

St. Louis Road/ Collinsville Road Great Streets Project

Transportation White Paper



Prepared by: CBB

Prepared for: East West Gateway Council of Governments

Date: April 3, 2019

St. Louis Road/Collinsville Road Transportation Planning White Paper

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ABOUT

CBB served as the transportation planner on the Collinsville, Illinois St. Louis Road and Collinsville Road Corridor Great Streets Project. This is an important street for the City of Collinsville as it connects St. Louis Road to the Collinsville Uptown and through residential areas, where it transitions to Collinsville Road in a more retail dominant, auto-oriented street. The culmination of the project corridor is the Cahokia Mounds, one of only 23 UNESCO World Heritage Sites in the United States, and a destination annually to 300,000 tourists from over 75 different countries.

The project started with a team kick-off meeting and corridor investigation to further develop the goals and vision for their corridor. Also present at this time were key stakeholders such as the Illinois Department of Transportation, The City of Collinsville and elected officials. The team was then responsible for working with the agency to collect necessary background information needed for each discipline as we further investigated the corridor. In addition to the initial site investigation, the team met with pre-identified key stakeholders for interviews prior to the public engagement. The projects continued with an involved charrette week process consisting of stakeholder interviews and group discussions as well as public meetings and open design working sessions. The result of CBB's transportation planning analysis work is included in this transportation white paper for the St. Louis Road/Collinsville Road Great Streets project.

EXISTING CONDITIONS

CBB conducted an existing conditions analysis of the St. Louis Road/ Collinsville Road corridor. These items are discussed in the following sections. The characteristics of St. Louis Road and Collinsville Road change throughout the project limits, and thus the corridor is broken down into four typical areas. These areas were discussed during the charrette week and became a defining characteristic for how we analyzed the corridor. For consistency, the existing conditions have been laid out in this manner as well.

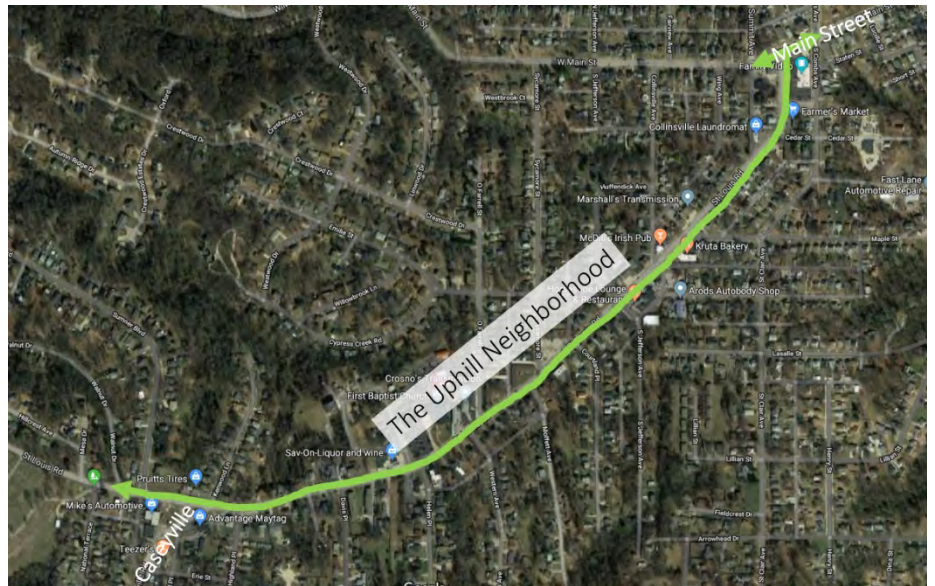


Project Location

The four defining sections of the St. Louis Road/Collinsville Road Corridor are:

1. The Uphill Neighborhood

The Uphill neighborhood is defined as the area between St. Louis Road and Main Street to St. Louis Road and Caseyville Road. This portion of the corridor is characterized by a mix of residential and retail uses. This section of the corridor is also known for heavy volumes of pedestrian activity. Enhancing the connection, especially for pedestrians and cyclists to Uptown from this segment of the corridor, emerged clearly as priority. Access management also emerged as an issue in this portion of the corridor as existing curb cuts are not clearly defined.



The Uphill Neighborhood

Poor access management creates conflicts for motorists, pedestrians, and cyclists. Better defining curb cuts and access to the businesses can enhance this portion of the corridor. This segment of the corridor has two through traffic lanes (one in each direction) throughout the corridor with a mix of on-street parking in some locations and a two-way left-turn lane in some locations.

2. Down the Hill Section

The Down the Hill Section is characterized as the area from Caseyville Road, under 157, to where St. Louis Road meets Collinsville Road at Collinsville Middle School. Morris Hills Park is located in this segment of the corridor, set back from the road, and connecting to it currently is a challenge. There is no wayfinding from Collinsville Road and no good bike or pedestrian connection. This section is

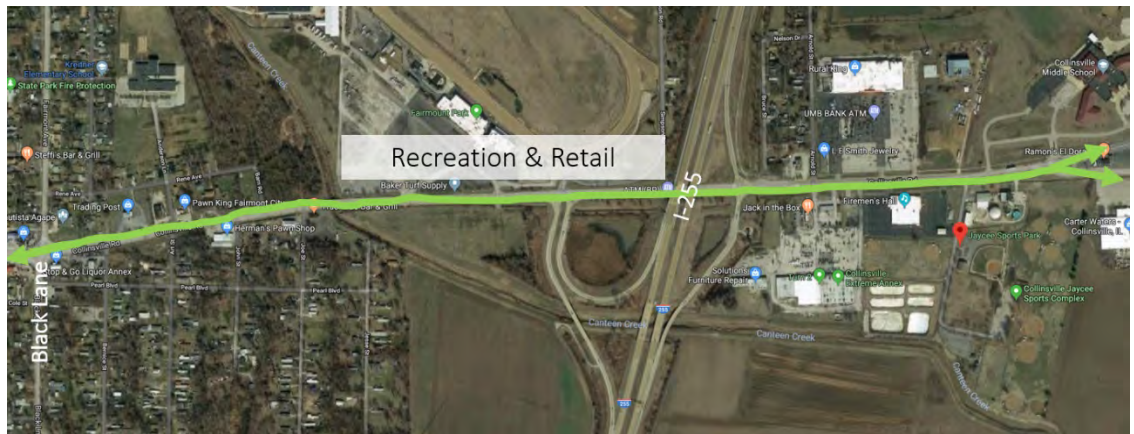


Down the Hill Section

characterized by a few residential houses that are adjacent to a cemetery on one side of the street, with a brush wall on the other side. St. Louis Road runs under a bridge overpass of 157, where it meets Collinsville Road at Collinsville Middle School and near Ramon’s restaurant. The geometry of the intersection is atypical and emerged as an intersection that needs attention during the planning process. There is a current IDOT repaving of this section of the roadway planned, which will reconfigure the entire section to a three-lane road with one through traffic lane in each direction and a center two-way left turn lane.

3. Recreation & Retail

The Recreation and Retail section is characterized as Collinsville Road & St. Louis Road to Collinsville Road at Black Lane/Fairmont Avenue. This section of corridor is a five-lane road

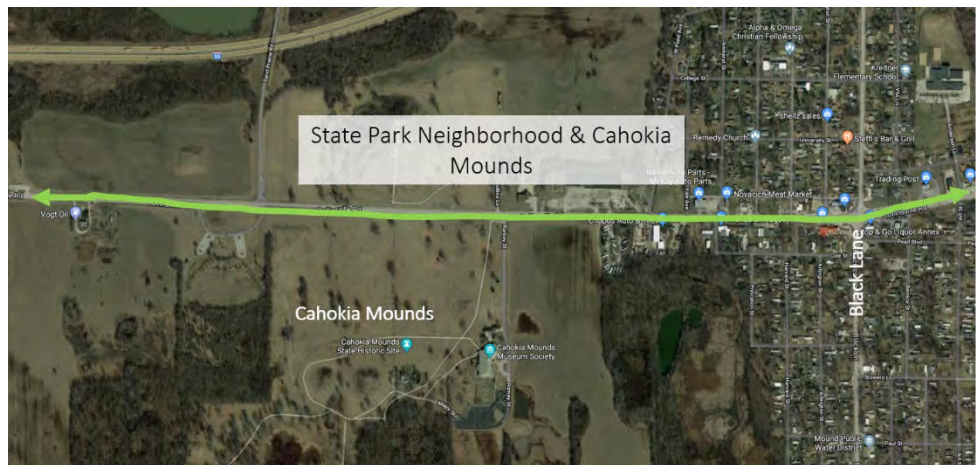


Recreation and Retail

from St. Louis Road to the I-255 overpass, consisting of two through traffic lanes in each direction and a center two-way left-turn lane. In this section east of I-255, there are wide paved shoulders. The shoulders are currently underutilized, but were constructed with the IDOT project to be used for bike or pedestrian connections. However, the environment next to the motor vehicle traffic is unfriendly to those users. Just west of the I-255 overpass, the road transitions to a four-lane section with two through traffic lanes in each direction. This segment of the corridor is home to Fairmont Park (horse racing track), the Jaycee Sports complex, and opportunities for other large-scale commercial and retail development.

4. State Park Neighborhood & Cahokia Mounds

The State Park Neighborhood & Cahokia Mounds section is characterized as the portion of the corridor from Black Lane to Cahokia Mounds. The roadway configuration in this section is a four-lane road with two through traffic lanes in each direction. The road is fronted by commercial uses, with residential neighborhoods surrounding the area behind these commercial establishments.



State Park Neighborhood & Cahokia Mounds

Access management emerged as an issue in this portion of the corridor, with many businesses having at least one or multiple driveways.

Existing conditions analysis was completed for the following information and is outlined in this section. Full existing conditions exhibits are included as an attachment to this white paper. These exhibits map out the information outlined in this paper.

Existing Conditions Analysis:

1. Roadway Infrastructure
 - a. Typical Section / Road & Lane Width / ROW
 - b. Functional Classification & Speed limit
 - c. Sidewalks, pedestrian facilities & ADA
 - d. Bicycle Facilities & adjacent trail connections
2. Traffic Counts
 - a. Uphill Neighborhood
 - b. Down the Hill
 - c. Recreation & Retail
 - d. State Park & Cahokia Mounds
 - e. Turning Movement Counts
 - f. Main Street & St. Louis Road
 - g. St. Louis Road & Caseyville Road
3. Speeds
 - a. St. Louis Road
4. Parking
5. Transit
 - a. Existing Routes
 - b. Stop locations

ROADWAY INFRASTRUCTURE

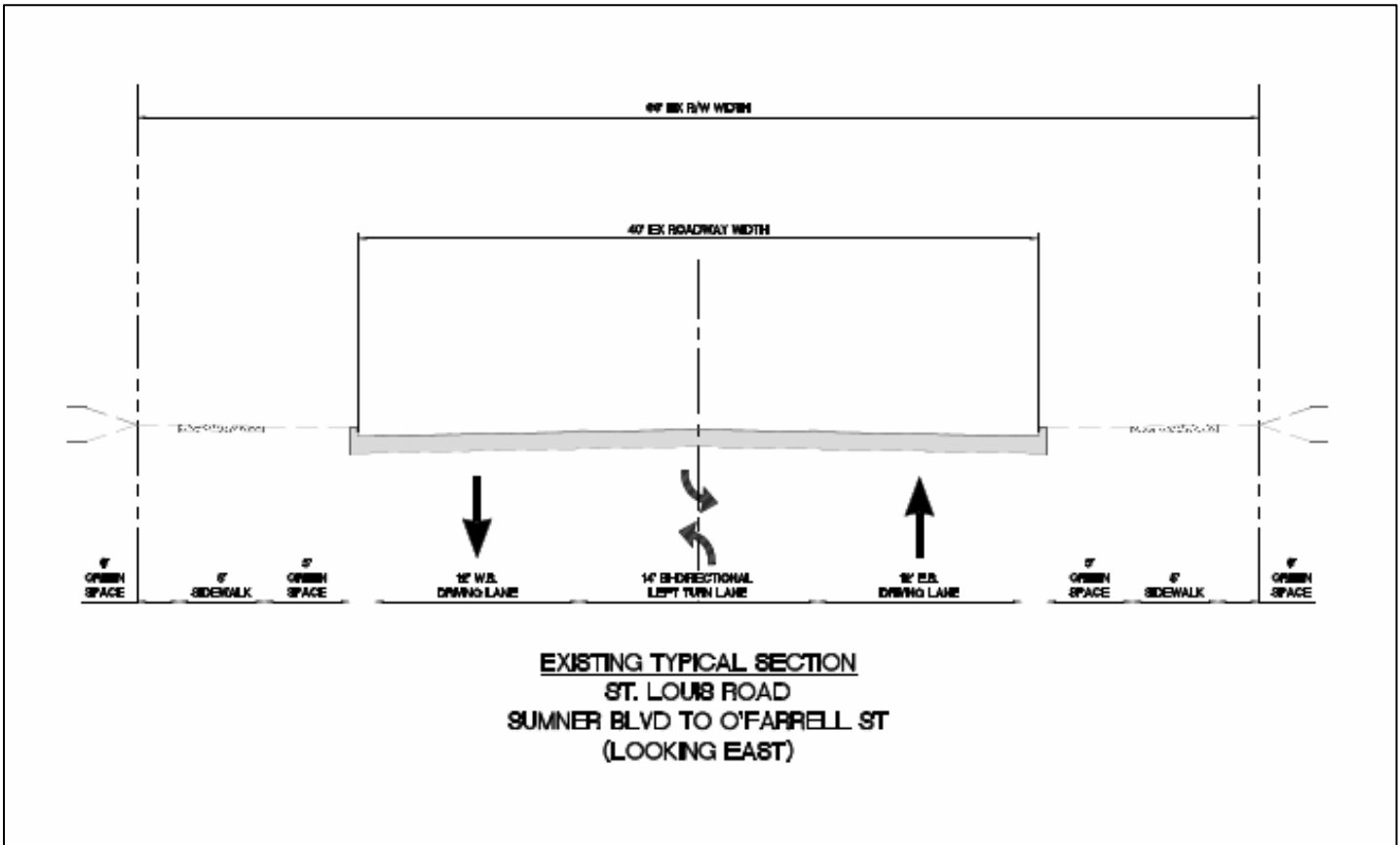
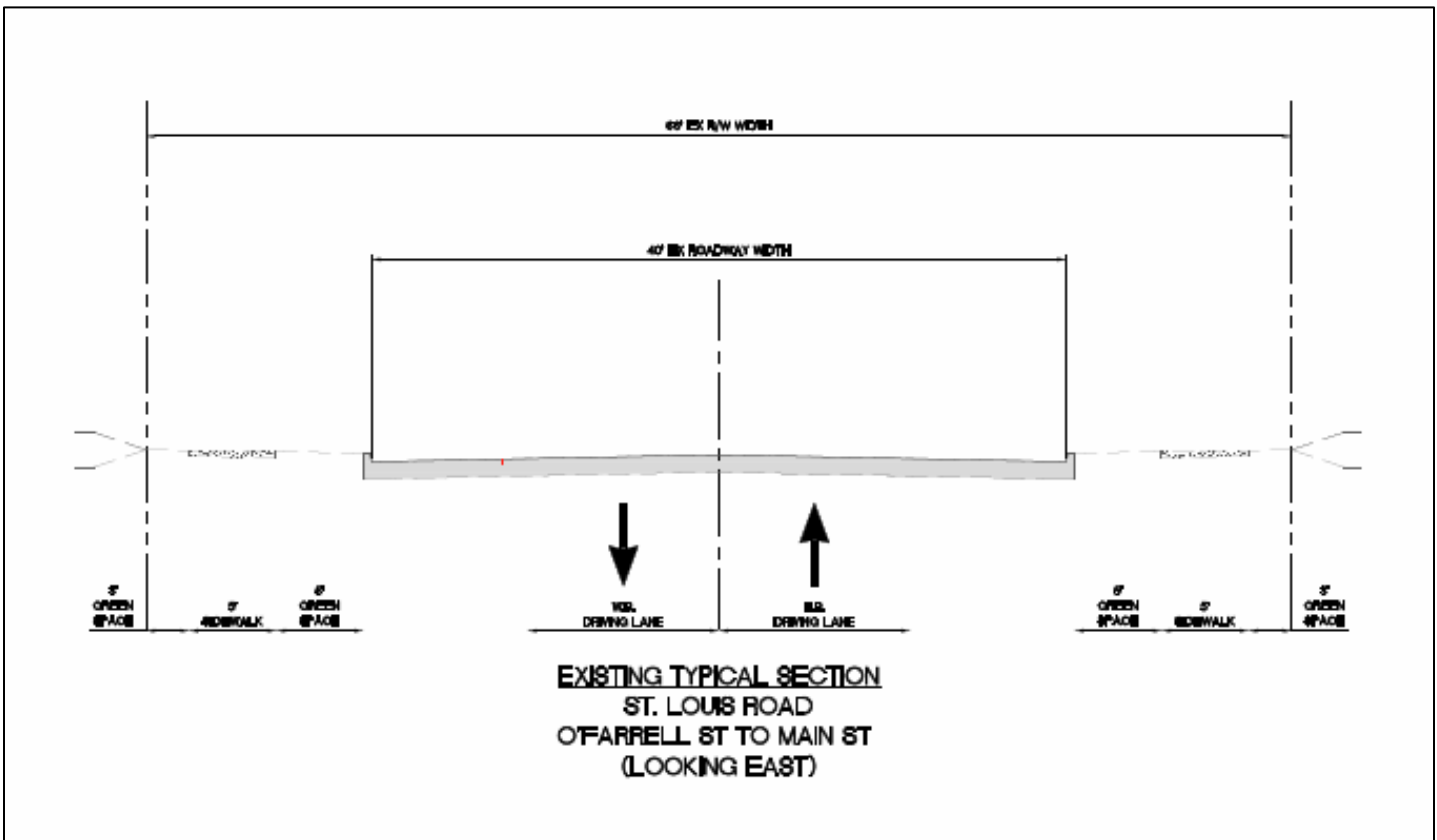
CBB started the existing conditions analysis by looking at the existing roadway infrastructure throughout the corridor to better understand how the street served to move people. This infrastructure includes not just moving cars, but also moving pedestrians and cyclists. Transit infrastructure is also included, but it is important to note that every transit trip begins and ends with a walk. Thus, examining pedestrian infrastructure was key to this component as well. The City of Collinsville owns St. Louis Road to Caseyville Road. IDOT owns the portion of St. Louis Road from Caseyville Road to Collinsville Road, and Collinsville Road to Cahokia Mounds.

Typical Sections

CBB obtained right-of-way (ROW) information from the Illinois Department of Transportation (IDOT), and examined existing typical sections throughout the corridor. These typical sections are included here. The typical section refers to the amount of space that is characterized to various modes of travel within the public ROW. Full drawings of these typical sections are included as an attachment to this white paper. Included in the attachments at the end of this paper are existing conditions maps. Outlined in these maps are information on where the following exist: on-street parking, sidewalks, roadway configuration, traffic control, crash data, bus stops, bike facilities, and imagery of what exists today.

Uphill Neighborhood:

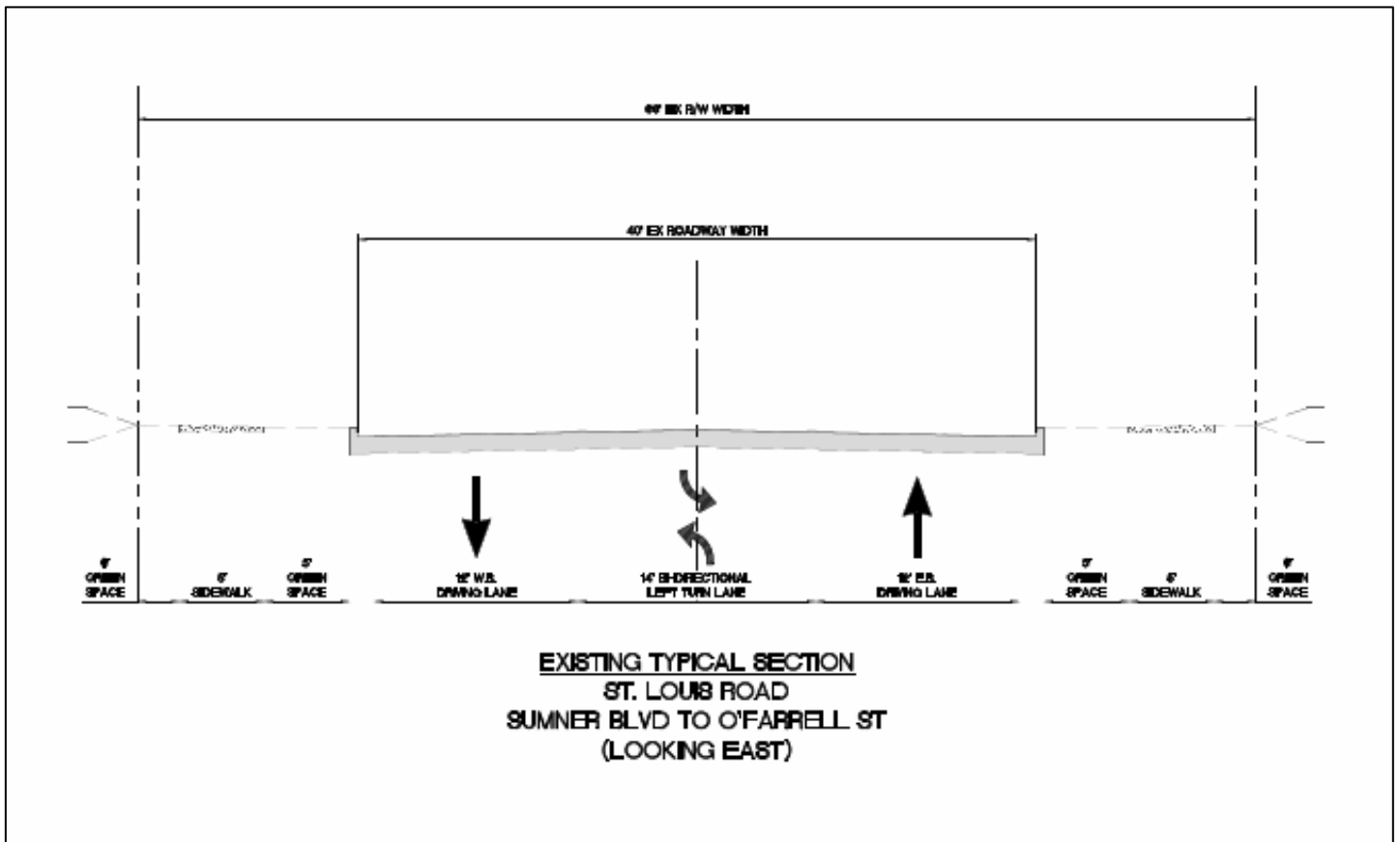
The Uphill Neighborhood ROW fluctuates from 38 to 40 feet. The section from Main Street to O'Farrell consists of two through lanes of traffic (one in each direction) with on-street parking on the west side of the street. From O'Farrell to Sumner to Caseyville Road, the typical section consists of two through lanes of traffic (one in each direction) and a center two-way left-turn lane. Sidewalks are located throughout this segment but vary in width and do not meet Americans with Disabilities Act (ADA) compliant standards throughout. Additionally, there are marked crossings to cross St. Louis Road at Main Street (signalized), and at Highland Place. The intersection near Boskeydells includes a signalized crossing that is pedestrian activated, used mainly for the purpose of children accessing the neighborhood school. Side-street crosswalks exist at Maple Street, Collinsville Avenue, Jefferson Avenue and Sycamore Street.

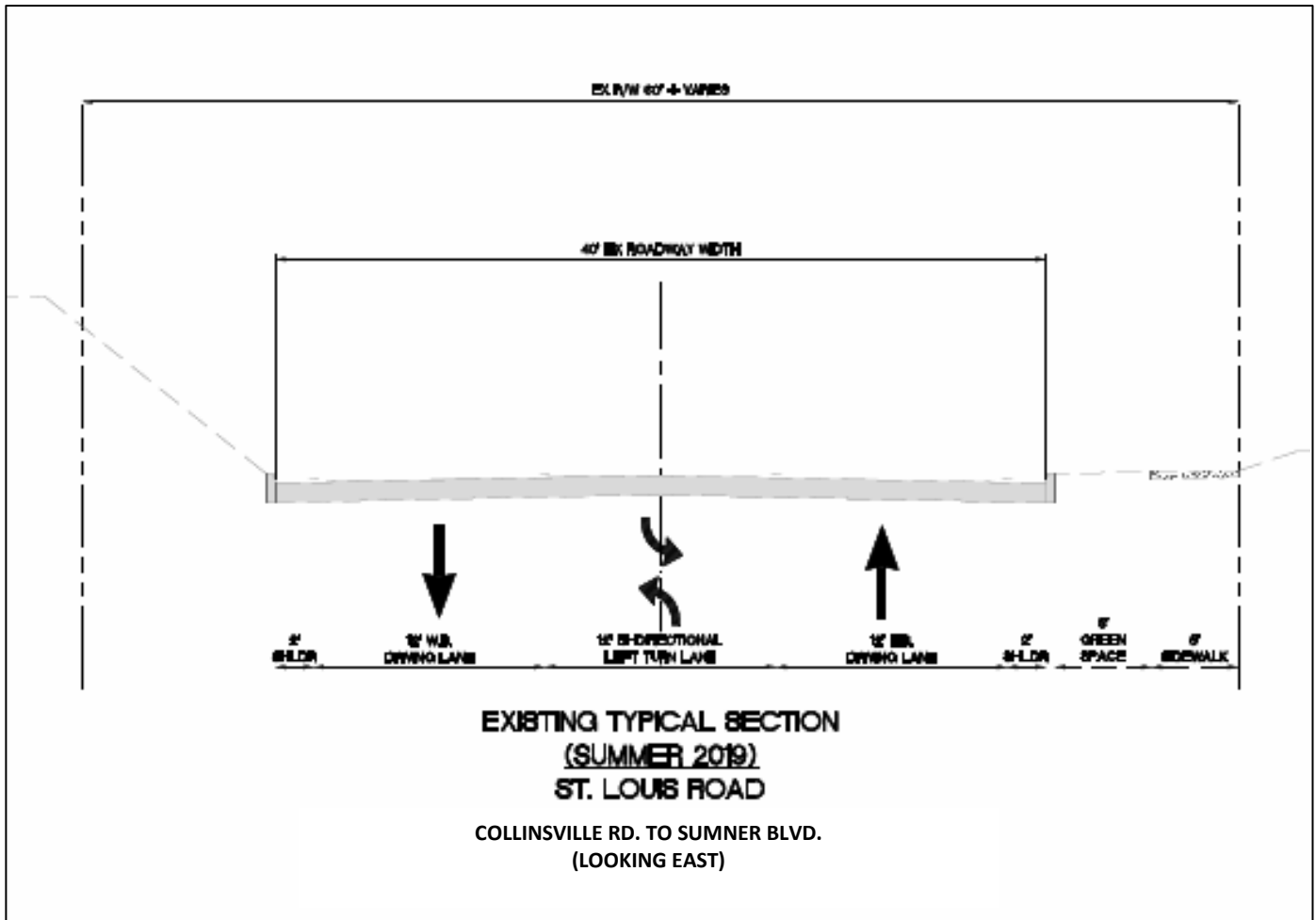


Down the Hill Section:

The Down the Hill Section ROW is 42 feet. The section from Caseyville Road to Cemetery Entrance consists of two through lanes of traffic (one in each direction) and a center two-way left-turn lane. The section from Cemetery Entrance to Collinsville road consists of four through lanes of traffic (two in each direction). A sidewalk is located on the south side of the street for the short portion of road in front of the residential houses. The intersection at Collinsville Road and St. Louis Road is signalized.

It is important to note that IDOT is undertaking a re-striping job in the spring/summer of 2019 that will change the existing configuration of the roadway. The new configuration will be a continuation of what exists from Caseyville Road to Cemetery entrance: two through lanes of traffic (one in each direction) and a center two-way left-turn lane. Included here are examples of what exists today for the segment of road to Sumner, but then the proposed configuration west of Sumner after the IDOT re-striping project this spring.

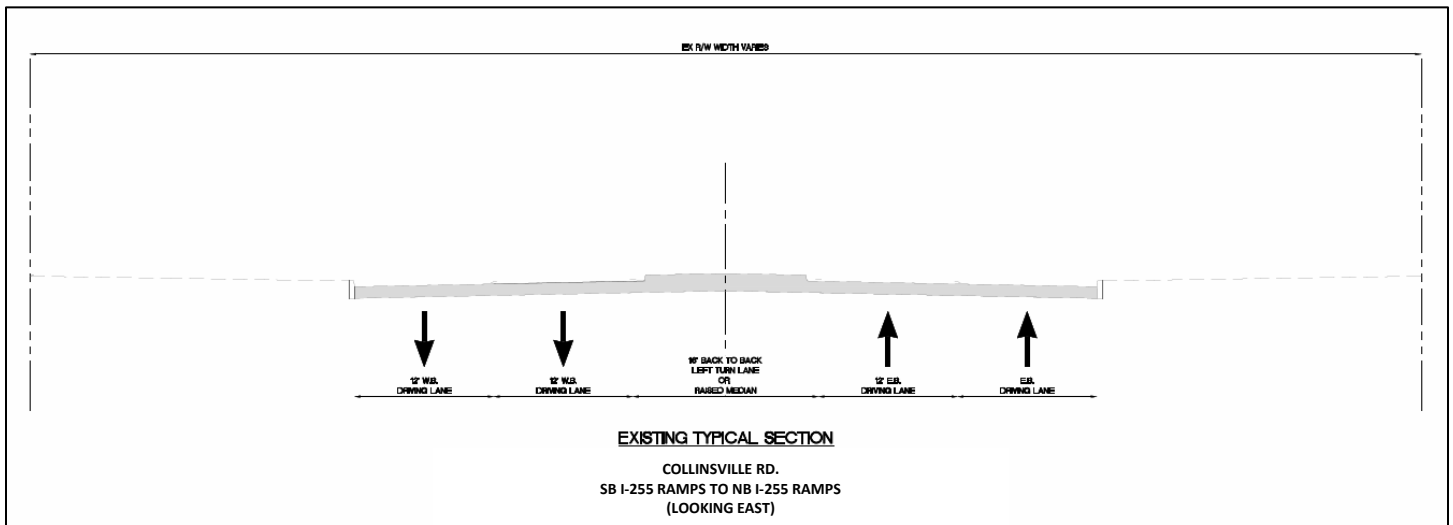
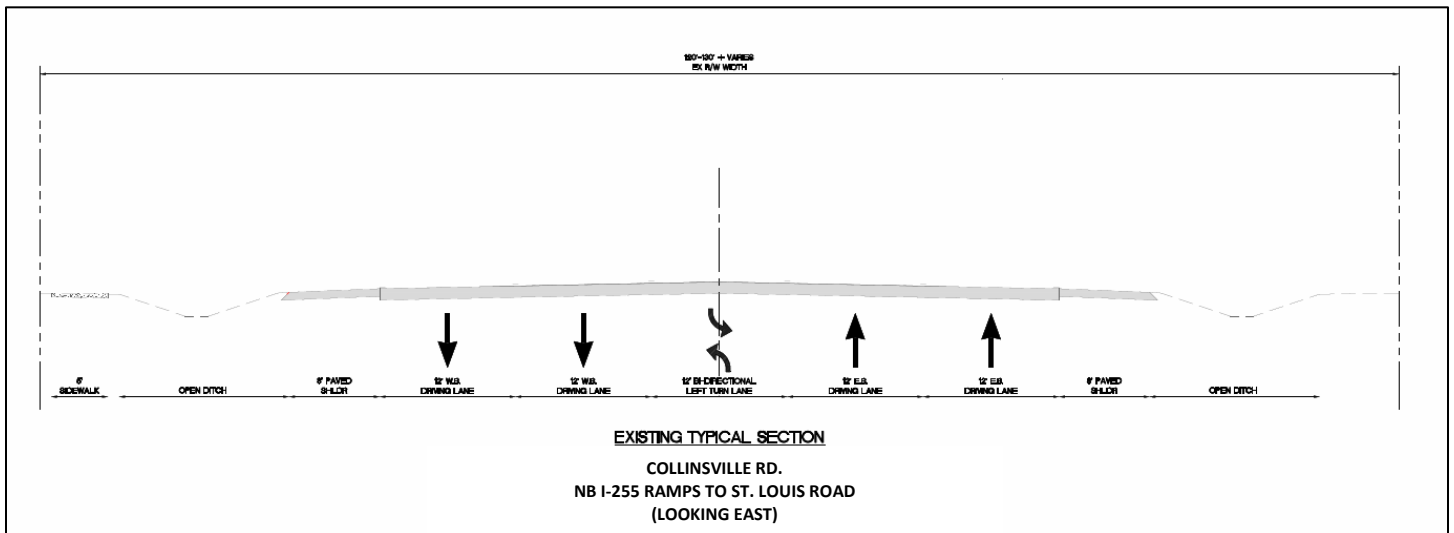




St. Louis Road (Cemetery to Collinsville – Typical Section existing)

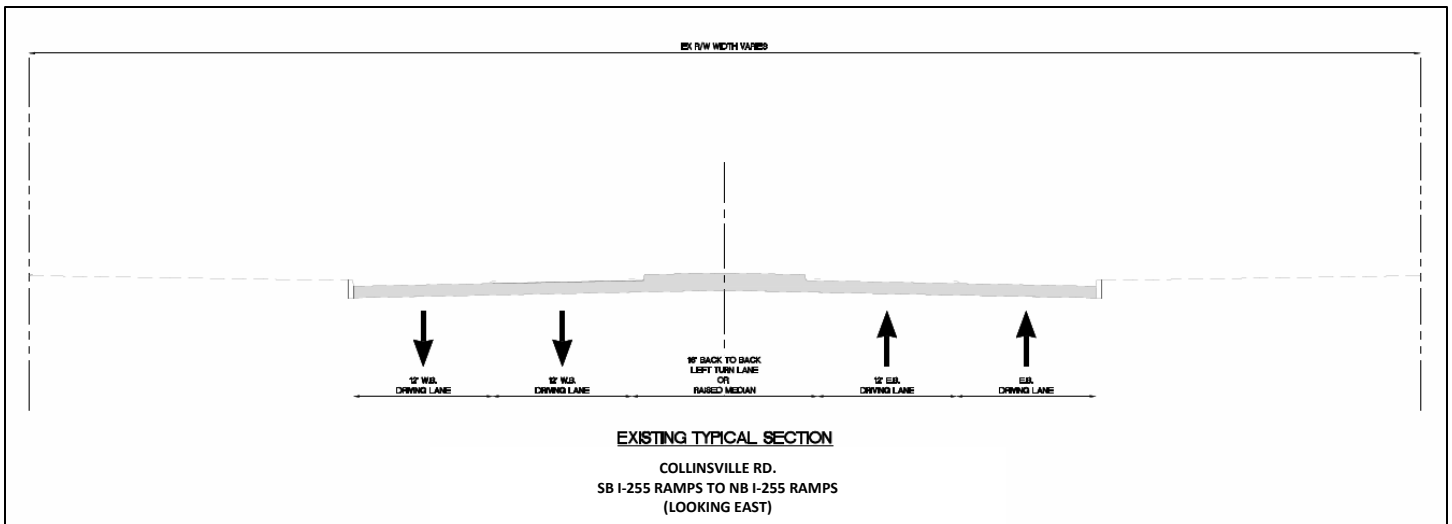
Recreation and Retail:

The Recreation and Retail Section ROW fluctuates from 52 to 90 feet, and changes character at the Interstate 255 ramps. Prior to I-255 the section consists of four through lanes of traffic (two in each direction) with widely paved shoulders. The intersections of Collinsville Road with the I-255 ramps are signalized with turn lanes for traffic entering and exiting the interstate. A painted median exists where turn lanes are not necessary under the interstate ramp. West of I-255, the section continues as four lanes of through traffic (two in each direction). The intersection at Art Street is signalized.



Cahokia Mounds & State Park Neighborhood:

The Cahokia Mounds & State Park Neighborhood ROW fluctuates from 52 to 71 feet. The typical the section consists of four through lanes of traffic (two in each direction) shoulders narrow paved shoulders, adjacent to narrow gravel shoulders. Access management is an issue in this section of the corridor with many driveways that access Collinsville Road. A small segment of sidewalk exists from Black Lane to Harvard Place on the north side of Collinsville Road. The intersection at Black Lane is signalized.

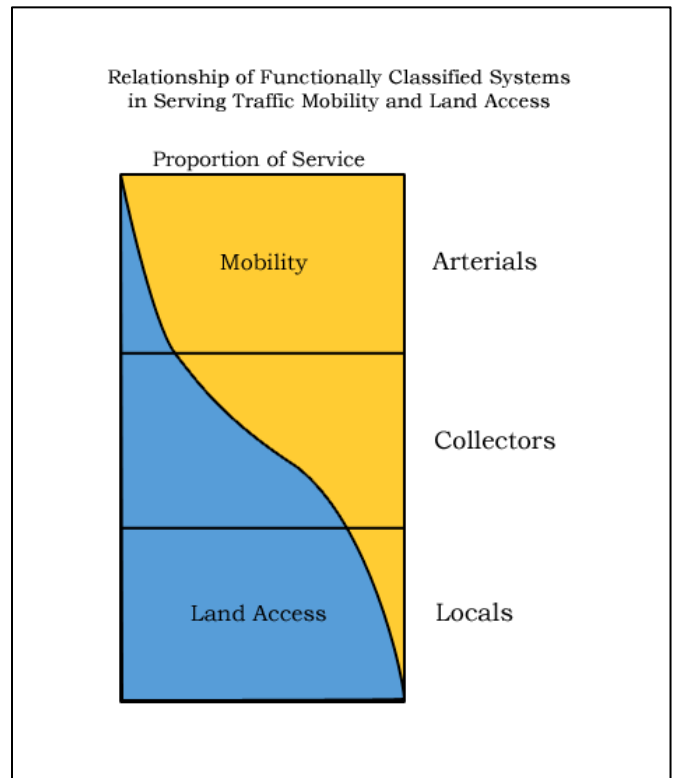


Functional Classification & Speed Limit

When evaluating roadway operations, it is important to consider how the facility works (or is intended to work) within the surrounding street network. The “hierarchy” of roadways and their usage is described by their “functional classification”.

The purpose of roadway functional classification is to formally describe how travel is channeled through our roadway network and to determine project eligibility for federal funds. Roadways are classified according to their urban or rural setting and the type of service they provide based on considerations such as: connectivity, mobility, accessibility, vehicle miles traveled, average annual daily traffic, and abutting land use. In the St. Louis region, the East-West Gateway Council of Governments is responsible for maintaining and updating the region's Roadway Functional Classification System mandated under federal law.

For nomenclature purposes, those roadways that provide a high level of vehicular mobility are called “arterials”; those that provide a high level of accessibility are called “locals”; and those that provide a more balanced blend of mobility and access are called “collectors”. Context sensitivity and livability form the environment through which mobility and access should be considered. For this reason, arterials typically are roadways with high traffic volumes and are frequently the route of choice for intercity buses and trucks.



Roadway Functional Classification – vehicular mobility

Minor arterials provide service for trips of moderate length, serve geographic areas that are smaller than their higher (“major”) arterial counterparts and offer connectivity to the higher arterial system (major arterials, expressways, freeways, interstates). In an urban context, they interconnect and augment the higher arterial system, provide intra-community continuity and may carry local bus routes. The general range for daily traffic volumes on a minor arterial is 3,000-14,000 vehicles per day (vpd).

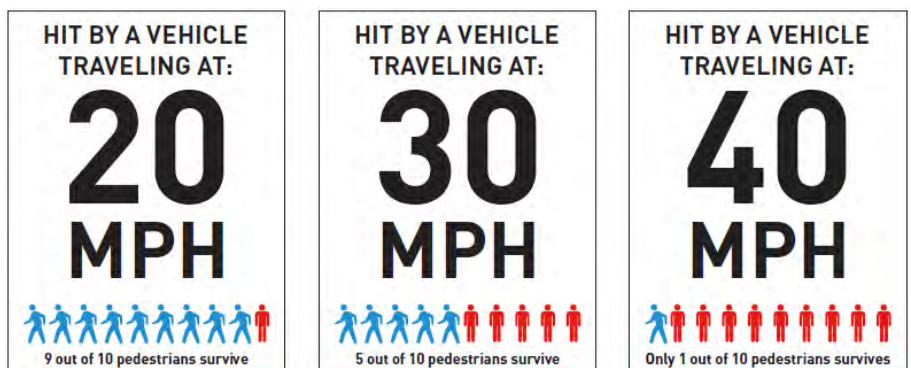
As their name implies, collectors “collect” traffic from local roads and connect traffic to arterial roadways. Collector routes are typically shorter than arterial routes but longer than local roads. Collectors often provide traffic circulation within residential neighborhoods as well as commercial, industrial or civic districts. The general range for daily traffic volumes on a major collector is 1,100 – 6,300 vpd. Minor (or “residential”) collectors are characterized by on-street parking, direct access to residential driveways and average daily volumes typically less than 5,000 vpd. If total daily traffic increases to more than 5,000 vpd, the character of the road may shift to that of a major (or “system”) collector roadway. In general, a system collector has fewer curb cuts and restrictions for on-street parking to encourage better traffic flow. With lower traffic volumes, collectors may serve the bicycles routes of a community well.

Locally classified roads account for the largest percentage of all roadways in terms of mileage. They are not intended for use in long distance travel, except at the origin or destination end of the trip, due to their provision of direct access to abutting land. Bus routes generally do not run on local roads. They are often designed to discourage through traffic. As public roads, they should be accessible for public use throughout the year. The general range of daily traffic volumes on a local road is less than 1,000 vpd. Cyclists may choose to use local roads on trips as the traffic volumes are low.

CBB looked at the roadway functional classification of the St. Louis Road/Collinsville Road corridor, as well as bisecting streets, highways and interstates.

Uphill Neighborhood & Down the Hill Section:

St. Louis Road is classified as a minor arterial. This road serves moderate trip lengths, and provides for more land access than major arterials. The posted speed limit is 30 mph from Main Street to Cemetery Entrance, and 40 mph from Cemetery Entrance to Collinsville Road. It is important to provide safe pedestrian facilities to provide access for active transportation uses throughout the corridor. Speed has a direct impact on crash severity and is more likely to be lethal when motorists are travelling at higher speeds. In fact, when a pedestrian is hit by a motor vehicle travelling at 40 mph, the odds of surviving the crash are 1 in 10; just 10-percent. IL 157 intersects this portion of the road via an overpass at St. Louis Road and is classified as principal arterial, providing a higher level of mobility service for vehicles but less access to adjacent land uses. Additionally, the section has heavy pedestrian use by residents, young children, and is well known as route used by the High School track/cross country team.

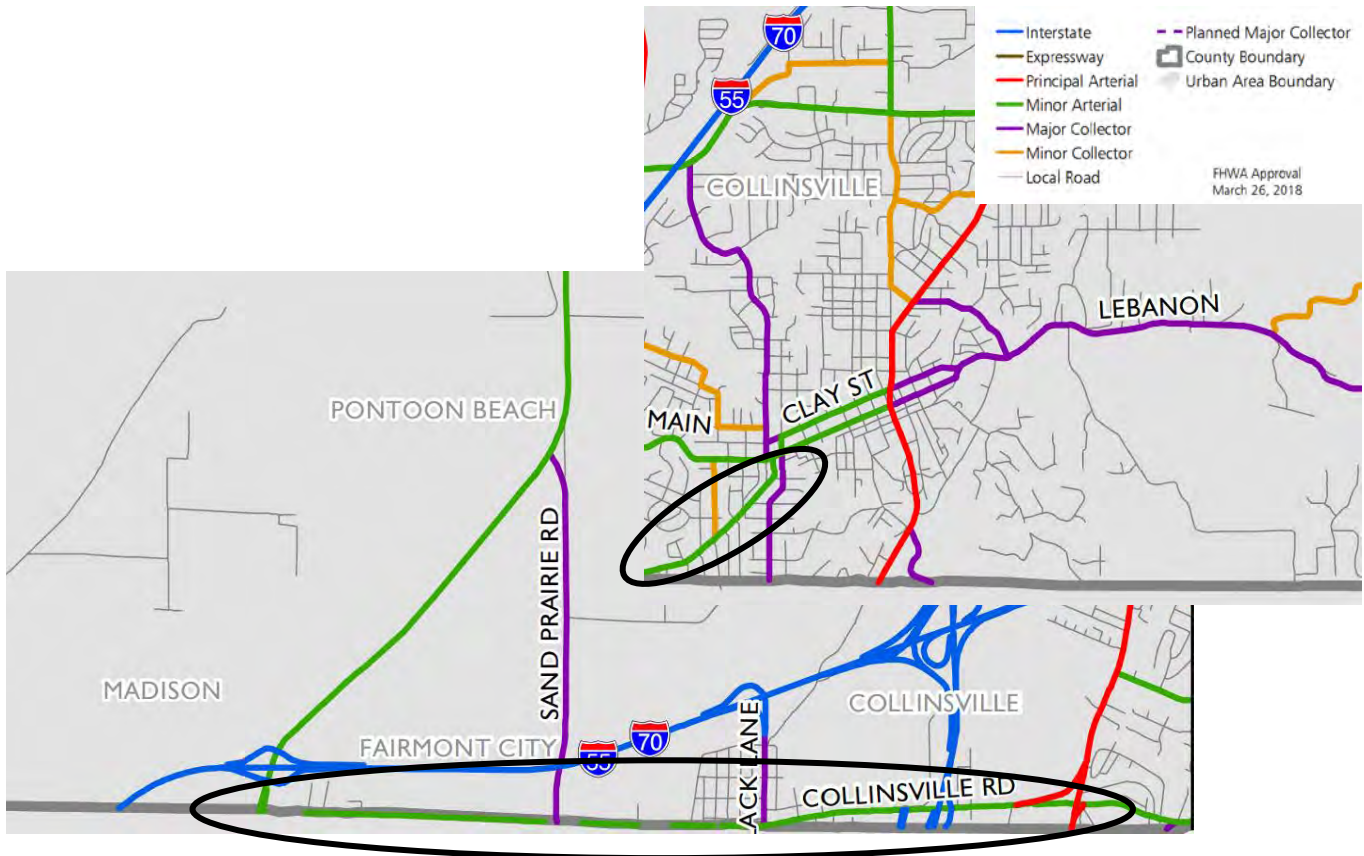


Chance of surviving a crash as a pedestrian at varying speeds

Recreation/Retail & Cahokia Mounds/State Park Neighborhood:

Collinsville Road is classified as a minor arterial. This road serves moderate trip lengths and provides for more land access than major arterials. Bisecting Collinsville Road in this segment is Interstate 255 (interstate classification) and Black Lane (major collector). The posted speed limit is 45 mph, with the exception of a school zone at Art Street that changes to 20 mph during school drop off and pick up hours. The speed limit increases to 50 mph west of Black Lane. There is a need to enhance the pedestrian facilities on this stretch of the corridor as a minor arterial should also serve to move pedestrians, cyclists and transit users. The location of a middle school, sports complex, Cahokia Mounds, and the MCT Transit Route #18 on this route indicate more pedestrian traffic may be present. Thus, pedestrian accommodations should be considered given the existing roadway configuration and design speed.

It is also important to note that Collinsville Road from the section of Black Lane to Cahokia Mounds is located in both Madison and St. Claire Counties.



Functional Classification

Sidewalks, Pedestrian Facilities & ADA

CBB also analyzed existing pedestrian facilities on the St. Louis Road/Collinsville Road corridor. During the initial stakeholder meetings, as well as focus group meetings during the charrette week, we heard that people want a more walkable road. We also heard that people are already walking the corridor constantly. Specifically, the area in the Uphill Neighborhood is a heavily utilized portion of the corridor for pedestrians. Based upon this feedback, we understood enhancing pedestrian facilities is a priority. While some facilities do exist, they are sporadic and in need of repairs as well as ADA compliant updates. Transit stop amenities for pedestrians need an upgrade and will be discussed in the existing conditions section on transit. The corridor is currently be used heavily by pedestrians in the Uphill Neighborhood, and we heard this activity drops off at Caseyville Road. Residents walk for recreation and to visit the existing businesses along the corridor. We heard that there are a lot of people out walking their dog and for general enjoyment despite the lack of connected sidewalk facilities throughout the corridor. The pedestrian activity currently drops off at Caseyville Road due to lack of facilities for walking and biking. People are interested in walking in this area, but no good facilities exist to do so.

Uphill Neighborhood:

The Uphill Neighborhood has the best-connected pedestrian system throughout the entire corridor. Five-foot sidewalks are generally present throughout this section of the corridor. However, side street crossings are not clearly marked, leaving pedestrians vulnerable to vehicular traffic in an unmarked conflict zone. Additionally, multiple areas (Jefferson Avenue to Kruta Bakery and southwest corner of Boskydells Drive, for example) have large and unrestricted open access points, which can cause confusion to both pedestrians and motorists.



St. Louis Road between Maple & Summit – example pedestrian infrastructure

There also lacks the ability to cross St. Louis Road, leaving it challenging for pedestrians to access businesses and establishments on both sides of the street. Three crossing locations exist: Main Street, Boskydells, and Highland. Crossing St. Louis Road is important for enhancing the pedestrian experience and promoting retail land use along the corridor. Included in the attachments to this paper are the existing condition maps that outline sidewalk locations and existing curb cuts. As mentioned previously in this paper, the curb cuts and sidewalk fragments present issues for pedestrians in this segment of the corridor. This portion of the road is also utilized heavily by high school students accessing school, as well as cross country and track runners from the high school. Access management should be considered in future development and redevelopment of commercial and residential sites in this segment.

Down the Hill:

Currently, the Down the Hill section is very challenging for pedestrians to navigate. There is a short segment of sidewalk that exists in front of thirteen residential homes that are adjacent to St. Louis Road and in front of the cemetery on the south side of the street. The north side of the street contains no pedestrian infrastructure and transitions from a retaining wall to brush hill and an open area of grass and trees. Further complicating the pedestrian experience is the challenging experience of the IL 157 overpass. Bridges present significant challenges to pedestrians on a continuous journey as they are dark areas with minimal sight distance forward. Additionally, there is little wayfinding showing pedestrian connections that exist beyond the bridge. With Collinsville Middle School at the culmination of this section, there remains a need to enhance the pedestrian infrastructure in order to provide access for children to walk to school.

Also in this segment of the corridor is Morris Hills Park. The park is an opportunity for updated park amenities, and there is high interest in building this among many of the stakeholders with whom we met. However, to fully enhance this park for the utilization that is desired, we also need to address missing pedestrian and bike connections to the park. Proposed bike facilities along St. Louis Road will assist with this, but the City should look at potential solutions to connect back into the park. One idea is the implementation of a Calm Street. A Calm Street implements traffic calming measures so that motorists travel slowly, more in line with the speed of pedestrians. This would be a good application because these streets are low volume, slow speed streets that can fill in gaps within the bike and pedestrian network where a more separated facility is not necessarily needed.



St. Louis Road at St. Johns Cemetery (national terrace; cemetery is behind the houses)– example pedestrian infrastructure

Recreation and Retail:

The Recreation and Retail is very challenging for pedestrians to navigate with little to no pedestrian infrastructure. A small segment of sidewalk exists on the north side of the street from the middle school entrance to the first entrance of the Rural King parking lot. Outside of that, there is no pedestrian infrastructure. The only location the cross Collinsville Road is at the signalized entrance at St. Louis Road/Middle School Entrance. Wide paved shoulders do currently exist but do not provide a satisfying pedestrian experience and offer no protection from the motorists travelling upwards of 40 mph. Complication this stretch of corridor is also the need to protect pedestrians travelling on Collinsville Road crossing the I-255 ramps. Given the land uses of this stretch of the corridor (Collinsville Middle School, sports and recreation, tourism, etc.) there is a need to better support walking and enhance the public realm for active transportation.



Collinsville Road at Rural King lot – existing pedestrian infrastructure

Cahokia Mounds and State Park Neighborhood:

The Cahokia Mounds & State Park Neighborhood section is very challenging for pedestrians to navigate with little to no pedestrian infrastructure. A small segment of sidewalk exists on the north side of the street from Fairmont Avenue/Black Lane to Harvard Place. However, even this small stretch of sidewalk is broken up by six driveway entrances. Outside of that, there is no pedestrian infrastructure. There is one marked crossing (unsignalized) of Collinsville Road at the Cahokia Mounds Visitor Center entrance. No other protection exists to keep pedestrians safely separated from motorists travelling upward of 40 mph, or 50 mph in some sections of this segment. An additional challenge exists for tourists leaving the Cahokia Mounds visitors center where there exists a striped and signed crosswalk, but no signal. There is no sidewalk connecting the striped and signed crosswalk to the Cahokia Mounds visitor's center entrance. There is also no pedestrian crosswalk connecting Monks Mound to trail system to the south of Collinsville Road. The trail on the north side of the street does not line up with this crossing either, which is a challenge for promoting good crossing behavior.

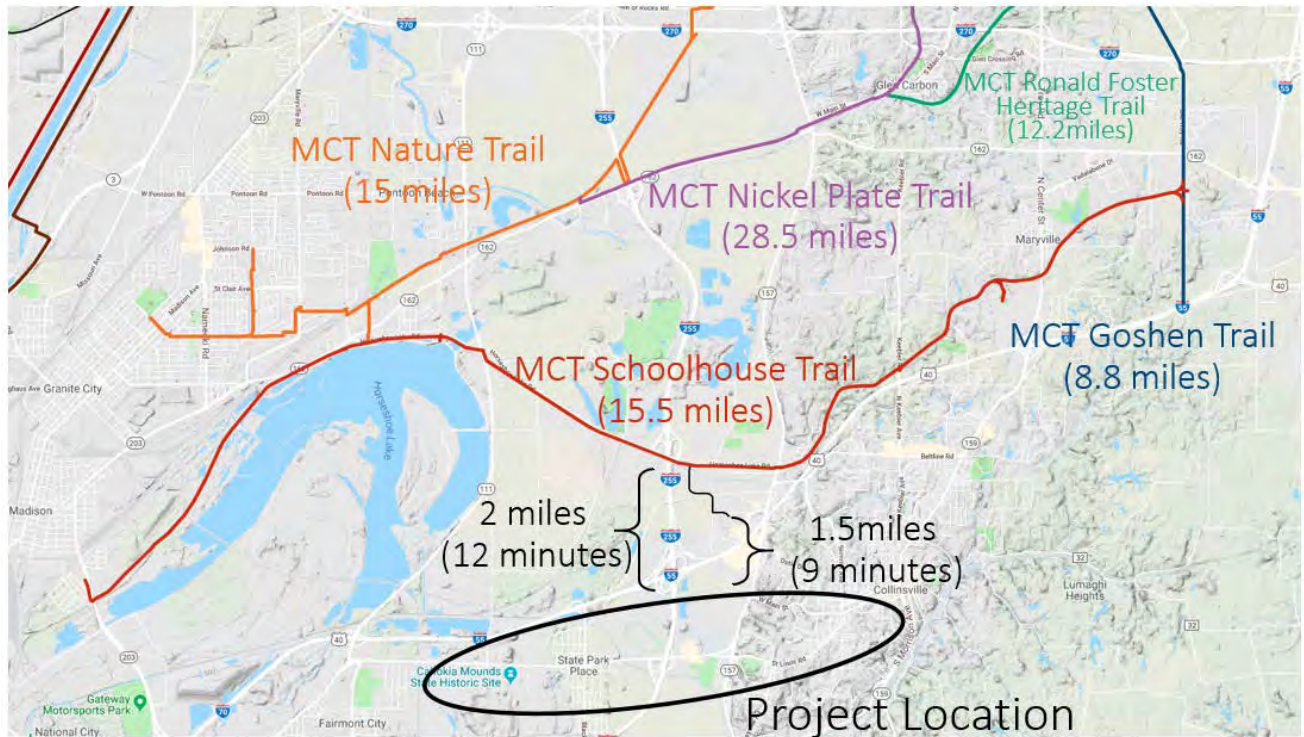


Collinsville Road at Monks Mound Trail – existing pedestrian infrastructure

Bicycle Facilities, Adjacent Trail Connections & Pedestrian Infrastructure

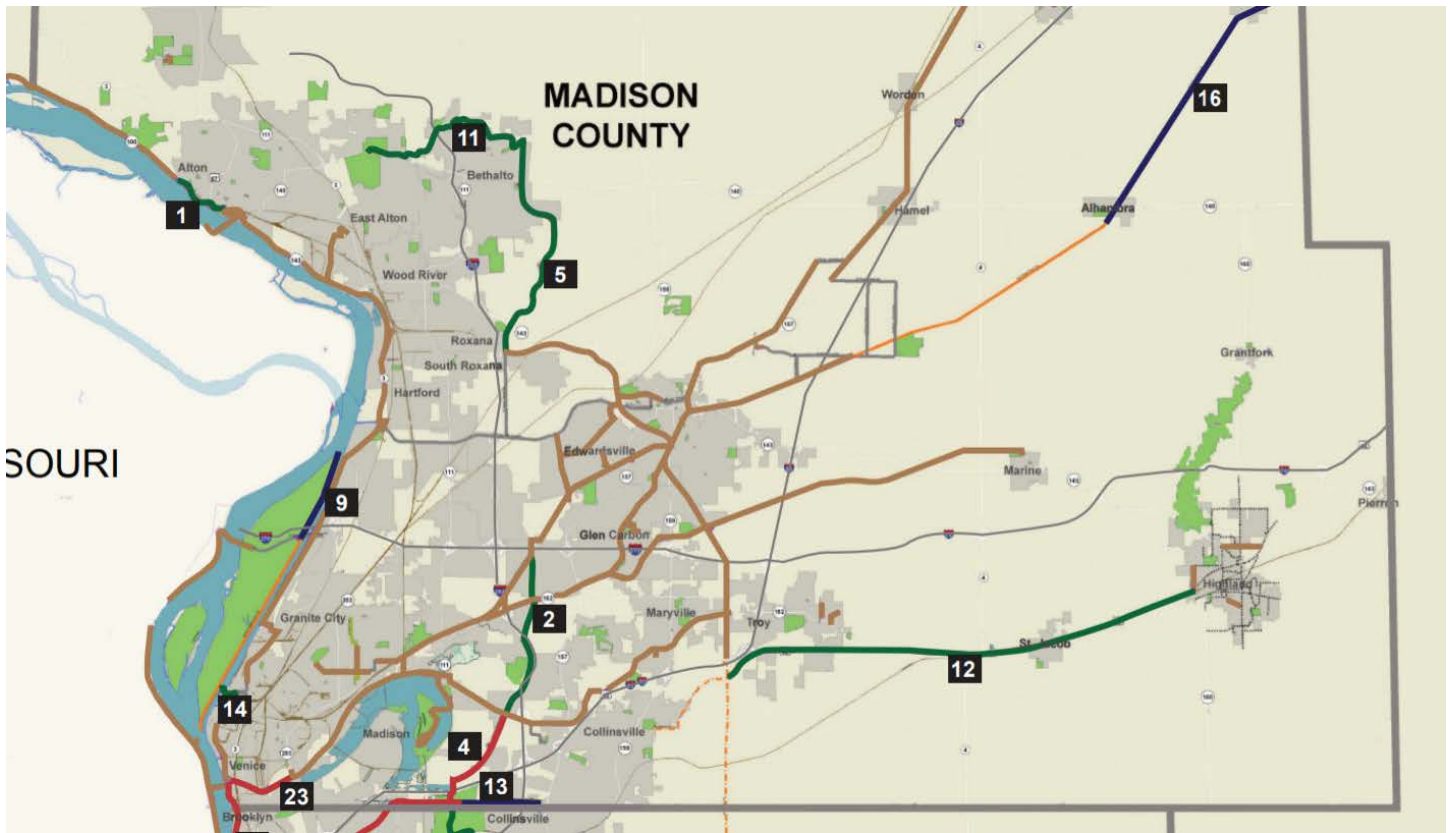
While no bicycle facilities exist on the corridor today, the project location is within close proximity to many of the Madison County Trails. The Madison County Trail (MCT) system is often referred to as the best trail system in the region, with miles of protected facilities for biking and walking. The project location is just two miles from the 15.5-mile MCT Schoolhouse Trail, and just one and a half miles from a biking extension to connect to that trail.

There is a strong interest in promoting biking along this corridor to enhance connections to the MCT trail system, as well as promote active transportation to the Cahokia Mounds and the ability for children to walk and bike to school.



Project location in relation to MCT trail connections

The City should coordinate any future connections with the Metro East Parks & Recreation District (MEPRD) Long Range Plan. MEPRD representatives attended a transportation session during the charrette week and advised projects within the long-range plan that will connect to this area; thus, that plan should be considered with any new facilities associated with this corridor. The map of these projects as identified in the 2011 long range plan are found on the next page.



MEPRD 2011 Long Range Plan Project Map, Madison County (above // 2011 Long Range Plan Project Listing (below)

2011 Long Range Development Plan Table			
Number	Bikeway Name	Total Miles	Priority Ranking
1)	Alton Bike Path	1	2
2)	American Bottoms Trail North	5	2
3)	American Bottoms Trail South	8	2
4)	Arlington/Mounds Connector	3	1
5)	Bethalto Connector	7	2
6)	Bicentennial/Belleview/Memorial Corridor	5	2
7)	Confluence Bikeway North	3	1
8)	Confluence Bikeway South	4	2
9)	Eagle Points Trail	3	3
10)	Engle Creek/College Road Bike Trail	6	2
11)	Gordon Moore Connector	5	2
12)	Highland Connector Trail	13	2
13)	Jaycee Connector Trail	1	3
14)	Lock 27 Trail Crossing	1	2
15)	Longacre Corridor	6	2
16)	MCT Nickel Plate Trail	9	3
17)	MetroLink Bike Trail East	8	1
18)	MetroLink Bike Trail West	11	1
19)	Milburn School Trail	10	3
20)	Mounds Heritage Trail	5	1
21)	Prairie du Pont Trail	10	3
22)	Richland Creek Trail	3	3
23)	Schoolhouse Trail Connector	2	1
24)	Schranz/Old Collinsville/Huntsville Road Trails	4	2
25)	SWIC to Mascoutah Trail	9	3
26)	Scott-Troy Trail South Extension	5	1
Total Trail Miles		147	

Crossing Locations – Pedestrian Infrastructure

Enhancing the walkability of this corridor requires two elements: (1) enhancing the pedestrian connections and connectivity along St. Louis Road and Collinsville Road, and (2) providing safe and convenient crossings of the street. People want to take quick and direct routes to get to where they need to go, and providing more treatments that assist with that journey will enhance the public realm and pedestrian experience, all while promoting a safer experience for users of all ages and abilities. For the purpose of looking at crossing locations, we have separated the corridor into two segments: (1) the slow zone and (2) the Collinsville Road crossings.

Slow Zone & Crossing Updates (corridor wide)

To enhance the pedestrian crossings and infrastructure throughout the corridor, a slow zone portion of the corridor is on St. Louis Road from Main Street to Caseyville Road, consisting of the Uphill Neighborhood. These projects are low cost (10k – 100k/intersection) and can be accomplished early on. We heard several times throughout the planning process that there were high volumes of pedestrian activity in this zone, but that more could be done to make this area safer for pedestrians. Additionally, we found that 85-percent of motorists travel at 36 mph in this zone when the posted speed limit is 30 mph. Given this information we are recommending installing specific treatments at five identified crossing locations in the slow zone. These locations were selected based on ongoing activity in the area, strong connections to adjacent land uses, or potential redevelopment opportunities in nearby land. Specifics on these crossing locations and treatments is found in the recommendations section of the document.

In addition to providing safe crossings, continuing these crossings throughout the Uphill Neighborhood will serve as a visual cue to motorists to travel slow as people are walking in the area. The repetition of the crossings acts as a traffic calming measure to enhance safety throughout the entire corridor. The goal is to slow traffic down to at most the 30 mph it is currently signed, or quite possibly change the behavior and re-design the road for 25 mph. In addition to enhancing safety, crossing locations can be upgraded with additional pedestrian amenities that enhance the public realm and promote a more positive pedestrian experience. Specific recommendations for each crossing locations are included here. Example of these treatments follow the specific recommendations for each intersection.

TRAFFIC COUNTS & SPEEDS

CBB analyzed traffic volumes to understand current functions of the roadway. Traffic volumes are necessary when considering any roadway changes, as well as to understand existing transportation patterns on the corridor. Given the project timeline, we relied heavily on our partners at IDOT to use information they had for Annual Average Daily Traffic (AADT) throughout the corridor. CBB supplemented IDOT AADT counts with manual turning movement counts at three intersections throughout the corridor.

St. Louis Road AADT		
<i>St. Louis Road Limits</i>		<i>AADT</i>
Main Street	Cedar Street	6,500
Cedar Street	Collinsville Avenue	6,800
Collinsville Avenue	Jefferson Avenue	7,600
Moffett Avenue	Davis Place	7,800
Davis Place	Shirley Place	8,200
Shirley Place	Summer Street	6,400
Cemetery Entrance	IL 157	6,600
IL 157	Collinsville Road	5,500

*AADT Counts – St. Louis Road (*Cemetery Entrance is National Terrace)*

Collinsville Road AADT		
<i>Collinsville Road Limits</i>		<i>AADT</i>
St. Louis Road	Interstate 255	11,200
Interstate 255	Art Street	8,400
Art Street	Black Lane	8,400
Black Lane	Princeton Avenue	6,800
Princeton Avenue	Sand Prairie Road	6,800

AADT Counts – Collinsville Road

St. Louis Road/Collinsville Road Intersecting Streets AADT	
<i>Side Street</i>	<i>AADT</i>
Main Street	5,500
Sycamore Street	750
Caseyville Road	3,300
IL 157	11,500
I-255 NB off ramp	2,300
I-255 NB on ramp	2,750
I-255 SB off ramp	2,500
I-255 SB on ramp	2,350
Fairmont Ave	3,250
Black Lane	4,400
Sand Prairie Road	1,650

AADT Counts – Intersecting Roads

Based on our data, the roads are not at full capacity. In some of the sections, as you will see later in the recommendations, we believe roadway configuration can be modified to narrow existing space for motorists and add more space for bikes and pedestrians given the low volumes for how the roads are built. Level of Service (LOS) is what is typically used to measure how a roadway performs, in which roads are assigned 'grades' A – F. A LOS of A is complete free flow, whereas LOS F is breakdown. Our team did not analyze LOS in detail for the corridor segments, but are confident, given the low volumes, there is room for roadway modifications to allow more space for bikes and pedestrians in the public ROW.

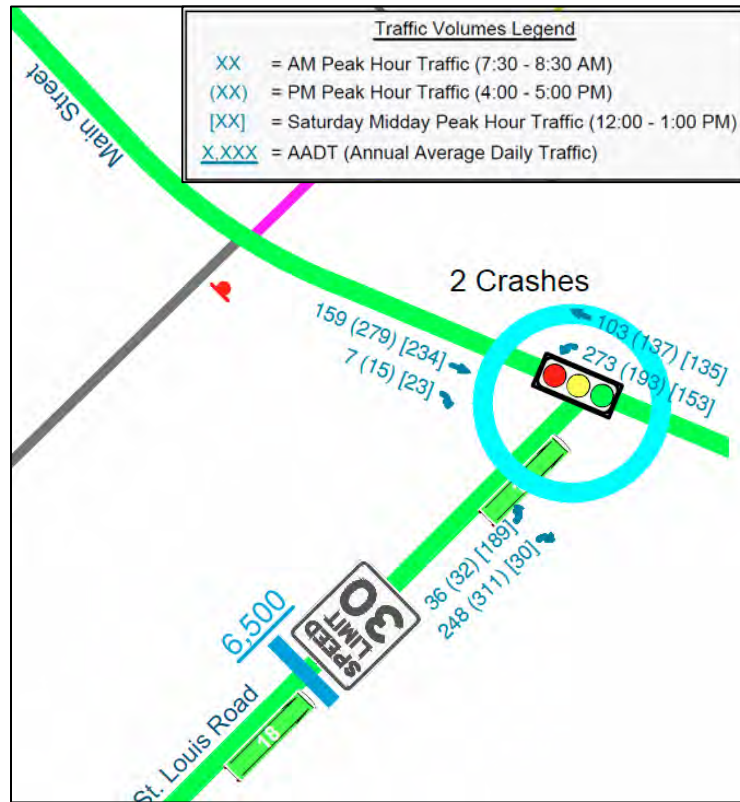
The three locations CBB collected manual turning movement counts were at:

1. Main Street and St. Louis Road
2. Caseyville Road and St. Louis Road
3. Black Lane/Fairmont Avenue and Collinsville Road

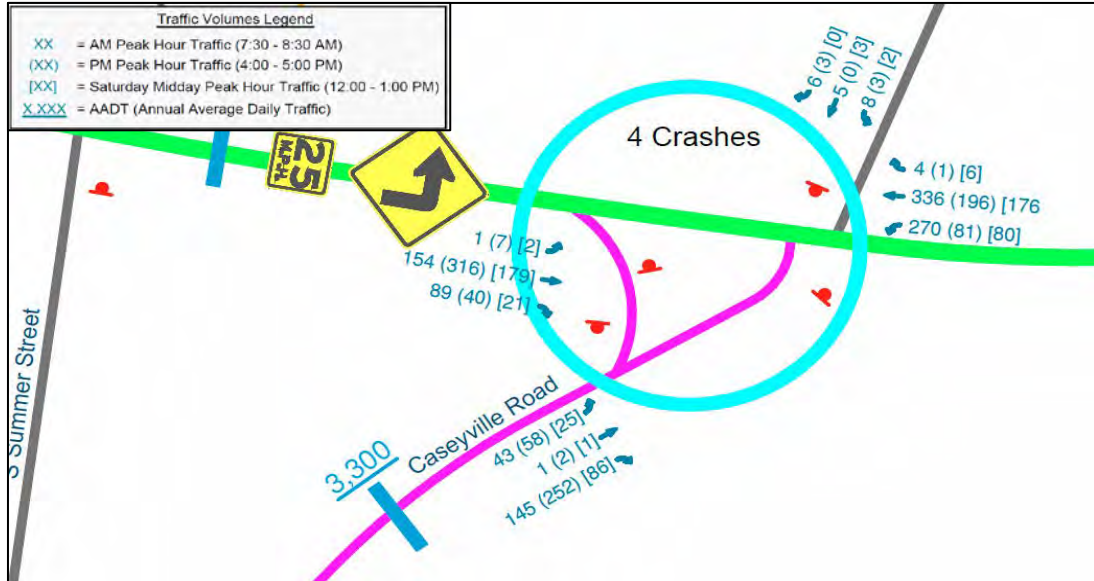


Existing intersection at St. Louis Road and Caseyville Road

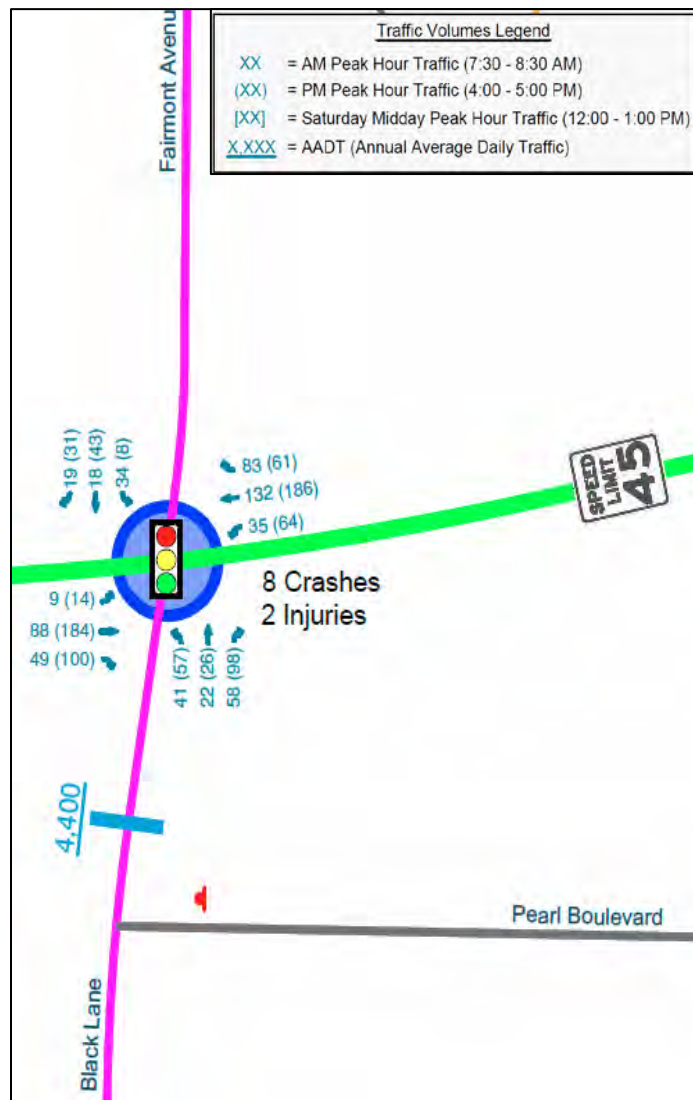
These intersections were selected after initial research and stakeholder engagement. Main Street and St. Louis road emerged as a priority as a critical gateway intersection to the St. Louis Road corridor. Because an opportunity may exist to reconfigure that intersection to make it a more prominent gateway, we wanted to get a better understanding of traffic patterns. Caseyville Road and St. Louis Road was identified as key intersection from early on, as well. The existing geometry of this intersection provides challenges. Additionally, Caseyville Road leads to Collinsville High School, meaning it experiences significant volume increases during the AM and PM peak period hours (both of which fall during school arrival and dismissal times). The City of Collinsville also owns a vacant piece of property just north of this intersection that is a key opportunity for redevelopment. Because of the significant challenges that exist with the geometry, as well as the opportunity to update the intersection, manual counts were collected here. Finally, we got manual turning movement counts at Black Lane/Fairmont Avenue. This intersection is currently very challenging for pedestrians and presented some initial opportunity for an update. The below maps are located next to an aerial in the appendix for additional context on the corridor. Additionally, the existing conditions map show crash data provided by the City of Collinsville dating back to 2010.



Turning movement counts – St. Louis Road & Main Street



Turning movement counts – St. Louis Road & Caseyville Road

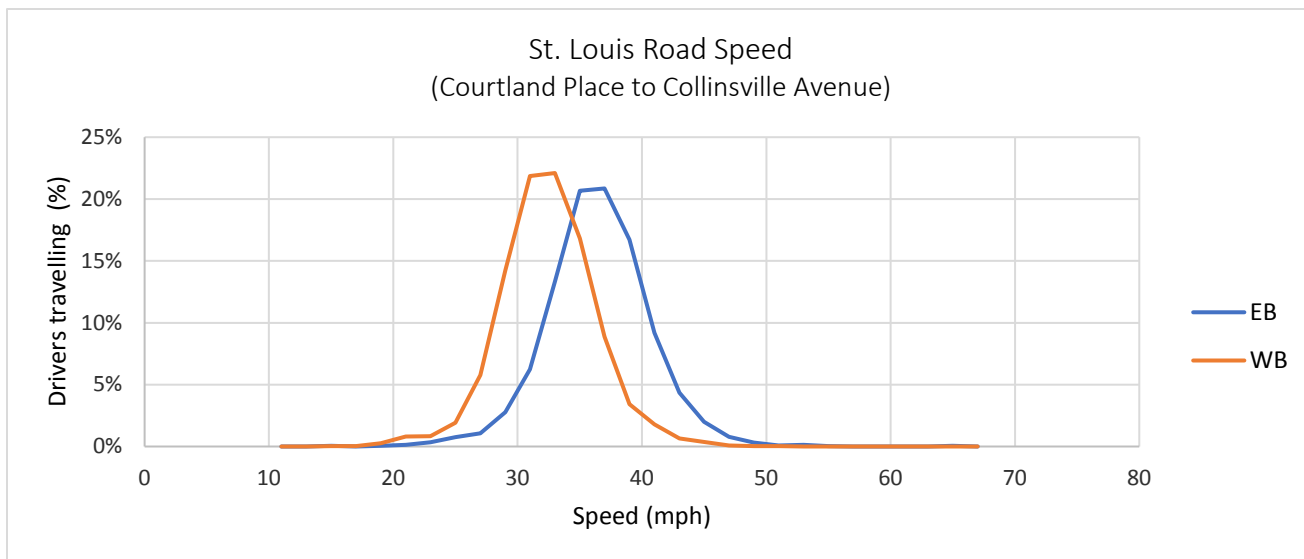


Turning movement counts – Black Lane/Fairmont Avenue &

Additionally, CBB captured speed data in the Uphill neighborhood section of the corridor. It should be noted that we worked diligently to collect speeds throughout the entire corridor, but we ran in to significant challenges during the data collection time frame (December – January) that limited the locations in which we were able to collect speed data. Speed data is captured by laying hoses in the street that measure the distance travelled to capture speeds. Hoses cannot be laid in inclement weather (snow plows destroy the equipment), and traffic data has to be collected in normal conditions. These conditions include normal weather, non-holidays, and periods of time when school is in session. Because the data collection period existed during winter break, and a time when winter weather was very prominent, we were only able to collect speeds in one location (the Uphill neighborhood). It is our recommendation that speed data be collected during the planning and engineering phase of any of the proposed recommendations so that facilities are designed to most safely accommodate all roadway users.

We were able to capture speed in one location on St. Louis Road between Courtland Place and Collinsville Avenue, in the Uphill Neighborhood section. As mentioned previously, this section was identified as an area that is important for pedestrians with high amounts of pedestrian traffic. People walk this section of the corridor to access local businesses as well as for leisure or recreation. Also indicated previously was the discussion on speed and lethal significance when a pedestrian is hit by a motorist. The posted speed on this section of St. Louis Road is 30 mph. Our data indicated that the

85th percentile speed travelled in this portion of the roadway is 36 mph. The 85th percentile speed indicates the speed at which 85% of drivers feel comfortable driving. The remaining 15% of drivers will travel over that speed. Thus, from the data collected it is clear design treatments should be introduced into this section of the roadway to slow down drivers. Six miles per hour makes a big difference for severity of injury to pedestrians, as well as chance of surviving a crash.



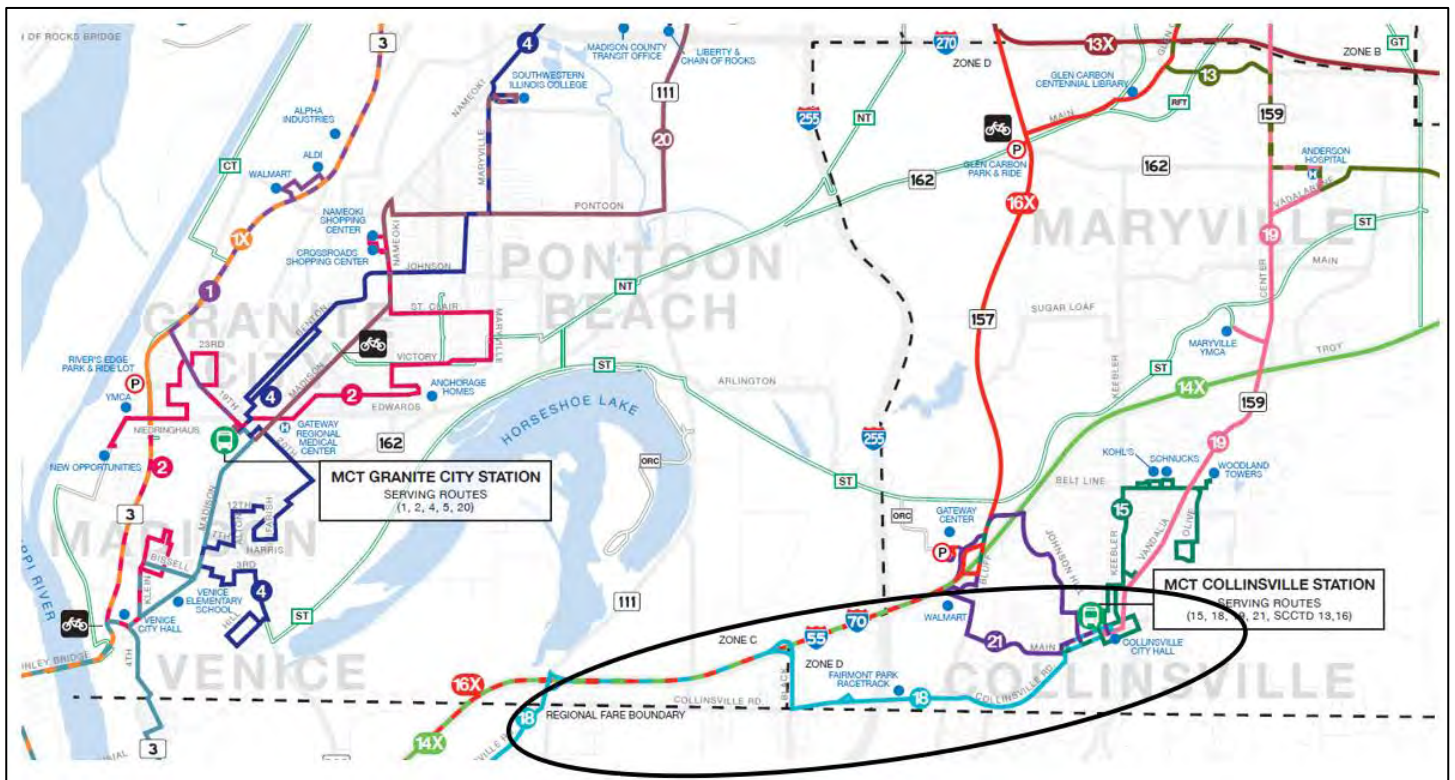
Percent of drivers travelling at certain speeds on St. Louis Road between Courtland Place & Collinsville Avenue

PARKING

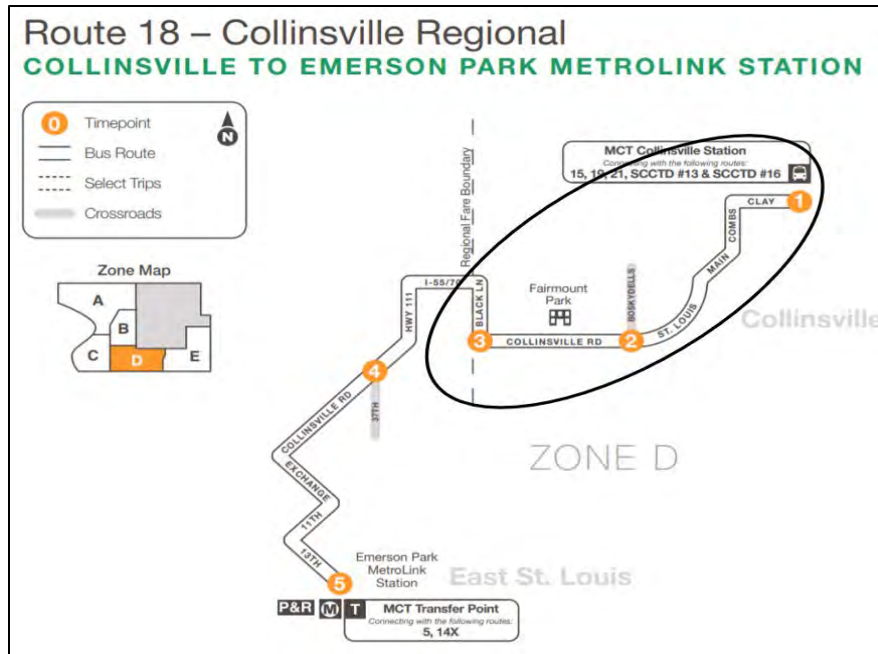
CBB looked at existing on-street parking, but did not conduct a full parking analysis as the on-street parking that exists today is not currently 100-percent utilized in normal conditions. Currently on-street parking exists on the west side of St. Louis Road from Cedar Street to Courtland Place. This is approximately 1,800 feet worth of space before accounting for driveways and street access. The on-street parking ends when the three-lane section begins at Courtland Place. During the charrette, parking emerged as a necessity to continue the viability of commercial uses in the Uphill neighborhood. Defined on-street parking and the addition off-street parking areas is a major consideration as McDill's and Kruta are taking steps to address parking issues for their own respective businesses, and other areas along the corridor have parking issues. Thus, we are recommending leaving one lane of parking in the commercial nodes of the Uphill neighborhood.

TRANSIT

The St. Louis Road/Collinsville Road corridor are serviced by the Madison County Transit (MCT) Collinsville Regional Route #18. The route connects to MCT Collinsville Station in Collinsville and the Emerson Park Metrolink Station in East St. Louis. The route has five-time designated stops with other stops filling those gaps along the route. The route runs on the St. Louis Road/Collinsville Road corridor from Main Street to Black Lane, where the service heads south away from the corridor. The route runs with 30-minute frequencies from 5AM to Midnight, Monday – Friday, one-hour frequencies from 7AM – 11PM on Saturday, and one-hour frequencies from 8AM – 9PM on Sunday. Currently the service stops at Black Lane short of Cahokia mounds, leaving a transit gap to that UNESCO World Heritage Site. Representatives from MCT attended the charrette week and indicated that service was re-routed to end at Black Lane previously due to lack of ridership.



MCT Transit Map – project location in a regional context



#18 Collinsville Regional Route

Current stops have very few pedestrian amenities and generally consist of a bus-stop sign. Attached in the existing conditions exhibits at the end of this report are all of the existing stop locations outside of the designated time stop locations by MCT. There are a few locations where standard bus shelters may exist but lack high quality pedestrian infrastructure in connecting to the transit stop. Enhancing transit stops to feel more like a place where people want to stand should be considered with corridor improvements. Examples of transit stop improvements are included in the recommendations section of this white paper. Currently stops are not ADA compliant, and this could be done when enhancing the stops. ADA compliant stops would require landing pads and loading zones for passengers to get on the bus. Updating stops could be a partnership between MCT, The City of Collinsville and IDOT. Additional partners may include groups or organizations that are involved in public art or utilizing the knowledge from Metro Transit Arts in Transit Program. Educational information about placemaking and transit can be obtained from the Project for Public Spaces (PPS) or the National Association of City Transportation Officials (NACTO). Potential funding sources include national organizations like America Walks that promote enhanced public spaces for walking.



Bus stop example (sign only) – St. Louis Road at Dairy Freeze



Bus stop example (shelter) – Collinsville Road at Fairmont Park

As indicated previously, MCT is responsible for operating the transit on the corridor. Collinsville owns and maintains St. Louis Road from Main Street to Caseyville Road, and IDOT owns and maintains St. Louis Road from Caseyville Road to Collinsville Road, and Collinsville Road to the end of the project limits (Cahokia Mounds) and beyond. Adjusting transit routes should be a partnership with all three agencies and may even include collaboration with Metro East Parks and Recreation District to look at both trail connections and opportunities for stop relocation to better align with enhanced bike and pedestrian facilities. Both Madison and St. Clair County representatives should be included in the discussion on how best to align transit services to meet the needs of the citizens as well.

PROPOSED DESIGN CONCEPTS

Using information from the existing conditions analysis and input gathered at the corridor investigation, stakeholder meetings, and charrette week, CBB developed design concepts to enhance the corridor. Based on traffic volumes and existing conditions data, and ROW space, we are confident these concepts are feasible and implementable options. However, concepts would need to be fully studied and engineered when the City is ready to move forward with implementation. Specifically, IDOT will be a major partner in many of the transportation projects that are within their jurisdiction from Highland Place to Cahokia Mounds. Full drawings of the intersection projects are included as an attachment to this white paper.

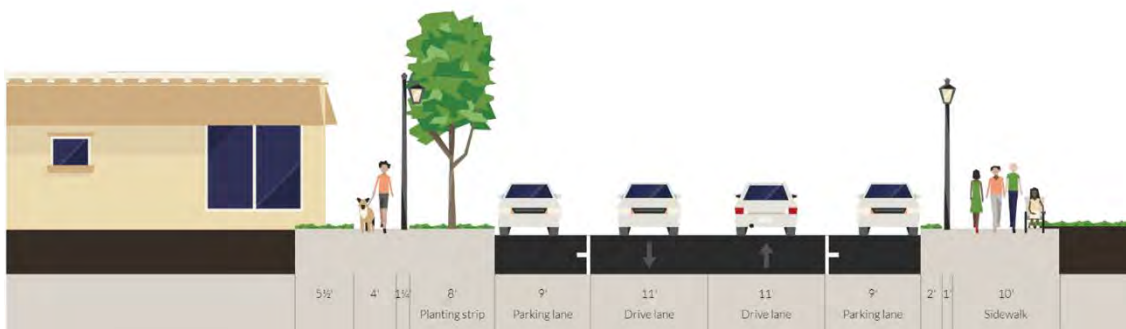
TYPICAL SECTION BY NODE

As discussed during the introduction of this work, the St. Louis Road/Collinsville Road corridor has four defining components as characterized by changes along the corridor. The adjacent land use and design of the roadway change significantly throughout the corridor and helped the team to identify these various characterizations. Because of this, we know that one idea does not fit the entire corridor and designs solutions should be context sensitive. Thus, we are proposing typical sections as defined by nodes along the corridor. These sections fit within the existing public ROW and based on existing traffic volumes are feasible options for re-design.

In an effort to enhance walkability and bikeability of the corridor, our team determined it is feasible to implement a 10-foot shared use path throughout the corridor. The shared use path is discussed in further detail in this section and is shown in these typical sections. Additionally, in an effort to enhance economic vitality of the businesses in the commercial nodes of the Uphill Neighborhood on-street parking is being recommended on both sides of St. Louis Road, as opposed to one side as it exists today.

Uphill commercial

The Uphill Neighborhood characteristics change from more commercial areas to more residential areas, and thus we are recommending different typical sections for those areas. For the most part the main items of the roadway stay consistent as each section has two through lanes of traffic (one in each direction) and a 10-foot wide shared use path on the west side of the road. However, in the commercial nodes, such as Kruta Bakery area, we are proposing to have on-street parking in both directions. On-street parking is an asset to adjacent businesses for economic vitality. The curb to curb measurement in these sections is 40-foot: two 11-foot drive lanes, and two 9-foot parking lanes. The 10-foot shared use path is to the north of St. Louis Road, separated by a 3-foot buffer zone. Pictured here is the section at Kruta Bakery. Because the space at this location allows for more public space on the east side of the street, we have shown a wider buffer zone on the east side of the street. Kruta Bakery can use this extended space for patio or plaza seating. While final design should be completed within existing ROW, temporary re-striping solutions, such as indicating the on-street parking lanes, can be done



Typical section example – Uphill Neighborhood Commercial Node (Kruta Bakery looking south)

with a lower-cost re-striping job. Delineating parking with striped white lines can have a traffic calming effect on motorists, and start working to slow down vehicular traffic on St. Louis Road, while providing enhanced on-street parking, and represents an ideal interim solution. Any coordination on these projects should be completed with City of Collinsville, and engage with stakeholders on the corridor that are directly impacted by changes.

**Uphill Neighborhood Commercial Node
Design Solutions**

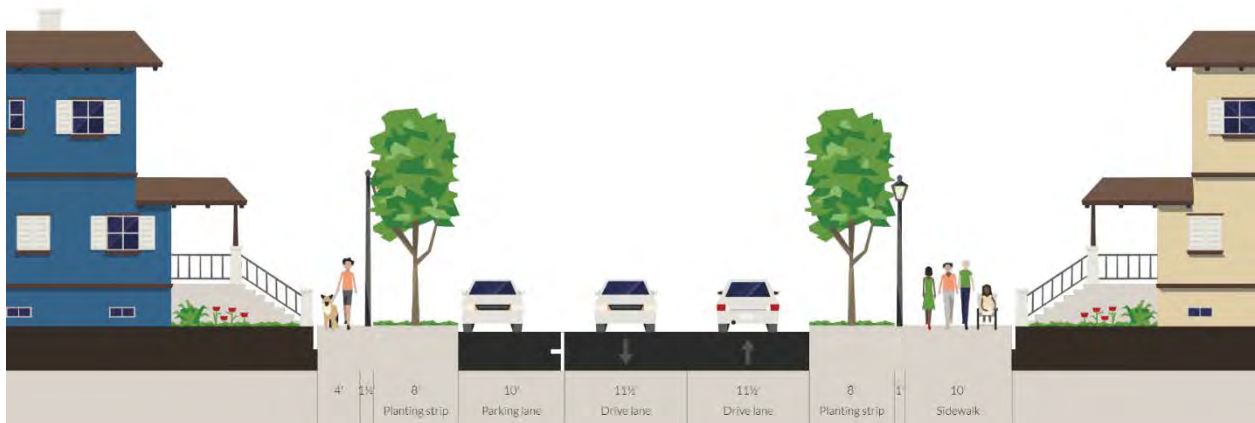
Interim (low cost): Re-stripe roadway for two on-street parking lanes (clearly delineate travel lane from parking)

Permanent (high cost): Re-build roadway to include 10-foot shared use path on the west side of St. Louis Road

The updates to this segment of the corridor are considered a high priority. These are high priority due to the interest in enhancing this portion of the corridor for a more vibrant connection to Uptown and enhanced development for commercial opportunities. The low-cost solution can be implemented within the next year. This will be the cost of paint to update the striping. The long-term solution should be considered at 10 – 15-year plan. Cost of the long-term solution depend on the limits of the corridor and treatments to be considered, but a general estimate for construction is \$1-million/mile to implement the shared use path. Professional engineering to design these updates should be budgeted at 12% of the construction estimate. Tactical and popup solutions for this recommendation included updated wayfinding and transit stops, and which these can be done in conjunction with both the City of Collinsville and MCT.

Uphill residential

The Uphill residential area consists of two different typical sections. The first is similar to the existing section today: two lanes of through-traffic (one in each direction) and one lane of on-street parking. The 10-foot shared use path is added to the west side of the road separated by a 9-foot planting buffer or a zone for lights. The sidewalk on the east side of the street remains at 5-foot, with an 8- foot planting buffer separating the road. This recommendation fits within the ROW.



Typical section example – Uphill Neighborhood Residential Node (2-lane driving section)

The second typical section in the Uphill Residential section is very similar to the existing conditions today as well. This section consists of three travel lanes: two through lanes of traffic, and one center two-way left-turn lane. The 10-foot shared use path is added to the west side of the road separated by a 7.5-foot planting buffer or a zone for lights. The sidewalk on the east side of the street remains at 5-foot, with an 8-foot planting buffer separating the road. Any coordination on these projects should be completed with City of Collinsville and engage with stakeholders on the corridor that are directly impacted by changes. This recommendation fits within the ROW.



Typical section example – Uphill Neighborhood Residential Node (3-lane section)

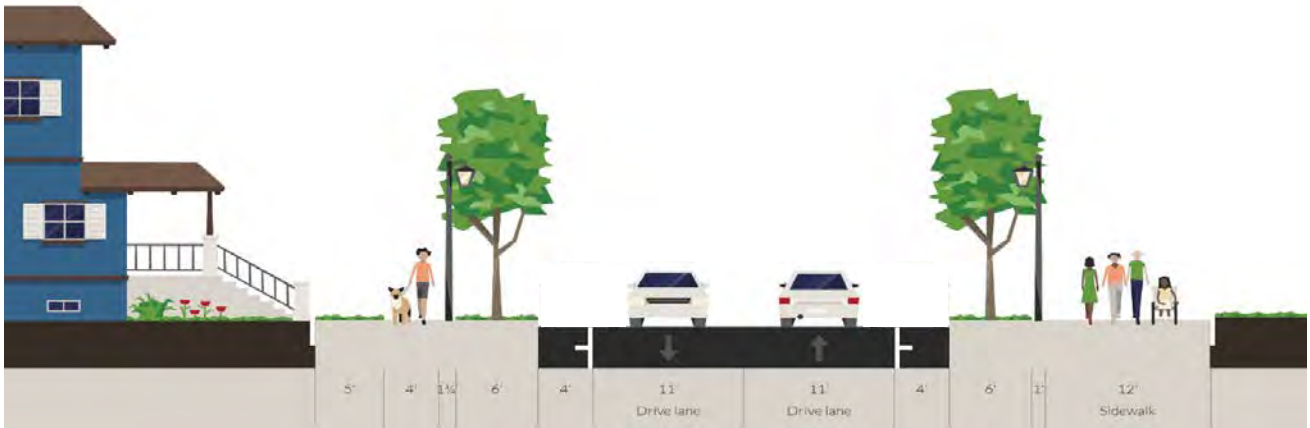
Down the Hill

The characteristics of the Down the Hill section changes significantly from the Uphill Neighborhood. The intersection at Caseyville Road is an awkward geometry and also serves all of the high school traffic. This intersection has been recommended for updates and is included in the intersection portion of this design concepts solution. IDOT is restriping this section of road to be a continuation of the three-lane section east of Caseyville Road that continues to Collinsville Road this summer. Currently there are four traffic lanes, with two through lanes of traffic in each direction, but that is changing to the three-lane section (pictured at the right) with the IDOT project this spring.

Our recommendation for a long-term solution is to restripe the roadway to a two-lane section, with one lane of traffic in each direction, and free up space to rebuild the roadway and include the shared use path on the west side of St. Louis Road. Because there are very few driveway entrances (only residential homes on one side of the street), the center turn lane may not be necessary. This needs to be confirmed during the engineering phase of the design with IDOT.



IDOT Restriping Configuration



Typical section example – Down the Hill (looking south)

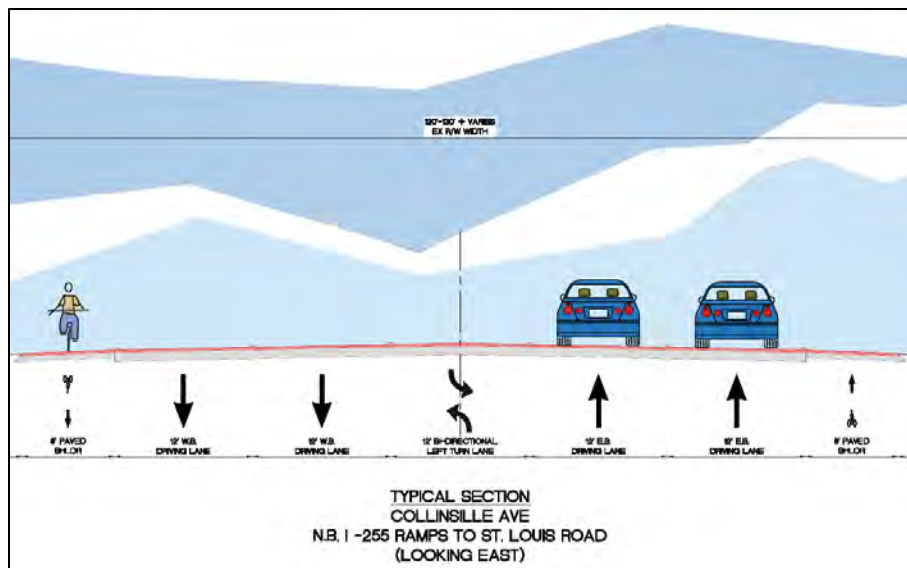
We are proposing a two-lane section consisting of 11-foot drive lanes in each direction, with a four-foot shoulder in each direction before the curb. This leaves enough room to build a 12-foot shared use path on the west side of the street, buffered from the road by a 7-foot planting strip. There is room for a wide 9-foot sidewalk on the east side of the street (in front of the residences that abut the street), separated from the road by a 7.5-foot planting buffer. Note that due to constrictions of this roadway section tool, some of the measurements in the graphic may appear differently than what is outlined here, however that is in order to show the different elements that could be allotted in the entire pedestrian space. Note that existing ROW space is outlined by section in the existing condition maps attached to this white paper. This would require an entire re-building of the roadway. Given recent investment (repaving project slated for this summer) the timing is likely to be farther down the line (10 – 15 years) as IDOT completes other priority projects. Any coordination on these projects should be completed with IDOT, the City of Collinsville, and engage with stakeholders on the corridor that are directly impacted by changes. To confirm the proposed lane configuration the City of Collinsville should work with IDOT to complete a traffic study of the road and include the Intersections at Caseyville and St. Louis Road as well as Collinsville and St. Louis Road to examine proposed changes at those locations as well.

Down the Hill Design Solutions
<p>Interim (low cost): IDOT restriping project (3 lane section); left turn lane access to IL 157; bike/ped circulation plan at Collinsville Road</p>
<p>Permanent (high cost): Re-build roadway to include shared use path on west side of the street</p>

The updates to this segment of the corridor are considered a medium. These are medium priority due to the interest in enhancing this portion of the corridor for more walkability and the current IDOT project for a more vibrant connection to Uptown and enhanced development for commercial opportunities. The low-cost solution will be implemented this summer. The City should start working with IDOT to push for a 2-lane segment, so the bike facility can be painted in conjunction with the current project. This will be the cost of paint to update the striping. The long-term solution should be considered at 10 – 15-year plan. Cost of the long-term solution depend on the limits of the corridor and treatments to be considered, but a general estimate for construction is \$1-million/mile to implement the shared use path. Professional engineering to design these updates should be budgeted at 12% of the construction estimate.

Recreation & Retail

Based on discussions with IDOT, traffic volumes, and proposed uses to the Recreation and Retail section of the corridor (Collinsville Road from St. Louis Road to Fairmont Park), we are not recommending any major changes to the roadway configuration as it exists today. With existing traffic volumes, the five-lane section as it exists today is right for accommodating vehicular traffic projected with proposed redevelopment plans. With the proposed expansion to the Jaycee Sports Complex and plans at the 5200 building, we feel keeping the space in place for motorists is important, especially given the proximity to I-255. The lane configuration consists of four 12-foot drive lanes (two in each direction), a 12-foot center two-way left-turn lane, and two 8-foot paved shoulders. We are proposing that for a long-term solution, the 10-foot shared use path be continued in the ROW on the north side of the road. The shared use path is proposed at 12-feet in the Down the Hill section due to extra space after roadway lane reductions but is proposed at 10-feet in this section to fit in public ROW with current roadway configuration. Additionally, the 8-foot shoulder is paved so can be used by very confident cyclists as a bike connection in the interim to building the shared use path. Bike lane markings should be added to the shoulder for this project. IDOT should also develop a schedule to clean shoulders and remove any debris so that the space is useable for cyclists. Any coordination on the shared used path should be completed with IDOT, the City of Collinsville, and engage with stakeholders on the corridor that are directly impacted by changes.



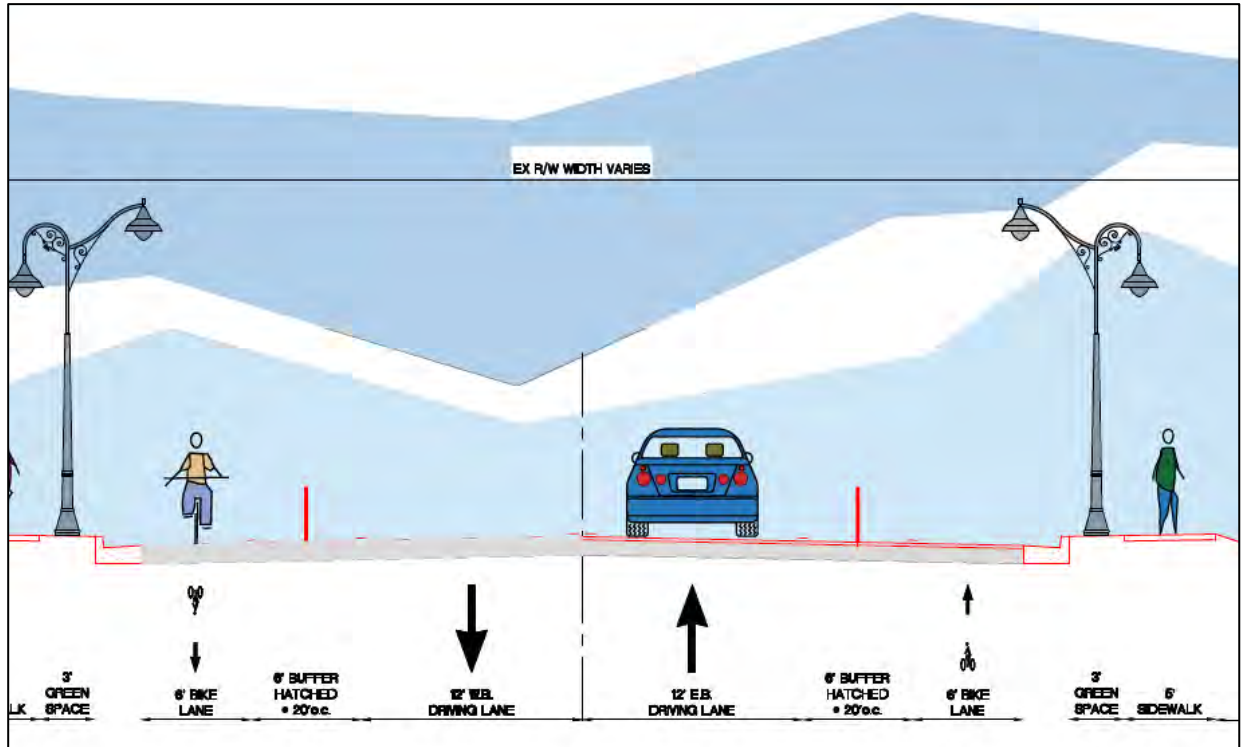
Typical section example – Recreation & Retail (shared use path not shown, 10-foot path would be located on north side of the road)

State Park & Cahokia Mounds (Black Lane included)

Given the lower traffic volumes in this section of the corridor (under 8,500 AADT), and the strong desire to enhance the multimodal connection to the Cahokia Mounds, we are proposing significantly modifying the roadway configuration as it exists today via a Road Diet. This proposed Road Diet involves converting an existing four-lane section of roadway to a two-lane section with on-street buffered bike lanes. Road Diets offer many benefits such as enhanced safety, mobility and access to the road for all users. Road diets have a complete streets mentality and work to better accommodate users of all ages and abilities. The proposed configuration consists of two 12-foot drive lanes, two 6-foot bike lanes separated from the drive lanes by a 6-foot striped buffer. Additionally, we are proposing the addition of the 10-foot shared use path as continued along the corridor on the north side of the road. Enhanced lighting should be considered to make the environment more pedestrian friendly. While what is shown is more consistent with Uptown, many options exist to update current lighting.

The reason for adding on-street buffered bike facilities as well is to physically narrow the roadway. By physically altering the width of the travelling roadway, the design can encourage slower speeds for motorists. This enhances safety for all road users, especially those that are most vulnerable: pedestrians and bicyclists. This roadway treatment offers many benefits

for enhancing multimodal connections to Cahokia Mounds and overall user experience. To confirm the proposed lane configuration the City of Collinsville should work with IDOT to complete a traffic study of the road, and further build on these proposed design solutions. The study should be initiated by Madison County and the City of Collinsville and done in conjunction with IDOT. More information about the project priority is located near the end of this document, but an estimate for study fee is between \$50k - \$75k. Any coordination on the shared used path should be completed with IDOT, the City of Collinsville, and engage with stakeholders on the corridor that are directly impacted by changes.



Typical section example – State Park Neighborhood & Cahokia Mounds

MAJOR INTERSECTION UPDATES

Collinsville Avenue (Kruta Bakery Node)

The intersection at Collinsville Avenue emerged as a key intersection to examine during our corridor investigation, and continued during the stakeholder meetings and charrette week. Due to the high level of pedestrian traffic in this area, mixed with the popularity of Kruta Bakery and the traffic associated with that, we understood the intersection to be confusing, and some even said dangerous to pedestrians. After examining crashes throughout the corridor, we didn't identify any problematic areas with high crash rates, but we understand the concern due to the skew at which Collinsville Avenue connects with St. Louis Road, and the lack of defined pedestrian space. Additionally, many motorists currently use the alley to the south of Kruta Bakery as a road, which causes confusion for all people accessing the intersection. The proposed changes to the intersection include fixing the skewed angle at which Collinsville Avenue meets St. Louis Road, closing Bond Avenue via a cul-de-sac, and more clearly defining the alley by narrowing the drive and sharing the entry with a new parking lot. The benefit of this configuration is that it cleans up access to St. Louis Road, more clearly defining roadways, closing alleys, and bringing in traffic at a 90-degree angle with St. Louis Road.



*Proposed Reconfiguration at Collinsville Avenue & St. Louis Road
(to be redrawn pending new site plan approval)*

This configuration is made possible due to the fact that the McDills Restaurant just across the street from Kruta Bakery has plans to update their existing site. This new site plan includes the demolishing of the current building the business occupies, and construct a new, larger building at the current location. The road at Collinsville Avenue can then be re-constructed to turn into St. Louis Road at a more typical intersection than what exists today, causing less confusion for motorists and greater sight distance for turning traffic. Additionally, the new configuration calls for cleaning up access to all of the adjacent businesses, determining where driveways are needed and better defining the pedestrian space. Parking will be cleaned up at the Horseshoe in the front of the building, and the large lot near Kruta can be used for multiple businesses. On-street parking in this segment of the corridor will provide for multiple businesses in this portion of St. Louis Road. This recommendation will enhance the pedestrian experience for those travelling along the St. Louis Road corridor. Finally, this intersection is identified as a key crossing location to allow pedestrians access to cross St. Louis Road safely. The new intersection configuration should consider adding a continental crosswalk, bump-outs to shorten the crossing distance and narrow the roadway, as well as pedestrian signage. Additional amenities should be considered such as an enhanced bus stop, or additional bike parking. Further analysis will be needed for the road realignment and key partners in that project include the City of Collinsville as well as land owners with property this project is likely to impact.

Caseyville Road

Updating the Caseyville Road intersection emerged as a priority from very early on in the engagement process. Given the importance of the intersection in moving vehicular traffic to Collinsville High School, and the existing awkward geometry of the intersection, it became clear there is room for improvement at this important location on the corridor. Several ideas were discussed for improving this intersection.

The primary recommendation at this intersection is to convert the existing intersection so that Caseyville Road meets St. Louis Road at a T-Intersection, and Greenwood Avenue becomes closed via a cul-de-sac. This intersection would be side-stop controlled and striped with a crosswalk on the west side of Caseyville for pedestrians wanting to cross St. Louis Road. Also included in this configuration is removing the vehicular connection from St. Louis Road to Sumner Road on the south. This will move all vehicular traffic through the intersection at Caseyville Road to minimize vehicular conflicts at the uncontrolled location where Sumner and Caseyville Roads meet south of St. Louis Road.



Proposed reconfiguration at Caseyville Road and St. Louis Road

Enhancing this intersection is important for promoting strong land uses at this highly visible location as well as providing better access to Collinsville High School and the City-owned lot to the north of St. Louis Road that has some redevelopment opportunities.

A secondary option includes a more long-term option of re-connecting the street grid at the intersection and assessing the possible signalization of the Caseyville intersection at St. Louis Road. Given existing traffic volumes today, we are not confident warrants will be met for a full signal, but this is something that would have to be determined with IDOT. This option is something to be considered in the future but is not our recommendation currently. This option reconnects Caseyville Road into Sumner with full intersection at St. Louis Road and reconnects Greenwood Place to St. Louis Road at a T-intersection. This design has property impacts and should only be considered if the opportunity arises to redevelop some parcels that this intersection configuration might better support.

These options both need to be considered in partnership with IDOT. Next steps for implementing this recommendation include completing a traffic impact study (TIS) to determine feasible options for roadway realignment. This study would consist of estimating shifted traffic volumes, looking at 20-year growth as well as many other inputs to that type of work. The City of Collinsville should budget \$15,000 - \$20,000 to complete the Traffic Impact Study (TIS) to confirm design alternatives.

Collinsville Road/ St. Louis Road/ IL Route 157

The intersections at Collinsville Road and St. Louis Road as well as St. Louis Road and IL 157 are related intersections that should be looked at in conjunction with each other to fix some of the issues that emerged during the engagement process. Issues that emerged include:

- Confusing entrance to IL 157 from St. Louis Road (southbound)
- Confusing intersection at Collinsville Road and St. Louis Road (middle school entrance)
- Lack of pedestrian and bike connectivity to Collinsville Middle School, prohibiting kids from walking and biking to school
- Confusing school drop off patterns

After hearing the significant concerns associated with this intersection, our team looked at the traffic data we had collected and the existing facilities today. Additionally, on Thursday, January 31st, prior to the start of the charrette, we examined the AM school drop-off to understand some of these concerns. It should be noted that it was very cold outside that day, which is likely to have had an effect on limiting the amount of foot traffic accessing the middle school. Our team heard that parents park in the Ramon’s parking lot across the street and let children walk across Collinsville Road to access the school. Our team did not witness that behavior, so it is important to indicate the weather conditions from the day.

In order to fix this set of confusing intersections and enhance the connections to Collinsville Middle School, we have developed both a long term and short-term recommendation that should be considered.

Long Term

The long-term recommendation is a very costly option (\$6.7 million) that will need to be prioritized with the City of Collinsville and IDOT. This project will require securing additional funding sources that may be obtained through federal grant programs or other grant opportunities related to transportation improvements. The final section in this white paper is a section on implementation and funding sources. However, new sources can always arise.

IL 157 & St. Louis Road At Grade Cost Estimate (rough idea)
Construction Costs: \$4.57M
Engineering Costs: \$570K
Utility Relocation: \$475K
ROW Acquisition: \$900K
TOTAL: \$6.7M

The long-term recommendation is to convert IL-157 and St. Louis Road to an at-grade intersection, bringing the road up to IL-157. This solution includes the addition of a traffic signal at IL-157 and St. Louis Road, as well as the addition of a traffic signal at IL-157 and a new middle school entrance to the north of Collinsville Road. The proposed change also allows for the intersection at Collinsville Road and St. Louis Road to be geometrically cleaned up, as the portion of Collinsville Road that connects to IL 157 north of St. Louis Road is no longer needed.

This proposed change helps clean up multiple confusing intersections while adding an additional connection to Collinsville Middle School that can assist with enhancing the school drop-off and pick-up circulation patterns. As full signalized intersections, the connections to the middle school and the connection on St. Louis Road become better for pedestrians and cyclists as well. There are property impacts to existing businesses that are on the triangle of land between St. Louis Road and Collinsville Road. However, because of the reconfiguration, more developable land is opened up, allowing for redevelopment of those existing businesses and potentially attracting new business.

This option must be considered in partnership with IDOT. Next steps for implementing this recommendation include working with IDOT to understand any projects prioritized for either IL Route 157 or the Collinsville Road/St. Louis Road intersection (which is about 20 years old now). The City of Collinsville should also be prepared to secure any match money necessary for updating this intersection, should securing federal funding become a viable option.



Proposed long term solution – Collinsville Road & St. Louis Road / IL 157

Short Term

As discussed previously, we do believe there are some smaller scale changes that can occur on a more interim basis while the full intersection reconfiguration is being considered.

The IDOT re-striping project will convert the section of St. Louis Road from Collinsville Road to Cemetery entrance to a three-lane section. By doing this, motorists will avoid confusion in transitioning from the four-lane section that exists today, to the three-lane section that exists north of Cemetery entrance, which will help improve traffic operations. The addition of a dedicated turn lane near the entrance of IL 157 for southbound St. Louis road motorists will also enhance safety for turning motorists accessing IL 157. There will now be a dedicated space for turning motorists as opposed to blocking a through lane of traffic. Enhanced wayfinding to access IL 157 will greatly assist with that movement as well.

Finally, we have proposed a bike ped access plan, that can be considered a more interim design solution when considering the other alternative of making the intersection at St. Louis Road and IL 157 an at-grade intersection. As discussed, the 10-foot shared use path is being recommended throughout the corridor, so including this segment as one of the initial segments of construction, can assist with moving people along Collinsville Road.

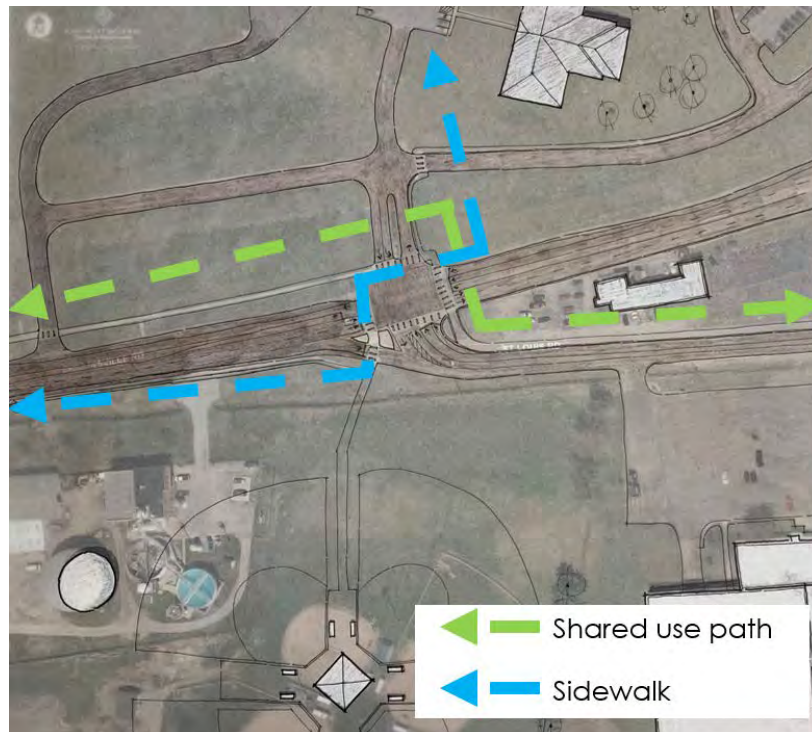
The intersection at Collinsville Road should also be update to include (example imagery in the crossing locations section of this white paper):

- Continental crosswalks on each approach
- Pedestrian signals with countdown timers

Through updating the intersection with these treatments, extending existing sidewalk on the south of Collinsville Road, and adding a small sidewalk segment on the north of Collinsville Road, the pedestrian experience can be significantly enhanced for accessing Collinsville Middle School.

We also found out that parents were dropping students off at the Mexican restaurant located at this intersection, and children were crossing the street to get to school. Updating these crossings can help with that situation as well. For a full intersection upgrade including ramps, signals, crosswalks, and pedestrian signals, the cost is on the order of \$1-million and would be a good project to try and get federal funding. The existing intersection was completed approximately 15 years ago and is due for a new upgrade in terms of lifecycles for roadway design projects. Also included in this intersection upgrade should be access management the commercial property in the southeast wedge of the intersection. More clearly defining curb cuts can work to eliminate both pedestrian and motor vehicle conflicts.

This project needs to be considered in partnership with IDOT. Next steps for implementing this recommendation include taking an inventory of existing signal equipment to determine what modifications are needed for adding the pedestrian signals. ADA compliant infrastructure should be included when striping in crosswalks as well.

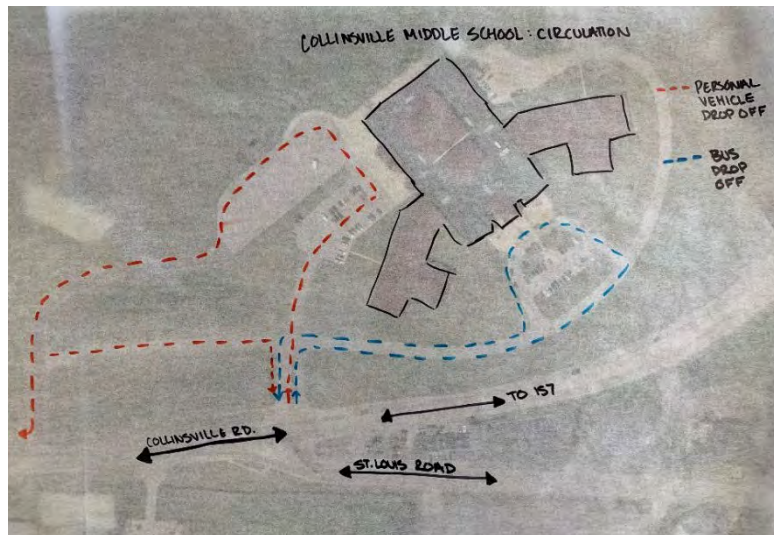


Proposed bike/ped access at Collinsville Middle School

School Circulation

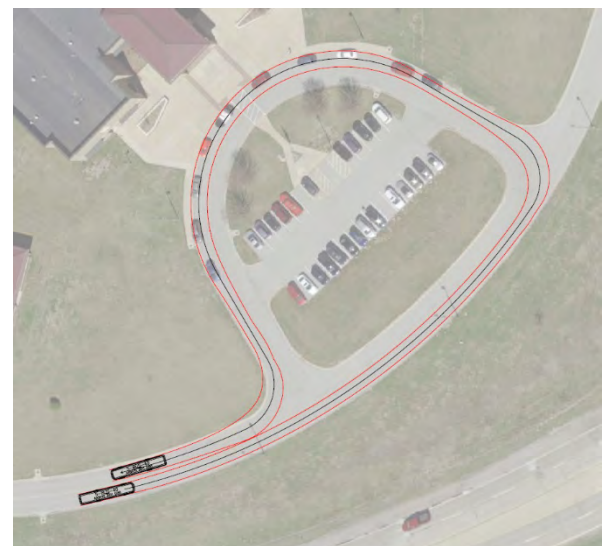
During the engagement week, we heard multiple complaints about the school drop-off and pick-up circulation plan at Collinsville Middle School. School drop-off and pick-up times are very heavy volume periods and mix multiple types of traffic: school buses, personal vehicles, pedestrians and cyclists. While they only last a very short period of time (15 – 25 minutes AM and PM) they can be very frustrating times for people that need to access the school, as well as other daily commuters that travel in the area. By enhancing the current circulation plan, we feel that the confusion at the intersection of Collinsville Road and St. Louis Road can be cleaned up slightly. Note that with the long-term IL-157 and St. Louis Road at grade intersection project, an additional connection to the middle school exists off of IL-157. This can help with school circulation at that time, and pick-up/drop-off plans will have to be adjusted.

After observing the AM drop-off time, we noticed that personal vehicles drop students off in the front (south side) of the building, and school bus traffic drops off students in the back (northwest side) of the building. Because the drive in the front of the building only has one access point and is not very long, this can cause queuing of personal vehicle drop-off, which backs up to the signal at Collinsville Road. The designated school bus drop-off location has two access points to Collinsville Road, as well as a much larger area for queuing. We are proposing flipping the pattern as it exists today.



Proposed Collinsville Middle School new circulation plan

This new configuration puts bus drop-off at the front of the building and personal vehicle drop-off at the back of the building. Because the volume of personal vehicle drop-offs is higher than that of school buses (observed 1/31/2019), the longer drive to the back will minimize any queuing at the signal at Collinsville Road. Also, by providing two access points to Collinsville Road when leaving the school, traffic can be split up more evenly, thereby minimizing all of the congestion at the signal. The drive lane in the front of the school will need to be striped or signed to indicate that during drop-off and pick-up, it is for one lane of bus traffic only. There were concerns about the buses fitting and navigating the turn. We have confirmed if it is signed as one lane, the movement works. There was also concern about the drivers needing to do a thorough walk through of the bus to make sure all students have departed before exiting the middle school. This can be done on the drive to access the front of the building as they leave. Another option that could be worked out with the school is staggering bus drop-off times.



Autoturn of bus movement for proposed bus drop off

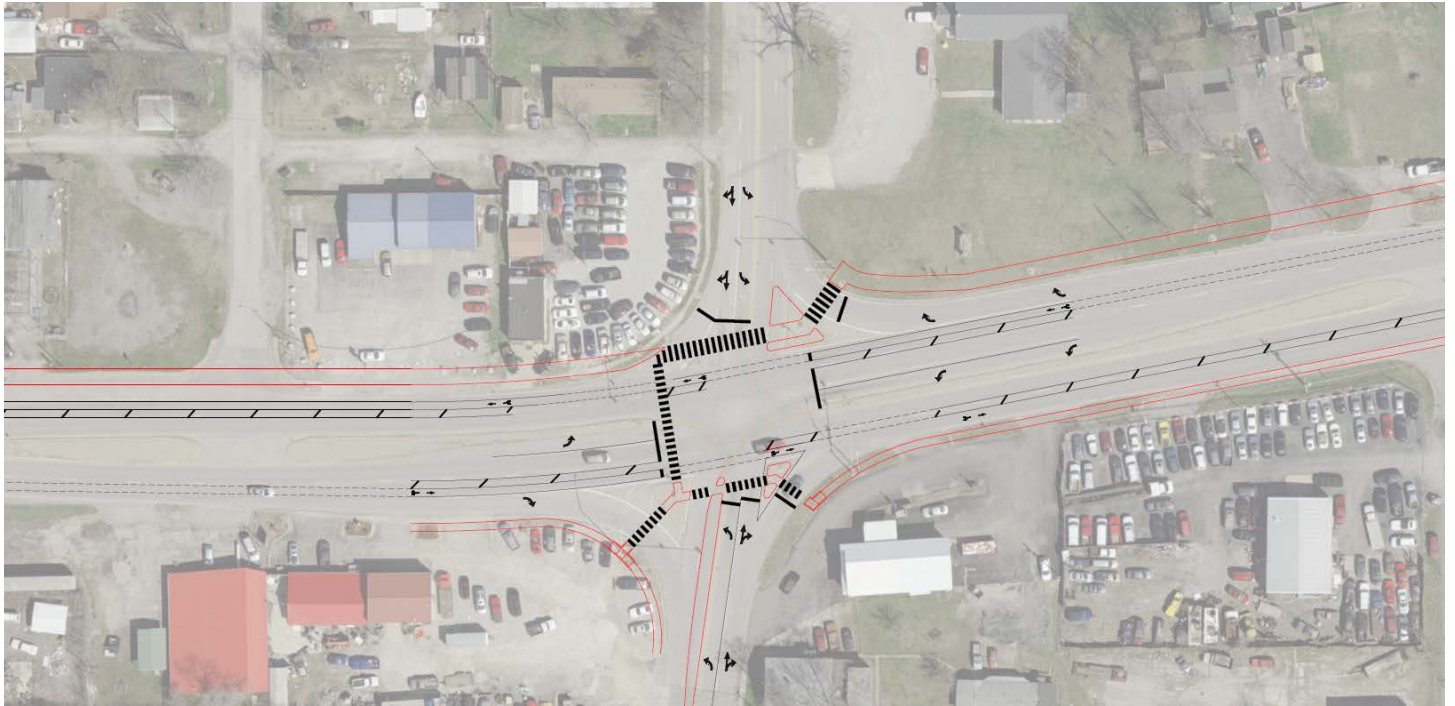
Black Lane

As discussed in the typical sections of this white paper, we are proposing a road diet from Fairmont Park to Cahokia Mounds, converting the road from a four-lane section, as it exists today, to a two-lane section with on-street buffered bike lanes. This new configuration requires an update to the intersection of Black Lane. Black Lane should also be updated to enhance pedestrian connectivity, as currently no pedestrian accommodations exist. The intersection configuration we are proposing includes:

- Road diet configuration
- Continental crosswalks striped throughout the intersection
- More defined pedestrian refuge islands where channelized turn lanes exist (to better protect the pedestrian)

- Clearly defining the sidewalk space
- Pedestrian signals with push button and countdown timers

Even if the road diet project does not come to fruition immediately, Collinsville should consider engaging Madison County and St. Clair County to work together with IDOT on making some of the pedestrian enhancements, such as marked crosswalks and pedestrian signals. The intersection is under the maintenance jurisdiction of IDOT since it was constructed as access to the interstate. Agencies and municipalities often enter into “intergovernmental” agreements for maintenance items. This is something that should be considered by St. Clair County, Madison County, IDOT and/or Collinsville.



Proposed intersection configuration – Black Lane/Fairmont Ave & Collinsville Road

SHARED USE PATH

During the engagement process we heard numerous times the importance of enhancing multimodal connections throughout the corridor, specifically better connecting places for people walking and biking. While the team explored many ideas about how to connect bike and pedestrian facilities on alternate routes that were not entirely on St. Louis Road and Collinsville Road, it quickly emerged that they best way forward is develop a to a continuous walking and biking route on the corridor. After looking at existing conditions, space within the ROW, and proposed potential solutions for future recommendation, we believe you can get at a minimum a 10-foot shared use path consistently throughout the corridor from St. Louis Road and Main Street to Cahokia Mounds.

The shared use path is discussed in greater detail in the environmental infrastructure white paper, but is a very high-quality facility that encourages walking and biking for users of all ages and abilities. A shared use path is a physically separated from the roadway side path, where pedestrian and bike traffic mix. Because of the mix of modes on the shared use path, the facility is not generally geared toward a very confident racing cyclist, but more toward a family out for a recreational stroll, or a leisurely commuter. This type of path will provide greater connectivity along the corridor, allowing for more bike and pedestrian access to specific destinations such as the Cahokia Mounds, the Jaycee Sports Complex, Collinsville Middle School, and Uptown Collinsville.

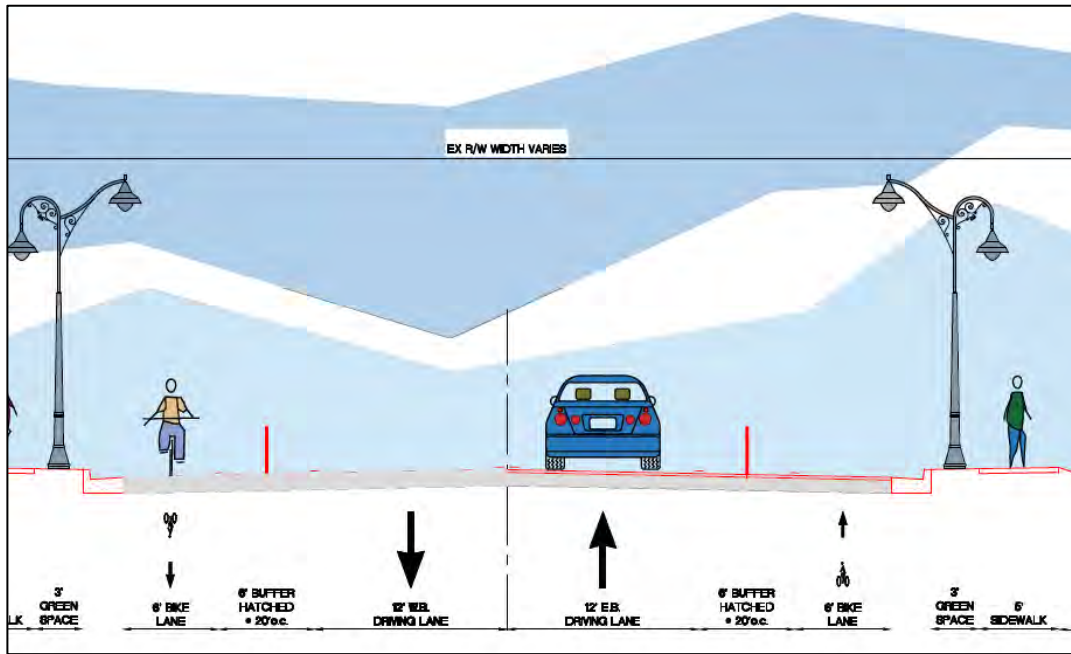


Shared Use Path – example from Indianapolis, IN

ROAD DIET (FAIRMONT PARK TO CAHOKIA MOUNDS)

Given the lower traffic volumes in this section of the corridor (under 8,500 AADT), and the strong desire to enhance the multimodal connection to the Cahokia Mounds, we are proposing significantly modifying the roadway configuration as it exists today via a Road Diet. This proposed Road Diet involves converting an existing four-lane section of roadway to a two-lane section with on-street buffered bike lanes. Road Diets offer many benefits such as enhanced safety, mobility and access to the road for all users. Road diets have a complete streets mentality and work to better accommodate users of all ages and abilities. The proposed configuration consists of two 12-foot drive lanes, two 6-foot bike lanes separated from the drive lanes by a 6-foot striped buffer. Additionally, we are proposing the addition of the 10-foot shared use path as continued along the corridor on the north side of the road.

The reason for adding on-street buffered bike facilities as well is to physically narrow the roadway. By physically altering the width of the travelling roadway, the design can encourage slower speeds for motorists. This enhances safety for all road users, especially those that are most vulnerable: pedestrians and bicyclists. This roadway treatment offers many benefits for enhancing multimodal connections to Cahokia Mounds and overall user experience. To confirm the proposed lane configuration the City of Collinsville should work with IDOT to complete a traffic study of the road, and further build on these proposed design solutions. Any coordination on the shared used path should be completed with IDOT, the City of Collinsville, and engage with stakeholders on the corridor that are directly impacted by changes.



Proposed Road Diet lane configuration



Example of buffered bike lane

Access Management

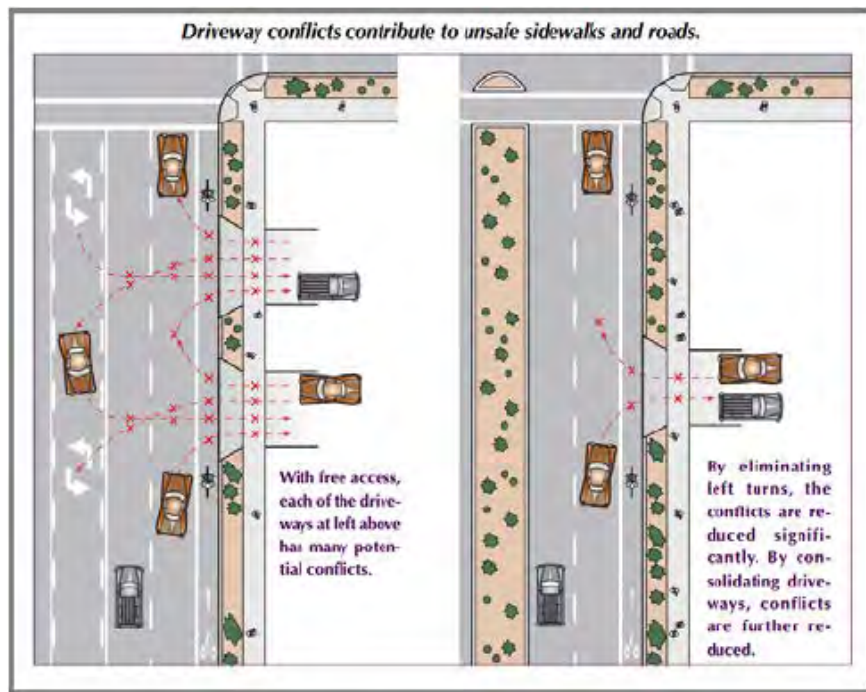
In addition to the physical lane configuration we are recommending, we are also recommending better access management in this portion of the corridor. Access management is something that can be cleaned up as a more immediate solution to

re-building the entire road. In this portion of the corridor there are a lot of driveways, and multiple businesses with multiple driveways. Cleaning up these access points enhances safety for pedestrians and motorists.



Current access management (Collinsville Road at Black Lane)

By minimizing the access points, you minimize the conflict zone between turning motorists and for pedestrians that are walking along the corridor. It assists with more clearly defining the sidewalk space and pedestrian zone. Additionally, you minimize the turning movements that are happening from Collinsville Road to access these businesses, while still providing plenty of access to the businesses along the corridor.



We quickly looked at the portion of the corridor near Collinsville Road during the charrette, so we could present the idea of better access management to the attendees. Just by quickly assessing entrance points to the adjacent businesses, we were able to clean up the access points, reducing driveway entrances by 50-percent.



Proposed Access Management (Collinsville Road at Black Lane)

CORRIDOR WIDE RECOMMENDATIONS

In addition to specific design concepts, we are including corridor wide recommendations that can enhance the vibrancy of the St. Louis Road/Collinsville Road corridor. These concepts can be done in conjunction with some of the recommendations included previously, or as stand-alone more immediate projects.

CROSSING LOCATIONS

Enhancing the walkability of this corridor requires two elements: (1) enhancing the pedestrian connections and connectivity along St. Louis Road and Collinsville Road, and (2) providing safe and convenient crossings of the street. People want to take quick and direct routes to get to where they need to go, and thus providing more treatments that assist with that journey will enhance the public realm and pedestrian experience, all while promoting a safer experience for users of all ages and abilities. For the purpose of looking at crossing locations we have separated the corridor into two segments: (1) the slow zone and (2) the Collinsville Road crossings.

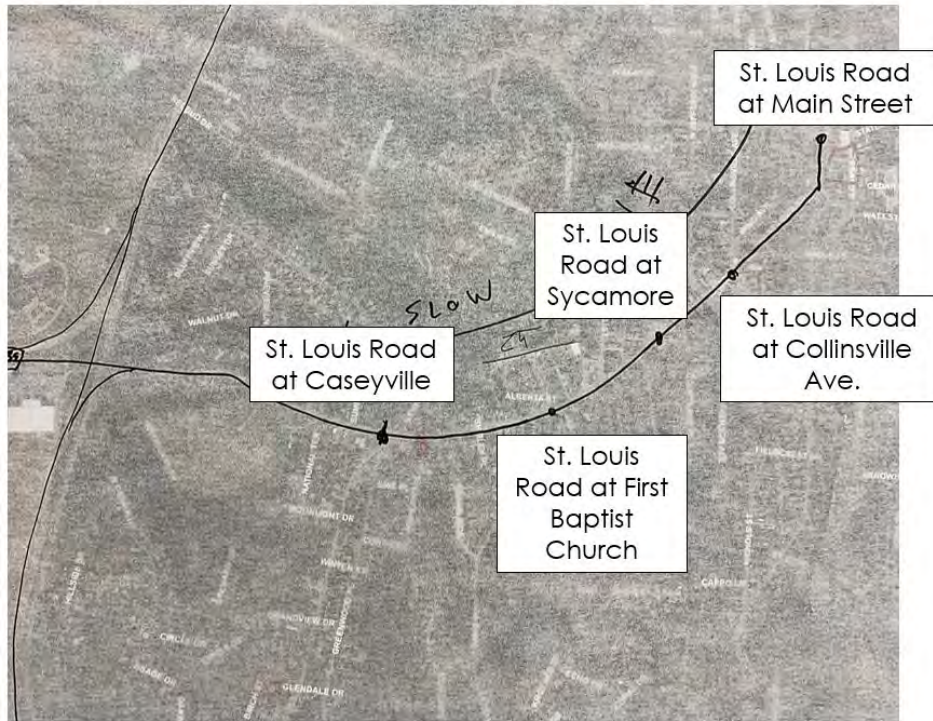
Slow Zone

The slow zone portion of the corridor is on St. Louis Road from Main Street to Caseyville Road, consisting of the Uphill Neighborhood. These projects are low cost (10k – 100k/intersection) and can be accomplished early on. We heard several times throughout the planning process that there were high volumes of pedestrian activity in this zone, but that more could be done to make this area safer for pedestrians. Additionally, we found that 85-percent of motorists travel at 36 mph in this zone when the posted speed limit is 30 mph. Given this information we are recommending installing specific treatments at five identified crossing locations in the slow zone. These locations were selected based on ongoing activity in the area, strong connections to adjacent land uses or potential redevelopment opportunities in nearby land.

Crossing locations in the slow zone include:

1. St. Louis Road at Main Street (Uptown Collinsville Connection)
2. St. Louis Road at Collinsville Avenue (Kruta Bakery Node)

3. St. Louis Road at Sycamore Street (potential redevelopment opportunity)
4. St. Louis Road at Boskydells Drive (First Baptist Church & Jefferson School)
5. St. Louis Road at Caseyville (Collinsville High School & potential redevelopment opportunity)



Proposed Slow Zone Crossing Locations

In addition to providing safe crossings, continuing these crossings throughout the Uphill Neighborhood will serve as a visual cue to motorists to travel slow as people are walking in the area. The repetition of the crossings acts as a traffic calming measure to enhance safety throughout the entire corridor. The goal is to slow traffic down to at most the 30 mph it is currently signed, or quite possibly change the behavior and re-design the road for 25 mph. In addition to enhancing safety, crossing locations can be upgraded with additional pedestrian amenities that enhance the public realm and promote a more positive pedestrian experience. Specific recommendations for each crossing locations are included here. Examples of these treatments follow the specific recommendations for each intersection.

St. Louis Road at Main Street (Uptown Collinsville Connection)

Improvements to be implemented:

- Continental crosswalks striped on every intersection leg
- Pedestrian signals with push buttons and countdown timers

St. Louis Road at Collinsville Avenue (Kruta Bakery Node)

- Continental crosswalks
- Bumpouts
- Enhanced bike parking

St. Louis Road at Sycamore Street (potential redevelopment opportunity)

- Continental crosswalks
- Bumpouts
- Rectangular Rapid Flashing Beacon

St. Louis Road at Boskydells Drive

- Continental crosswalks
- Pedestrian signals with push buttons and countdown timers
- Bumpouts

St. Louis Road at Caseyville Road

- Continental crosswalks
- Bumpouts
- Rectangular Rapid Flashing Beacon



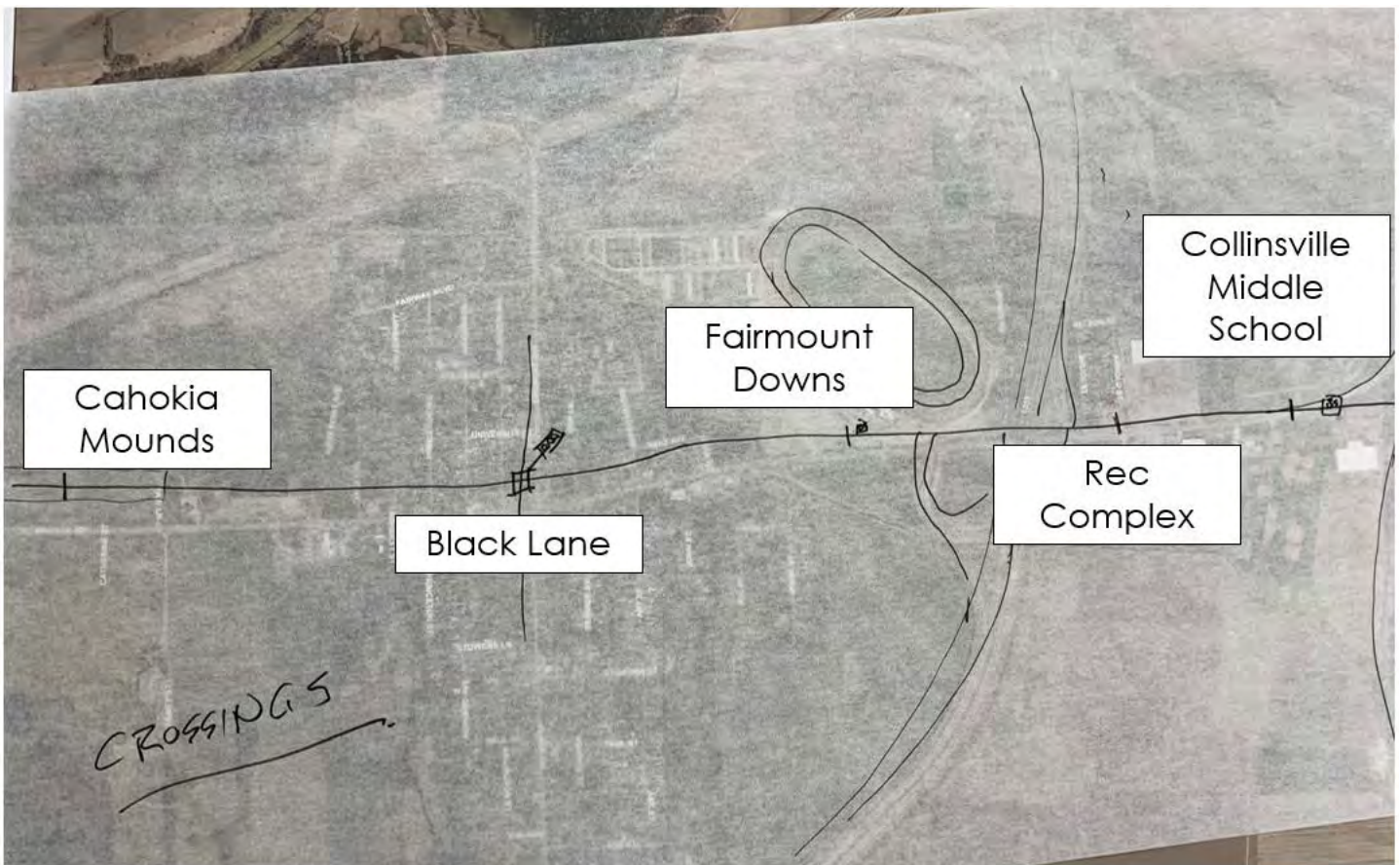
Proposed Slow Zone Crossing Treatments – examples from multiple locations (cost is only to install, should develop maintenance plan based on lifecycle of materials selected for implementation)

Collinsville Road

To continue to provide a strong pedestrian environment we also identified five crossing locations on the Collinsville Road portion of the corridor. Because this portion of the corridor is much different than the Uphill Neighborhood, the treatments in this section, as well as goal for the crossings is different. These crossings are meant to provide safe connectivity for pedestrians, while making motorists aware of people walking in the area. However, the spacing of these is farther and will not have the same calming effect from the Uphill neighborhood. The roadway design is significantly different in this section too with more lanes dedicated for moving motorists. Based upon current activity and strong connections we identified five crossing locations for enhanced treatments.

Crossing locations in the Collinsville Road portion include:

1. Collinsville Middle School
2. Jaycee Sports Complex
3. Fairmont Park
4. Black Lane/Fairmont Avenue
5. Cahokia Mounds



Proposed Collinsville Road Crossing Locations

Specific recommendations for each crossing location are included here on the next page. Example of these treatments follow the specific recommendations for each intersection.

Collinsville Middle School

Improvements to be implemented:

- Continental crosswalks striped on every intersection leg
- Pedestrian signals with push buttons and countdown timers

Jaycee Sports Complex

- Continental crosswalks
- Rectangular Rapid Flashing Beacon
- Enhanced Bike Parking

Fairmont Downs

- Continental crosswalks
- Enhanced Transit Stop

Black Lane/Fairmont Avenue

- Continental crosswalks
- Pedestrian signals with push buttons and countdown timers

Cahokia Mounds

- Wide dual use path crosswalk
- Rectangular Rapid Flashing Beacon
- Enhanced Bike Parking



Proposed Collinsville Road Crossing Treatments - examples from multiple locations.

BUS STOP ENHANCEMENTS

The St. Louis Road/Collinsville Road corridor are serviced by the Madison County Transit (MCT) Collinsville Regional Route #18. The route connects to MCT Collinsville Station in Collinsville, and the Emerson Park Metrolink Station in East St. Louis. The route has five-time designated stops with other stops filling those gaps along the route. The route runs on the St. Louis Road/Collinsville Road corridor from Main Street to Black Lane, where the service heads south away from the corridor.

To enhance the transit user experience, we are also recommending transit stop enhancements in conjunction with the proposed pedestrian improvements. By turning transit spaces into public places and gathering spots where people want to be, we can create a strong sense of place and add vibrancy to the corridor, all while enhancing the transit experience. Updated transit stops can also serve as a key branding opportunity at key locations along the corridor. In addition to decorative shelters, all stops should be updated to be ADA compliant. Updated



Example – Transit stop with bike parking

transit signage should also be incorporated. This project should be completed in conjunction with MCT and IDOT. Example imagery from multiple locations around the country.



Example – branded transit stop



Example – decorative transit stop



Example – pedestrian scale signage

PILOT DEMONSTRATIONS

Flexible, short term projects can greatly assist the City of Collinsville advance long-term goals related to enhancing multimodal transportation both on the St. Louis Road and Collinsville Road corridor. These pilot, or pop-up, programs are quick and all about action. They rely on temporary treatments to demonstrate what the project could look like with full build-out. Pop-ups are scalable interventions that can help catalyze long-term change. In addition to supporting long term change, these projects can test the appetite of the project within the community and learn from mistakes as ways to improve the project with full construction. Collinsville can focus on either longer- or shorter-term recommendations and implement pop-up projects associated with those recommendations on the St. Louis Road/Collinsville Road corridor. These demonstrations are also great education opportunities to both inform the public about a planned project, as well as provide insight on how to navigate a potentially new to Collinsville Treatment. Potential pop-up projects include: slow zone crossing treatments, enhanced transit stops and protected bike facilities.

There are many great resources that exist nationally on Pilot Demonstrations and tactical urbanism. Locally, Trailnet has developed a traffic calming toolkit and lending library that can be found on their website at www.trailnet.org.



Example – pop-up demonstrations from St. Louis, MO

MOVING FORWARD/NEXT STEPS

Now that we have outlined the transportation related components to enhancing St. Louis Road and Collinsville Road as a Great Street, we want to be sure we include ideas on how to get recommendations found within this document, and strategic planning report implemented. Critical next steps should start immediately to keep momentum going and build political will to get these projects moving.

FUTURE STUDIES NEEDED & STEPS TO IMPLEMENTATION

Upon finalizing the plan, every effort should be made to share the document widely with the public. In addition to sharing this document with the public we recommend setting up a meeting to coordinate with IDOT on all of the projects listed in this document. As many of the projects fall within their jurisdiction, a strong buy-in from their agency, and a solid partnership will be a necessary foundation for advancing some of these elements.

Additionally, further engineering and traffic impact studies will be needed with respect to some of the larger projects. Projects are listed here with what is needed and key collaborative partners. Studies are listed in priority order based on project timeline and feedback from the stakeholders.

1. Traffic Study – St. Louis Road from Cemetery entrance to Collinsville Road lane reconfiguration
Key partners: City of Collinsville, IDOT, Adjacent land owners
Approximate Cost: \$35 – 50k
2. Traffic Impact Study – Collinsville Avenue & St. Louis Road (Kruta Bakery node)
Key partners: City of Collinsville, Adjacent land owners
Approximate Cost: \$25 – 35k
3. Traffic Study – Collinsville Road from Fairmont Park to Cahokia Mounds Road Diet
Key partners: City of Collinsville, IDOT, Madison County, St. Clair County, Cahokia Mounds, Adjacent land owners
Approximate Cost: \$50 – 75k
4. Traffic Impact/Road Alignment Study – Caseyville Road and St. Louis Road
Key partners: City of Collinsville, IDOT, Adjacent land owners, Collinsville High School
Approximate Cost: \$35 – 50k
5. Traffic Operations Analysis and Study – IL 157 & St. Louis Road at grade intersection; Collinsville Road Intersection Upgrades
Key partners: City of Collinsville, IDOT, Collinsville Middle School, Adjacent land owners
Approximate Cost: \$75k – 100k

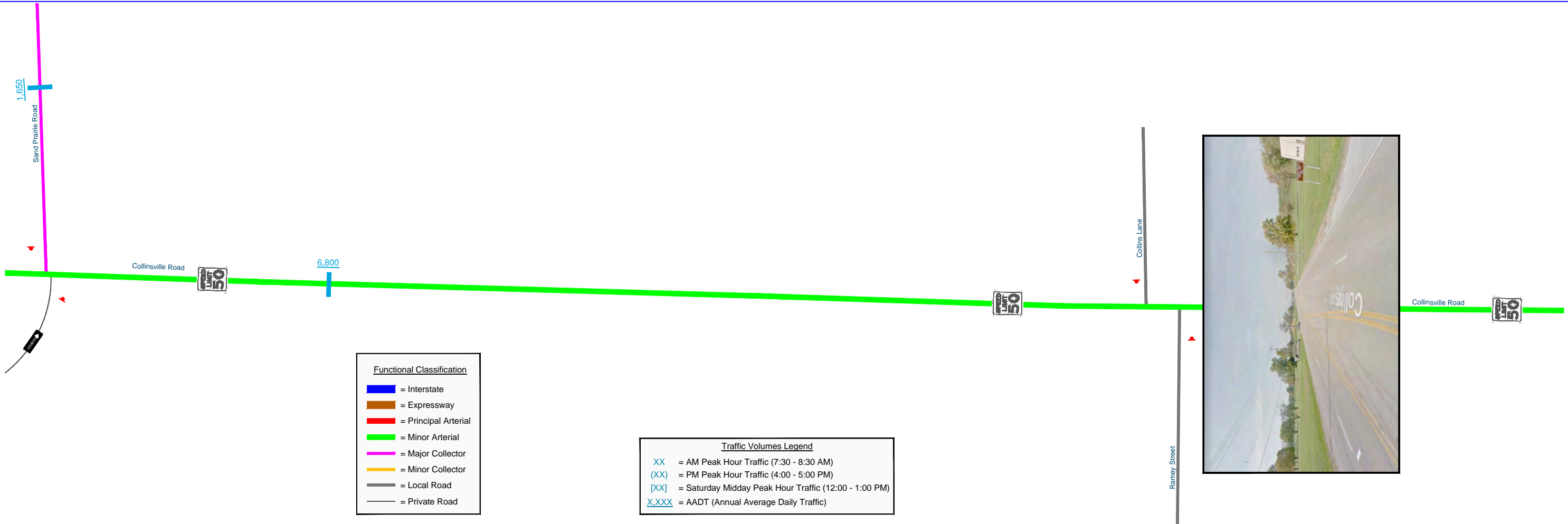
POTENTIAL FUNDING SOURCES

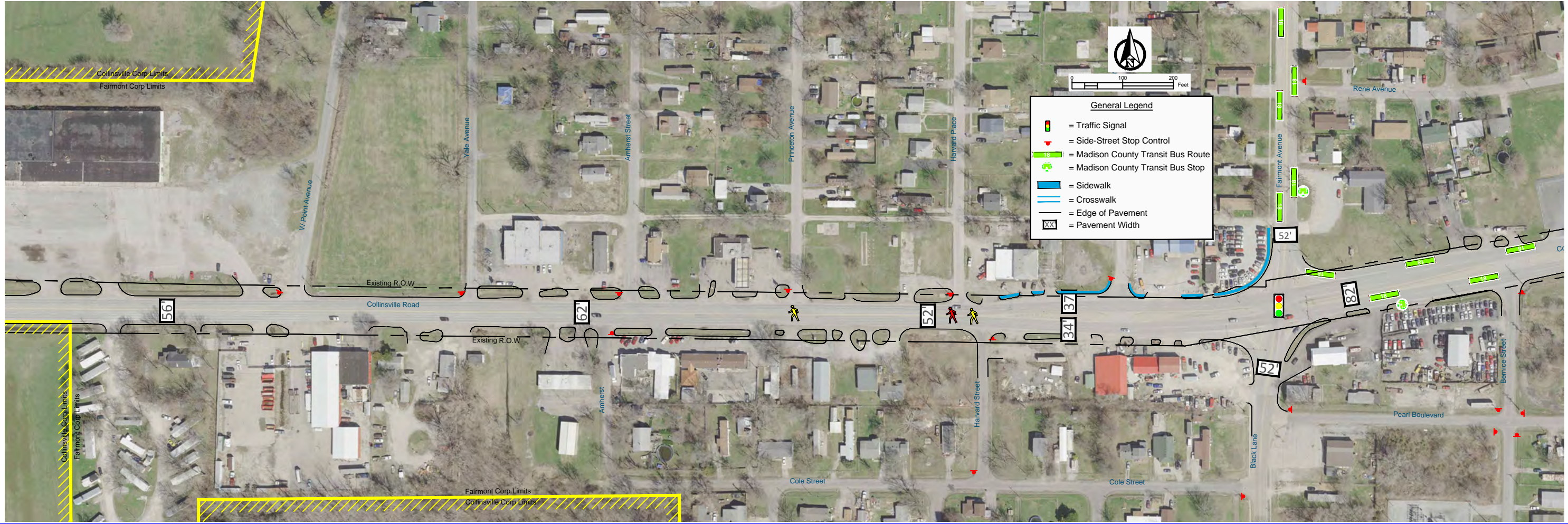
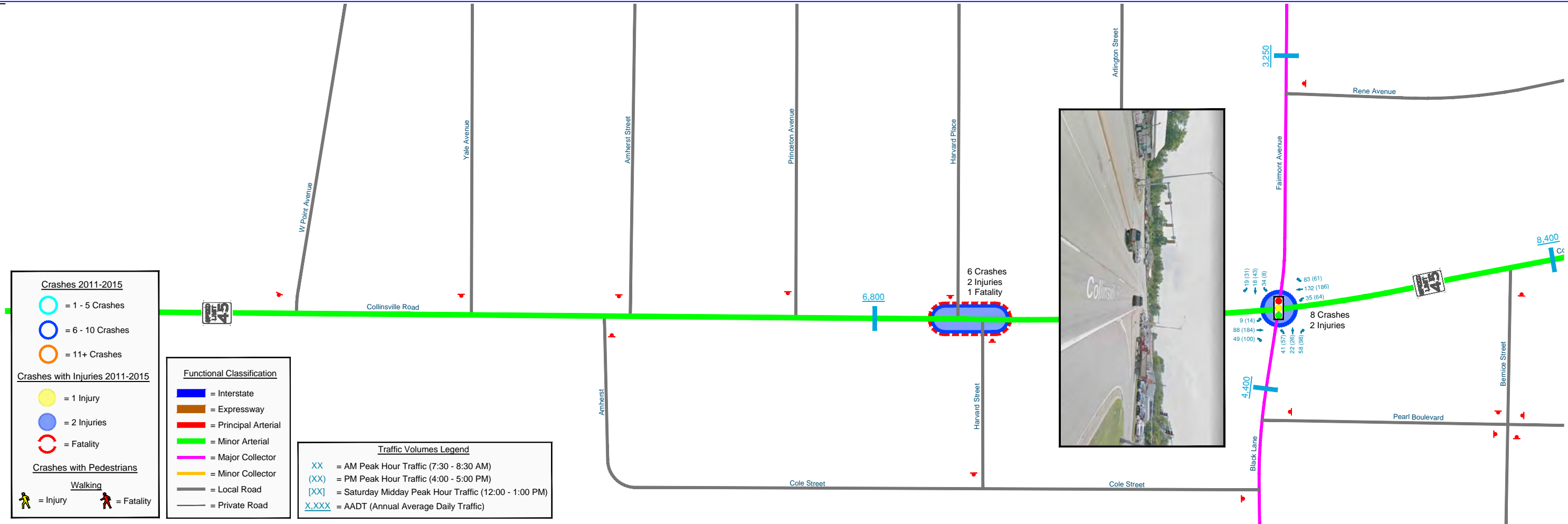
Collinsville should look for every opportunity to implement these projects by finding federal funding available for assistance with professional engineering, implementation and construction of both the larger and smaller projects recommended. A few funding ideas related to transportation are included here. Collinsville will also need to continue to champion the ideas found in this plan to build political will for setting aside match money for any potential grant opportunities. It should be noted this is not an exhaustive list, rather a starting point, and more ideas should be considered.

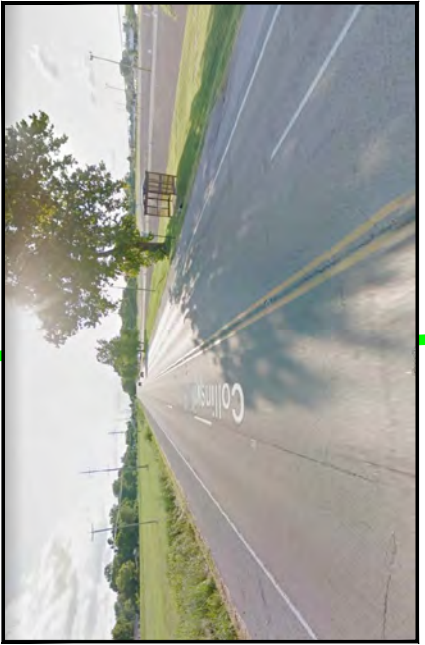
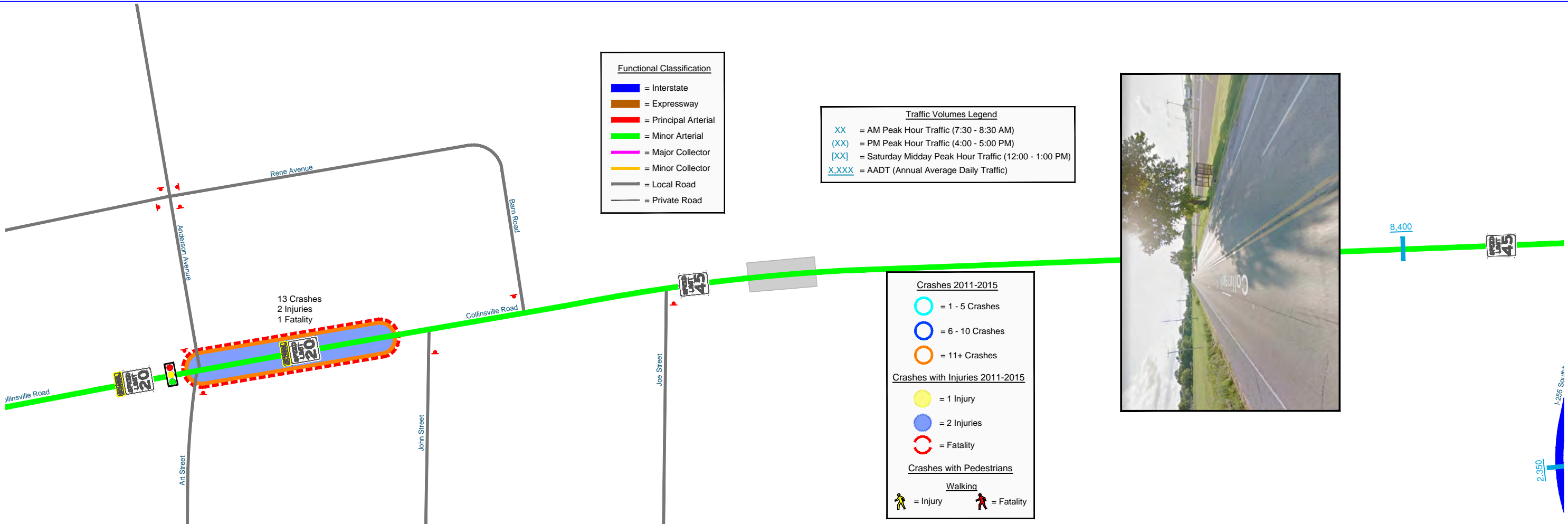
- **CMAQ**
Congestion Mitigation Air Quality Grants are given in non-attainment regions. Annually, East West Gateway Solicits transportation projects that help improve air quality, on a competitive application basis. More information at: <https://www.ewgateway.org/transportation-planning/transportation-improvement-program/competitive-transportation-programs/>
- **STP-S**
Surface Transportation Program – Suballocated grants are for projects that preserve and improve the conditions and performance on any federal aid route. Annually, East West Gateway solicits transportation projects that match certain criteria on a competitive application basis. More information at: <https://www.ewgateway.org/transportation-planning/transportation-improvement-program/competitive-transportation-programs/>
- **BUILD**
Better Utilizing Investments to Leverage Development Grants are the new TIGER (transportation investments generating economic recovery) grants. These are for investments in surface transportation infrastructure projects that will have a significant local or regional impact. More information at: <https://www.transportation.gov/BUILDgrants>
- **Others**
Additionally, more funding opportunities may be available through health, pedestrian, biking or other related agencies. The City should identify priority projects and continue to search for ways of implementation. IDOT and the City of Collinsville are also good funding sources.

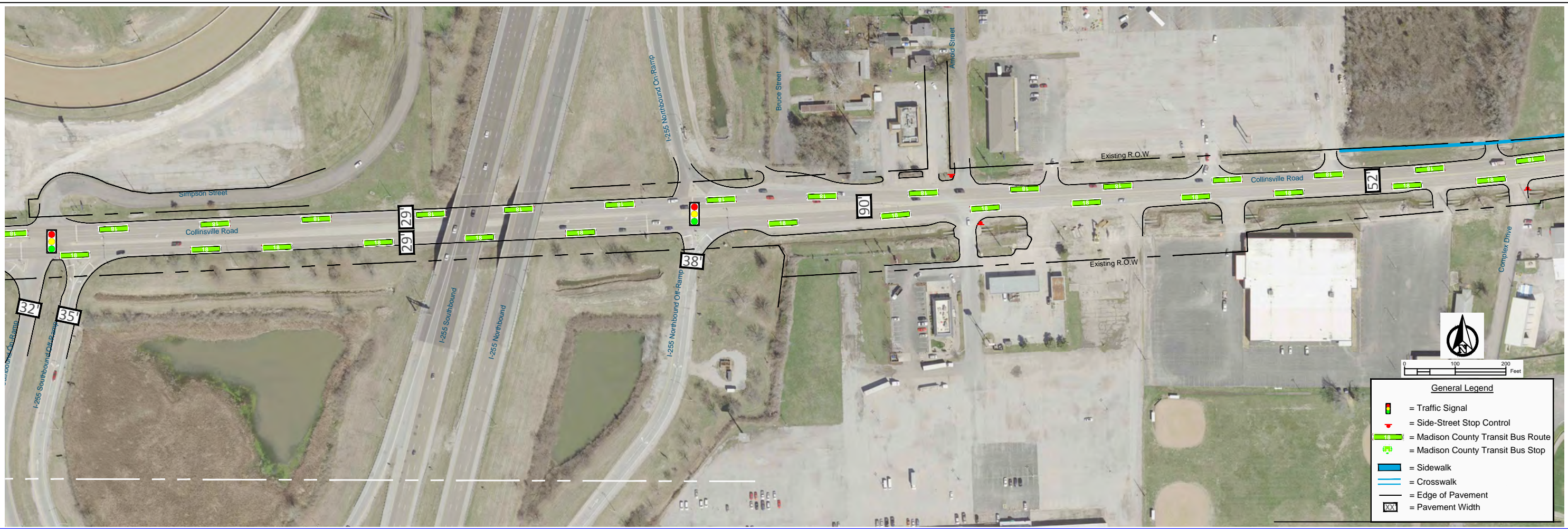
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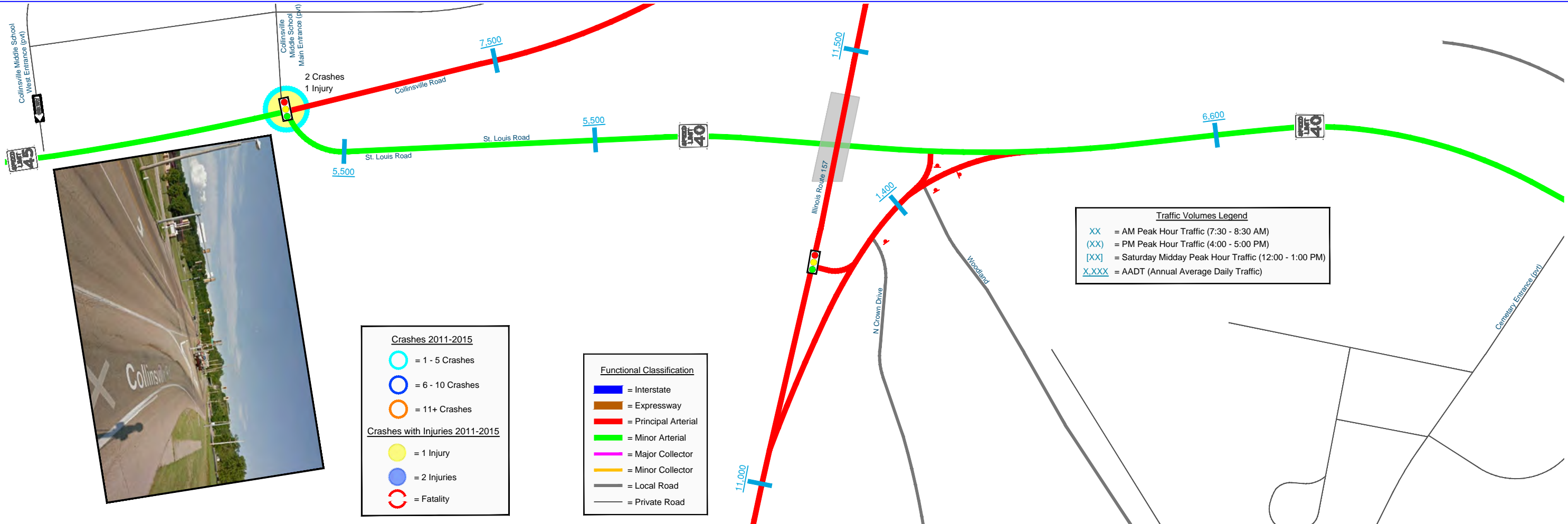
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2. Existing Typical Sections
3. Proposed Intersection Configuration Concept Drawings

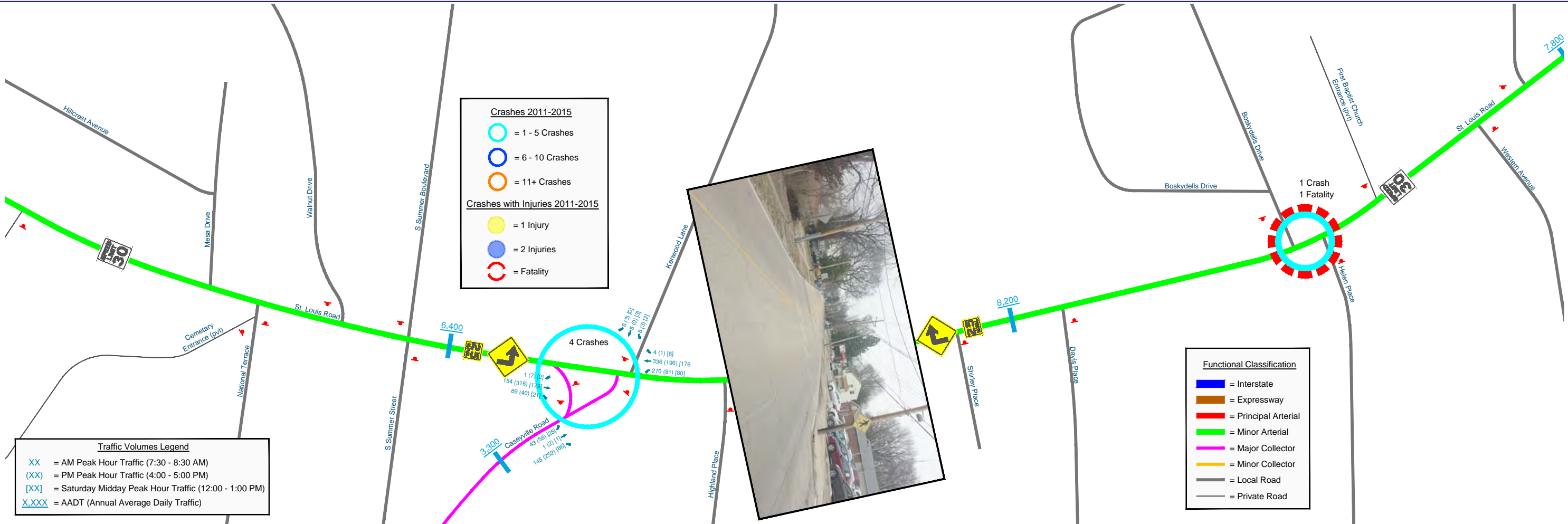








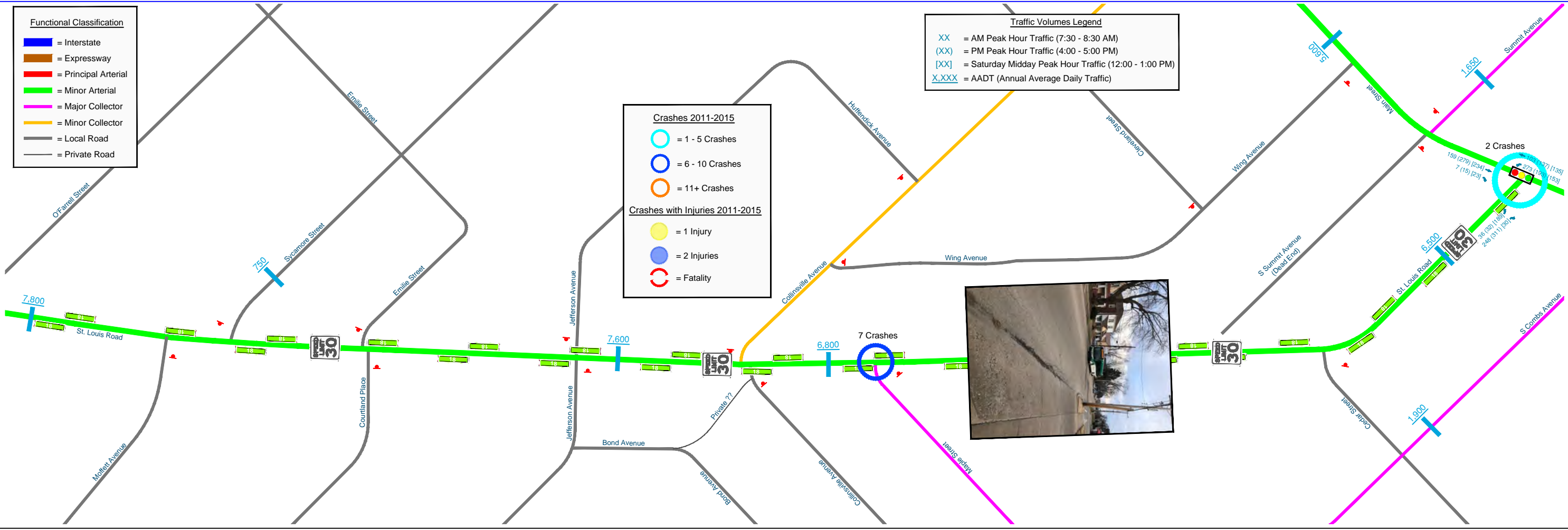




- Functional Classification**
- █ = Interstate
 - █ = Expressway
 - █ = Principal Arterial
 - █ = Minor Arterial
 - █ = Major Collector
 - █ = Minor Collector
 - █ = Local Road
 - █ = Private Road

- Traffic Volumes Legend**
- XX = AM Peak Hour Traffic (7:30 - 8:30 AM)
 - (XX) = PM Peak Hour Traffic (4:00 - 5:00 PM)
 - [XX] = Saturday Midday Peak Hour Traffic (12:00 - 1:00 PM)
 - X,XXX = AADT (Annual Average Daily Traffic)

- Crashes 2011-2015**
- = 1 - 5 Crashes
 - = 6 - 10 Crashes
 - = 11+ Crashes
- Crashes with Injuries 2011-2015**
- = 1 Injury
 - = 2 Injuries
 - = Fatality



DATE PREPARED
01-29-2019

ROUTE	STATE
IL	IL
DISTRICT	SHEET NO.
7 OF 7	

COUNTY
MADISON

CBB JOB NO.
117-18

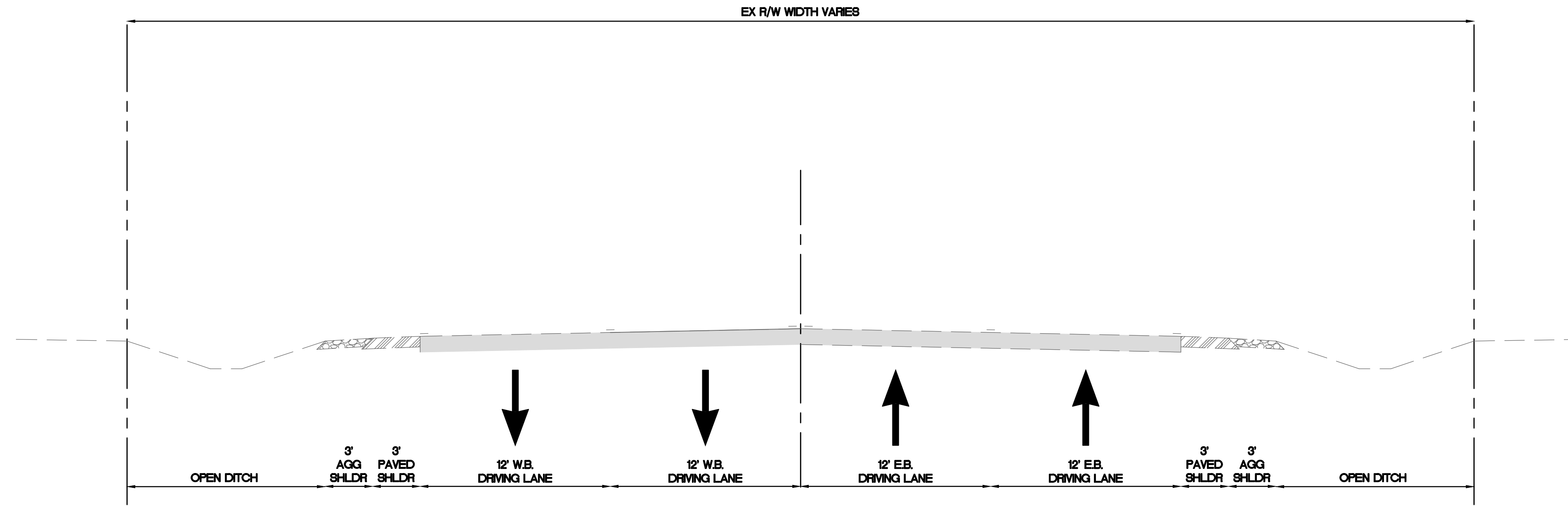


TRANSPORTATION ENGINEERS+PLANNERS

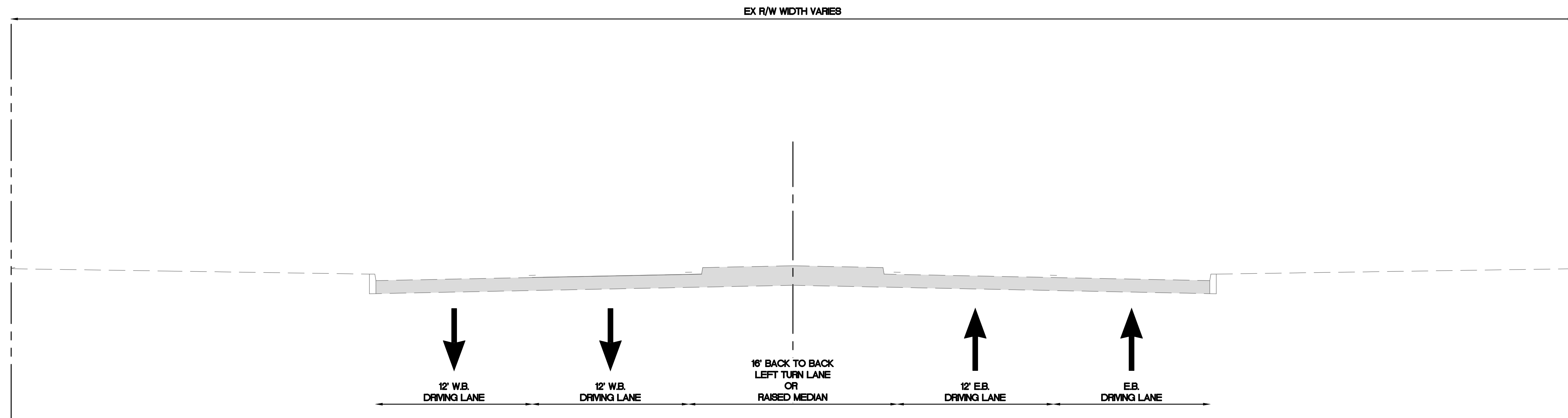
12400 OLIVE BLVD., SUITE 430
ST. LOUIS, MO 63141
314-976-6644

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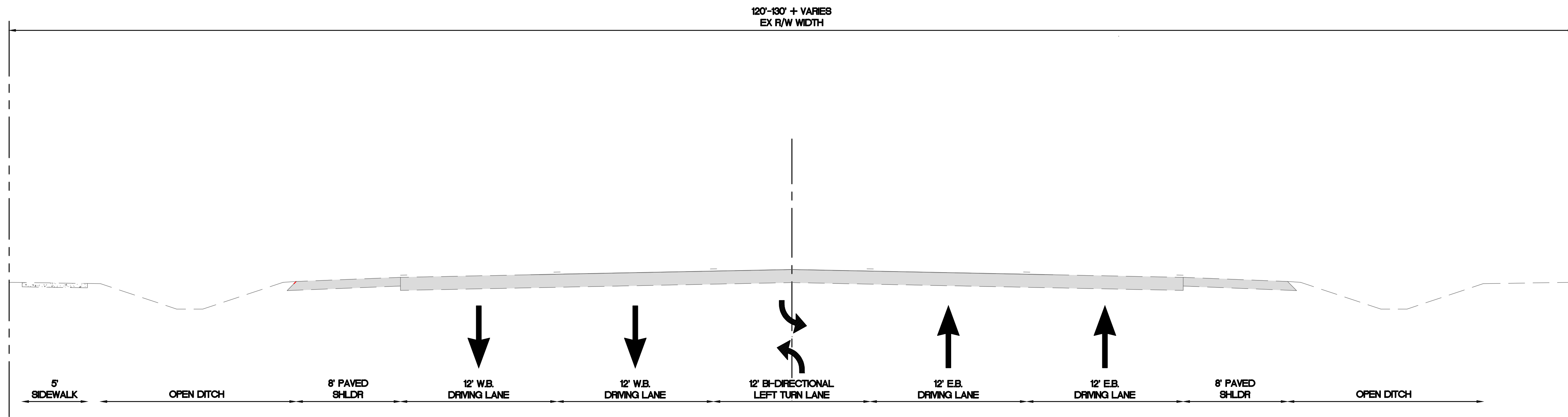
340 REGENCY CENTRE
COLLINGSVILLE, IL 62224
www.cbtraffic.com



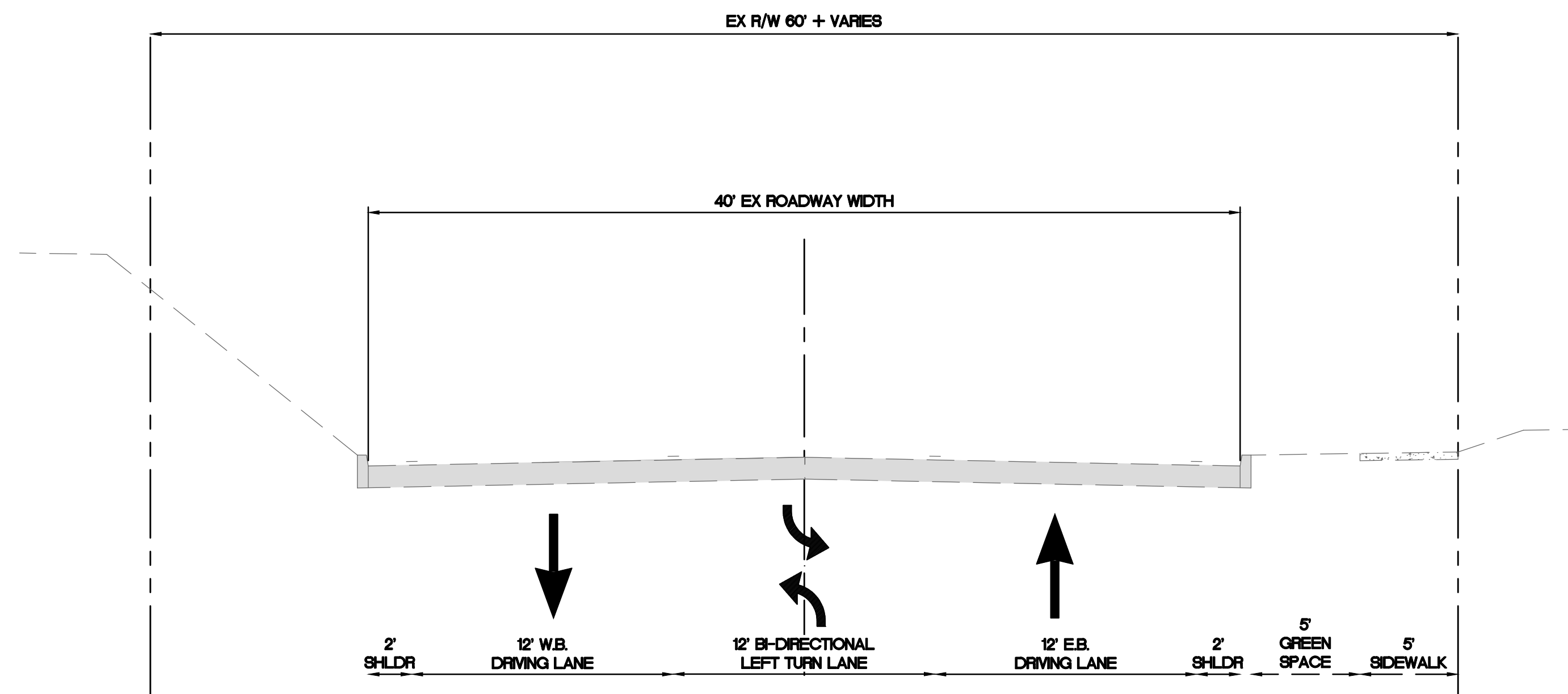
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 (LOOKING EAST)
 OFF STREET BICYCLE ACCOMMODATIONS OPTION



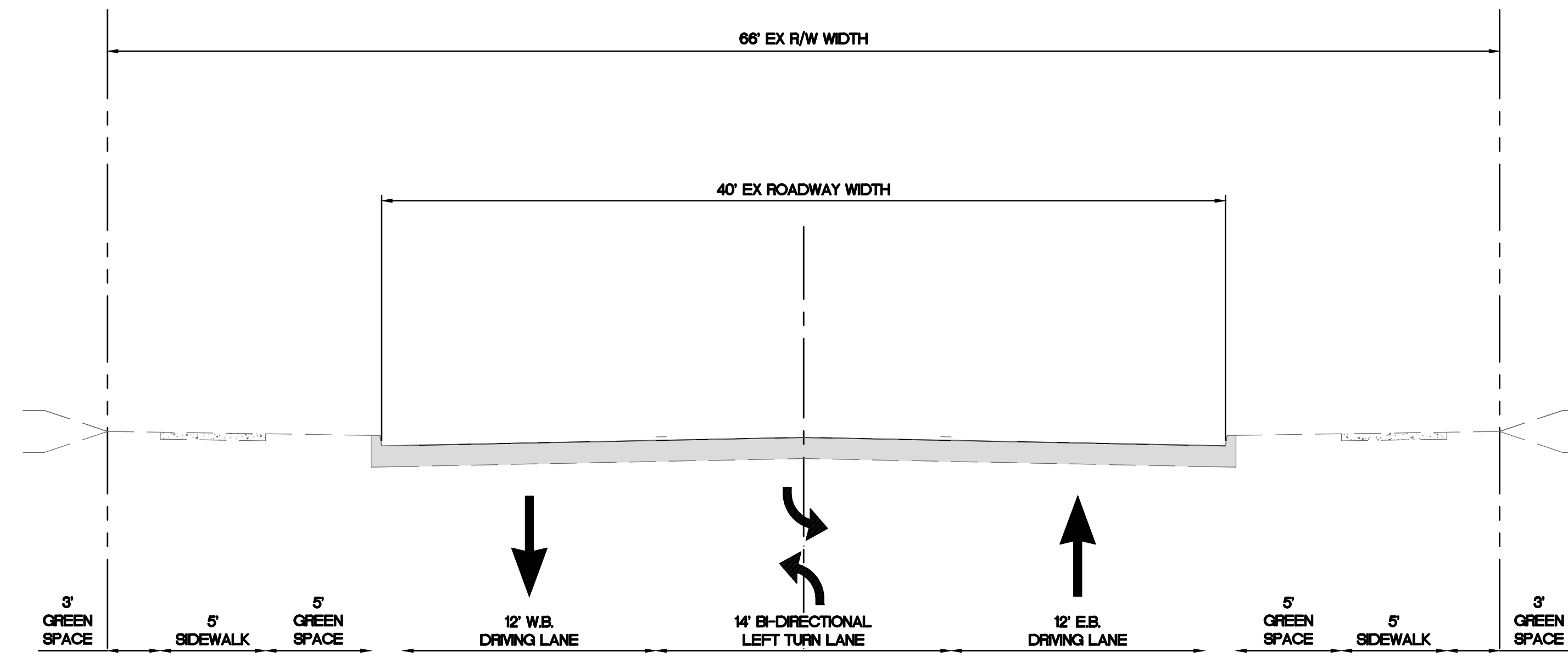
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 S.B. I-255 RAMPS TO N.B. I-255 RAMPS
 (LOOKING EAST)



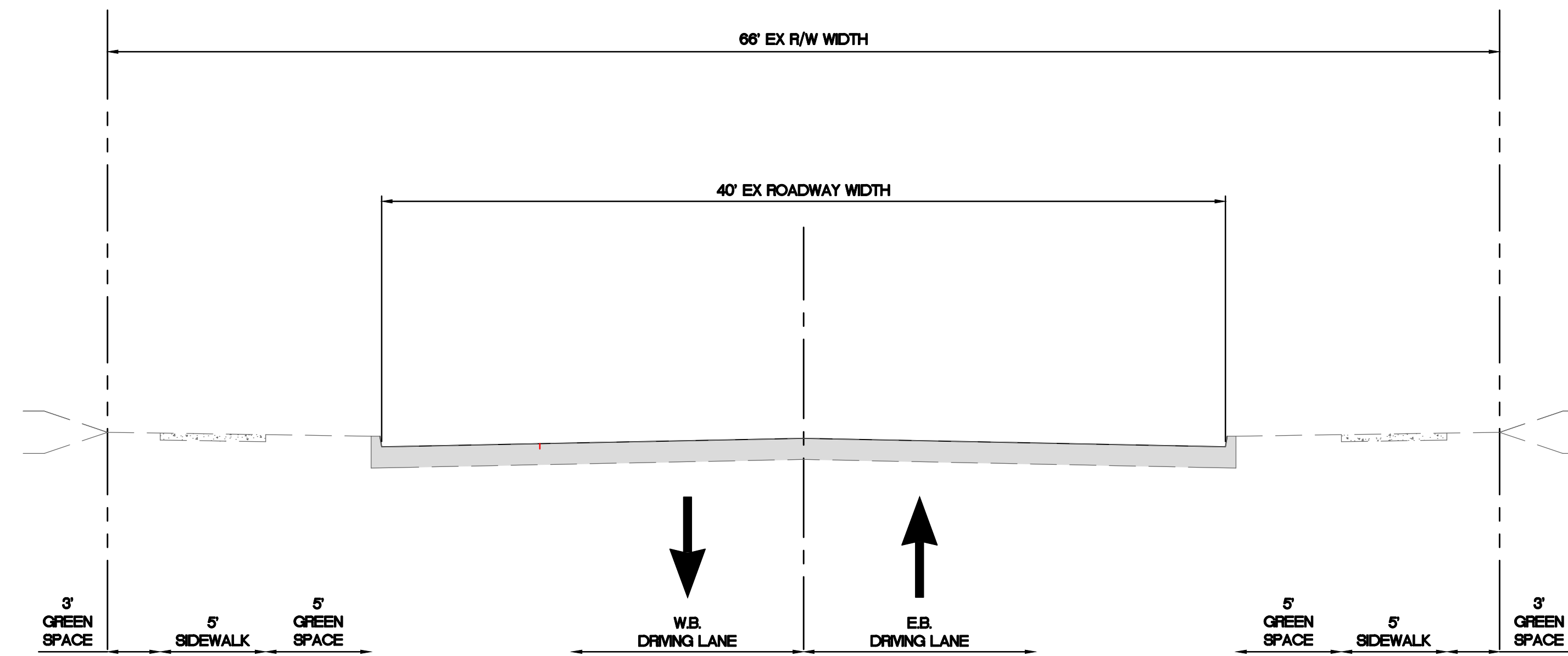
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 (LOOKING EAST)



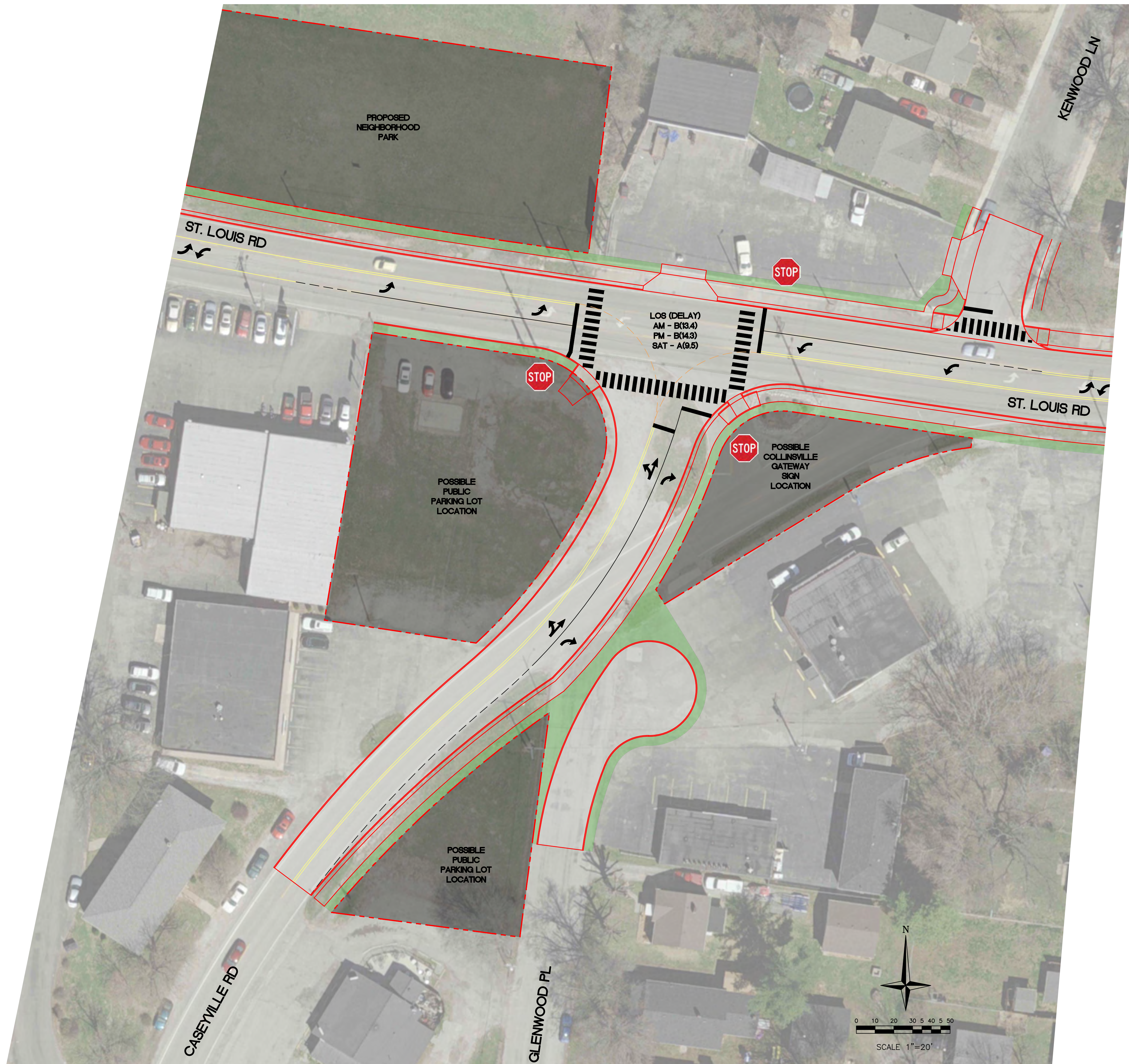
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 (SUMMER 2019)
 ST. LOUIS ROAD
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 (LOOKING EAST)

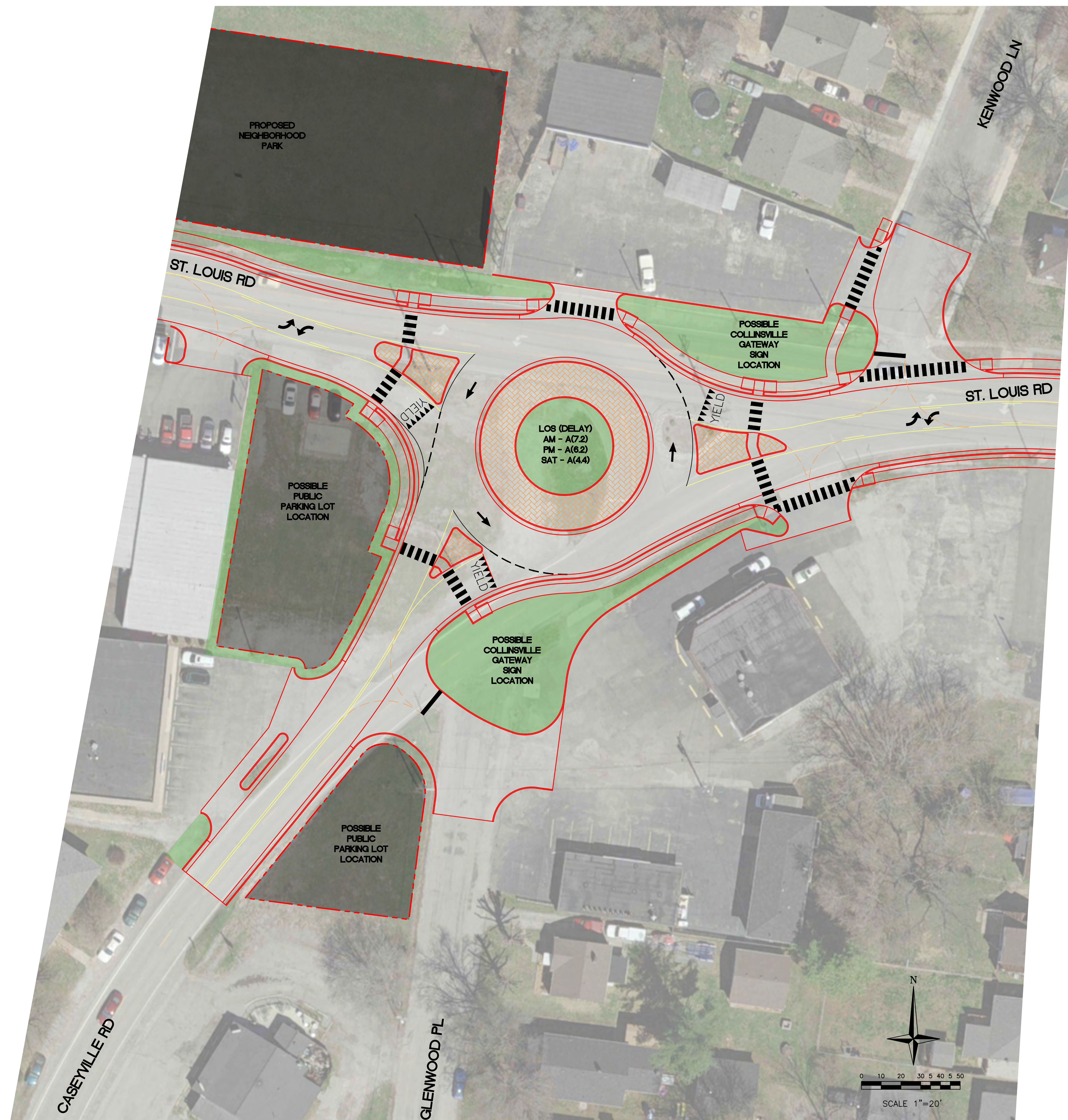


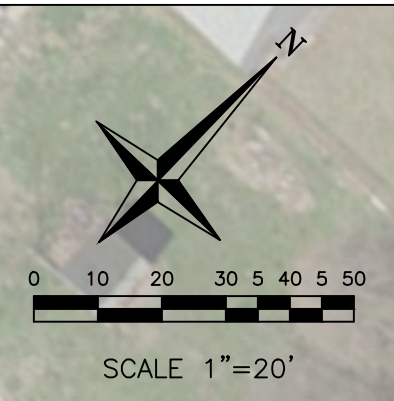
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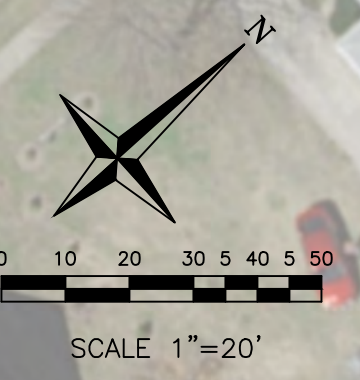


EXISTING TYPICAL SECTION
 ST. LOUIS ROAD
 O'FARRELL ST TO MAIN ST
 (LOOKING EAST)









POSSIBLE
COLLINSVILLE
GATEWAY
SIGN
LOCATION



