

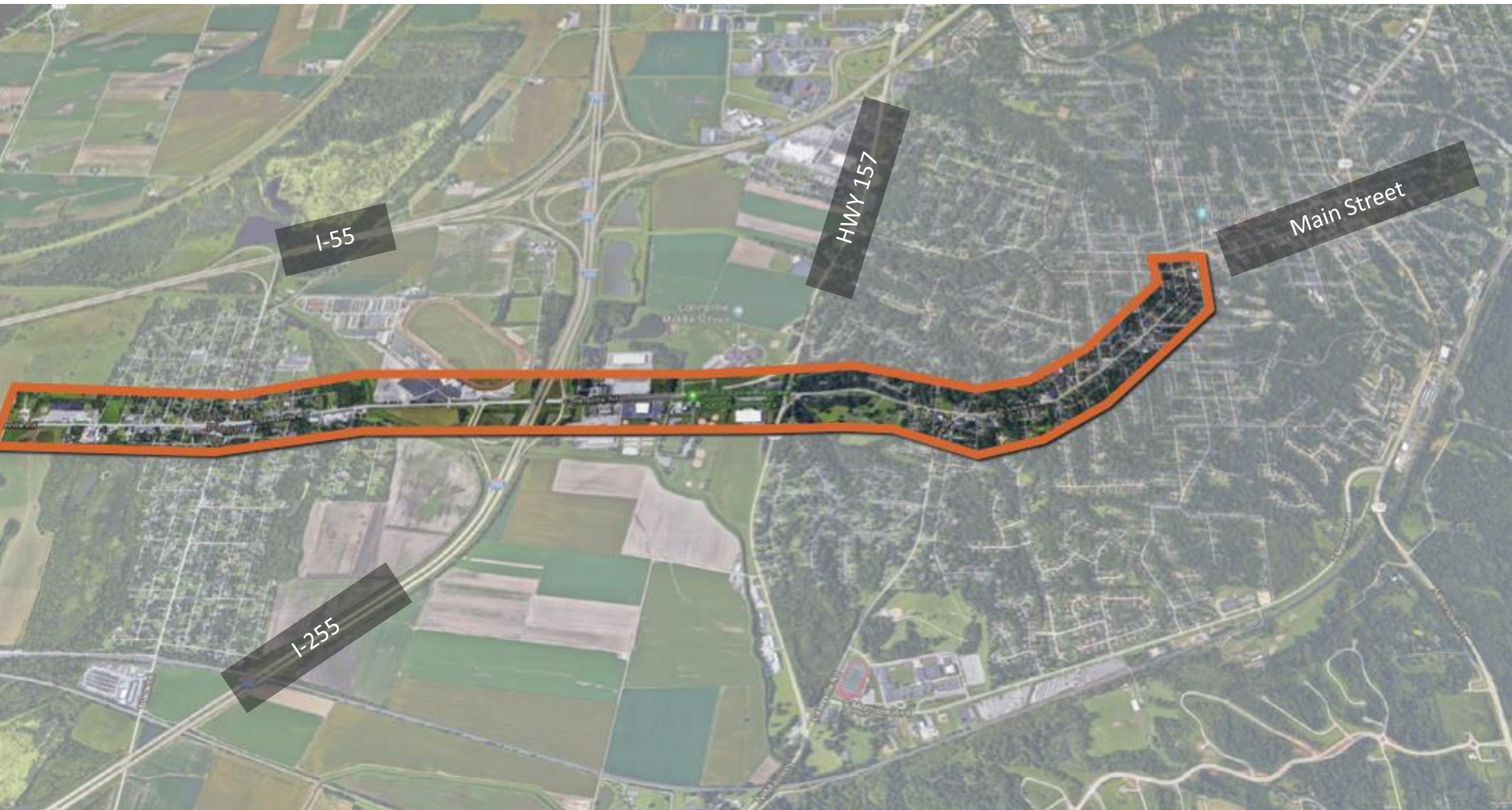
PLAN-19-01

St. Louis Road and Collinsville Road Great Streets Initiative Plan



FARR ASSOCIATES

Corridor Study Area



Corridor Districts



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.

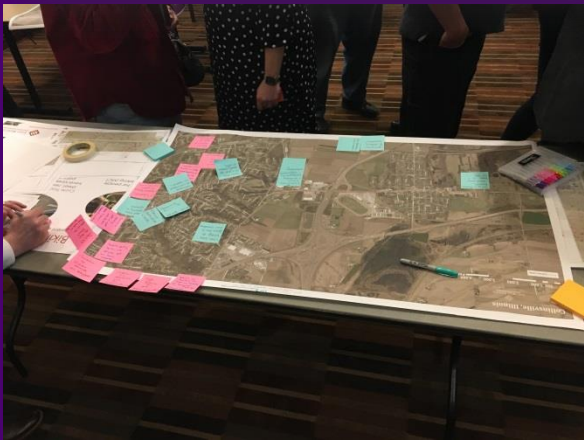
157 to Caseyville

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.





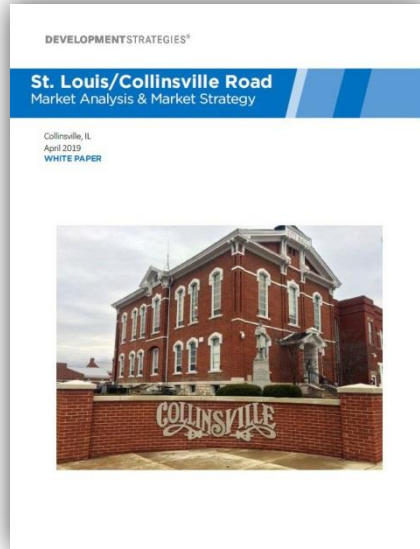
“What We Heard”

Through the course of planning process a number of broad community goals for the corridor became evident. The final recommended strategies discussed later in the Plan can be linked to these overarching these goals.

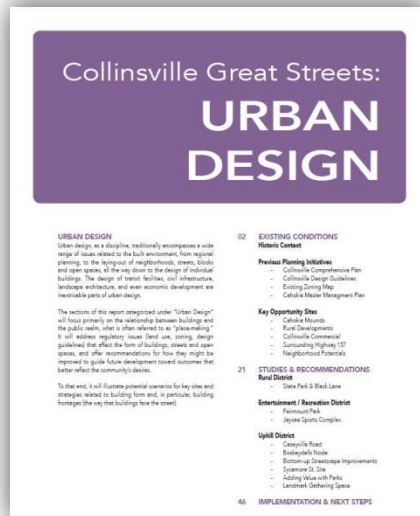
- ✓ **Connect Cahokia Mounds to Uptown**
- ✓ **Enhance Pedestrian Mobility on St. Louis Road**
- ✓ **Fortify Local Businesses**
- ✓ **Improve Traffic Access and Safety Near Collinsville Middle School**
- ✓ **Develop a Greenways Network**
- ✓ **Create a Vibrant Sense of Place and More Open Gathering Spaces**
- ✓ **Construct Streetscape Enhancements to Beautify the Roadway**
- ✓ **Identify a Land Use Strategy to Promote Development and Redevelopment along Collinsville Road**
- ✓ **Develop Regional Stormwater Management Policies and Infrastructure**

Interdisciplinary Planning Approach

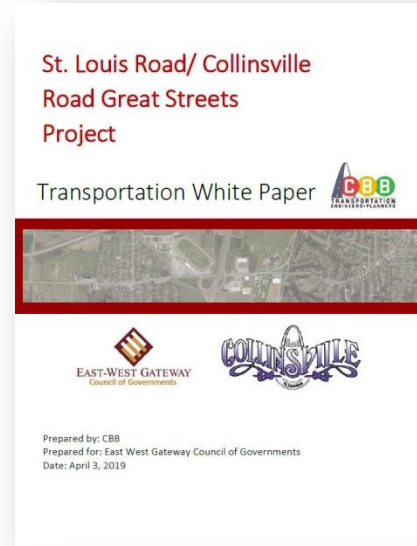
Market Analysis & Market Strategy



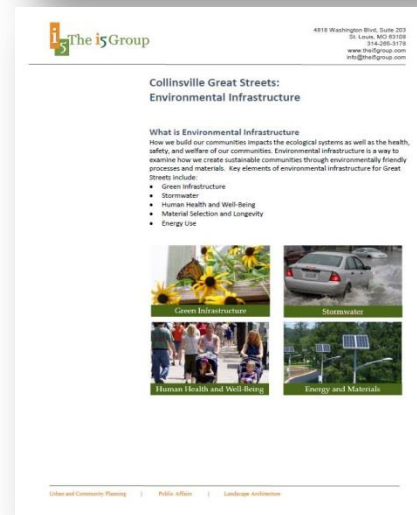
Urban Design



Transportation



Environmental Infrastructure



Market Analysis

KEY METRICS:

- Population Growth
- Educational Attainment
- Age and Tapestry Market Segmentation

CITY POPULATION CHANGE BY AGE, 2010-2018



SENIORS
AGES
65 - 74



EMPTY NESTERS
AGES
50-64



EARLY



PARKS AND REC
GEN X URBAN
41 years | 60K income | 70% homeowner



RUSTBELT TRADITIONS
GEN X URBAN
39 years | 52K income | 71% homeowner



FRONT PORCHES
MIDDLE GROUND
35 years | 44K income | 47% homeowner



TRADITIONAL LIVING
HOMETOWN
36 years | 39K income | 59% homeowner



OLD & NEWCOMERS
MIDDLE GROUND
40 years | 45K income | 45% homeowner



SET TO IMPRESS
MIDTOWN SINGLES
34 years | 33K income | 28% homeowner



	Collinsville	St. Louis MSA	Illinois	United States
No Diploma	7%	8%	11%	12%
High School Diploma Only	29%	26%	26%	27%
Some college/ Associates	36%	32%	29%	29%
At least Bachelor's Degree	28%	34%	34%	32%

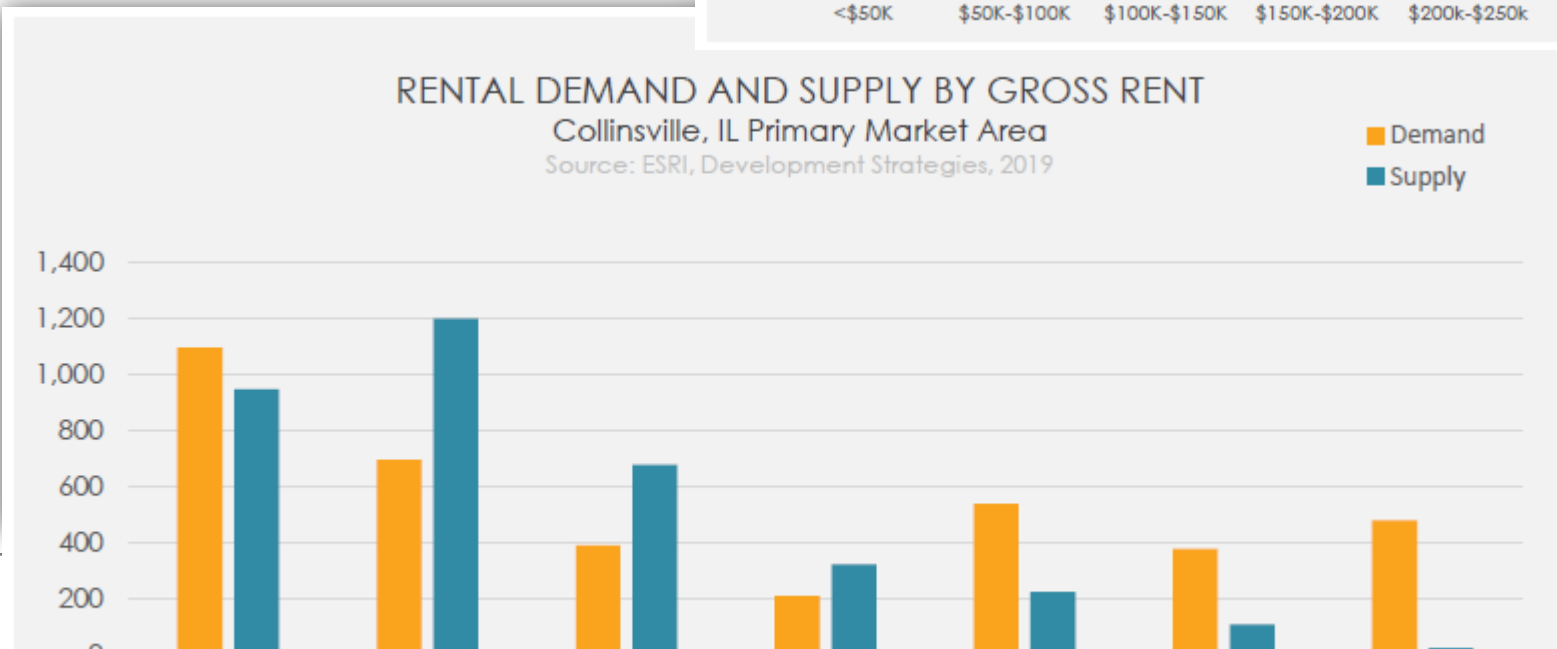
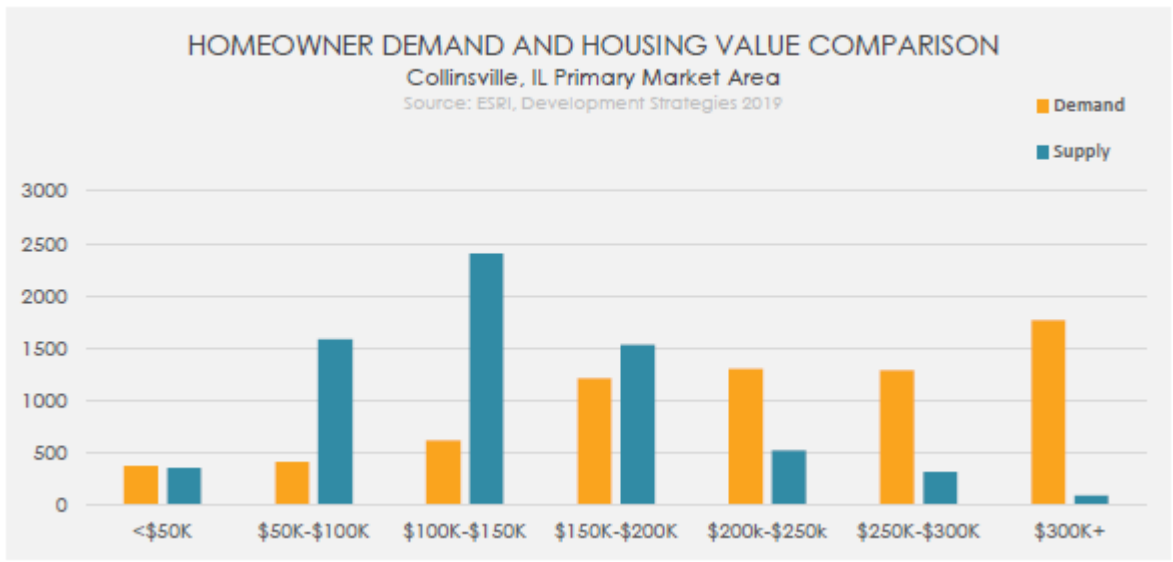
Source: ESRI



Market Analysis

KEY METRICS:

- Housing Supply and Demand



Market Analysis

KEY METRICS:

- Retail Supply and Demand

PRIMARY MARKET AREA OPPORTUNITY SUMMARY

BIG BOX



NEIGHBORHOOD SCALE



Source: ESRI

SECONDARY MARKET AREA OPPORTUNITY SUMMARY

BIG BOX

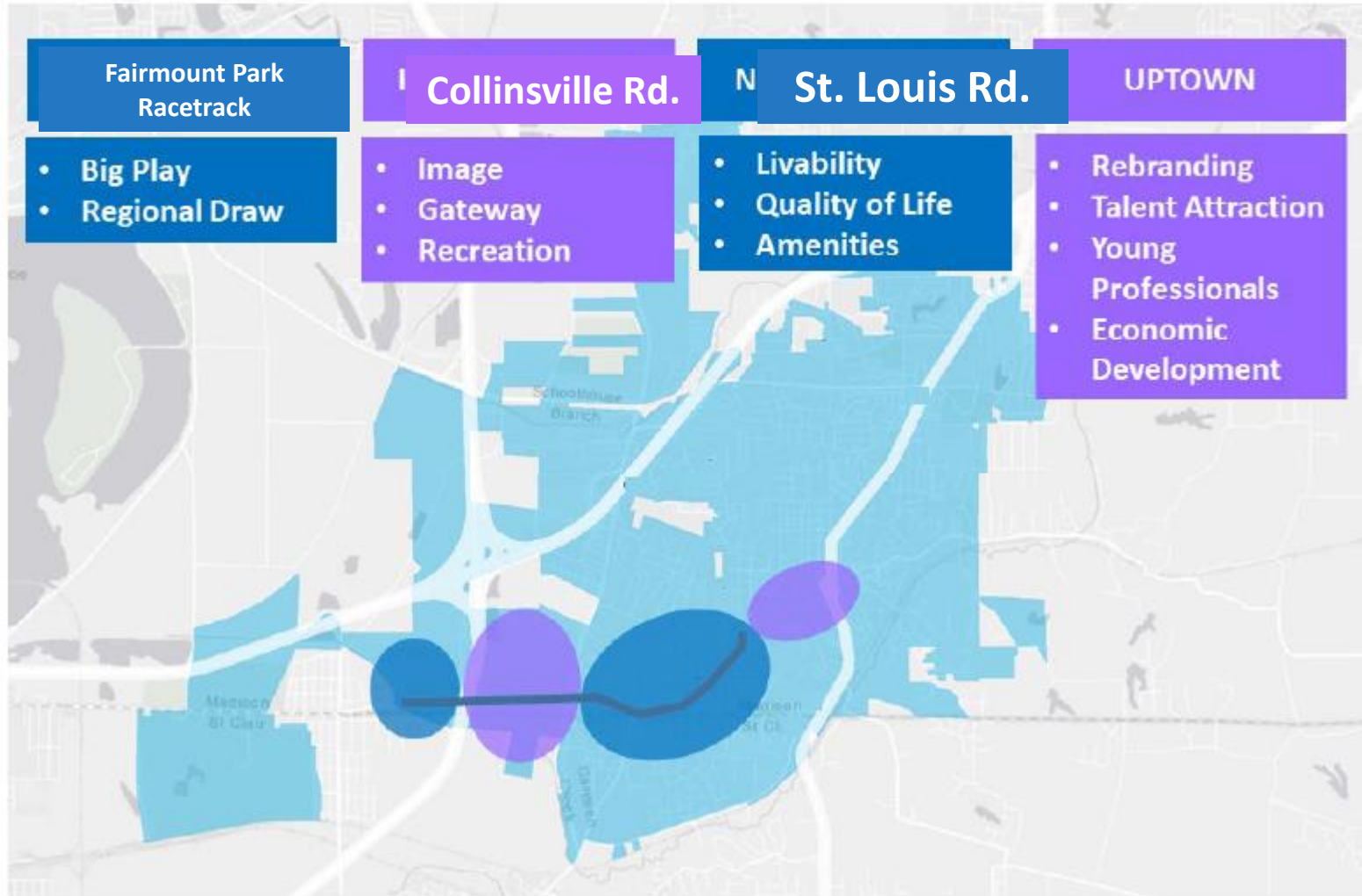


NEIGHBORHOOD SCALE



Source: ESRI, Development Strategies*

Market Strategy



Land Use and Urban Design

KEY ELEMENTS:

- Cultural and Development History
- Existing City and Agency Plans and Studies

COLLINSVILLE 2020

ENVISIONING THE CITY'S FUTURE

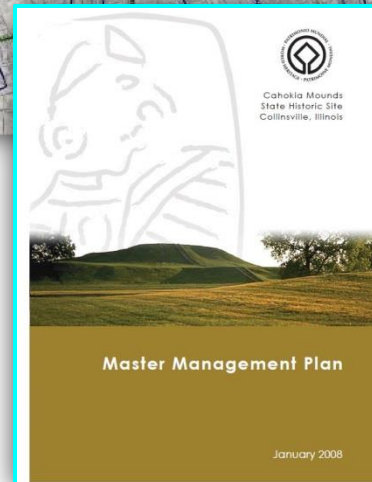
City of Collinsville
Comprehensive Plan

2006



CITY OF COLLINSVILLE
Design Guidelines

Design Guidelines























Land Use and Urban Design

KEY ELEMENTS:

- Collinsville Zoning Ordinance and Map

- Governance

Legend

	R-1 - Single Family Residential		BP-1 - Business Park
	R-1A - Single Family Residential *		BP-2 - Business Park
	R-2 - One- and Two-Family Residential		BP-3 - Business Park
	R-3 - Multi-Family Residential		BP-4 - Business Park
	R-4 - Manufactured Home District		CP-1 - Commercial Park
	B-1 - Office District *		CP-2 - Commercial Park
	B-2 - Limited Commercial District		HP-1 - Hospitality Park
	B-3 - Expressway Service Commercial *		M-1 - Industrial District
	B-4 - Commercial District *		UCD - Uptown Collinsville
	B-5 - Warehouse Commercial District *		PUD - Planned Unit Development



Land Use and Urban Design

KEY ELEMENTS:

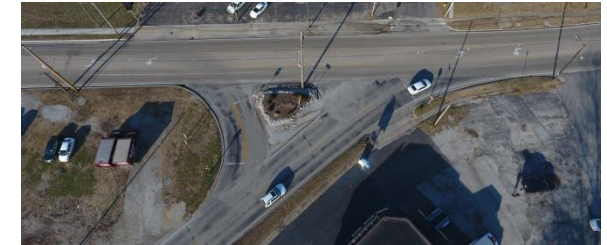
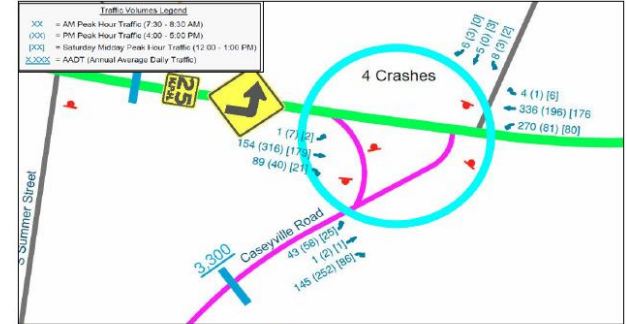
- Collinsville Design Guidelines
- Existing Land Use, Urban Form, and Place-making



Transportation

KEY METRICS

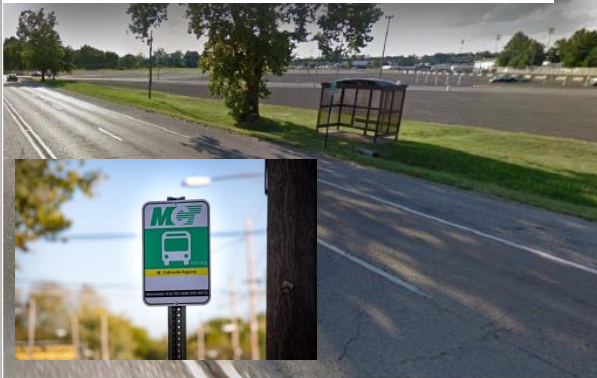
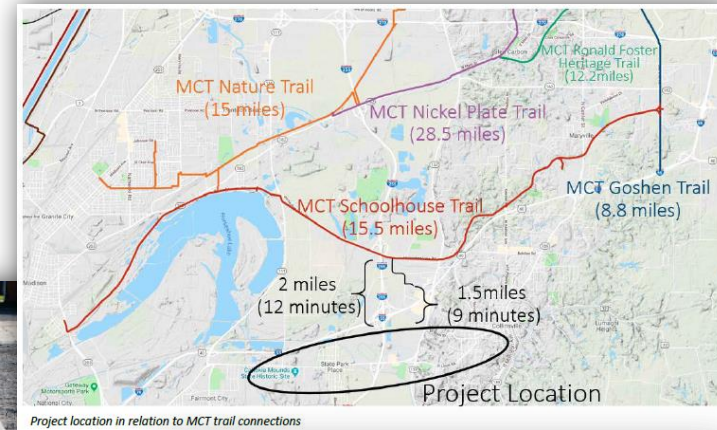
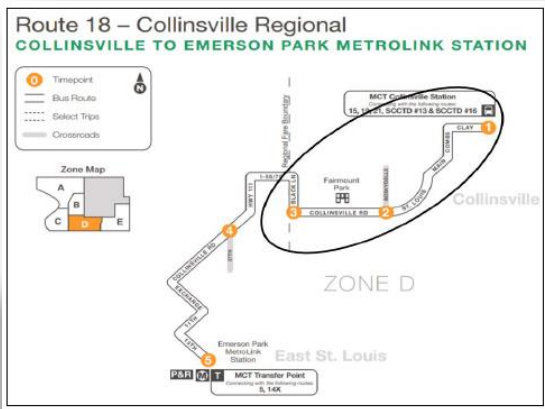
- Roadway, Transit, and Pedestrian Infrastructure
- Vehicle and Pedestrian Activity



Transportation

KEY ELEMENTS

- **Connectivity and Accessibility**
- **Pedestrian Crossing Safety and Quality**
- **Access Management**



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



Collinsville Road at Monks Mound Trail – existing pedestrian infrastructure

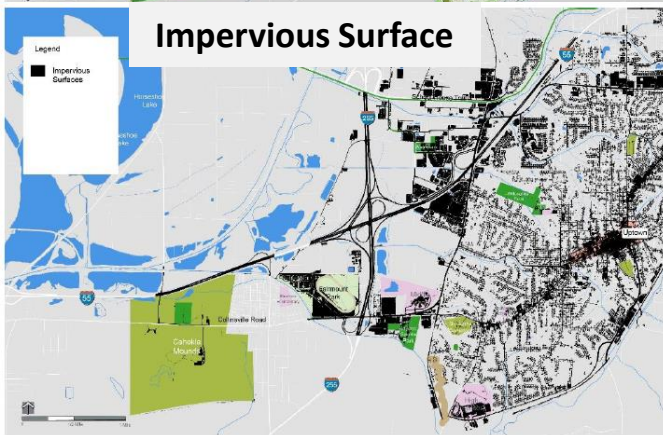
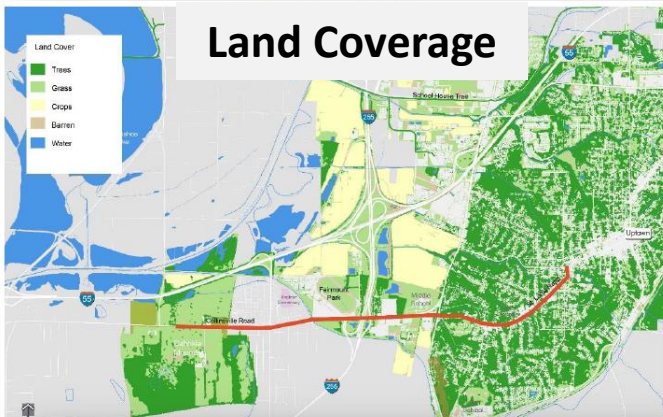
Environmental Infrastructure

KEY METRICS

- Green Infrastructure
- Biodiversity
- Stormwater Management



Photos of ponding in the bottoms area. (Source: 2015 Southwest Corridor Business District Plan)



Existing View of Collinsville Road



View of Collinsville Road with Streetscape Improvements

Corridor-wide Strategies

IDENTITY AREAS



-  Commercial Node
-  Neighborhood Node
-  Quiet Residential
-  Regional Rec & Retail
-  Mounds Heritage Site

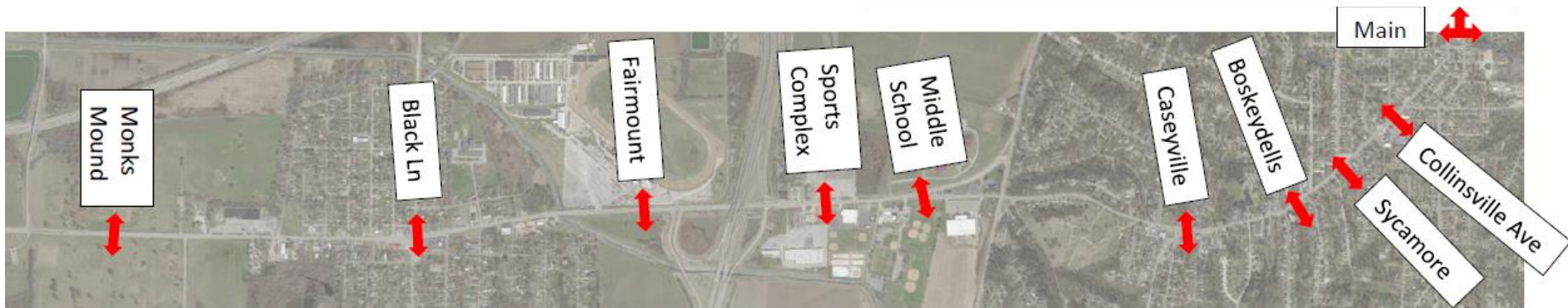
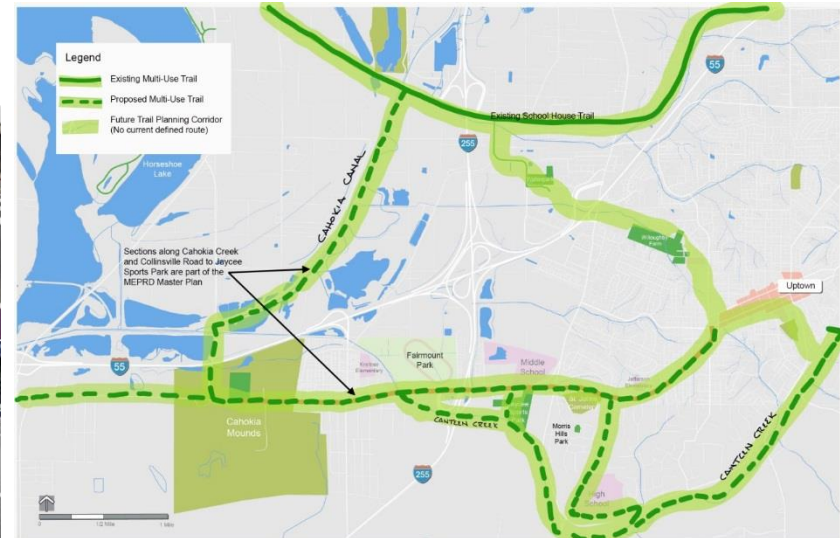
Corridor-wide Strategies

WALKABILITY AND BIKABILITY

- Improved Crossings



- Connections to Trail Networks



Corridor-wide Strategies

WALKABILITY AND BIKABILITY

- Improved Crossings
- Shared Use Path
- Enhance Pedestrian Facilities



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



Shared Use Path – example from Indianapolis, IN



branded transit stop

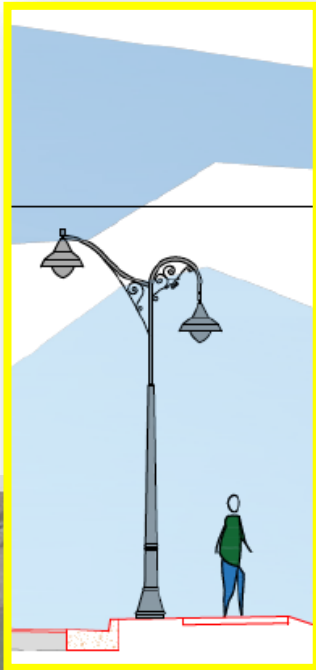


Example – decorative transit stop

Corridor-wide Strategies

LIGHTING

Residential



Recreation & Retail



Commercial



Corridor-wide Strategies

LIGHTING

St. Louis Rd. at Hwy 157



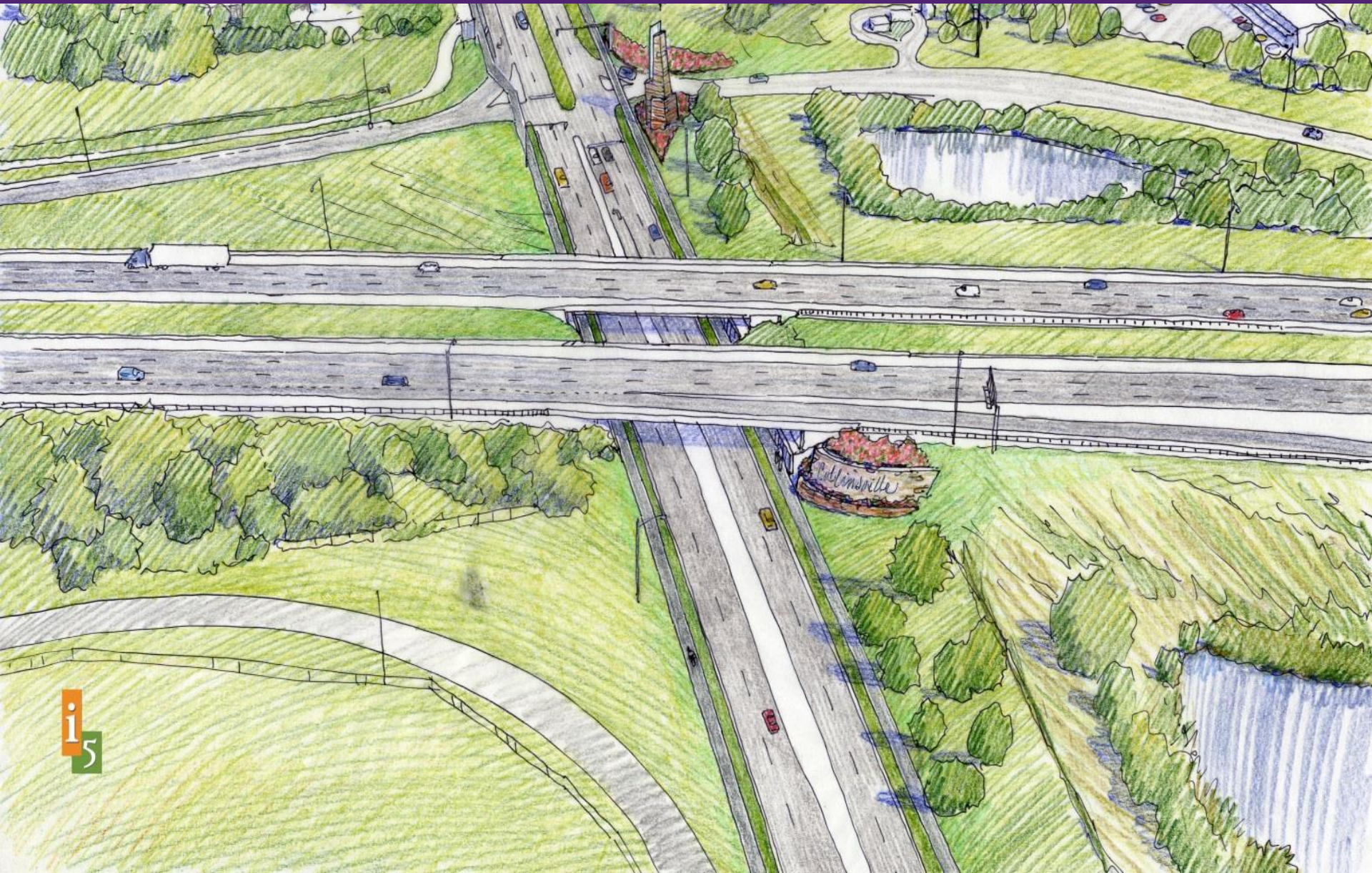
Corridor-wide Strategies

LIGHTING



I-255 Interchange

Collinsville Road at the I-255 Interchange



Corridor-wide Strategies

Wayfinding:

On Interstates:

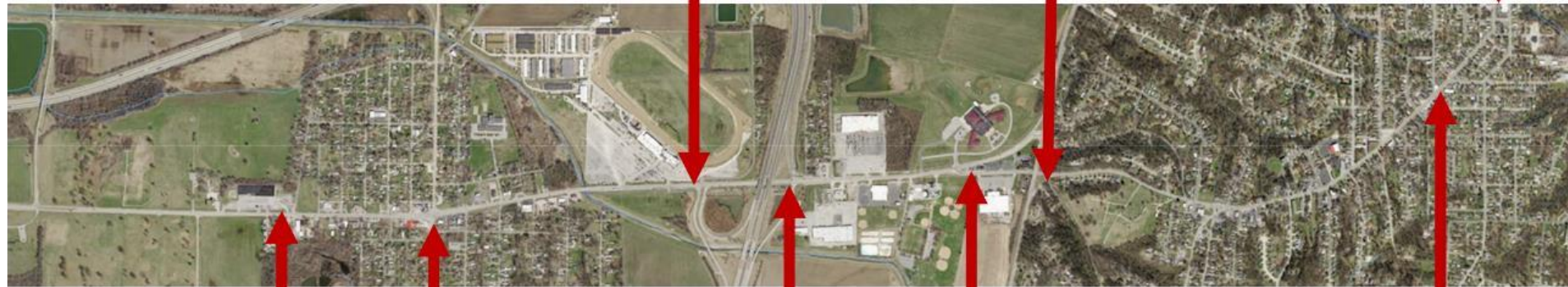
Historic Collinsville
Cahokia Mounds

Race Track
Rec Plex

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

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

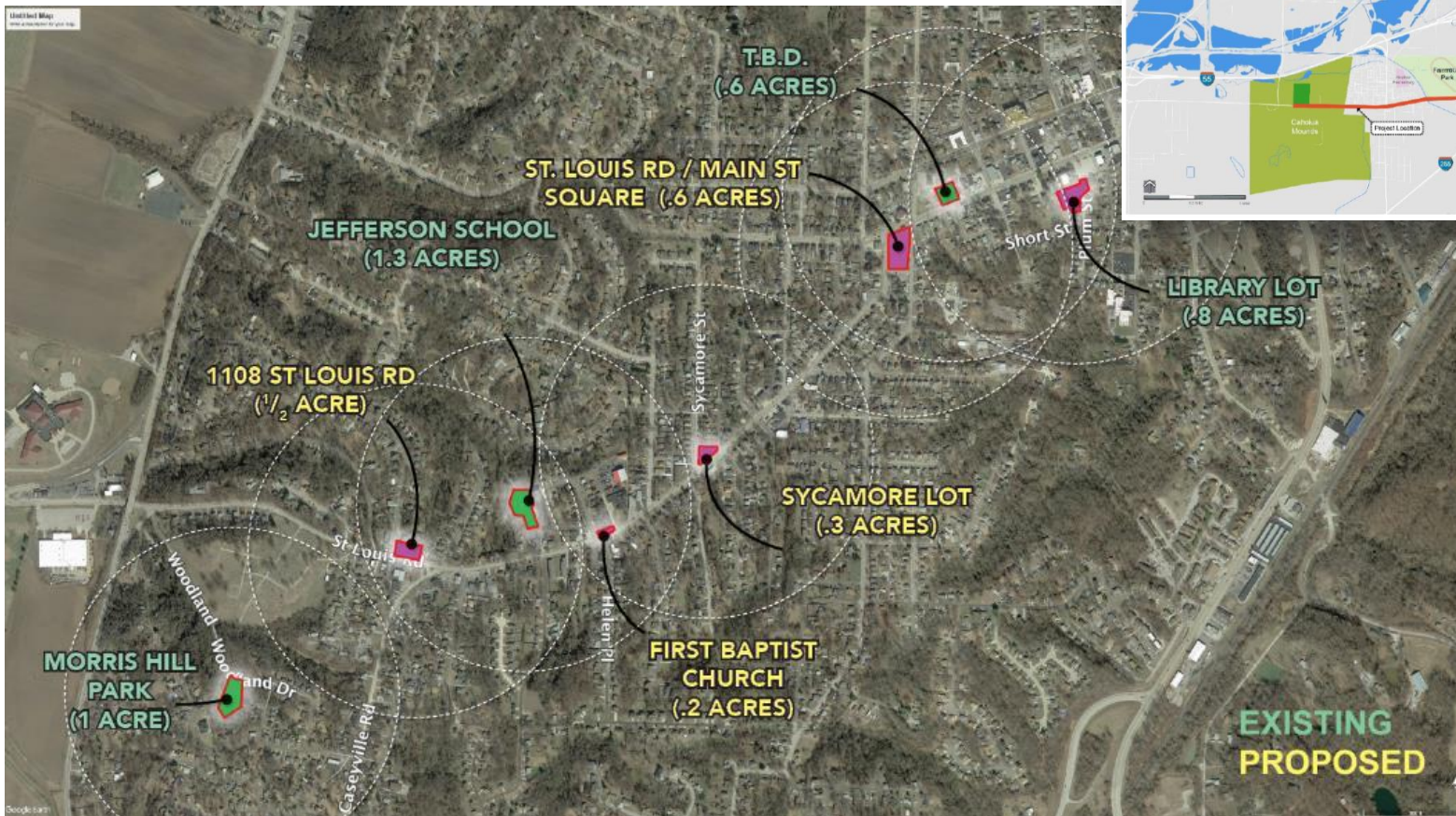
Race Track
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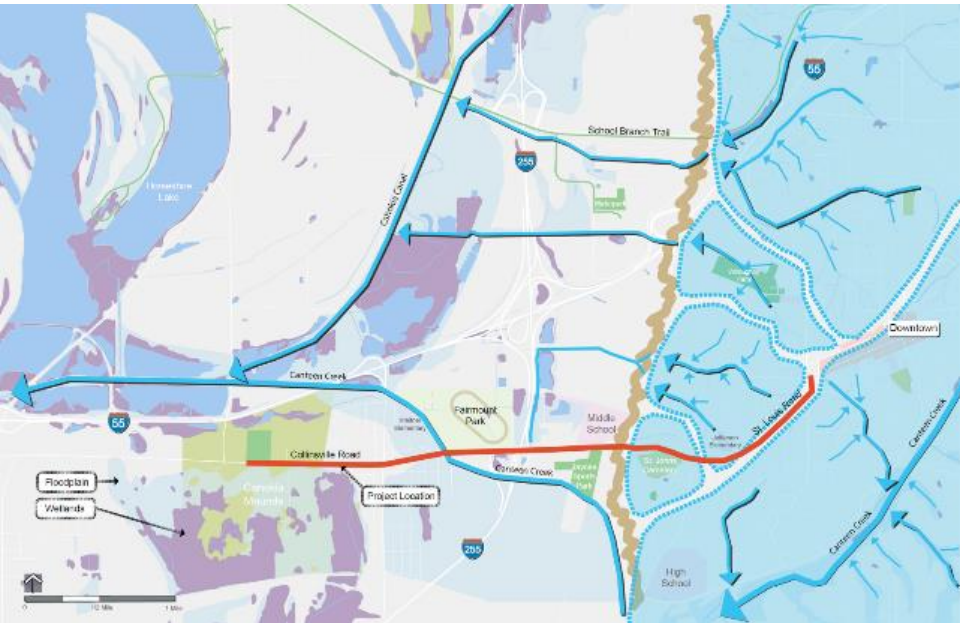
Corridor-wide Strategies

OPEN GATHERING SPACES



Corridor-wide Strategies

REGIONAL STORMWATER STRATEGIES



Hydrology



Flood Hazard

District Strategies



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.

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District Strategies

St. Louis Rd. and Collinsville Ave. Intersection



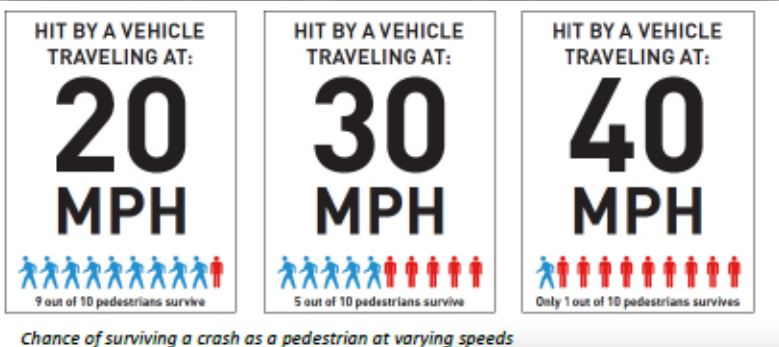
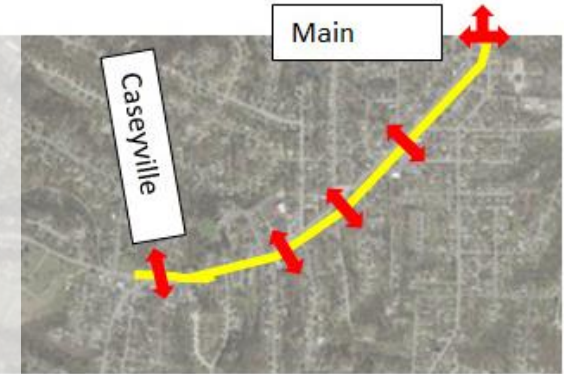
St. Louis Rd. and Collinsville Ave. Intersection



District Strategies

SLOW ZONE: St. Louis Road - Main Street to Caseyville Road

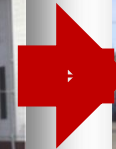
- 30 mph posted speed
- 85% observed at 36 mph
- Reduce posted speeds to 25 mph



District Strategies

Streetscape Improvements

- Public
- Private



Before



19



After



19



Example of a bulb out with landscaping. The bulb out also provides space for street tree plantings.

St. Louis Rd. between Collinsville Ave. and Caseyville Rd.



District Strategies

St. Louis Rd. and Caseyville Rd. 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)

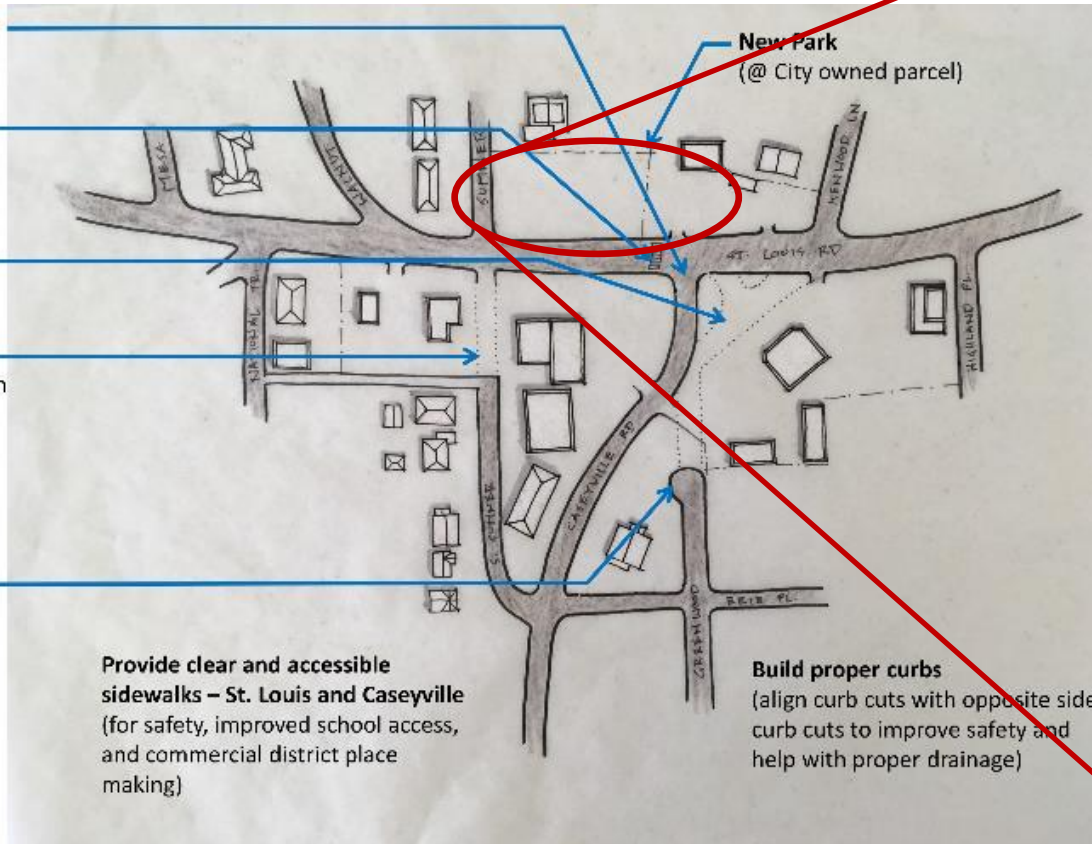
Cede vacated roadway property
(enhances commercial property &
parking)

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)



St. Louis Rd. between Caseyville Rd. and Highway 157

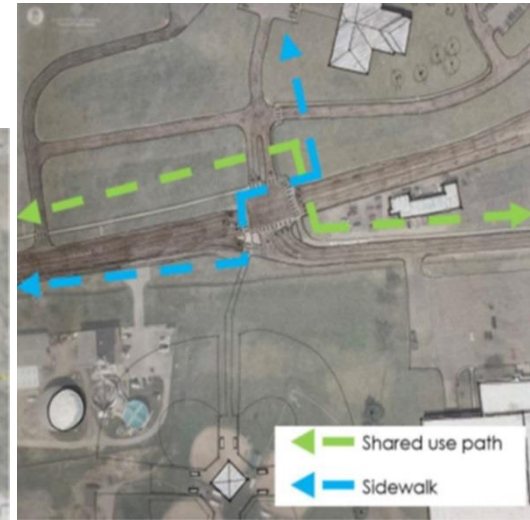


District Strategies

Highway 157 Intersections at St. Louis Rd. and Collinsville Rd.



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



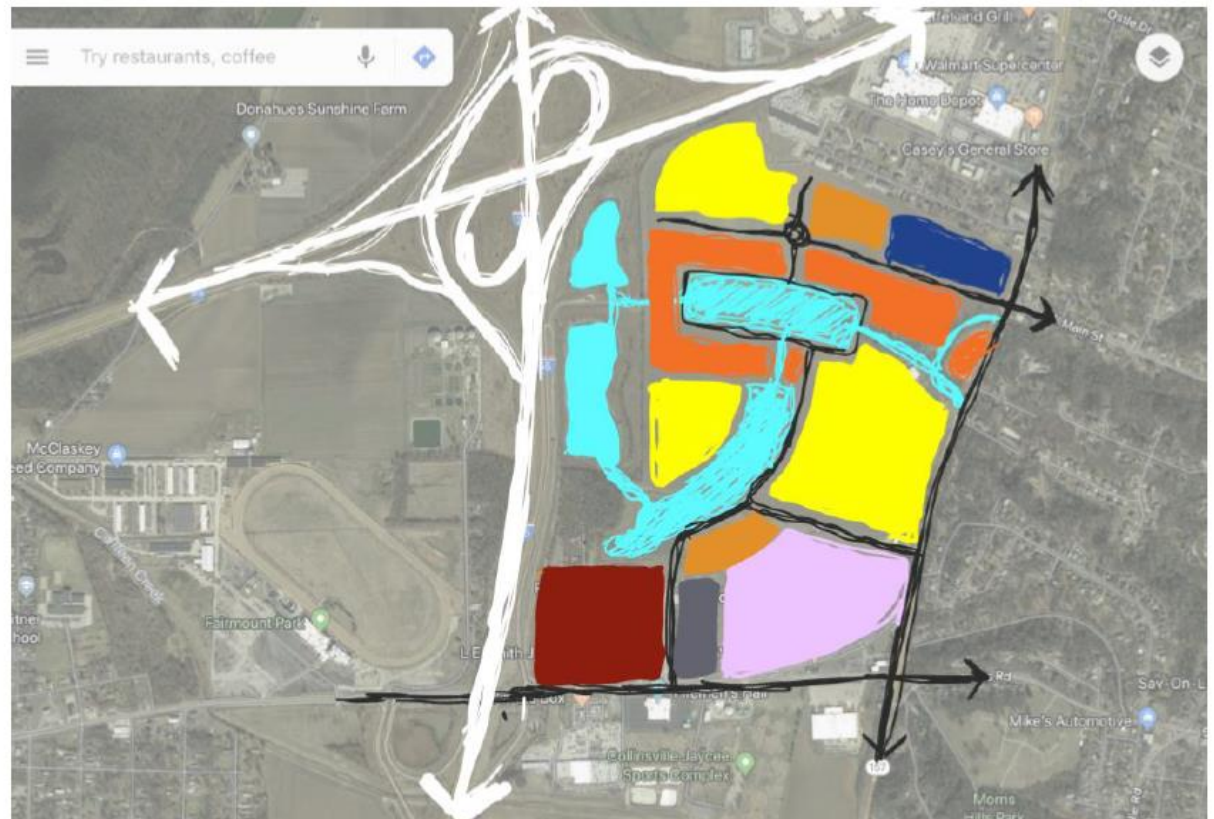
District Strategies

Regional Stormwater Detention

- Infrastructure
- Public Amenity



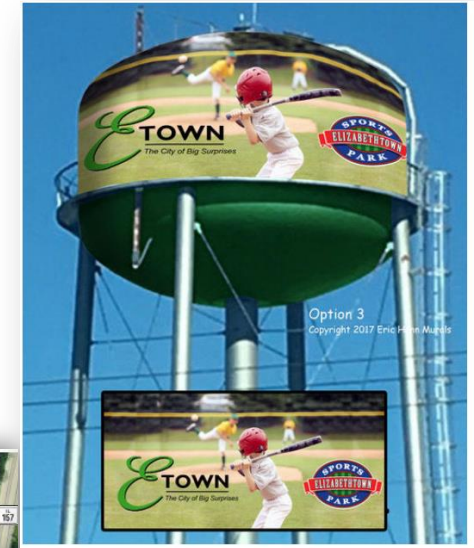
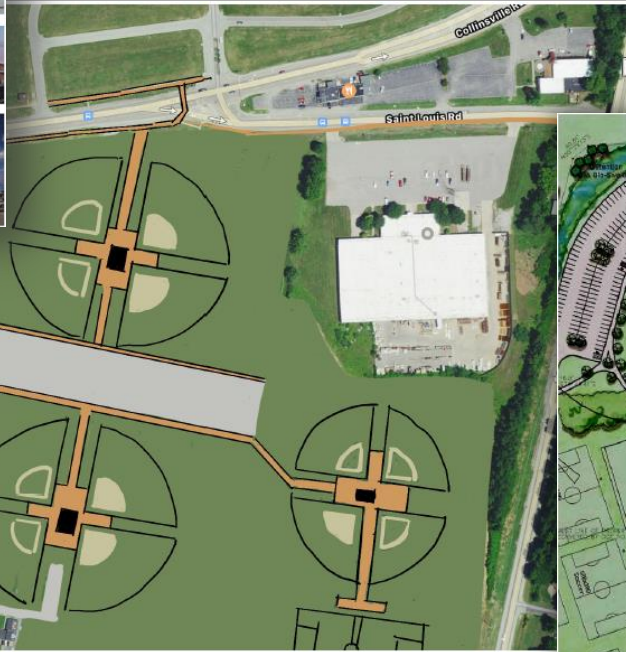
Example: New Town, St. Charles



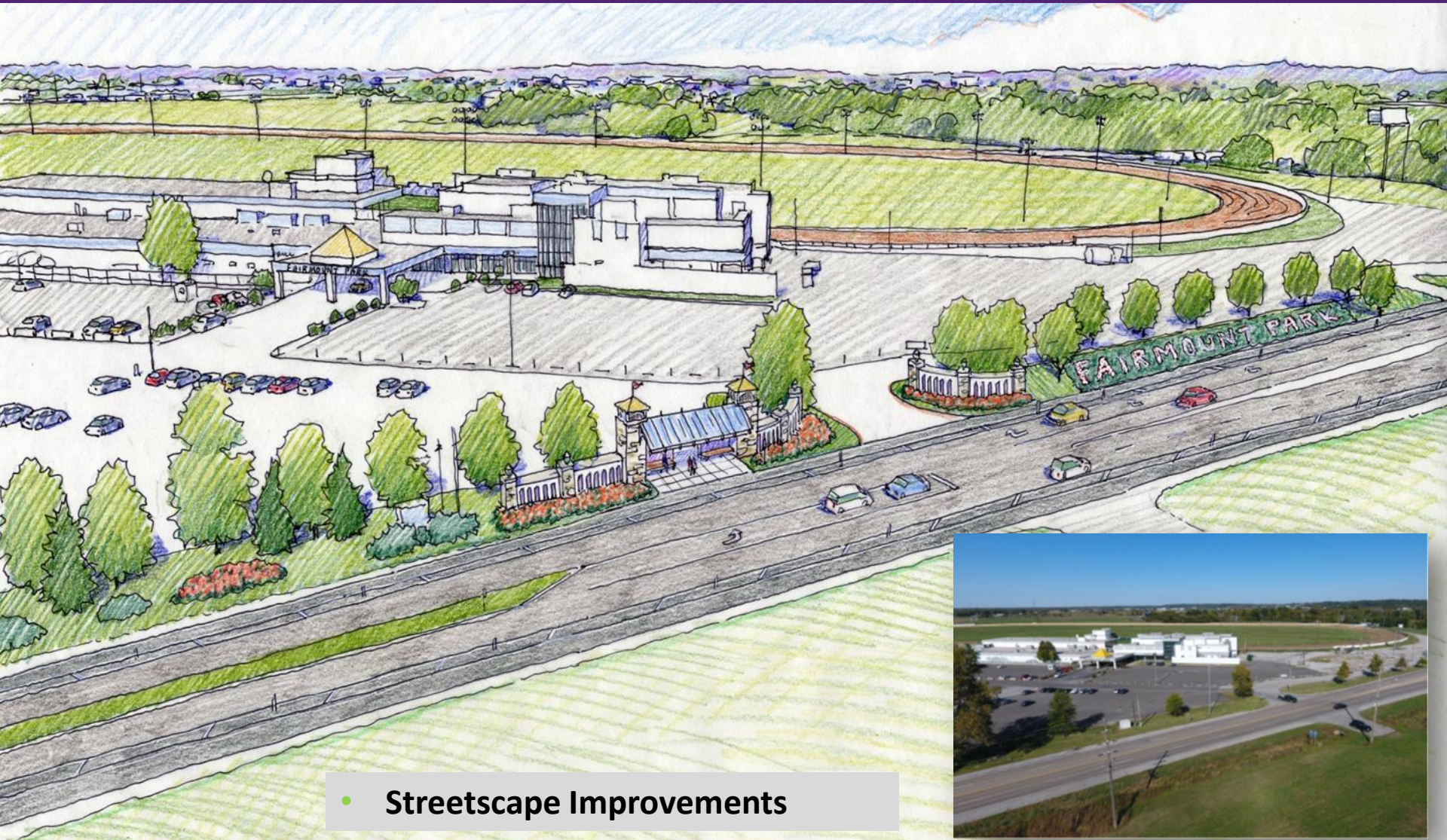
District Strategies

Collinsville Jaycee's Sports Complex

- Regional Sports and Recreation
- Hospitality and Retail Land Uses and Amenities



Fairmount Park Racetrack



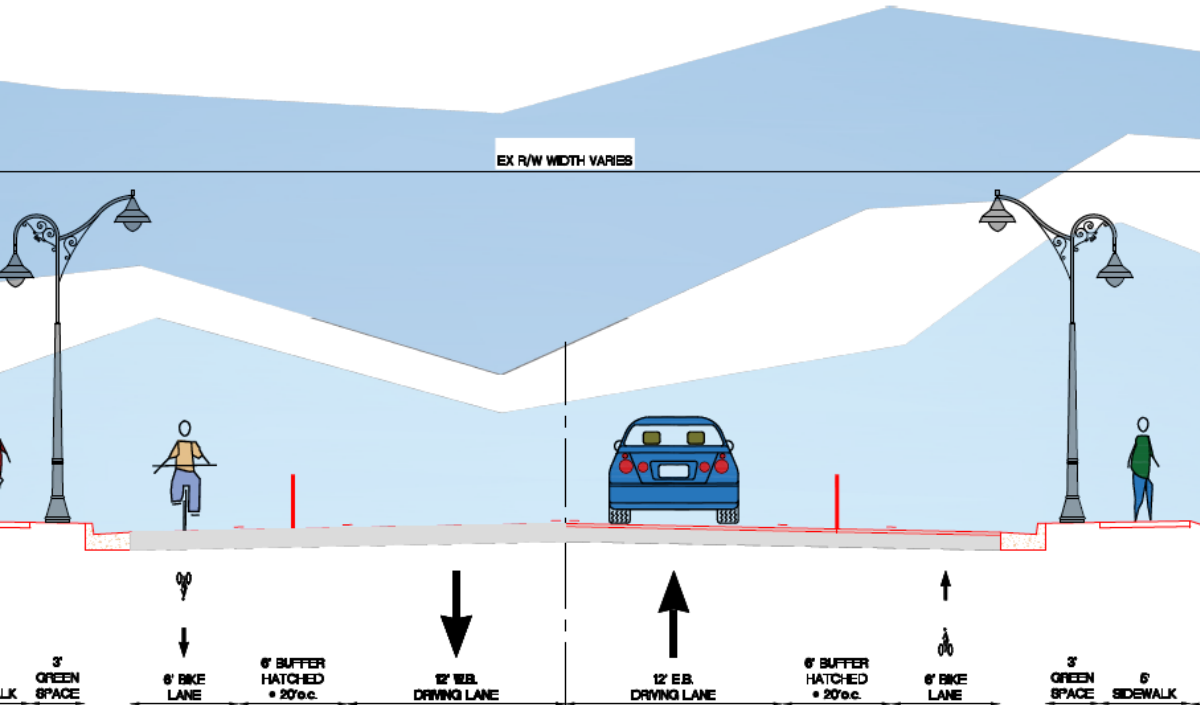
- Streetscape Improvements



District Strategies

Collinsville Road: Fairmount Park Racetrack to Cahokia Mounds

- Road Diet



District Strategies

Collinsville Road and Black Lane Intersection

- Streetscape Improvements
- Pedestrian Infrastructure and Facilities
- Road Diet
- Access Management

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

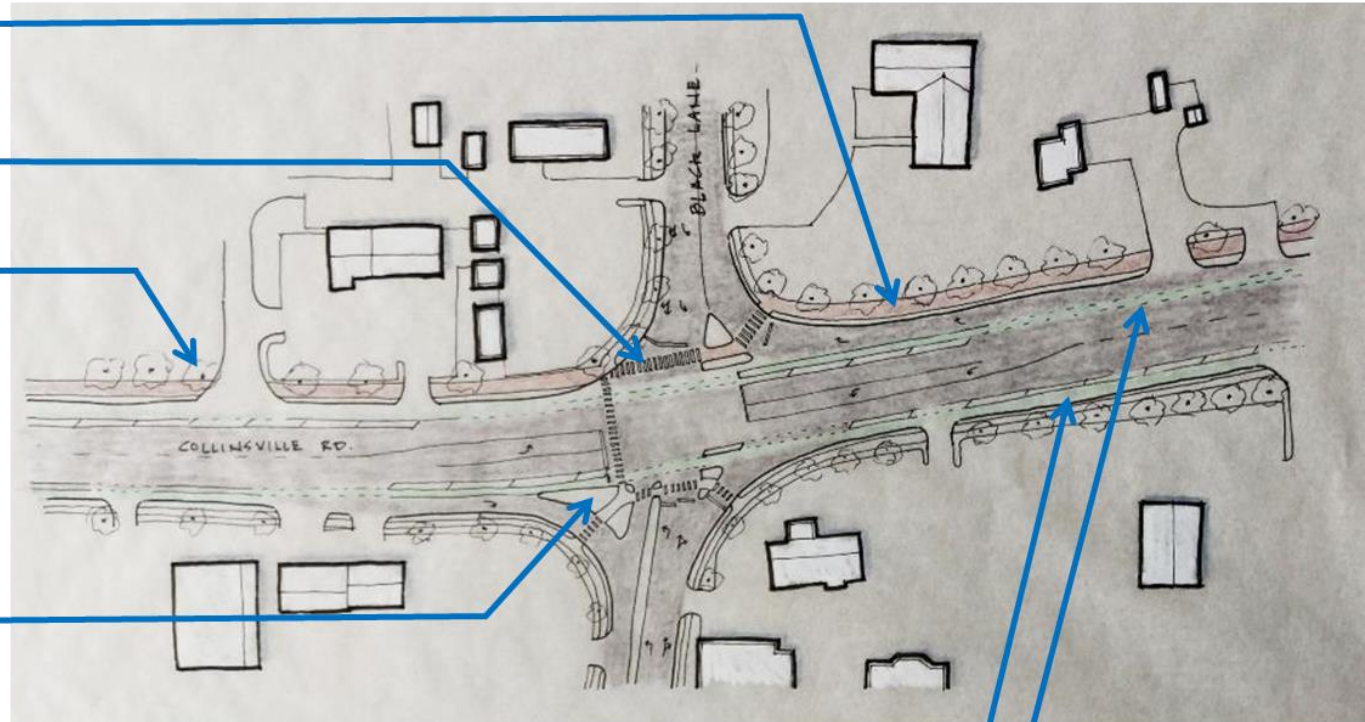
Continental crosswalks
(high visibility for ped safety)

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

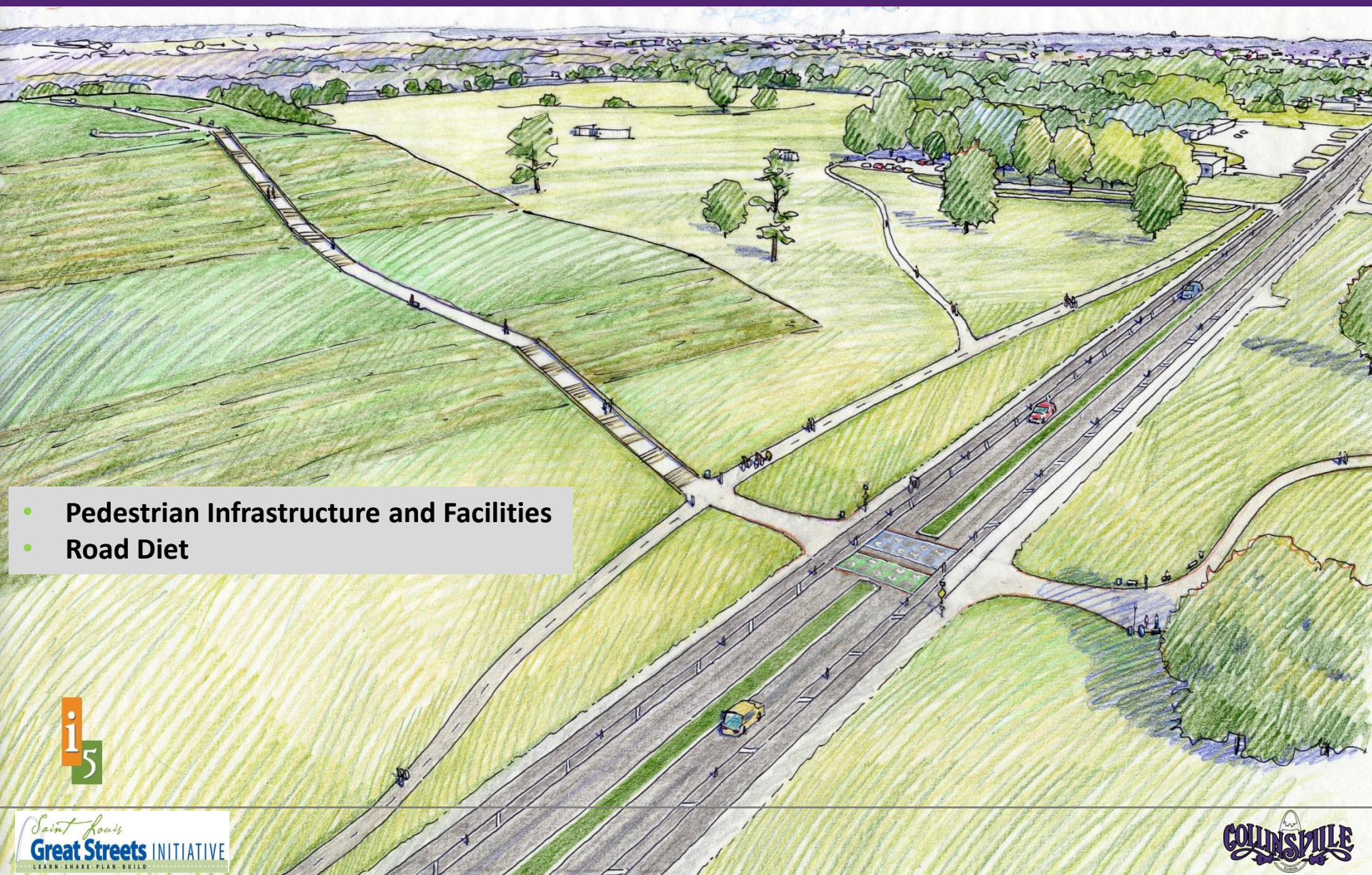
Define clear curb cuts
(throughout)
(clarify auto and pedestrian spaces
for safety benefits)

Pedestrian refuge
(Improve ped visibility and shorten
crossing distances)

Dedicated bicycle lanes
(both sides of Collinsville Rd.)



Cahokia Mounds



- Pedestrian Infrastructure and Facilities
- Road Diet



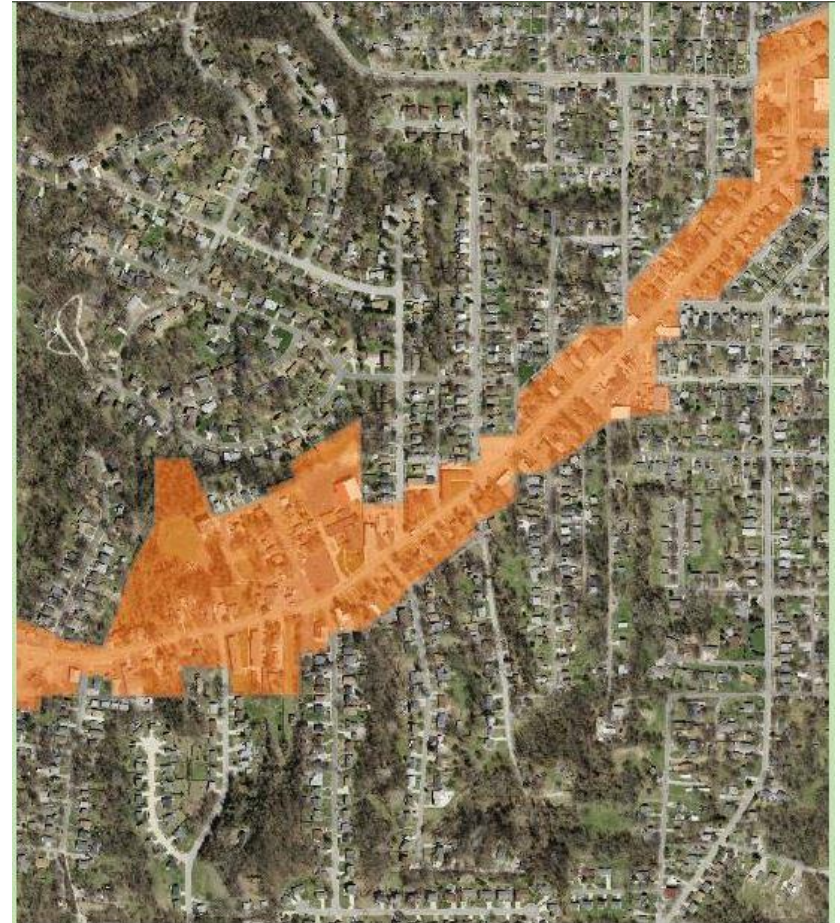
Recommendations: Corridor-wide

- ✓ **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.

- ✓ 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

Main Street to Caseyville Rd.



Recommendations: St. Louis Rd.

- ✓ 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.) – S11
- ✓ Residential Ped Lighting (Upper St. Louis Rd.) – S4
- ✓ 1105 St. Louis Rd. Park – L8
- ✓ Curbing @ Boskeydells Corner – L13

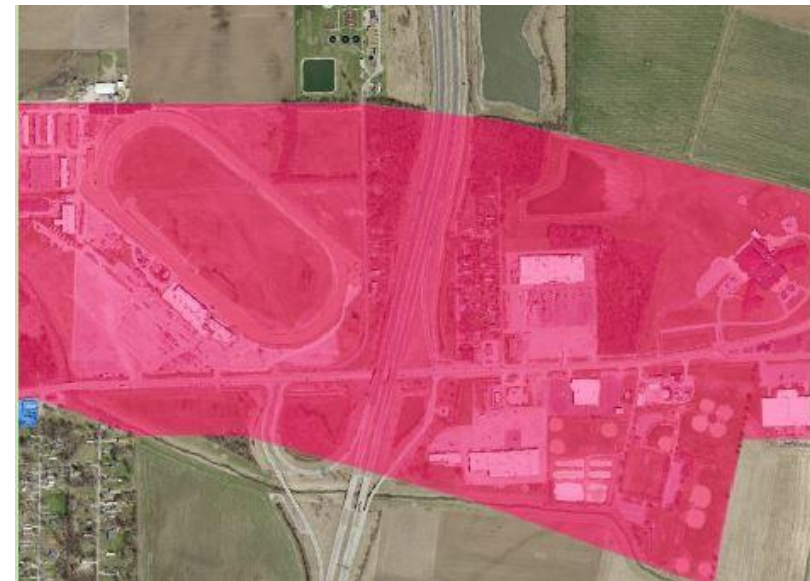
Caseyville Rd. to Highway 157



Recommendations: Collinsville Rd.

- ✓ 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

Highway 157 to Fairmount Park Racetrack



Recommendations: Collinsville Rd.

- ✓ 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

Fairmount Park Racetrack to Cahokia Mounds



Recommendations: Collinsville Rd.

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

Cahokia Mounds



SCHEDULE OF PLAN REVIEW

9/12 – 10/10

- Public Comment Period

10/10

- Public Hearing – Planning Commission

10/28

- Adoption – City Council

View the Plan on the City's Website!

www.collinsvilleil.org

Departments » Community Development » Planning and Zoning Division »

St. Louis Road - Collinsville Road Great Streets Initiative Plan

Font Size: [+](#) [-](#) [Share & Bookmark](#) [Feedback](#) [Print](#)

- Community Development
 - Applications and Forms
 - + Building Permits and Inspections
 - + Code Enforcement Division
 - Planning and Zoning Division
 - Development Assistance Team
 - Comprehensive Plan
 - Great Streets Initiative Plan
 - + Residential Revitalization Programs
- Community Development Contacts
- Municipal Codes
- ADA Transition Plan

