets of small businesses define this segment. Several homes have been converted to small office spaces, though a traditional residential character persists. Despite significant pedestrian activity, facilities are inconsistent and somewhat unsafe.
Market Strategy:

REGIONAL ANCHOR
- Big Play
- Regional Draw

INTERSTATE EAST
- Image
- Gateway
- Recreation

NEIGHBORHOOD
- Livability
- Quality of Life
- Amenities

UPTOWN
- Rebranding
- Talent Attraction
- Young Professionals
- Economic Development

Regional anchor

UPTOWN
Wayfinding:

On Interstates:
- Historic Collinsville
- Cahokia Mounds
- Race Track
- Rec Plex

Race Track
- Rec Plex
- Upper St. Louis Ave. District
- Historic Collinsville
- Cahokia Mounds

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Race Track
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- Upper St. Louis Ave. District
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Walk / Bike-ability:

Improved Crossings

- Landscaped Bumpout (high cost: 25 – 50 k)
- Rectangular Rapid Flashing Beacon / RRFB (15 – 20 k)
- Painted Bumpout (low cost: 5 – 10 k)
- Continental Crosswalk (price TBD based on pavement needs)
- Pedestrian signals — pushbuttons and countdown timers (price TBD based on signal modifications required)
- Bike Parking (in bumpout, low cost: 5k)

Mixed Use Path

Legends:
- Existing Multi-Use Trail
- Proposed Multi-Use Trail
- Future Trail Planning Centre
- Bike Path (no current network)
Open Gathering Space:

- **Jefferson School**: 1.3 acres
- **St. Louis Rd / Main St Square**: 0.6 acres
- **Library Lot**: 0.8 acres
- **1108 St. Louis Rd**: 0.5 acres
- **Sycamore Lot**: 0.3 acres
- **First Baptist Church**: 0.2 acres
- **Morris Hill Park**: 1 acre

EXISTING PROPOSED
Lighting:
Lighting – Commercial Nodes
Lighting – Residential
Lighting – Regional Rec and Retail
Lighting - Gateways
Water:

Hydrology

Flood Hazard
## Localized Recommendations:

### Cahokia
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### Caseyville to Main
A number of older established neighborhoods and pockets of small businesses define this segment. Several homes have been converted to small office spaces, though a traditional residential character persists. Despite significant pedestrian activity, facilities are inconsistent and somewhat unsafe.
St. Louis Road (Between Main St. & Caseyville Rd.)

**Slow Zone**

30 mph posted speed
85% observed at 36 mph
Reduce design & posted speeds to 25 mph

**Streetscape Aesthetic Improvements**

St. Louis Rd. & Western Ave. Intersection
St. Louis Road and Collinsville Avenue Intersection

- McDill's parking lot on adjacent parcel
- Turned Collinsville Rd and new bus shelter on the corner
- Additional crosswalk: see Transportation white paper for details
- Kruta's parking lot with landscape buffers to new residential and St. Louis Rd
- Outdoor dining and patio replace nose in parking
- New row houses on new cul-de-sac for Bond Ave
St. Louis Road and Caseyville Road Intersection

- Realign to a 90 degree intersection (install stop sign on Caseyville leg, calms right turn movements)
- New visible & safe crosswalk (at key crossing point on corridor)
- Cede vacated roadway property (enhances commercial property & parking)
- Vacate segment of Summer (to discourage cut-through traffic on quiet street)
- Truncate Greenwood (cul-de-sac protects residential character of street)

New Park (@ City owned parcel)

Provide clear and accessible sidewalks — St. Louis and Caseyville (for safety, improved school access, and commercial district place making)

Build proper curbs (align curb cuts with opposite side curb cuts to improve safety and help with proper drainage)
St. Louis Road (Caseyville Rd. to Collinsville Rd.)
An at-grade roadway design at the intersection of St. Louis Road and Highway 157 and the relocation of a signalized intersection.
Collinsville Road (Fairmount RacePark to Cahokia Mounds)

Road Diet
New Town, St. Charles is a regional example of a development utilizing stormwater facilities as an amenity.

Concept sketch of utilizing shared stormwater facilities as an amenity for development. The above concept has a mix of land uses including residential, office, and retail.
Jaycees Sports Complex

Hospitality, Retail, and Recreation Uses
Fairmount Park Racetrack: Streetscape Improvements
Pedestrian refuge
(Improve ped visibility and shorten crossing distances)

Ten foot shared path
(along north side of Collinsville Rd.)

Continental crosswalks
(high visibility for ped safety)

Street trees
(shade for pedestrians, aesthetics, and environmental benefits)

Define clear curb cuts
(throughout)
(clarify auto and pedestrian spaces for safety benefits)

Pedestrian refuge
(Improve ped visibility and shorten crossing distances)

Dedicated bicycle lanes
(both sides of Collinsville Rd.)
Jurisdictional Collaboration is key.
Cahokia Mounds
The end document records the “vision” for the corridor

It states the major issues and goals

It clarifies what decisions were made during this process.

This is not a single project – It’s a number of discrete projects that support the community’s stated goals and preferences

It outlines recommended next steps

• Scope
• Additional Investigation
• Responsibility
• Likely Budget (when possible)
• General Sequence
Recommendations (Overall)

- Wayfinding / Signage Plan – O3
- Build 10 foot wide bike / pedestrian path – O1
- Increase Street Tree Canopy – O9
- Design Guidelines per segment – O5
- Pedestrian Crossing Points – O2
- Bioretention Tree Lawns / Bumpouts – O11
- Modify Zoning Code – O7
- Private Storm Water Improvements – O10
- Bus Stop Enhancements – O8
- Façade Improvement Program – O6
- Coordinate Lighting, Signage, Utilities, Planting – O4
- Final Town Square (@ Main St.) – L5
- Street Parking at Commercial (Upper St. Louis Rd) – S9
- Slow Zone (Upper St. Louis Rd) – S1
- Streetscape Design (near Kruta) – L28
- Shared Parking (near Kruta) – L1
- Square up intersections (near Kruta) – L7
- Eco Neighborhood Scoping Study – L22
- Park @ 1st Baptist Church lot – L10
- Sycamore Lot Park – L11
- Sycamore Lot Development – L12
- Commercial Node Lighting (near Kruta) – L3
- Private Prop. Streetscapes (Upper St. Louis Rd) – S3
- Old Columbia School Rehab – L6
- Prelim Town Square (@ Main St) – L4
Recommendations (St. Louis Rd Residential)

- Private Prop. Streetscapes (Upper St. Louis Rd) – S3
- Old Columbia School Rehab – L6
- Prelim Town Square (@ Main St) – L4
- Caseyville Intersection modifications – L15
- Shared Parking (Caseyville Rd area) – L2
- Connection to Morris Hills Park – L9
- Jefferson School Yard Connector – L14
- Jefferson School Detention Design (Upper St. Louis Rd.)
- Residential Ped Lighting (Upper St. Louis Rd.) – S4
- 1105 St. Louis Rd. Park – L8
- Curbing @ Boskeydells Corner – L13
Recommendations (Rec and Retail)

- Hwy 157 Intersection (Interim) – L18-A
- Hwy 157 Intersection (Long Term) – L18-B
- Pursue new Rec / Entertainment anchor (across from sports complex) – L25
- Art / Lighting Hwy 157 Overpass – L27
- Sports Complex Expansion – L19
- Middle School Circulation – L16
- Fairmount Park Entry – L20
- Entry Marker @ I-255 / Hwy 157 – L24
- St. Louis Rd. / Collinsville Intersection – L17
- Formalize / Market Recreation district – L23
- Support MEPRD Trail Connector – L26
Recommendations (State Park)

- State Park Strategic Plan – S7
- Formal Collaboration @ State Park – S5
- Road Diet (Fairmount to Cahokia – S10
- Curb Cut Reduction (State Park area) – S6
- Black Lane Intersection – L21
Recommendations (Cahokia Mounds)

- Transit Service to Cahokia Site – S8
- Road Diet (Fairmount to Cahokia) – S10
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<tr>
<th>Task</th>
<th>Tier 1</th>
<th>Tier 2</th>
<th>Tier 3</th>
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<tr>
<td>Economic benefit</td>
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<td>Transportation benefit</td>
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<td>Overall recommendation</td>
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<td>Segment recommendation</td>
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<tr>
<td>Localized recommendation</td>
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Available for free (when final) at: www.ewgateway.org

Hover over “Transportation” pull down
Hover over “Great Streets”
Click on “Round 6” projects