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## CHAPTER 5 TRANSPORTATION PLAN

### 5.0 TRANSPORTATION PLAN

#### *5.1 Introduction*

The accommodation of projected growth necessitates the continued expansion of O'Fallon's street system. The number of streets being constructed as result of private development has dramatically increased, as has the City's subsequent responsibility for their long-term maintenance and repair.

The city's arterial system is generally in place; however, priority must be given to completing the collector streets in order to maintain orderly traffic flow throughout the City. Completion of a basic grid pattern of collector streets is needed. While the north-south street network is generally in place, the east-west connections through the City are incomplete. There are also a number of places where existing local streets are 'stubbed' into adjacent, vacant land, and these connections should be made when the adjoining property develops. Ideally, the City's proposed road network should complete a grid of streets at roughly one-mile intervals in order to provide good circulation throughout the City. Additionally, the City should consider a Northeast Quadrant traffic study (east of Seven Hills Road) to evaluate the potential roadway network that could be developed as this rural area begins to grow.

The following recommendations build upon the framework created by previous plan updates, recommendations by the city's engineering department, a traffic study done by Woolpert in 1998, and the recent Transportation Plan by Crawford, Bunte, and Brammeier (CBB). The Transportation Study by CBB in November of 2005 evaluated the City's existing transportation network and made recommendations concerning needed short-term and long-term transportation improvements. Each of these projects will have some impact on adjoining land uses. Land use planning and transportation planning are inextricably interconnected, with each one affecting the other. Where new roadways are proposed, future land use is considered in some detail, with both existing and future land use classifications outlined in the appropriate sub-area plan. Below is a summary of the study recommendations.

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### 5.2 Key Recommendations

#### **Short Term (2005-2010) Projects**

1. Railroad overpass at a location to be determined (submitted for funding to State's Rail Access Program).
2. Ashland Avenue Extension – Old Collinsville Road to Central Park Drive.
3. Old Collinsville Road – North of Frontage Road to north of Milburn School Road reconstruction and expansion to 3 lanes.
4. Extend Chesapeake Junction to Porter Road.
5. Realignment of Pausch Road.

#### **2010 Projects**

- 1) Improvement at State Street and West Highway 50.
- 2) Cambridge Blvd. – N. Greenmount Road to Regency Drive extension.
- 3) Construct a road linking Madison Street with Juniper Drive.
- 4) Milburn School Road – Old Collinsville Road to Simmons Road reconstruction.
- 5) O'Fallon-Troy Road – Lincoln Avenue to Scott-Troy Road reconstruction.

#### *Recommendations from the Northwest Quadrant Transportation Study:*

- 6) Construct Road "A" (a new north-south minor arterial connecting Bethel School Road to Oberneufemann Road).
- 7) Construct Road "C" (a new major collector connecting Old Collinsville Road and Windsor Creek Subdivision).
- 8) Construct Road "E" (a new local road connecting O'Fallon-Troy Road and Windsor Creek, Knolls, and Milburn Estates subdivisions).
- 9) *Simmons-Porter Road and Venita Drive* – Construct a railroad overpass and associated roadways.
- 10) *West Highway 50* (Hartman Lane to Old Collinsville Road) - Resurface.
- 11) *State Street* (W. Hwy 50 to Seven Hills Road) – Evaluate need for a traffic signal at State and W. Hwy 50. Also, construct a bi-directional lane from W. hwy 50 to east of Oberneufemann Road.

#### **2025 Projects**

- 1) Intersection improvements at Hartman Lane and Central Park Drive.
- 2) North Lincoln Avenue reconstruction (East Highway 50 to O'Fallon-Troy Road).

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- 3) Upgrade Bethel School Road and widen to 5 lanes.
- 4) Upgrade Milburn School Road and widen to 5 lanes.
- 5) Widen Old Collinsville Road to 5 lanes and construct an interchange at I-64.
- 6) Widen Greenmount Road to 5 lanes from I-64 to Highway 50.
- 7) Construct new interchange at I-64 and Rieder Road.
- 8) Improve Rieder Road.
- 9) Improve Bowler Road.
- 10) Improve Witte Road.

*Recommendations from the Northwest Quadrant Transportation Study:*

- 11) Construct Road "B" (a new minor arterial connecting Bethel School Road to Milburn School Road).
- 12) Construct Road "F" (a new major collector serving Old Collinsville Road and Road "A").
- 13) Construct a local street Commerce Drive (East Highway 50 to Township Line Road) north-south through the proposed Business Park.

### **Improvements to IDOT Maintained Roadways:**

- 1) West Highway 50 (Walnut to I-64) – Widen to five lanes.
- 2) West Highway 50 (Lincoln Avenue to Walnut Street) – Add bi-directional turn lane.
- 3) East Highway 50 (Scott-Troy Road to Seven Hills Road) – Construct shoulders and ditches.
- 4) Design and construct Gateway Connector.

### **Other Road Improvement Recommendations Include:**

- ONGOING: Require transportation feasibility and cost benefit studies/plans for major projects to reflect current traffic, road improvements, land use and growth trends.
- The construction of a road linking Madison Street with Juniper Drive. This will provide need access to Hinchcliff School and Hesse Park for neighborhoods to the east, which presently have no direct access to these important community facilities.
- Introducing a local street from Commerce Drive (O'Fallon Industrial Park) that extends southward from East Highway 50 to Township Line Road. In addition, Township Line Road should be upgraded and extended to Route 4. This proposed road would provide access for planned commercial, office, and industrial developments within the northeast quadrant of I-64 and Route 158.

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### **Functional Classification of Roadways**

To better review and evaluate the City's road system, the streets have been classified into functional categories. The Functional Classification System, as defined by the Department of Transportation, is a system used to categorize the design and operational standards of roadways according to their purpose in moving vehicles. The classification system adheres to a hierarchical structure to describe the operation of roadways within a transportation system. A higher functional classification implies higher traffic capacity and speeds, and typically longer traveling distances. The hierarchy of street types in descending order includes Interstate/Freeways, Arterial, Collector and Local. The functional roadway classifications are as follows:

#### **Interstate/Freeway**

An interstate or freeway is a major roadway designed for relatively uninterrupted, high volume, high-speed traffic movement between urban centers and across the region. There are no traffic stops on this level of roadway and access is limited, with access provided only by grade-separated interchanges. Interstates are not intended to provide direct access to adjacent land.

#### **Arterial**

Arterials are primarily intended for medium to high volume, moderate speed traffic between major activity centers. Access to abutting property is subordinate to major traffic movements and is subject to necessary control of entrances and exits. Arterials provide alternative routes to and from freeways and interstates and usually provide linkages to cities, towns and villages.

#### **Collector**

This level of roadway collects and distributes traffic to/from arterial streets. They are intended for low to moderate volume, low speed, and short length trips while providing access to abutting properties. Commercial/industrial collector streets may be constructed to higher standards in order to serve truck traffic.

#### **Local**

A roadway for low-volume, low-speed, and short-length trips to and from abutting properties is generally classified as a local road. Its primary purpose is to provide access between abutting properties and roads of higher functional classifications.

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### Major Roadways in O'Fallon, By Type

#### Current Highways:

- Interstate 64
- East and West Highway 50

#### Current Arterial Streets:

- Troy-O'Fallon Road
- Scott-Troy Road
- Old Collinsville Road
- Frank Scott Parkway
- Green Mount Road

#### Current Collector Streets:

- State Street/O'Fallon Spur
- Hartman Lane
- Oberneufmann/Porter/Simmons/Venita Roads
- Milburn School Road
- Kyle Road
- Smiley Street
- Seven Hills Road
- Third Street/Cambridge Boulevard
- Old Vincennes Trail
- Hawthorne Drive
- Central Park Drive
- Illini Drive
- Regency Park Drive/Pierce Blvd./Dartmouth/Edgewood
- Deer Creek Drive
- Fairwood Hills Drive
- Walnut Street
- Thornbury Place
- Wildwood Lane
- St. Nicholas Drive
- Wesley Drive
- West Madison Street
- Timber Creek Road
- Reider Road

### **Modifications to Functional Roadway Classifications**

The following table summarizes the roadway classification petitions submitted by the City of O'Fallon to the East-West Gateway Council of Governments in 2005. All changes have been made with the exception of Regency Drive.

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### *5.3 Other Transportation Issues*

#### **CSX Railroad**

The railroad tracks currently bisect the City along State Street. Currently, CSX Railroad owns the tracks. Trains pass through the City approximately 12 times a day transporting items such as grain and automotive products. The closest piggyback terminal to the City is 15 miles away. There is a spur located at State Street and Karl Place.

#### **Bi-State & MetroLink**

The growth of O'Fallon combined with immediate interstate access has made the City an attractive, vital transportation area. Public transportation alternatives in and around the City are providing commuters with alternatives to driving. The expansion of MetroLink into St. Clair County may make it more marketable for people to live in Illinois while still working in St. Louis or in communities' further west.

The public bus system also provides a viable transportation alternative within Metro-East communities and commercial centers. With more than 300 passengers each day, the local O'Fallon line is the fastest growing bus route for the district. The entire bus system provides more than 40 opportunities a day for O'Fallon residents to board the bus somewhere in O'Fallon. The district would like to expand its ridership to teenagers who do not have their license or use of a car as a way to increase their mobility to work or shop within the community.

The Shiloh-Scott AFB Station of the MetroLink light rail system opened in June of 2003, providing access to the regional transit system serving Southwestern Illinois and St. Louis, Missouri. This station currently serves as the last stop in St. Clair County, with a future extension planned to the MidAmerica Airport terminal near Illinois 4 in Mascoutah. The Shiloh-Scott AFB Station, located in Shiloh, is the primary station for O'Fallon residents choosing MetroLink for their workday or special event transportation. The Shiloh side of the station area provides 645 parking spaces and the secured Scott AFB side provides 421 spaces.

In 2003-2005, the Shiloh side averaged 190 vehicles per day and the Scott AFB side averaged 75 per day. Average weekday boardings were 922 at the Shiloh-Scott AFB MetroLink Station, reflecting a large walk-on/walk-off ridership on the Scott AFB side of the station.



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Since the opening of St. Clair County's original MetroLink extension in 2001, the St. Clair County Transit District (SCCTD) has discontinued service at two of its former three park-n-ride stations in O'Fallon. SCCTD still maintains a parking lot with bus service in downtown O'Fallon at the Depot.

The construction of the Depot project in downtown O'Fallon was completed in May 1999. The Chamber of Commerce has relocated its office to the new Depot. With the opening of the Depot, Bi-State has begun an O'Fallon shuttle service providing service to local schools, medical facilities, shopping centers and the depot. The City also currently funds a DARTS program that provides transportation for the disabled and elderly that have difficulty being serviced by traditional bus routes.



**CHAPTER 5 TRANSPORTATION PLAN**

Insert Roadway Improvements Map here.



## **CHAPTER 5    TRANSPORTATION PLAN**

Insert Functional Roadway Classification Map here.