


St. Louis Road and Collinsville Road Great Streets Initiative



EAST-WEST GATEWAY
Council of Governments



An aerial, slightly blurred photograph of a city street. A yellow car is driving in the center of the road. Pedestrians are visible on the sidewalks. The street is lined with buildings and trees. The overall scene is a typical urban environment.

*"To design a street
according to its intended
use is a reasonable but
uncommon practice."*

Harland Bartholomew

Put *People at the Center* of the Planning

Expand the Way Communities Think of Streets

Trigger *Economic and Social Benefits*

Create Interesting, Lively and *Attractive Places*

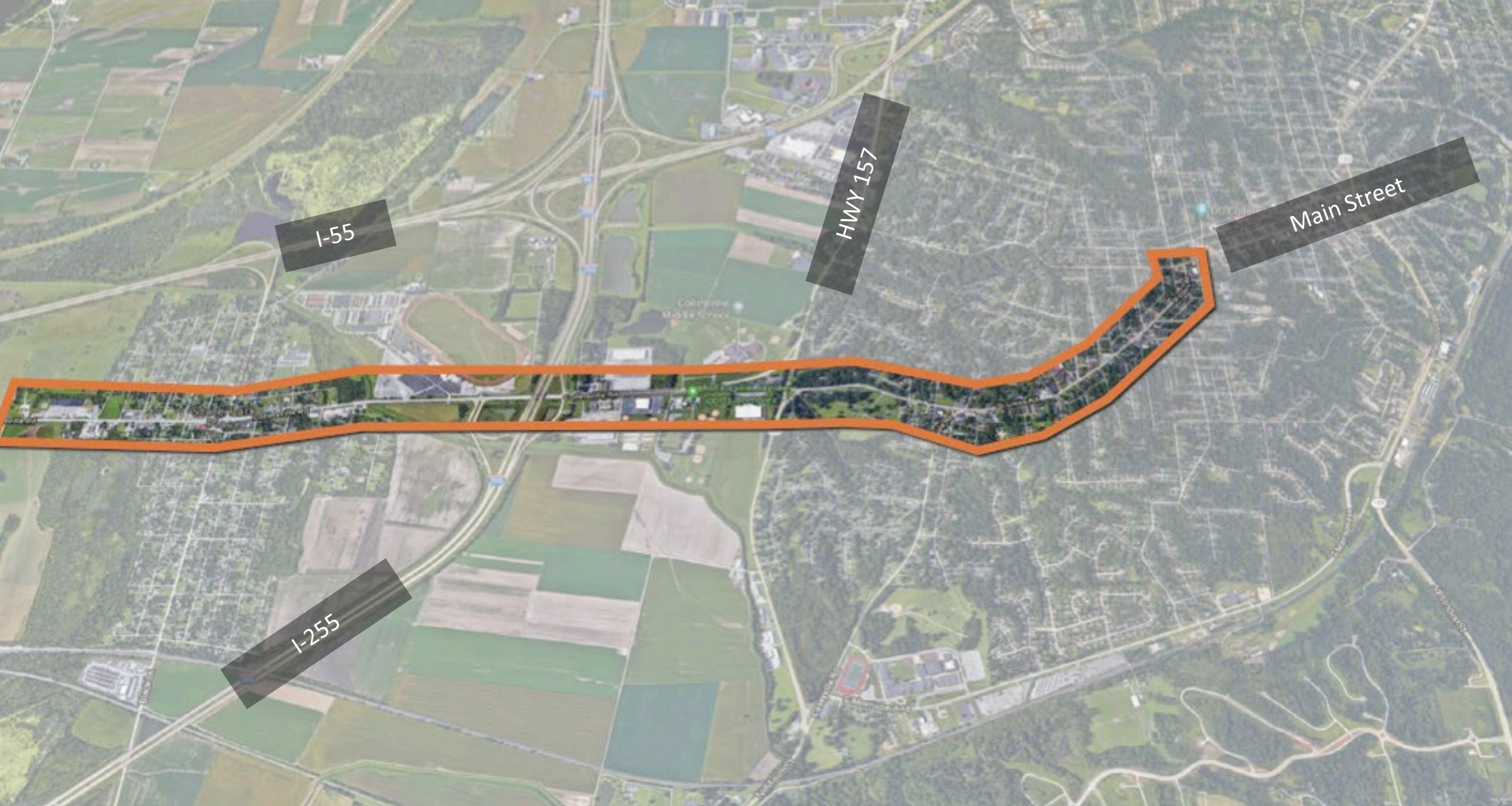
Serve *all Modes* of Transportation

Promote Meaningful *Community Participation*

Convene a *diverse team of planners*

Work with Nature

Study Area



Schedule

1 Preparation time – 6 weeks

2 The Charrette:

3 The draft report is in Public Comment period

	Monday Jan 28	Tuesday Jan 29	Wednesday Jan 30	Thursday Jan 31
	at Collinsville City Hall	at First Baptist Church of Collinsville		
8am				
9am	Team sets up studio / Site visits / Design team working session	Stakeholder Interview: Beth Schaller - Director, Chamber of Commerce	Coffee / design team discussion	Coffee / design team & community team discussion
10am		Business Focus Group Discussion		
11am	Community Focus Group Discussion	Stakeholder Interview: Tony Hausmann - Chairman, Planning Commission	Design team working session	Final design team working session
NOON	Lunch	Lunch	Lunch	Lunch
1pm	Design team working session	Design team working session	Design team working session / follow up interviews	Preparation / formatting for final presentation
2pm	Transportation Focus Group Discussion			
3pm	Utilities Focus Group Discussion	Closed Team working session		
4pm	Design team discussion /	Dinner - meeting prep	Dinner - final day prep	Studio clean up
5pm	Dinner / Meeting Prep			
6pm				
7pm	*City Council Meeting* Community kick-off (existing conditions / issues / visioning workshop)	Community presentation (vision draft & initial plan options review)	No public workshop or presentation on Wednesday.	Community presentation (Draft plan and next steps / implementation discussion)
8pm				
9pm				

Closed door - not open to the public

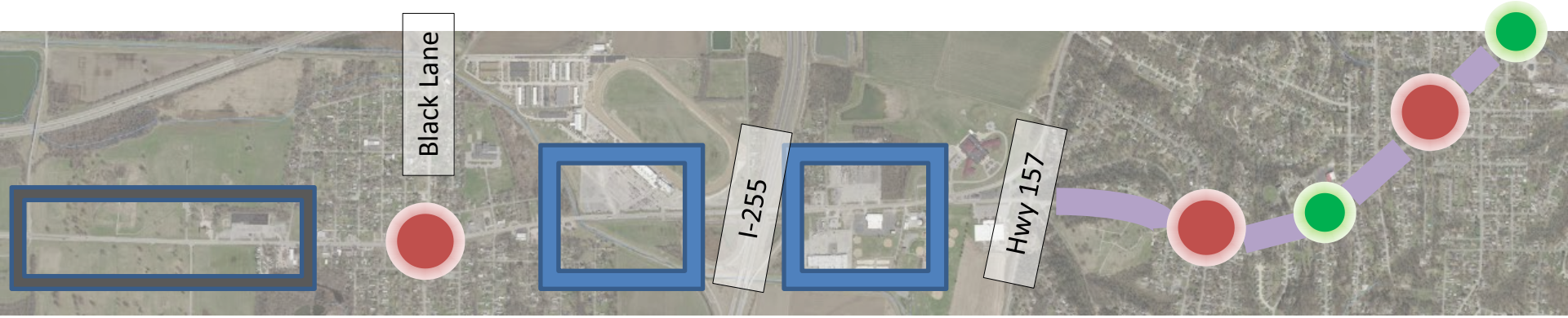
What we heard




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



Overall Corridor Recommendations:



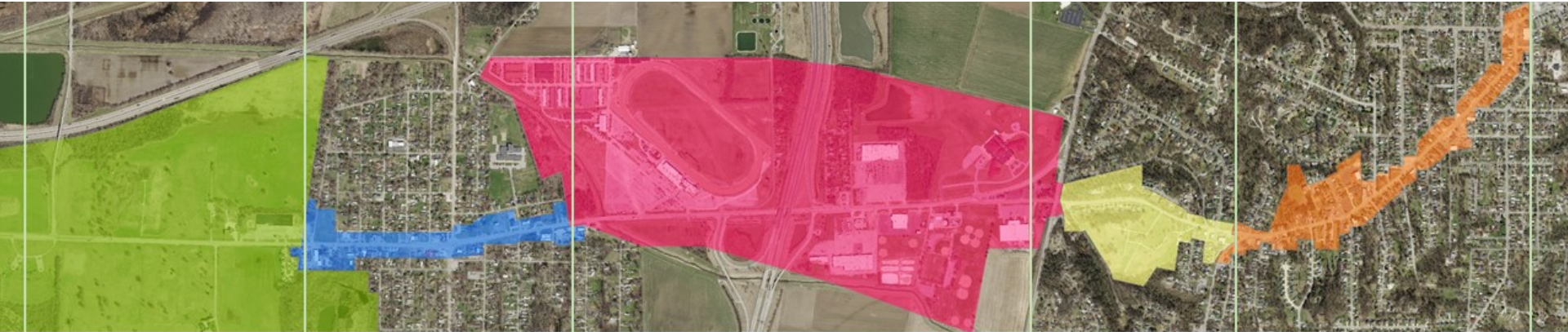
Identity Areas:



-  Commercial Node
-  Neighborhood Node
-  Quiet Residential

-  Regional Rec & Retail
-  Mounds Heritage Site

Corridor Segments:



Cahokia

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

State Park

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

Recreation & Retail

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

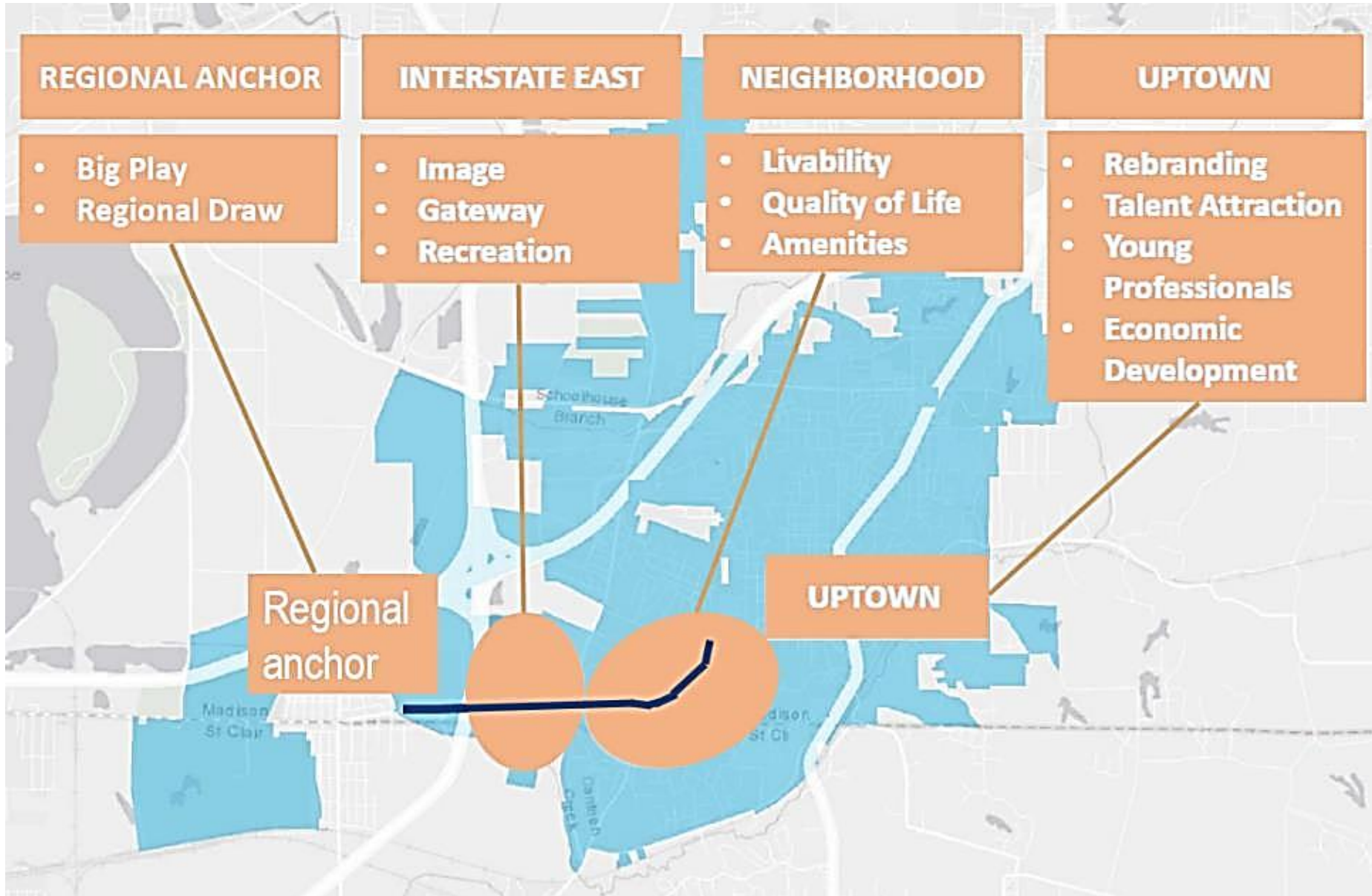
157 to Caseyville

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

Caseyville to Main

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

Market Strategy:



Wayfinding:

On Interstates:

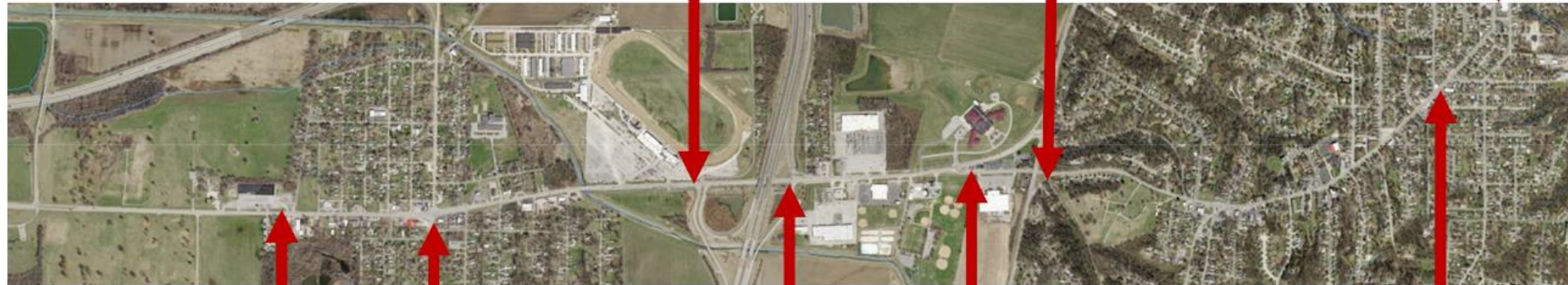
Historic Collinsville
Cahokia Mounds

Race Track
Rec Plex

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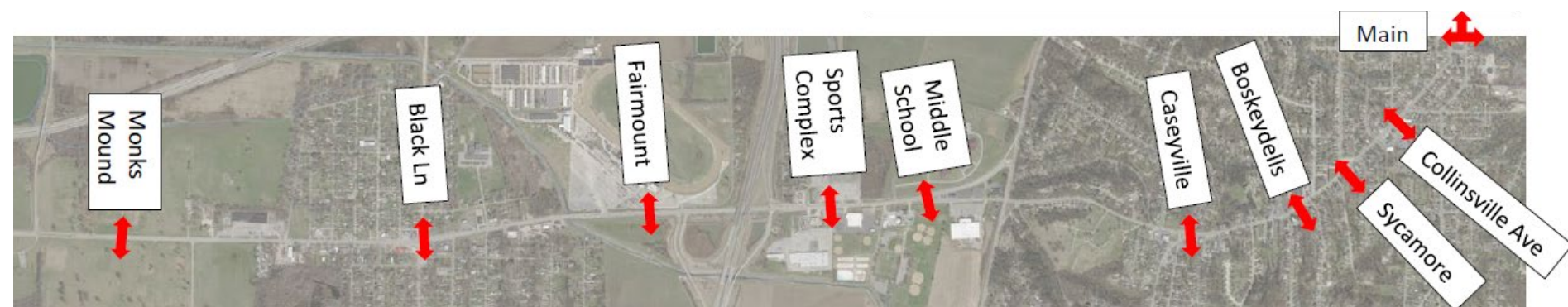
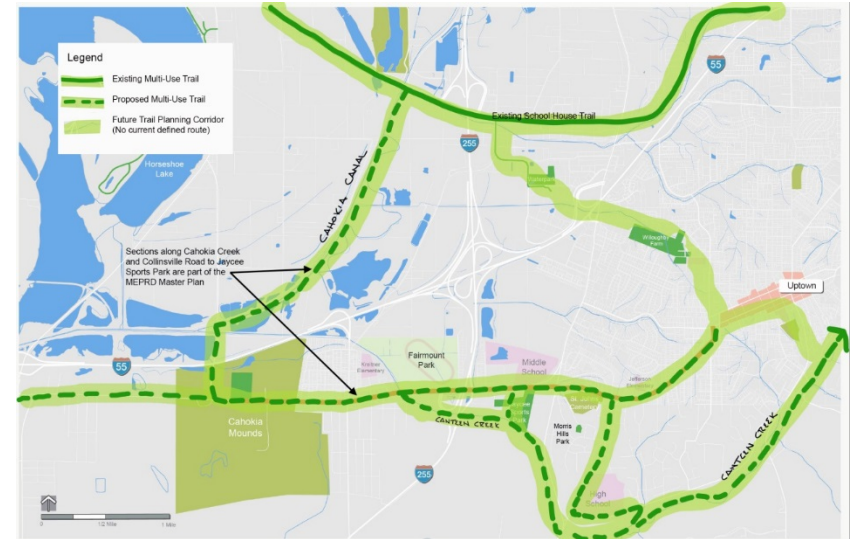
Race Track
Rec Plex
Upper St. Louis Ave. District
Historic Collinsville
Cahokia Mounds

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Rec Plex
Historic Collinsville
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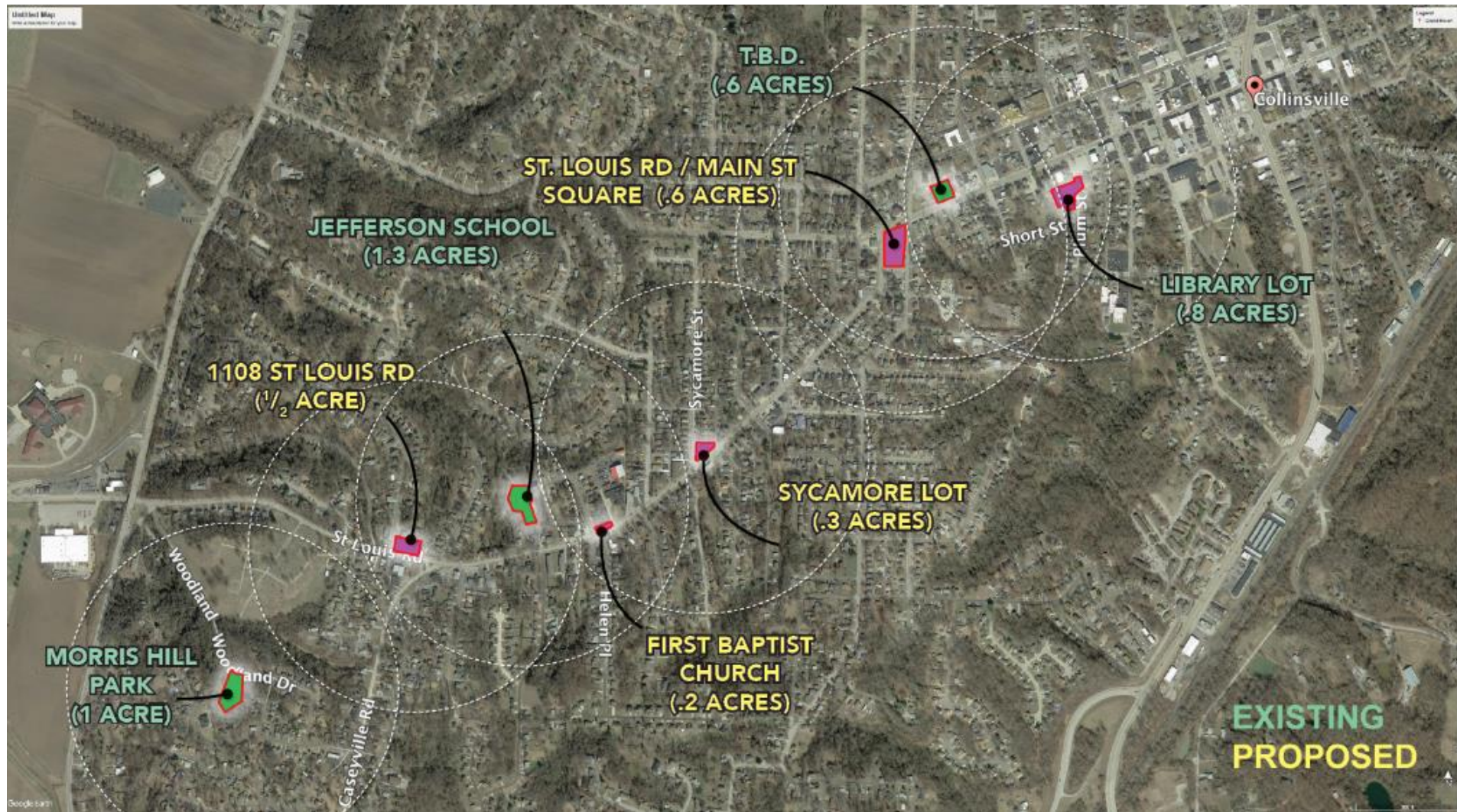
Walk / Bike-ability:

MIXED USE PATH

IMPROVED CROSSINGS



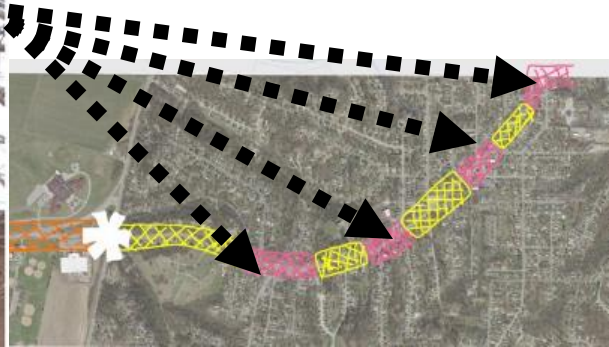
Open Gathering Space:



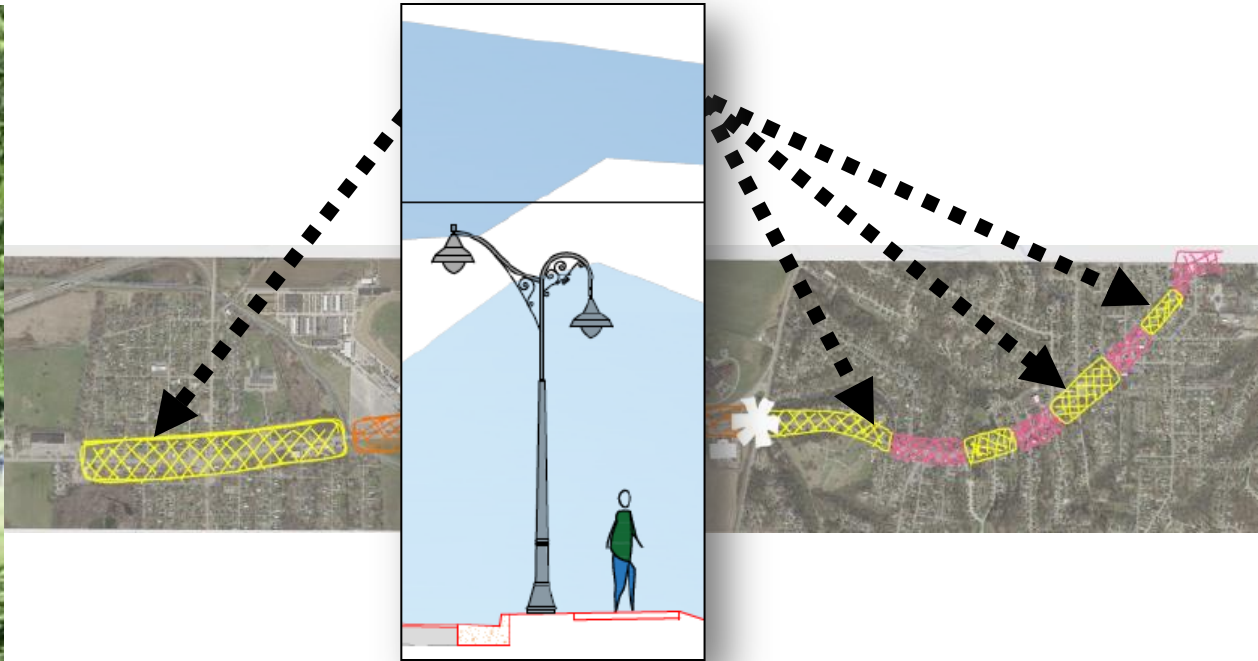
Lighting:



Lighting – Commercial Nodes



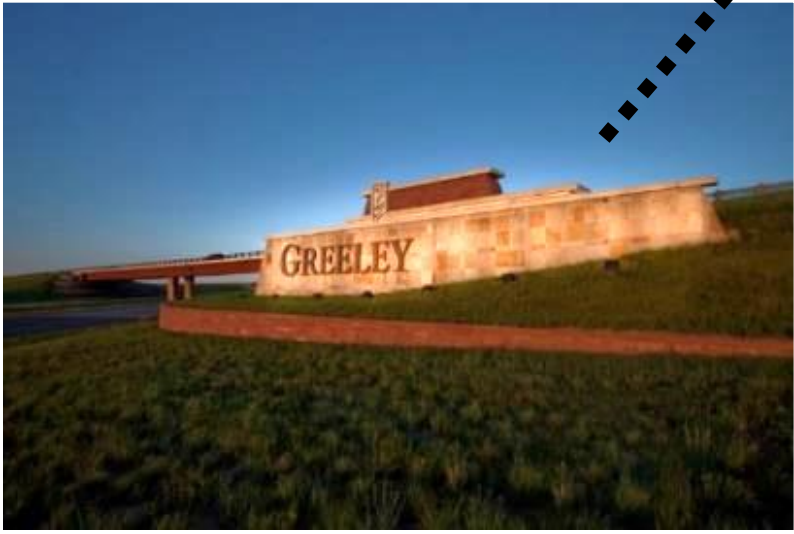
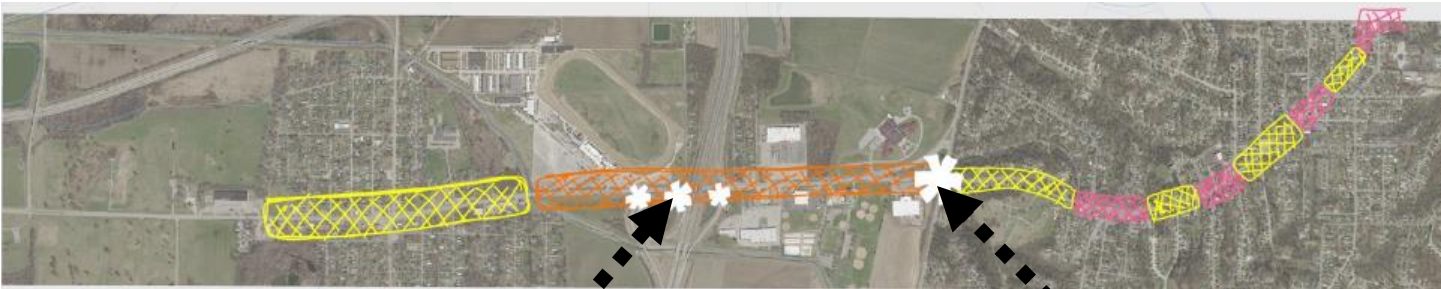
Lighting – Residential



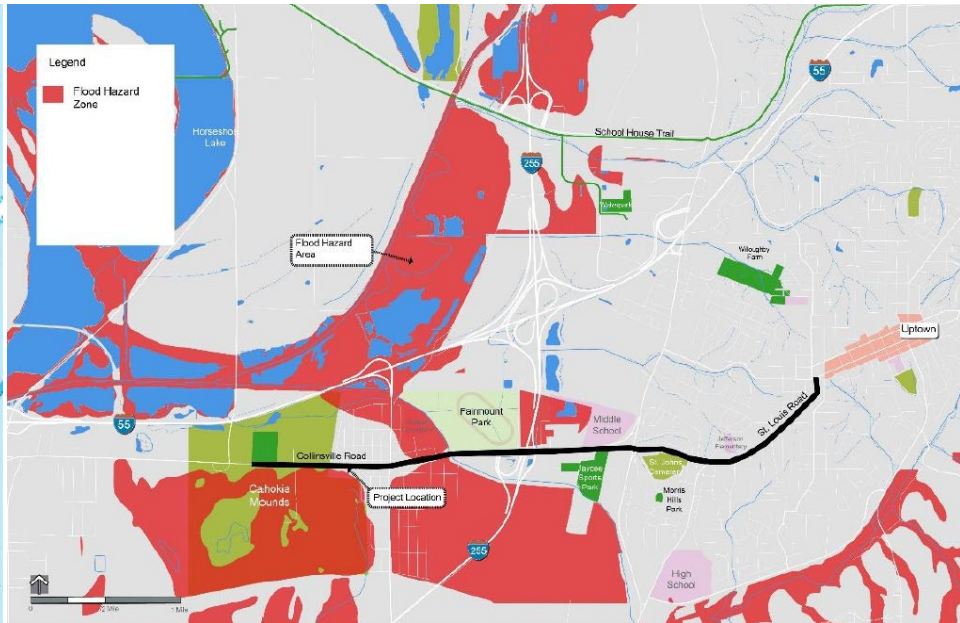
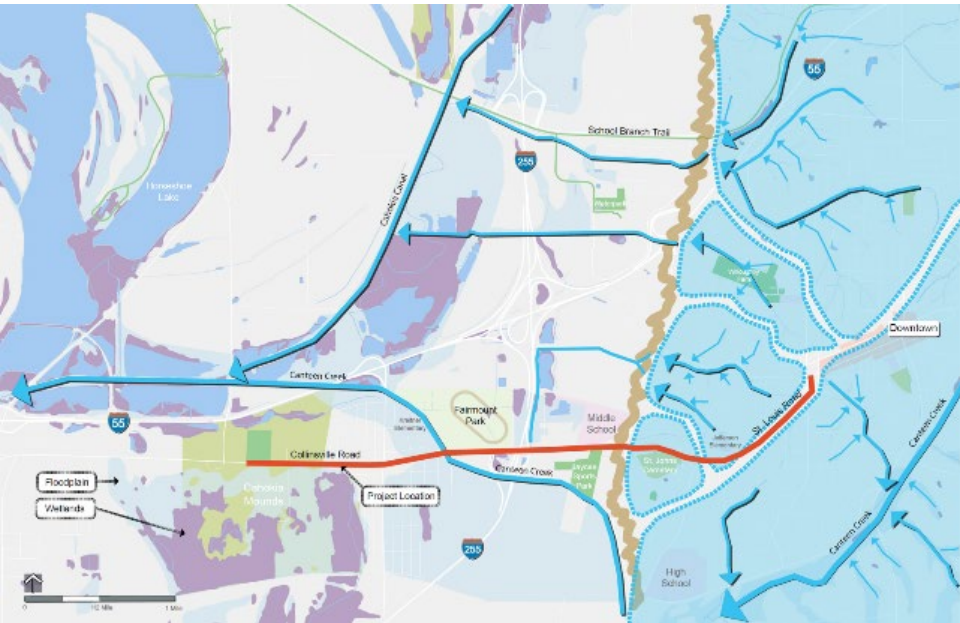
Lighting – Regional Rec and Retail



Lighting - Gateways



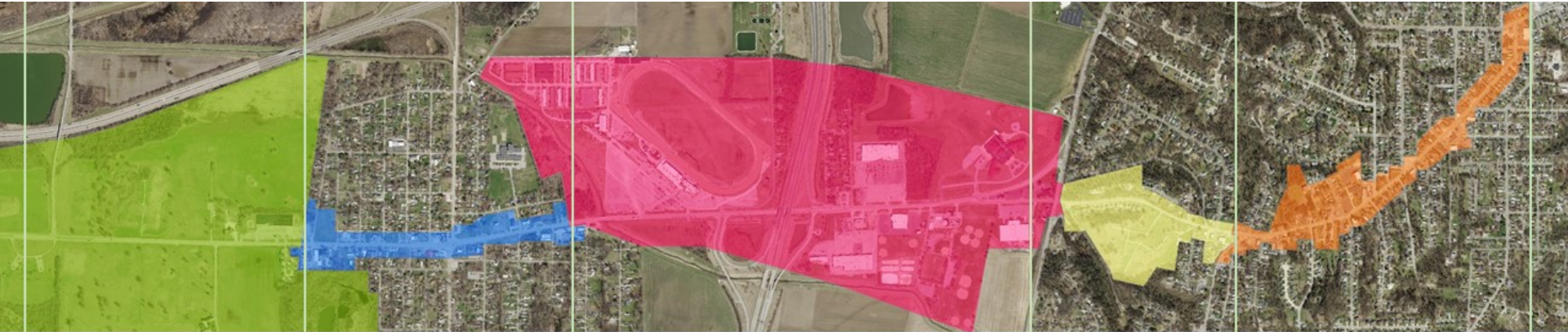
Water:



HYDROLOGY

FLOOD HAZARD

Localized Recommendations:



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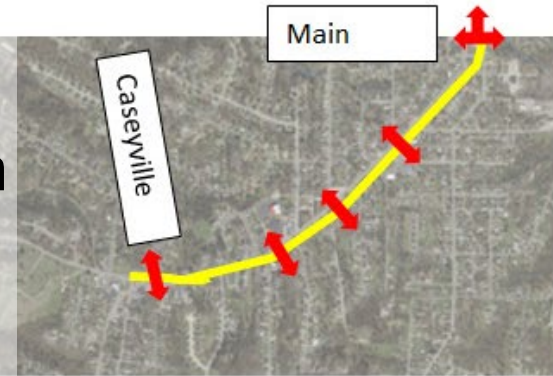
Caseyville to Main

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St. Louis Road (Between Main St. & Caseyville Rd.)

Slow
Zone

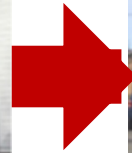
30 mph posted speed
85% observed at 36 mph
Reduce design & posted
speeds to 25 mph



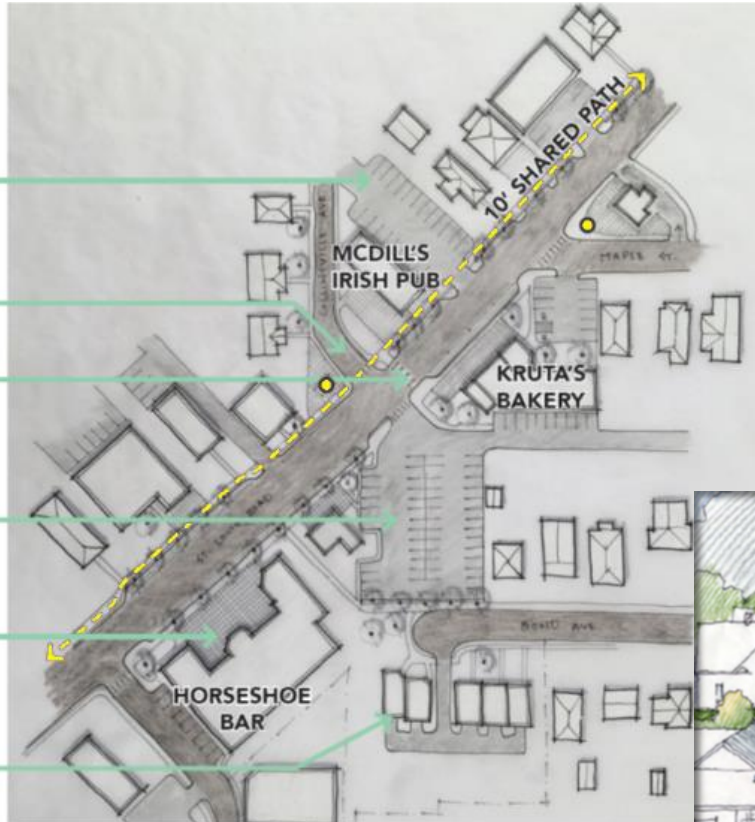
Streetscape Aesthetic Improvements



St. Louis Rd. & Western Ave. Intersection



St. Louis Road and Collinsville Avenue Intersection



McDill's parking lot on adjacent parcel

Turned Collinsville Rd and new bus shelter on the corner

Additional crosswalk: see Transportation white paper for details

Kruta's parking lot with landscape buffers to new residential and St. Louis Rd

Outdoor dining and patio replace nose in parking

New row houses on new cul-de-sac for Bond Ave



St. Louis Road and Caseyville Road Intersection



Realign to a 90 degree intersection
(Install stop sign on Caseyville leg.
Calms right turn movements)

New visible & safe crosswalk
(at key crossing point on corridor)

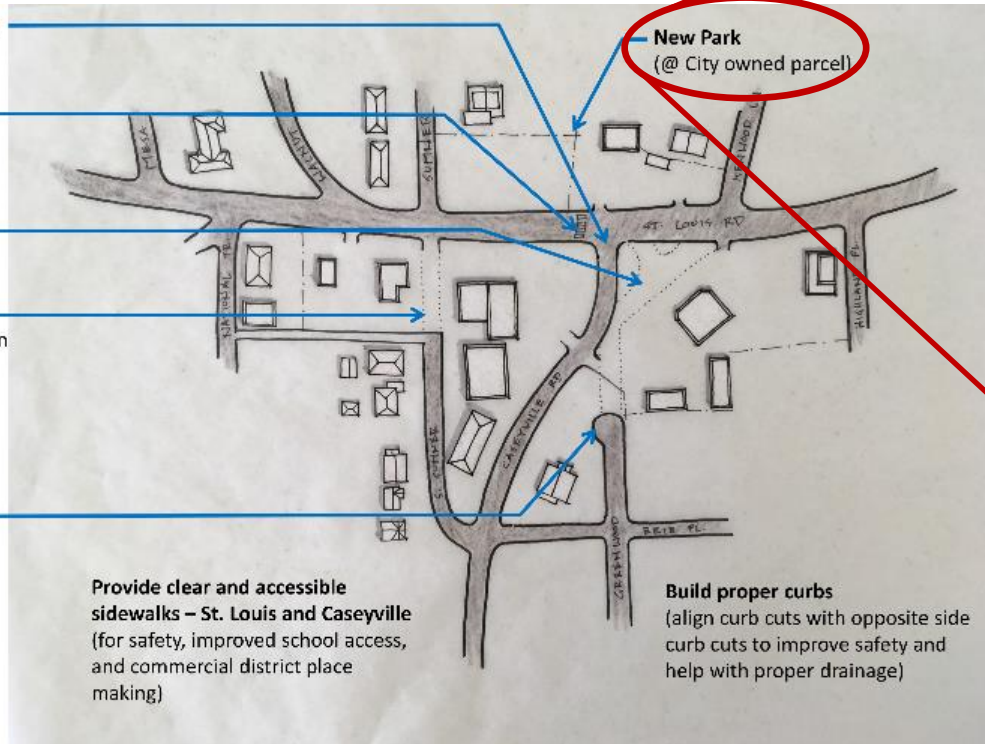
Cede vacated roadway property
(enhances commercial property &
parking)

Vacate segment of Sumner
(to discourage cut-through traffic on
quiet street)

Truncate Greenwood
(cul-de-sac protects residential
character of street)

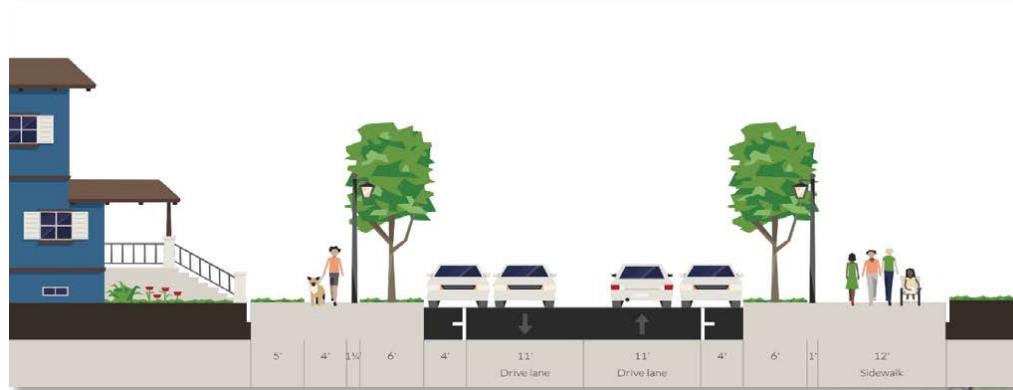
**Provide clear and accessible
sidewalks – St. Louis and Caseyville**
(for safety, improved school access,
and commercial district place
making)

Build proper curbs
(align curb cuts with opposite side
curb cuts to improve safety and
help with proper drainage)



New Park
(@ City owned parcel)

St. Louis Road (Caseyville Rd. to Collinsville Rd.)

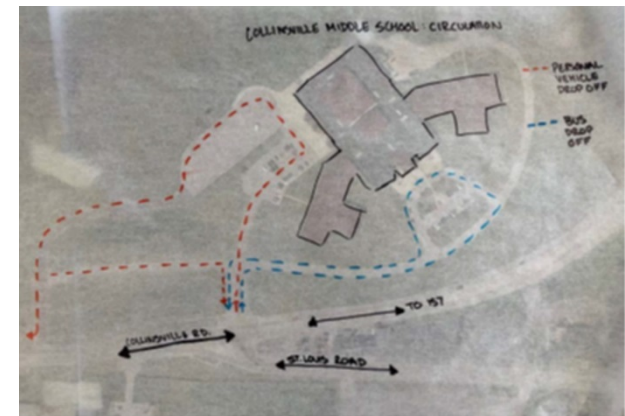
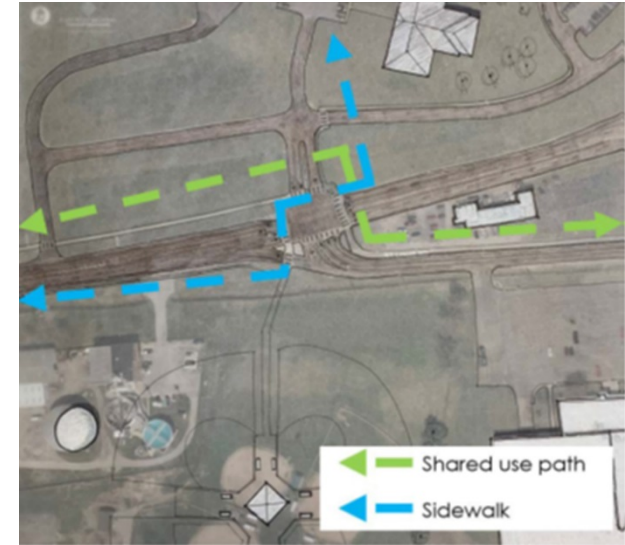


Roadway Design

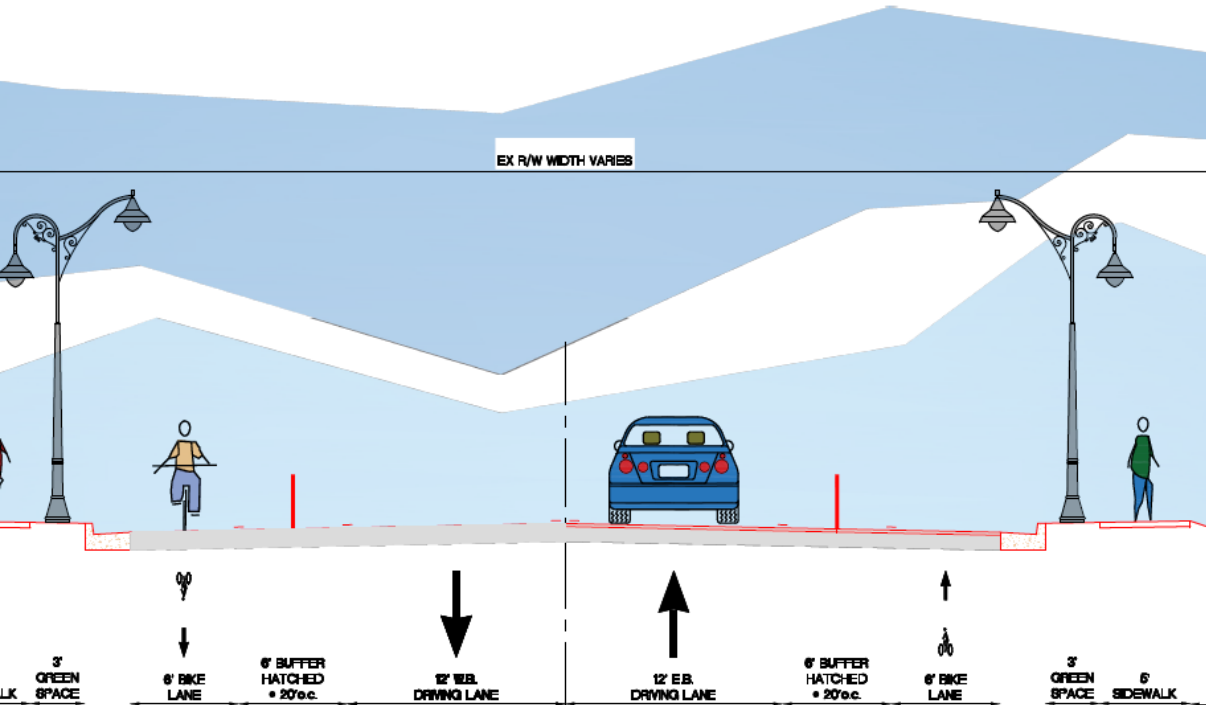
St. Louis Rd. – Highway 157 – Collinsville Rd. School Access



An at-grade roadway design at the intersection of St. Louis Road and Highway 157 and the relocation of a signalized intersection.

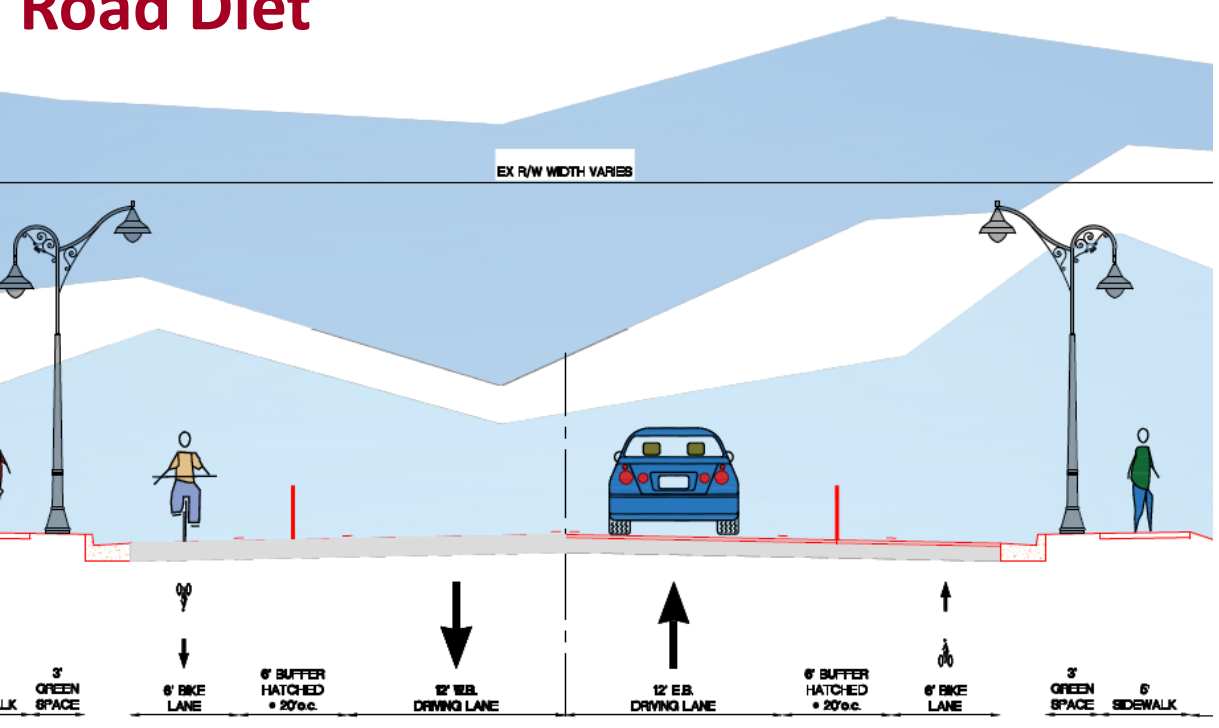


Road Diet – Fairmount to Cahokia



Collinsville Road (Fairmount RacePark to Cahokia Mounds)

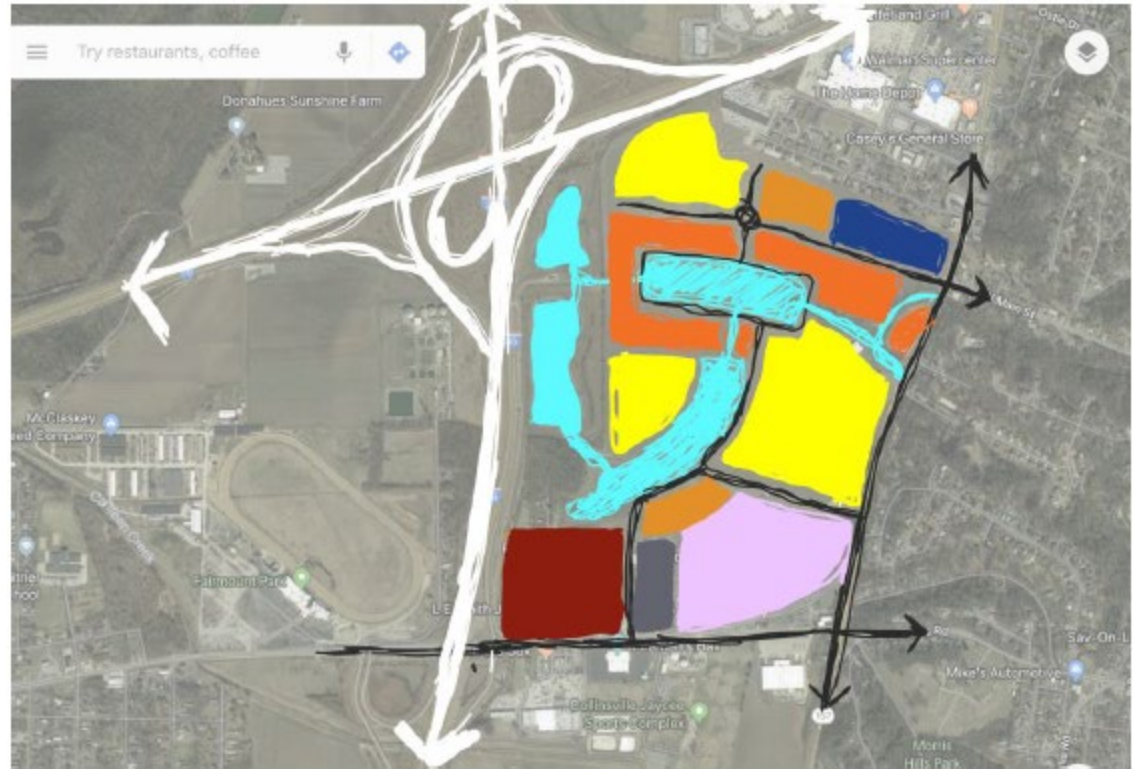
Road Diet



Regional Stormwater Management



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



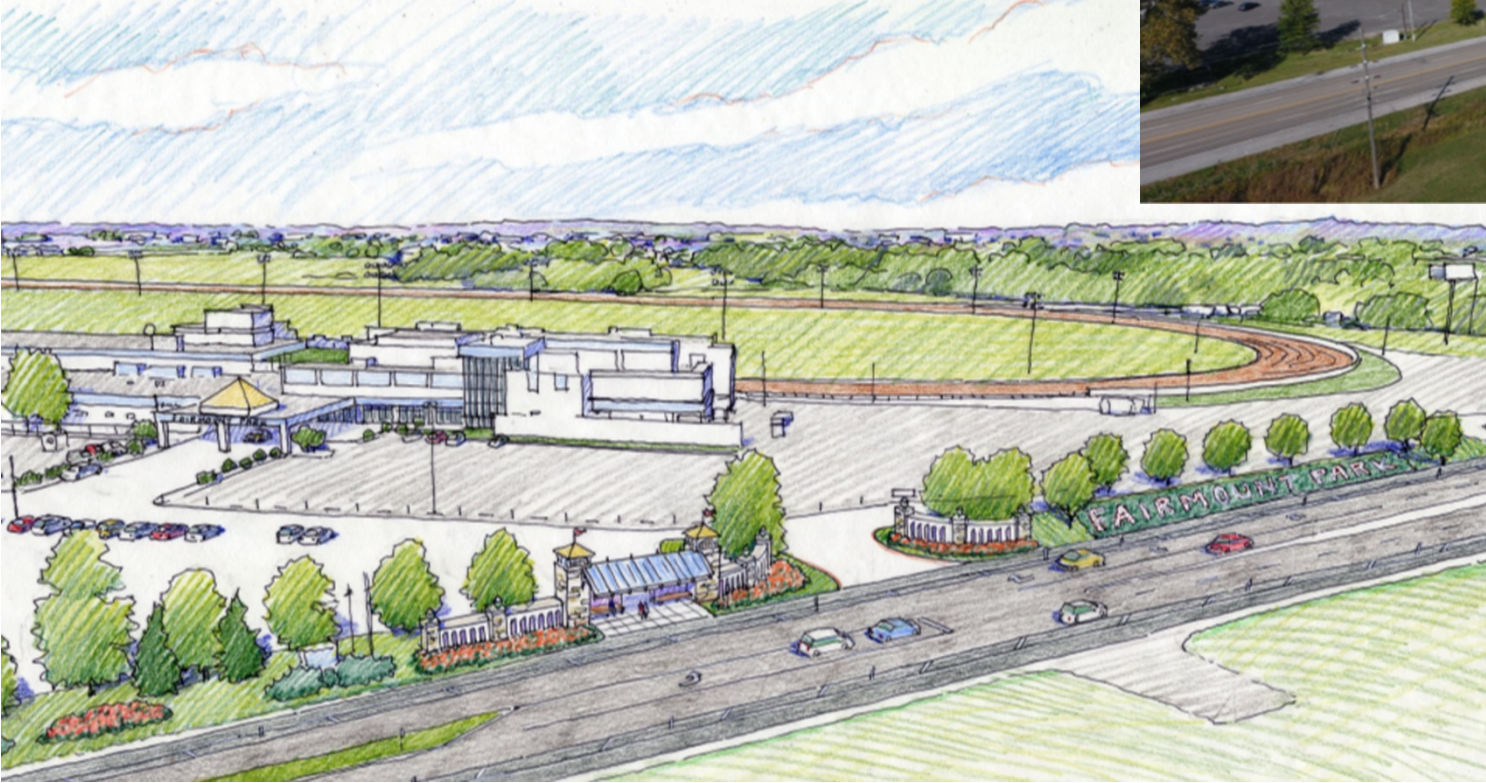
Concept sketch of utilizing shared stormwater facilities as an amenity for development. The above concept has a mix of land uses including residential, office, and retail.

Jaycees Sports Complex

Hospitality, Retail, and Recreation Uses



Fairmount Park Racetrack: Streetscape Improvements



Collinsville Road & Black Lane Intersection

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

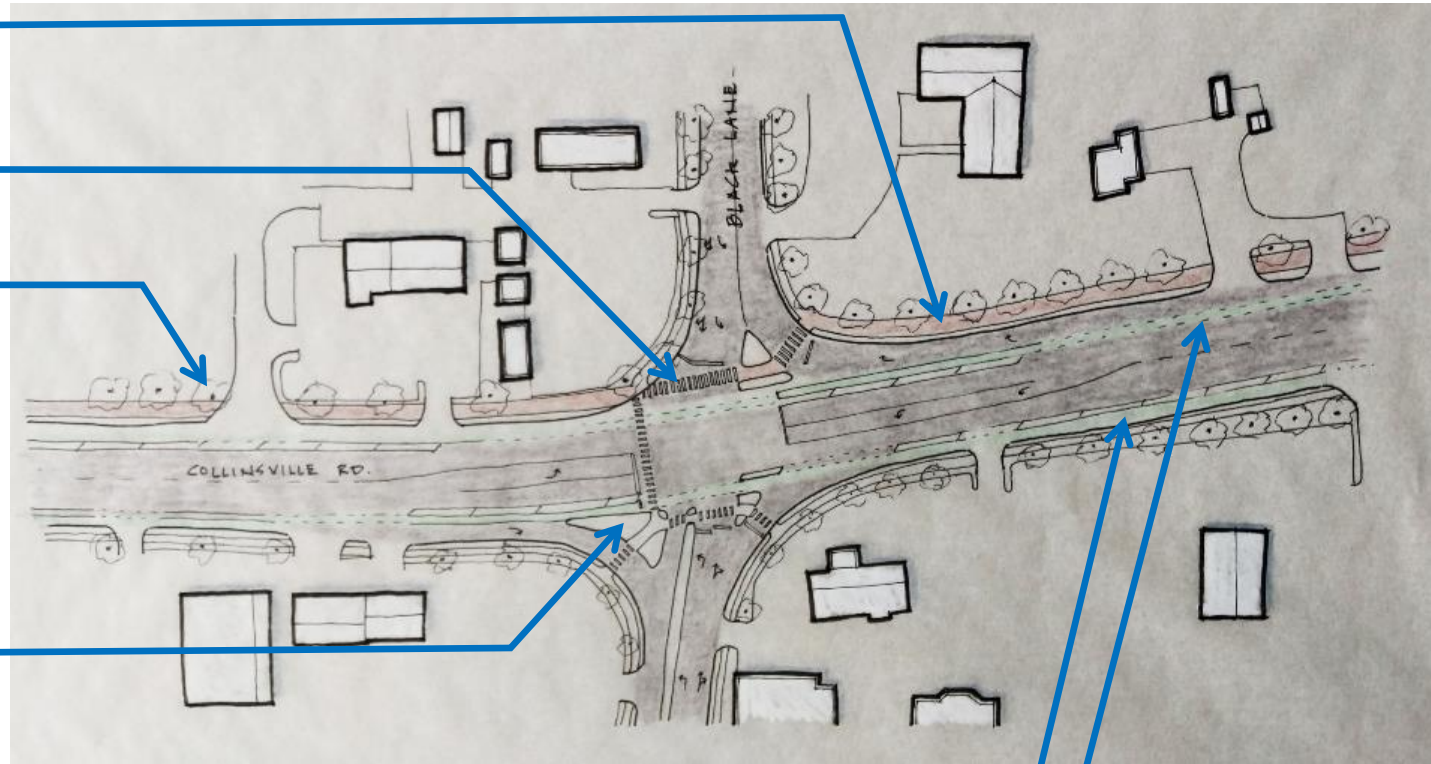
Continental crosswalks
(high visibility for ped safety)

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

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

Pedestrian refuge
(Improve ped visibility and shorten crossing distances)

Dedicated bicycle lanes
(both sides of Collinsville Rd.)



Cahokia Mounds



The Strategic Planning Report

- **The end document records the “vision” for the corridor**
- **It states the major issues and goals**
- **It clarifies what decisions were made during this process.**
- **This is not a single project – It’s a number of discrete projects that support the community’s stated goals and preferences**
- **It outlines recommended next steps**
 - **Scope**
 - **Additional Investigation**
 - **Responsibility**
 - **Likely Budget (when possible)**
 - **General Sequence**

Recommendations (Overall)

- ✓ **Wayfinding / Signage Plan – O3**
- ✓ **Build 10 foot wide bike / pedestrian path – O1**
- ✓ **Increase Street Tree Canopy – O9**
- ✓ **Design Guidelines per segment – O5**
- ✓ **Pedestrian Crossing Points – O2**
- ✓ **Bioretention Tree Lawns / Bumpouts – O11**
- ✓ **Modify Zoning Code – O7**
- ✓ **Private Storm Water Improvements – O10**
- ✓ **Bus Stop Enhancements – O8**
- ✓ **Façade Improvement Program – O6**
- ✓ **Coordinate Lighting, Signage, Utilities, Planting – O4**

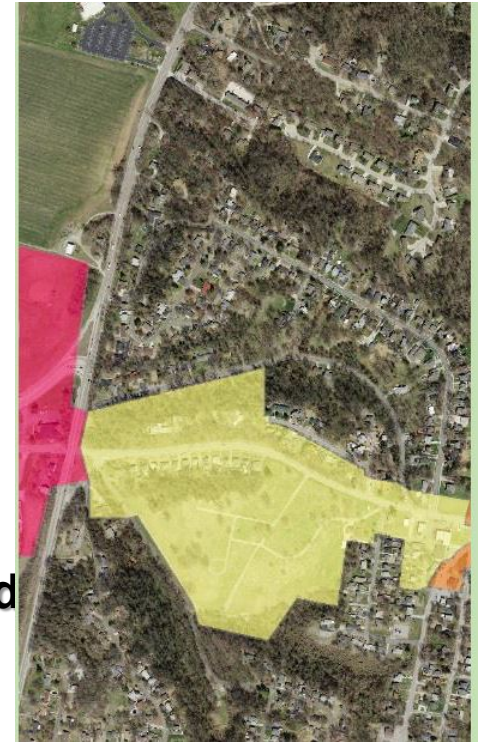
Recommendations (St. Louis Rd Mixed Use)

- ✓ **Final Town Square (@ Main St.) – L5**
- ✓ **Street Parking at Commercial (Upper St. Louis Rd) – S9**
- ✓ **Slow Zone (Upper St. Louis Rd) – S1**
- ✓ **Streetscape Design (near Kruta) – L28**
- ✓ **Shared Parking (near Kruta) – L1**
- ✓ **Square up intersections (near Kruta) – L7**
- ✓ **Eco Neighborhood Scoping Study – L22**
- ✓ **Park @ 1st Baptist Church lot – L10**
- ✓ **Sycamore Lot Park – L11**
- ✓ **Sycamore Lot Development – L12**
- ✓ **Commercial Node Lighting (near Kruta) – L3**
- ✓ **Private Prop. Streetscapes (Upper St. Louis Rd) – S3**
- ✓ **Old Columbia School Rehab – L6**
- ✓ **Prelim Town Square (@ Main St) – L4**



Recommendations (St. Louis Rd Residential)

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



Recommendations (Rec and Retail)

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



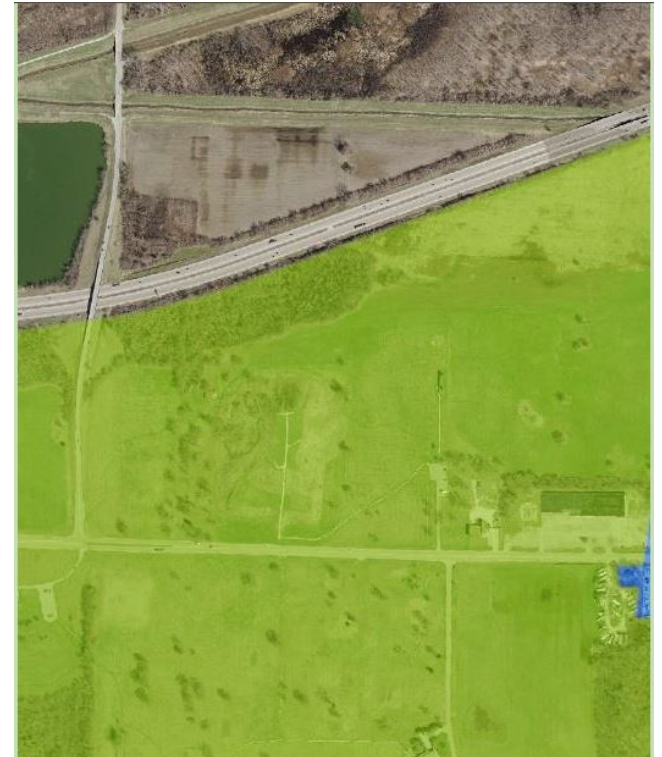
Recommendations (State Park)

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



Recommendations (Cahokia Mounds)

- ✓ **Transit Service to Cahokia Site – S8**
- ✓ **Road Diet (Fairmount to Cahokia) – S10**



Available for free (when final) at:

www.ewgateway.org

Hover over “Transportation” pull down

Hover over “Great Streets”

Click on “Round 6” projects