

The Process



Funding the Project

The plan is sponsored by the City of O'Fallon and East-West Gateway Council of Governments.

It is funded, in part, through a grant from the U.S. Department of Transportation through the Illinois Department of Transportation. The process fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities.

For more information, or to obtain a Title VI Nondiscrimination Complaint Form, see www.ewgateway.org/titlevi or call (314) 421-4220 or (618) 274-2750.

Purpose of the Project

The City of O'Fallon is studying Highway 50 as a part of the East-West Gateway Council of Government's Great Streets Initiative. This project, called Forward 50, will serve to strengthen the function and appearance of Highway 50 for the O'Fallon community.

The project will:

- ensure the community is connected and supported throughout all the neighborhoods
- understand market demands and potential changes in land use
- identify strategies to improve safety for all modes of travel
- imagine aesthetic improvements to strengthen the area's image and desirability
- ...and more



Review past comments!

The Highway 50 corridor provides an environment that

serves user needs,

builds community quality,

and **capitalizes on**

opportunities while

minimizing functional

distress.

SERVES USER NEEDS

Motorists, pedestrians, cyclists and transit users are welcomed and accommodated in the Highway 50 public right-of-way. Accesses to businesses are clear, organized, and wayfinding signage directs residents and visitors alike. Improved stormwater infrastructure and utilities further enhance the Highway 50 environment.

BUILDS COMMUNITY QUALITY

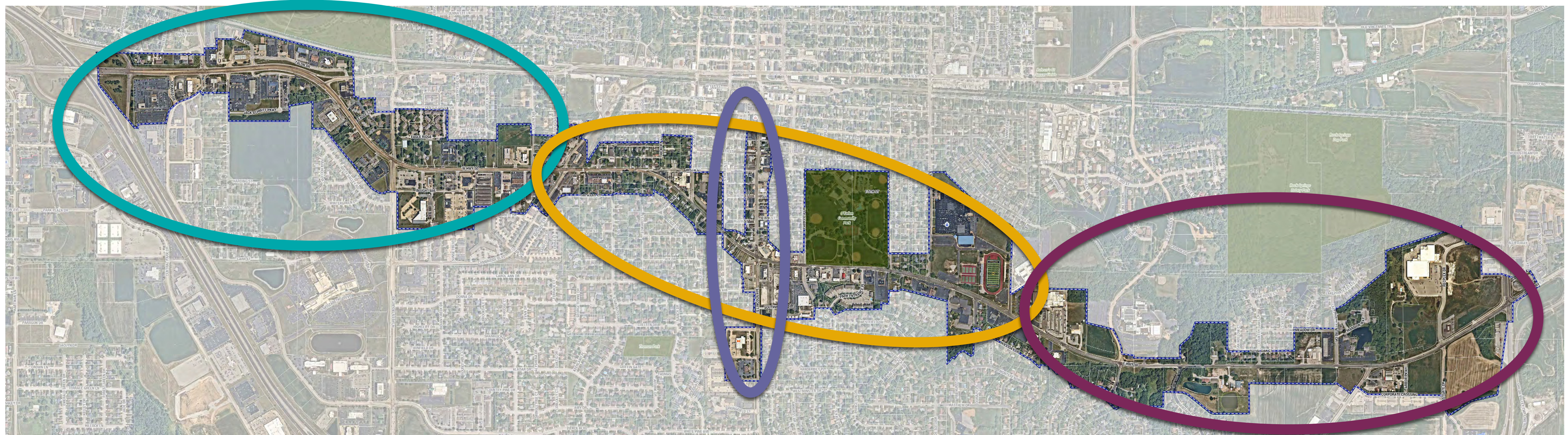
Attractive entranceways and corridors bolster the community's image and vibrant gathering spaces build community identity. Improved connections between neighborhoods, downtown, and community destinations enhances the quality of life for O'Fallon residents.

CAPITALIZES ON OPPORTUNITIES

O'Fallon is a thriving, growing community. Commercial and residential land uses are optimized as new development occurs throughout the corridor.

MINIMIZES FUNCTIONAL DISTRESS

Improvements to the Highway 50 corridor maximize safety for motorists, pedestrians, cyclists and transit users while minimizing negative impacts to overall circulation and congestion. Stormwater management is integrated into the design to reduce flooding and erosion concerns.



AUTO/HIGHWAY ENVIRONMENT

- » Pedestrian/Transit Access
- » Stormwater Management
- » Placemaking/Gateway
- » Land uses
- » Sports Park Connection
- » Hospital Site and Connection
- » State Street Intersection

COMMUNITY STREET

- » Active transportation
- » Street section
- » Infill development
- » Residential edge
- » Small business
- » Elementary school access
- » High school access
- » Streetscape/urban design
- » Redevelopment site
- » Civic quality

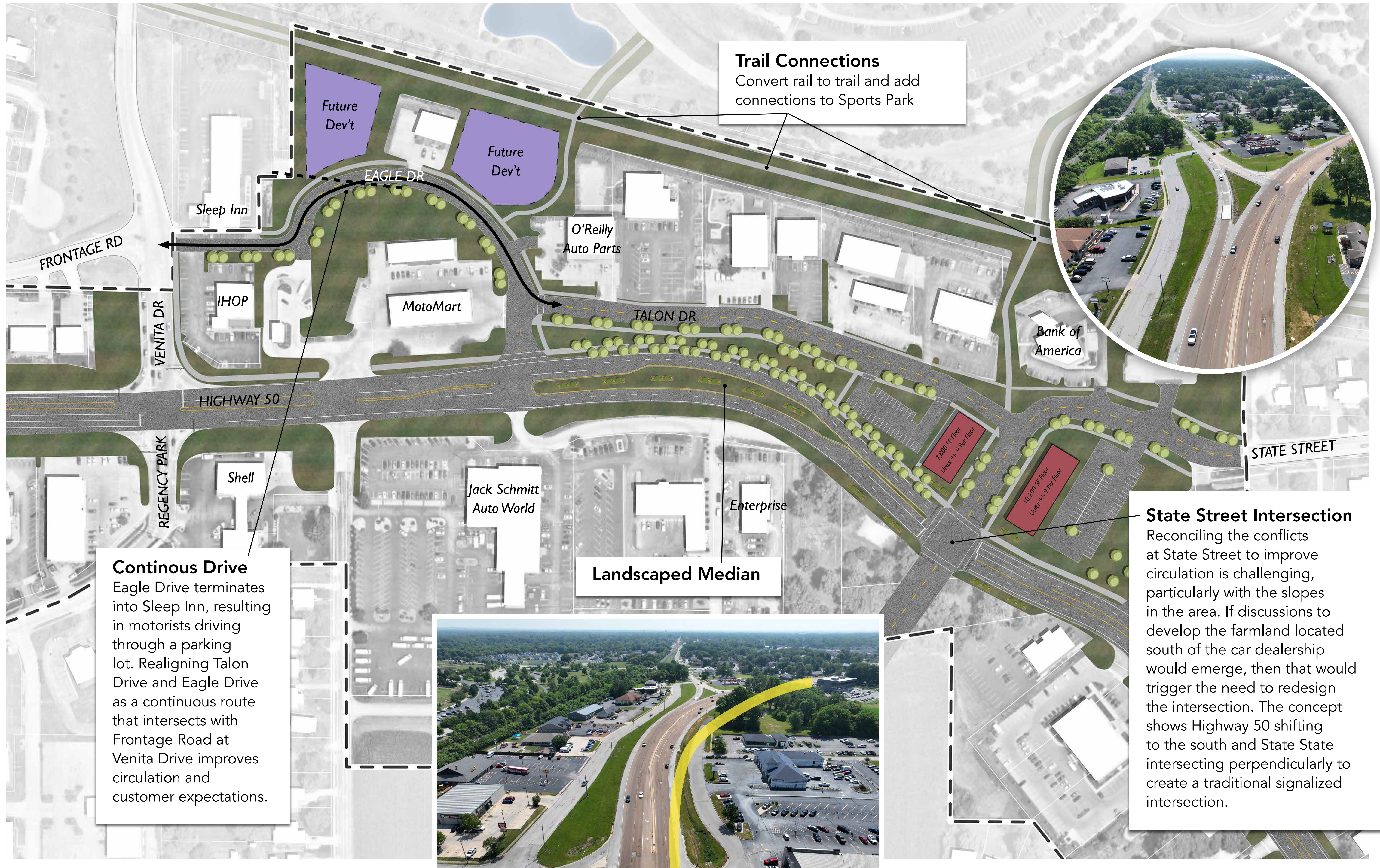
WALKABLE DOWNTOWN LINK

- » Walkability
- » Bicycle access
- » Small business environment
- » Streetscape
- » Library connection
- » Civic Plaza
- » Adjacent redevelopment
- » Infill development
- » Community Park frontage

TRANSITION/EDGE

- » Future road section and character
- » Traffic calming
- » Active transportation access
- » New development and city fabric
- » Rec Plex connection
- » Scott Troy intersection
- » City gateway

50 / Regency Park to State Street



Trail Connections
Convert rail to trail and add connections to Sports Park



Continous Drive
Eagle Drive terminates into Sleep Inn, resulting in motorists driving through a parking lot. Realigning Talon Drive and Eagle Drive as a continuous route that intersects with Frontage Road at Venita Drive improves circulation and customer expectations.

Landscaped Median



State Street Intersection
Reconciling the conflicts at State Street to improve circulation is challenging, particularly with the slopes in the area. If discussions to develop the farmland located south of the car dealership would emerge, then that would trigger the need to redesign the intersection. The concept shows Highway 50 shifting to the south and State State intersecting perpendicularly to create a traditional signalized intersection.

50 / Regency Park to State Street



Looking east towards State Street intersection

50 / Green Mt Rd to Lawn Ave



Require Development to Connect

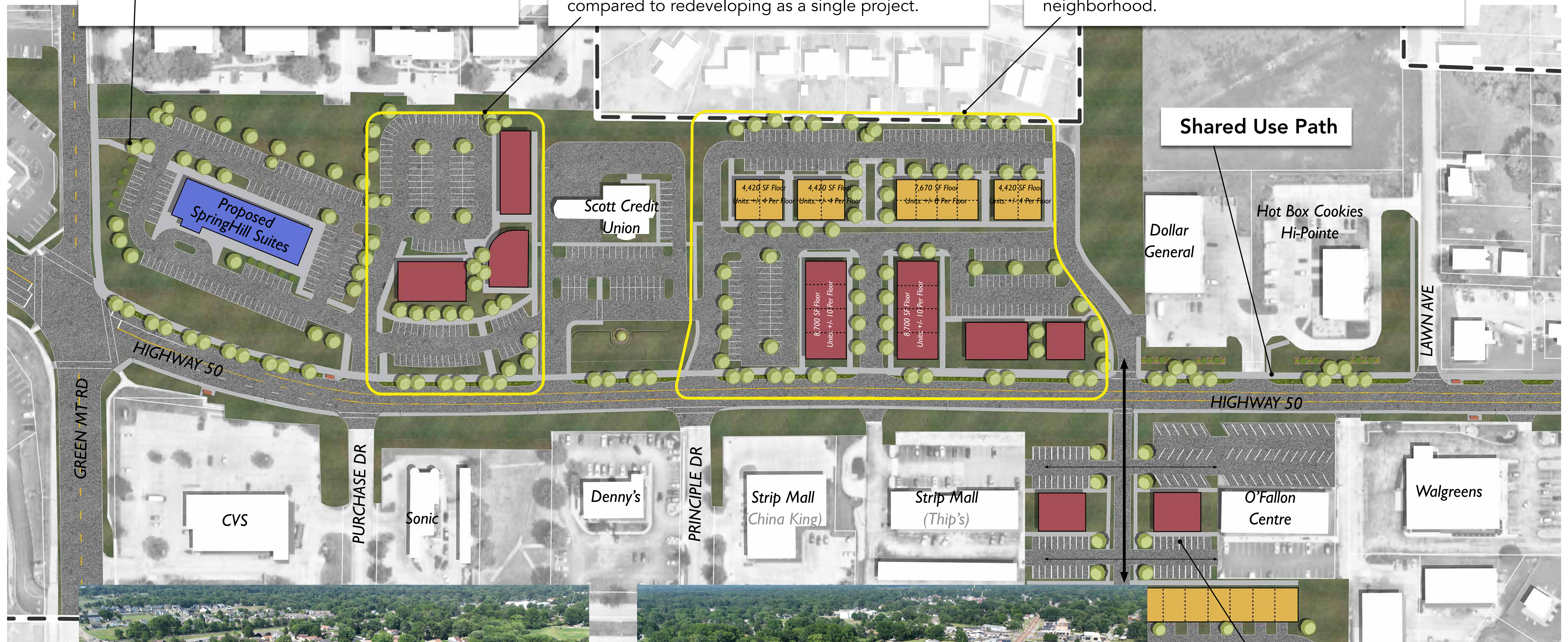
Parking areas should connect between development to allow customers to conveniently access businesses without entering/exiting Highway 50

Maximize Development Yield

Existing single-family homes fronting the highway can be redeveloped for commercial use. The yield for redeveloping individual lots is marginal compared to redeveloping as a single project.

Development Site

The open site can be planned to support a mix of uses. Concept shows commercial uses along the highway and multi-family housing transition to the neighborhood.



Shared Use Path

Dollar General

Hot Box Cookies Hi-Pointe

LAWN AVE

HIGHWAY 50

HIGHWAY 50

CVS

Sonic

Denny's

Strip Mall
China King

Strip Mall
(Thip's)

O'Fallon
Centre

Walgreens

GREEN MT RD

PURCHASE DR

PRINCIPLE DR



Proposed
Spring Hill Suites

GREEN MT RD

HIGHWAY 50



Mixed Use

HIGHWAY 50

Alignment and Connection

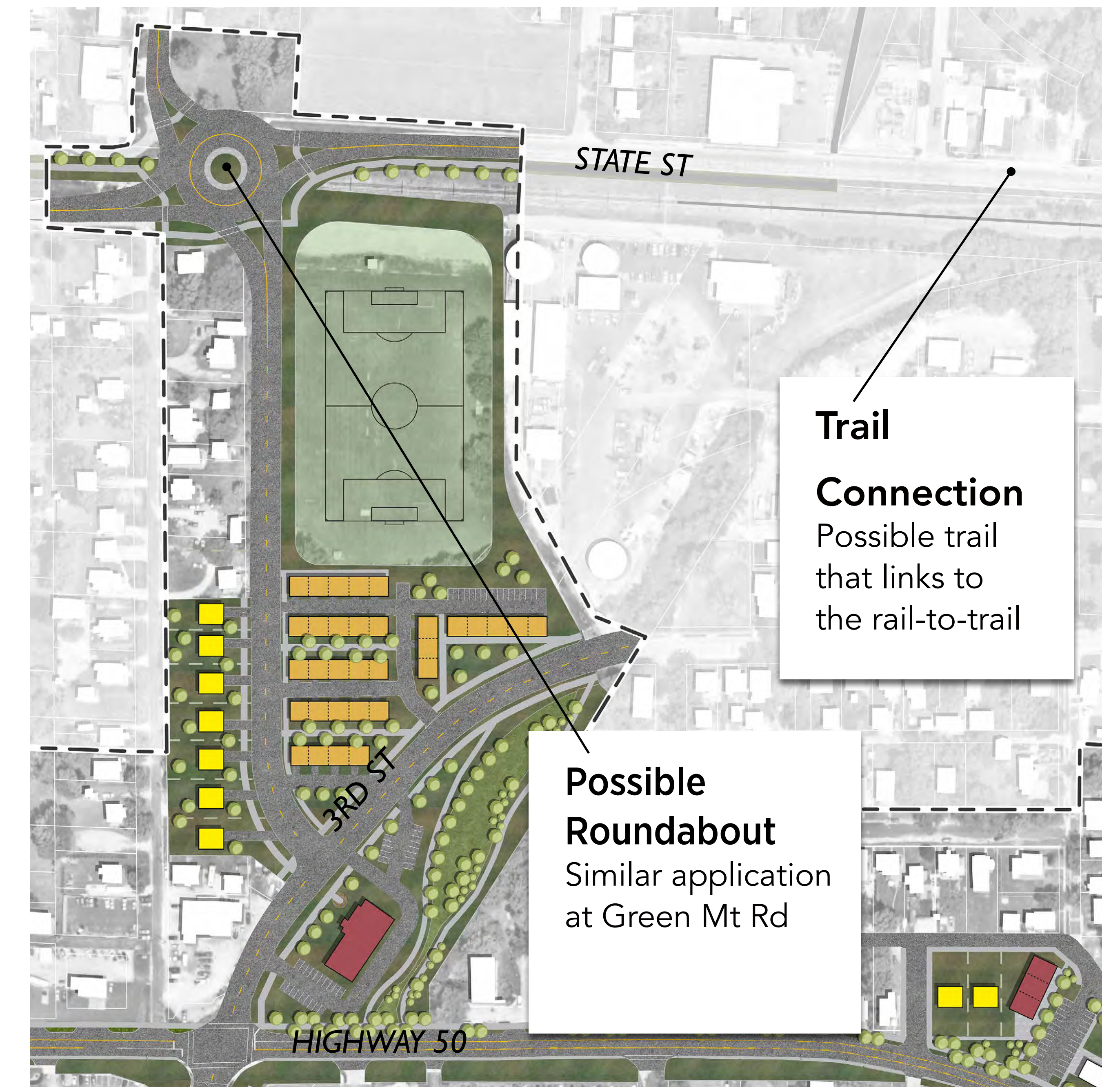
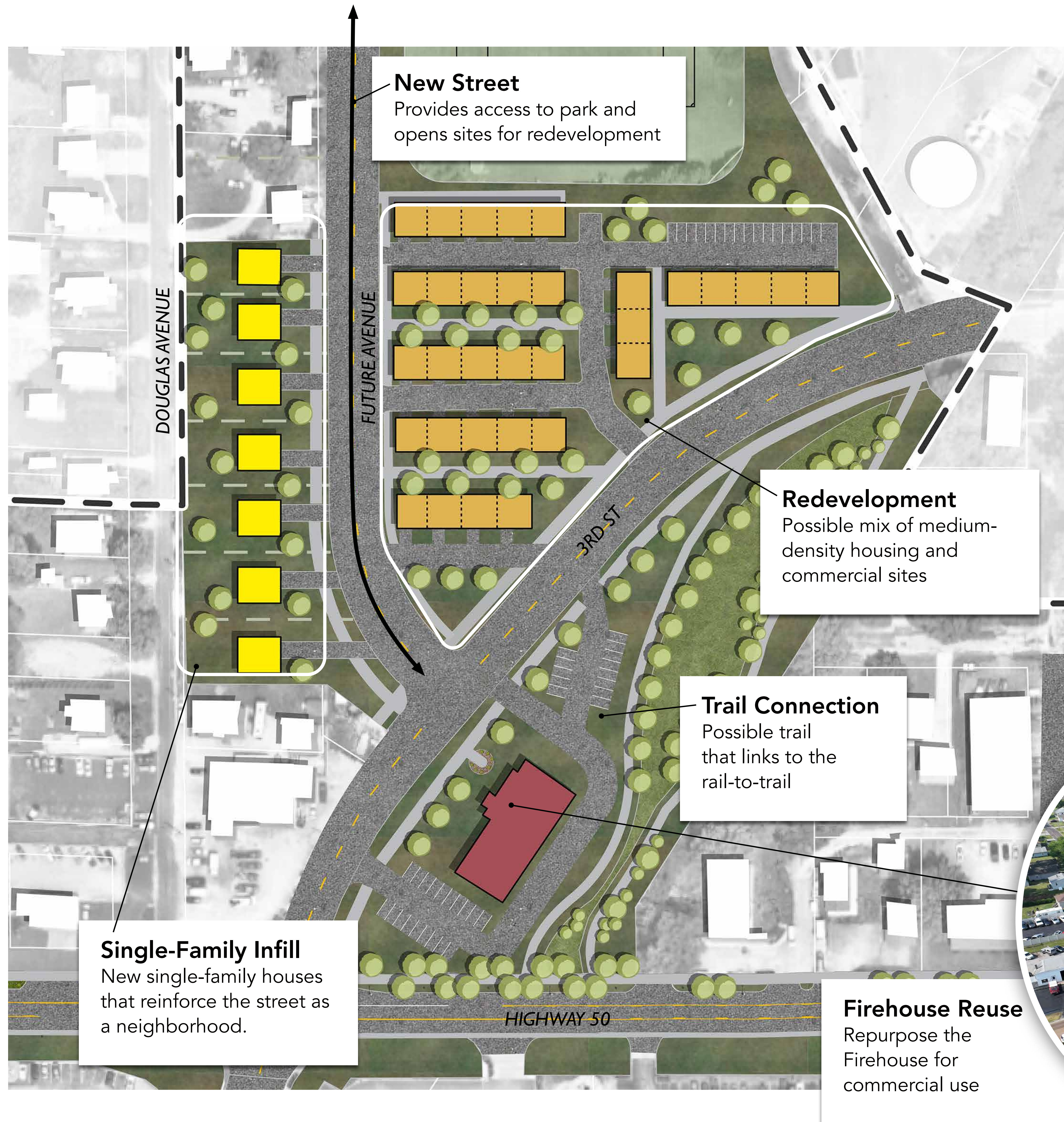
To create a harmonious built environment, it's important to coordinate development plans, parking, and pedestrian circulation with existing businesses. This improves functionality, accessibility, and visual appeal, allowing new businesses to align seamlessly.

50 / Green Mt Rd to Lawn Ave



Looking east from Principle Drive

50 / 3rd Street Environs

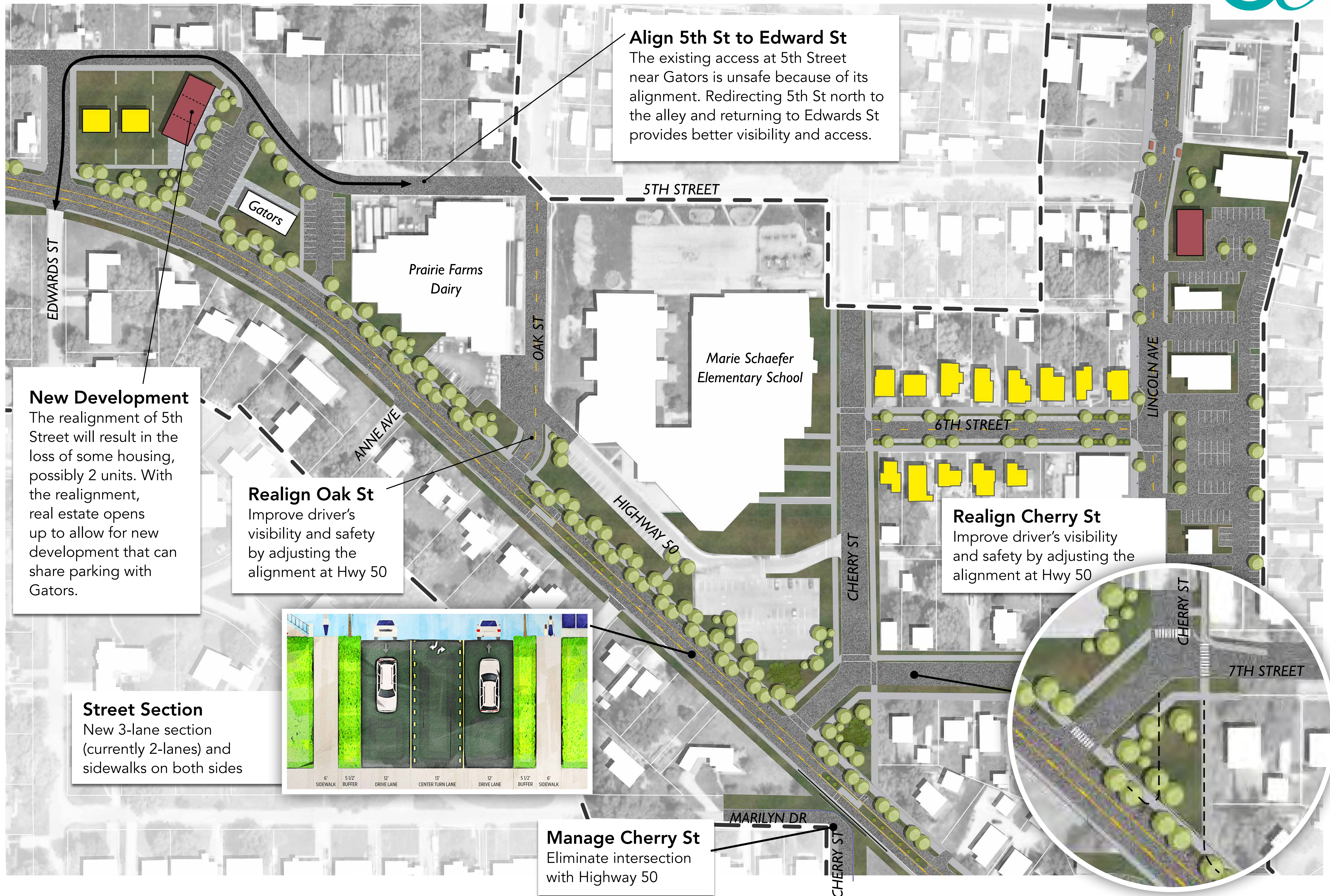


50 / 3rd Street Environs



Looking northeast to 3rd Street

50 / Edwards Street to Cherry Street



New Development
 The realignment of 5th Street will result in the loss of some housing, possibly 2 units. With the realignment, real estate opens up to allow for new development that can share parking with Gators.

Realign Oak St
 Improve driver's visibility and safety by adjusting the alignment at Hwy 50

Align 5th St to Edward St
 The existing access at 5th Street near Gators is unsafe because of its alignment. Redirecting 5th St north to the alley and returning to Edwards St provides better visibility and access.

Realign Cherry St
 Improve driver's visibility and safety by adjusting the alignment at Hwy 50

Street Section
 New 3-lane section (currently 2-lanes) and sidewalks on both sides



Manage Cherry St
 Eliminate intersection with Highway 50



50 / Edwards Street to Cherry Street



Looking northwest from Lincoln Avenue

50 / Southview at Lincoln Avenue



Redevelopment Master Plan for Southview

The Southview Site has been subject to redevelopment proposals. While the Starbucks site plan has been approved for construction, other portions of the site remain uncertain. Prospective developers want a program that results in a return on investment, while neighbors want development that complements their quality of life.

This plan proposes a circulation framework that allows independent projects to emerge, rather than a single major investment. The design of the internal circulation is critical to managing access points on major streets. Deflecting movements discourages traffic from using the network as a shortcut.



Mixed Use



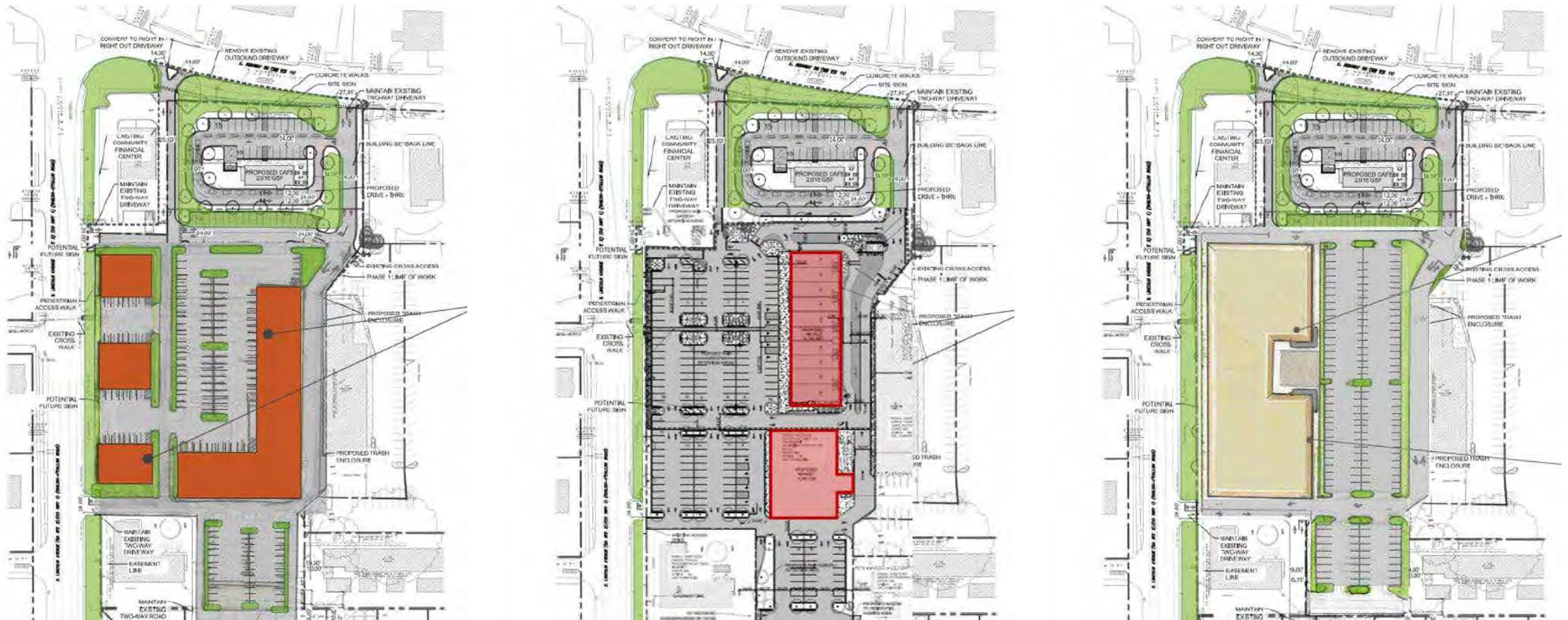
Townhomes



50 / Southview at Lincoln Avenue



Conceptual Scenarios for Southview



50 / Lincoln Avenue

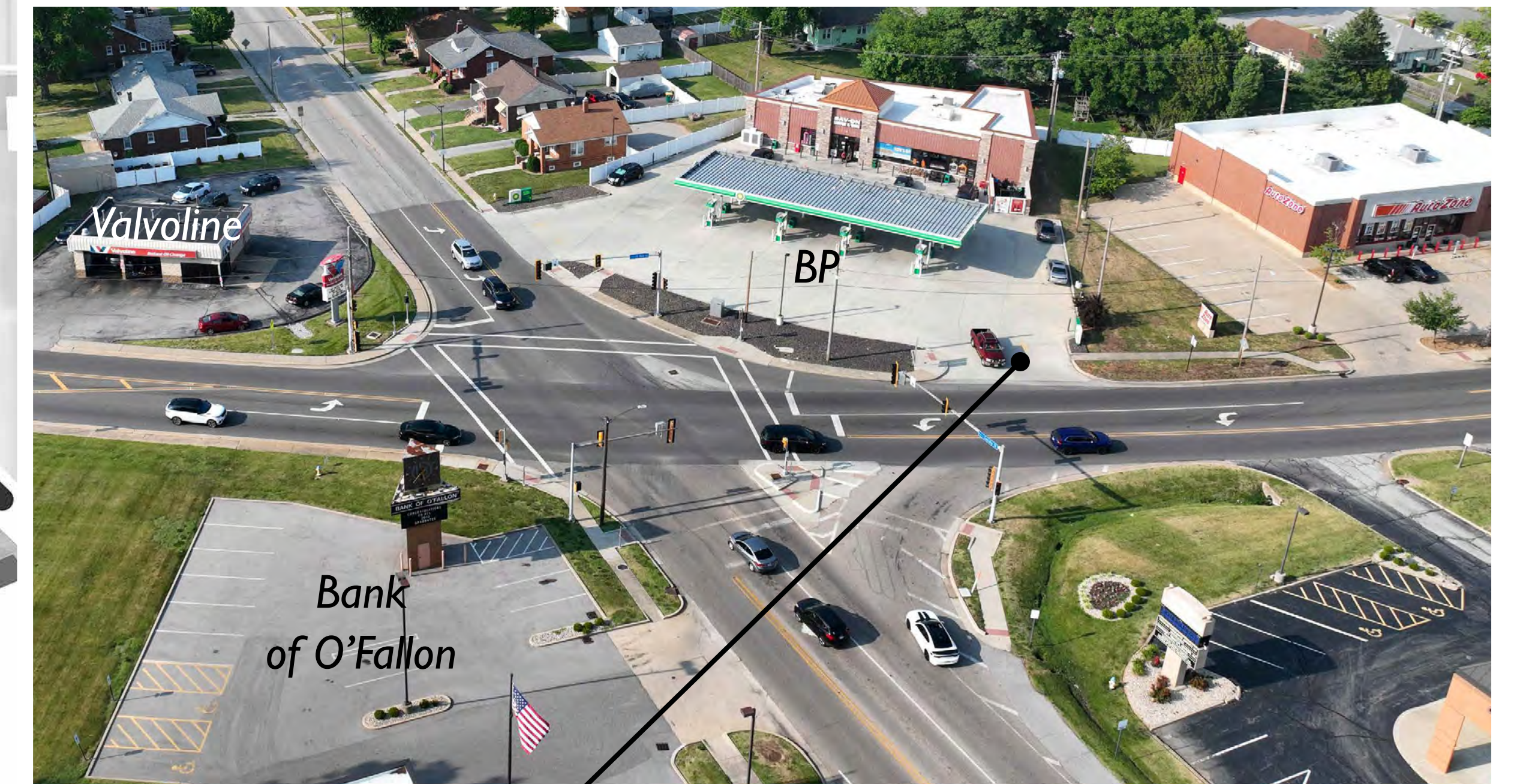
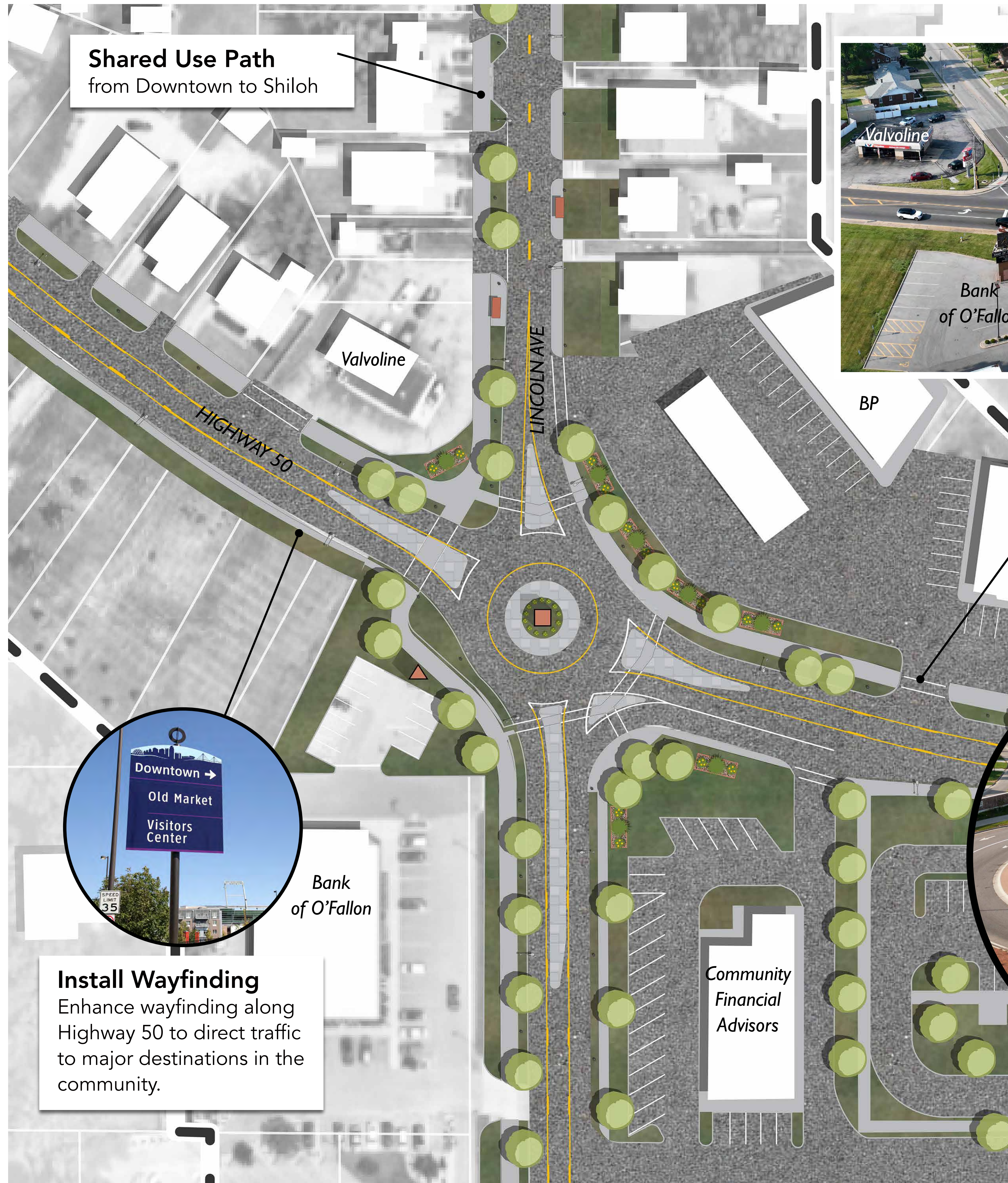


Signature Art Installation

The center of the roundabout is an opportunity to celebrate the community's history and culture through artwork.



Placing art in the roundabout may not be possible if Highway 50 remains as a state road.



Manage Access

Shift access point to Highway 50 to improve safety for customers

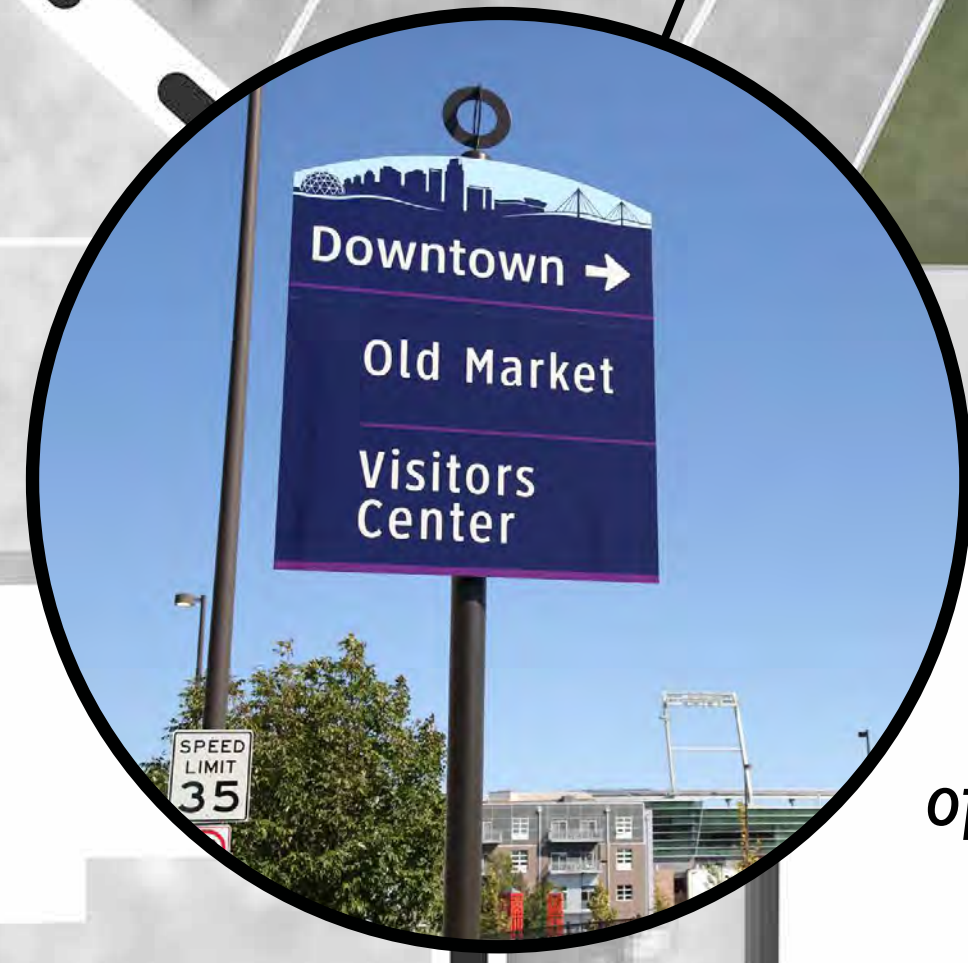
Proposed Roundabout

Improve the circulation and safety of the intersection by redesigning it as a roundabout.

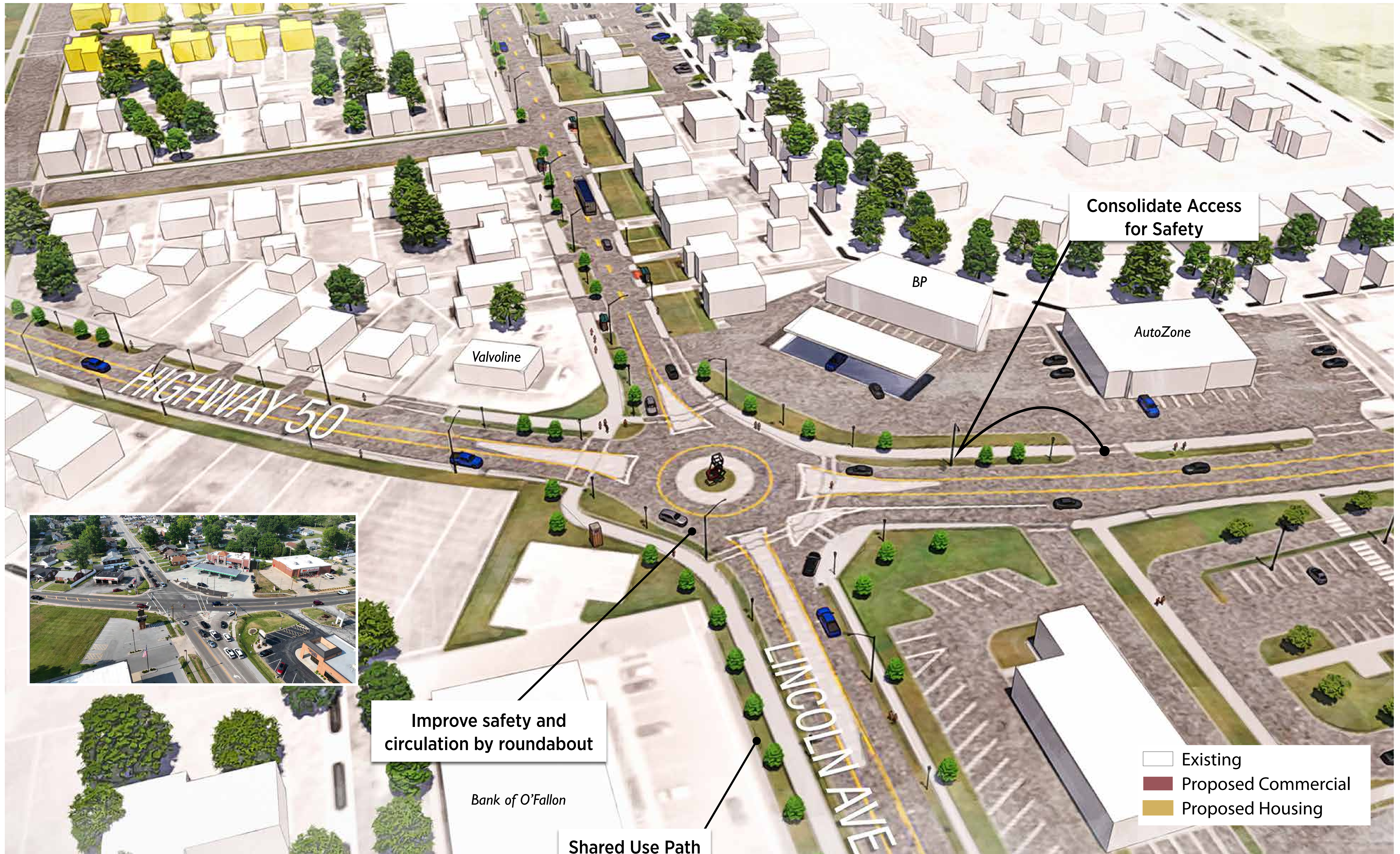


Install Wayfinding

Enhance wayfinding along Highway 50 to direct traffic to major destinations in the community.



50 / Lincoln Avenue



Looking northeast from Lincoln Avenue

Lincoln Avenue



Lighting



Integrated artwork and seating areas



Knee walls for screening



Infill Development

New development should be setback similarly to existing development along the corridor.

Connected Parking Lots

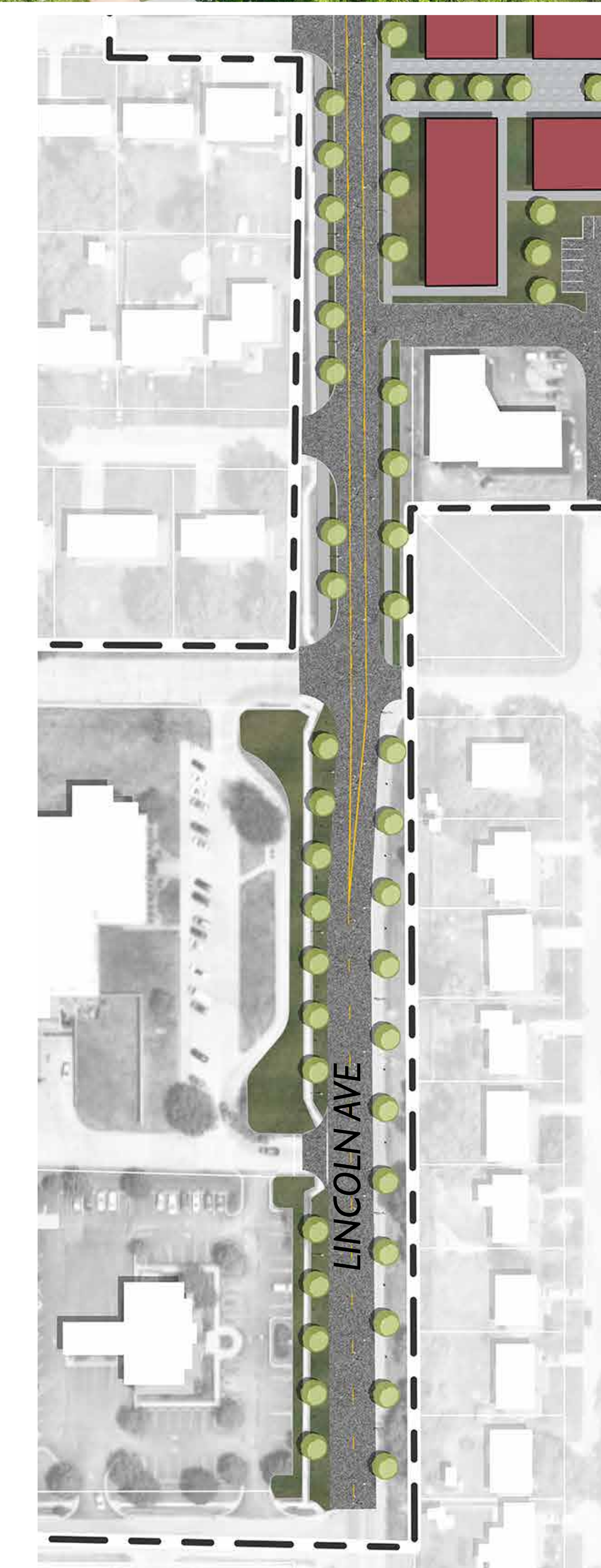
Connecting the parking lots behind existing buildings provides a greater yield and efficiency of parking to businesses.

Strengthen the Edge

While Infill Development is a priority, the redesign of the street should include a knee wall that strengthens the edge of the street, screening the open lots behind.



Looking southwest



Lincoln Avenue Sidewalk

Widen existing sidewalks and complete gaps on westside of S. Lincoln Avenue, extending south to Shiloh.

Prepare study to complete a wide sidewalk on the eastside as a future phase.

Reducing the number of curb cuts along Lincoln Avenue will improve safety for customers, drivers and pedestrians alike.

50 / Parkview Drive to Smiley Street



O'Fallon Community Park Area



Continue Sidewalk
Portions of Highway 50 need sidewalks on both sides to improve accessibility



Build Bus Shelters
Walkways and shelters should be available for transit users.



Pedestrian Refuges
Medians with zigzag walks forces pedestrians to look at oncoming traffic before crossing.



Weber Road Crossings
Add pedestrian refuges

50 / Parkview Drive to Smiley Street



Manage access for improved safety

Pedestrian Refuge Crossing

O'Fallon Community Park

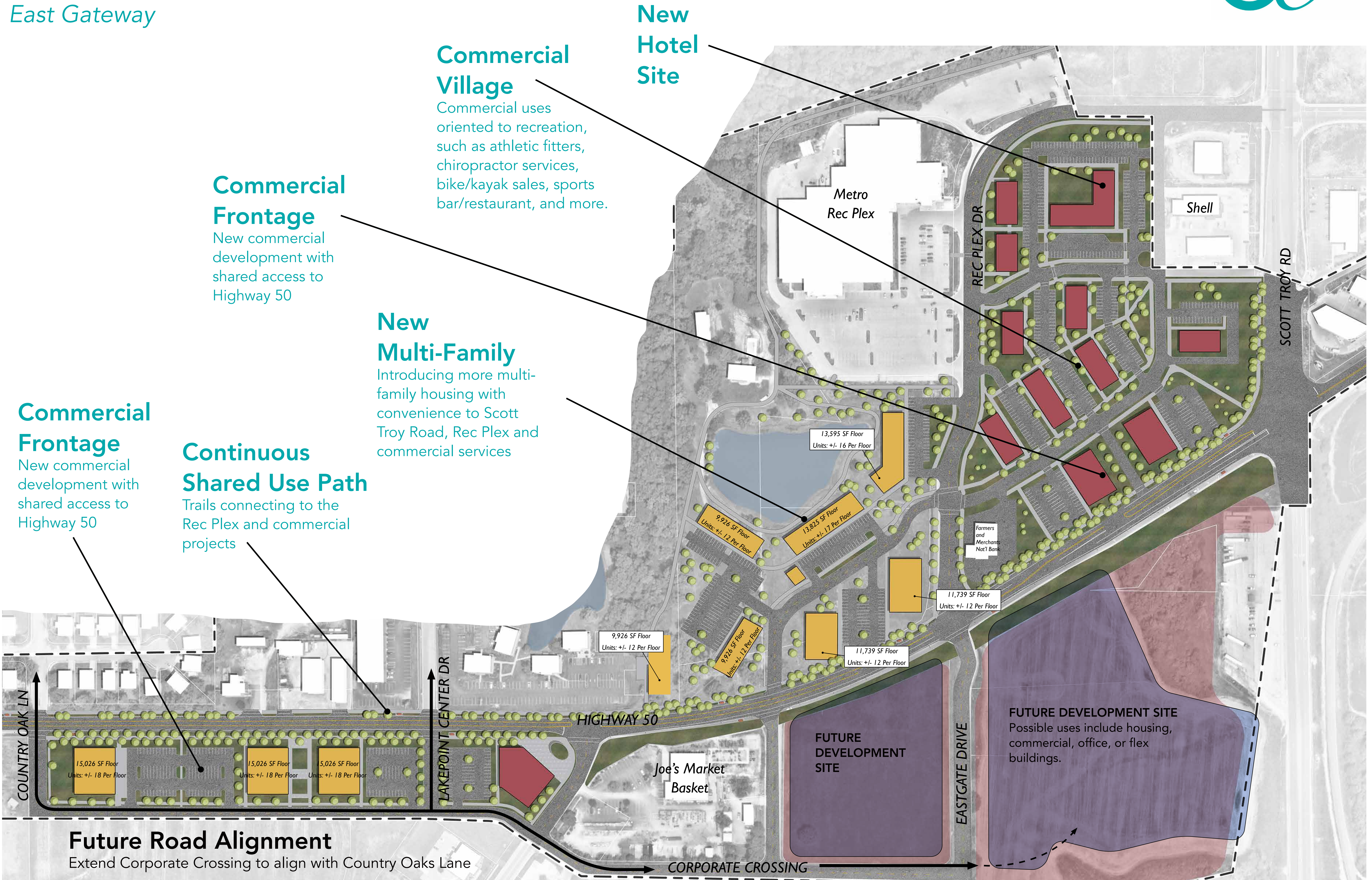
Shared Use Path

Looking east from Parkview Drive

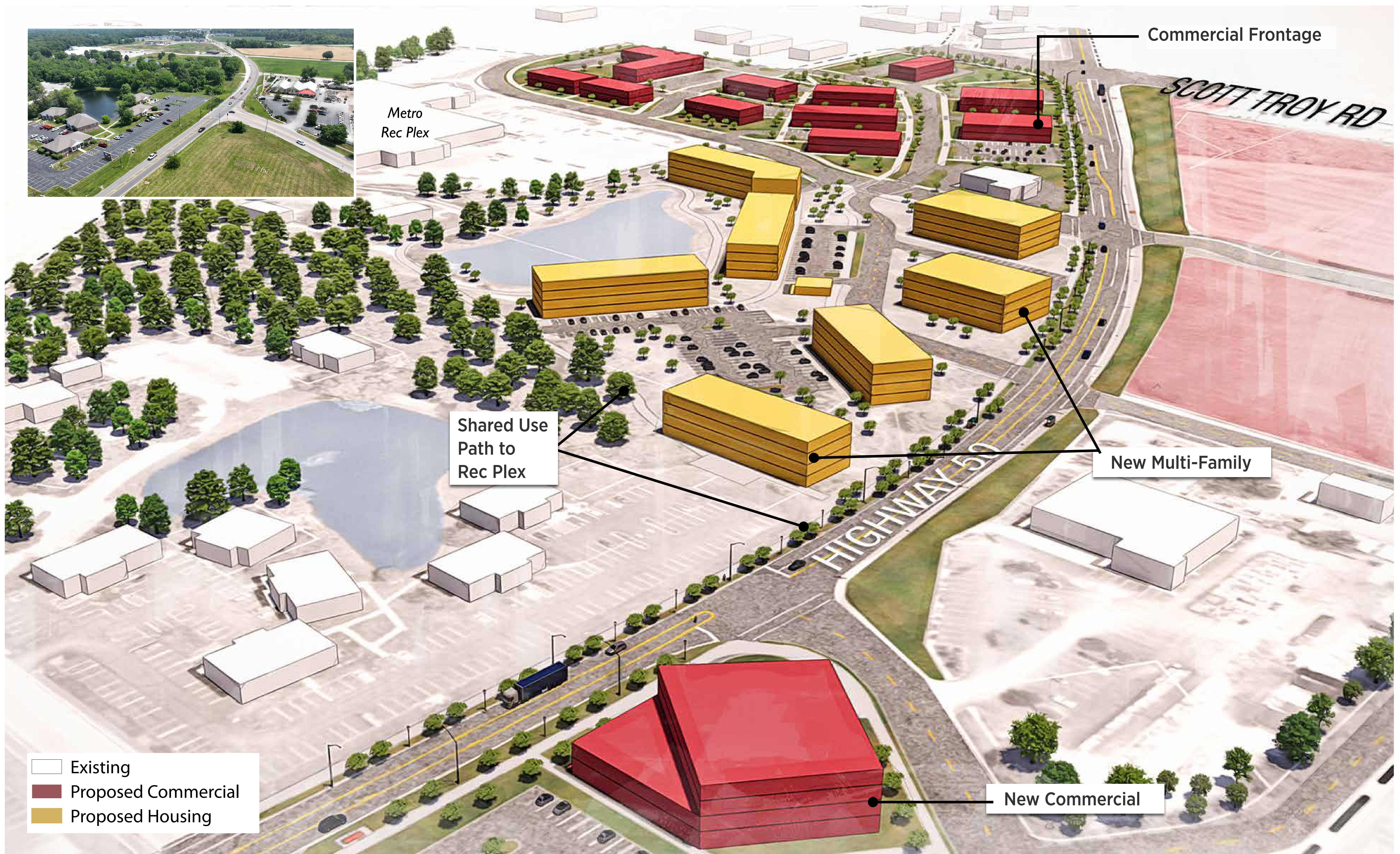
50 / Country Oaks Lane to Scott Troy Road



East Gateway

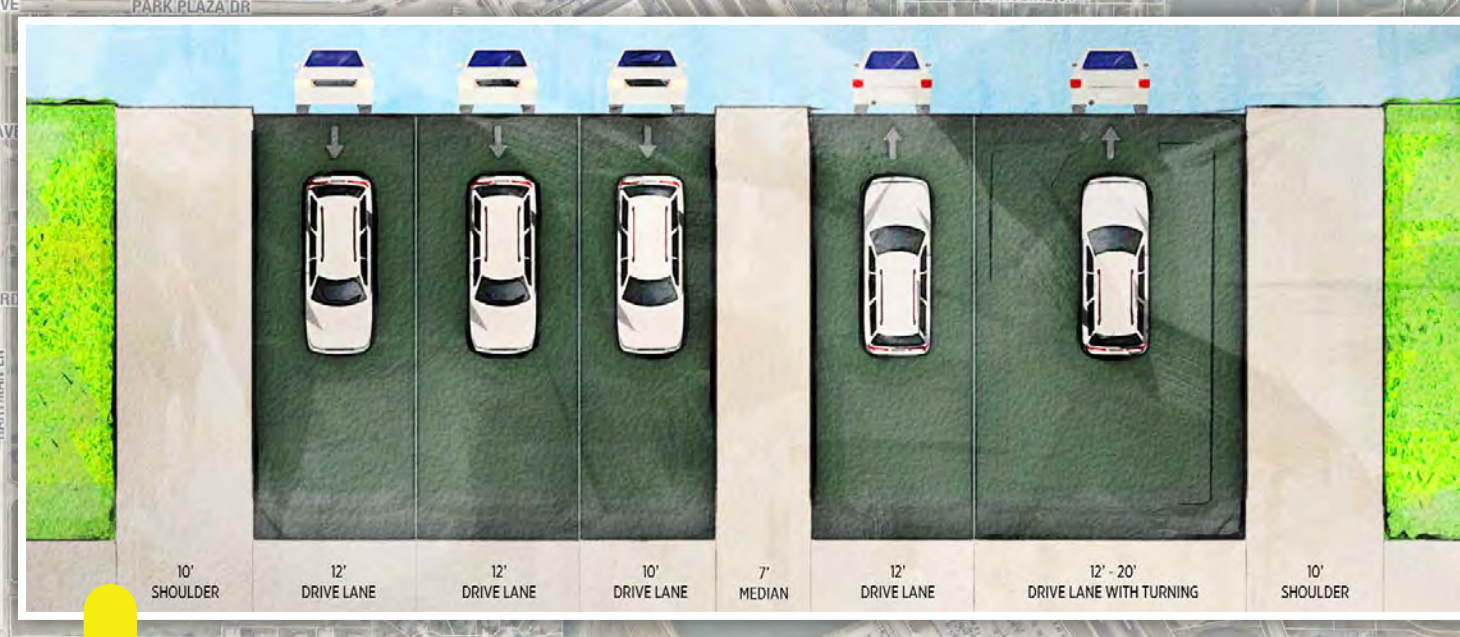
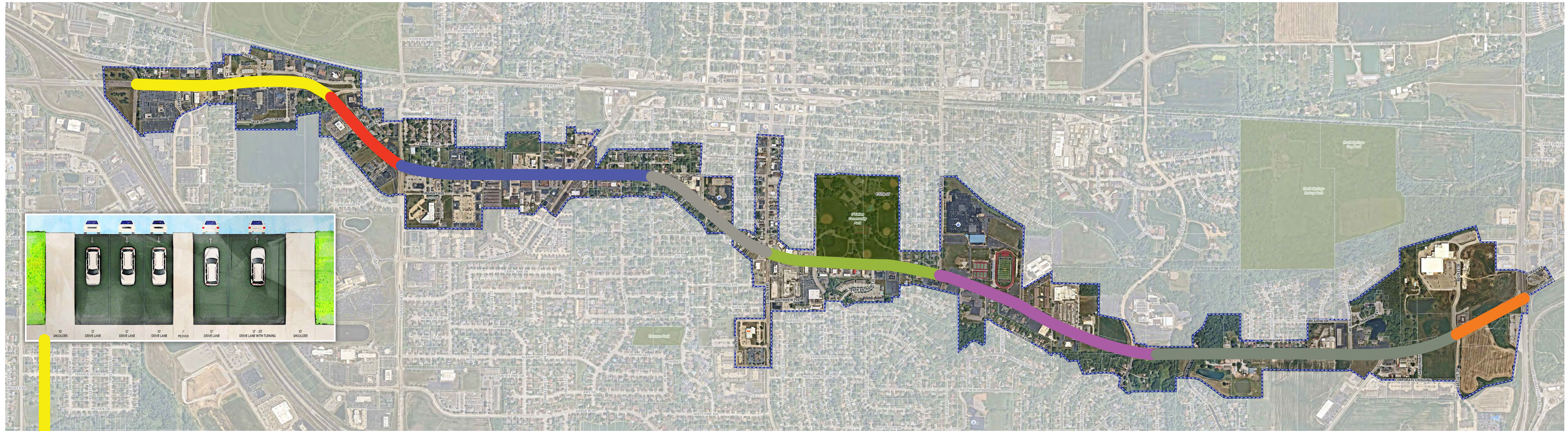


50 / Country Oaks Lane to Scott Troy Road

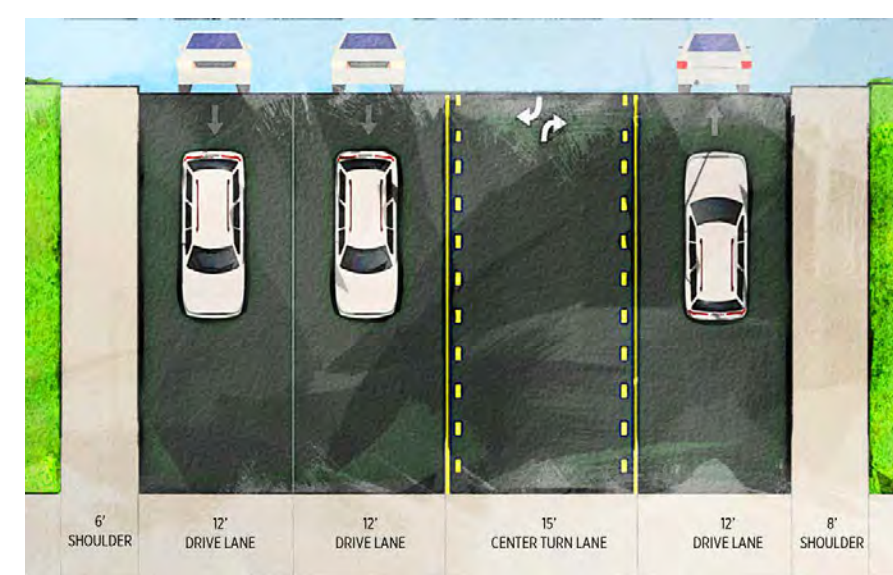


Looking northeast from Lakepointe Centre Drive

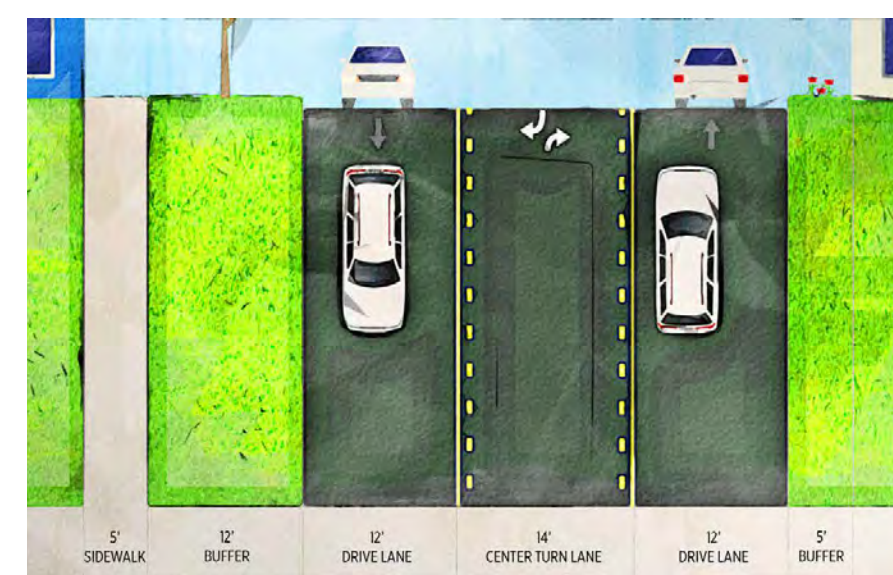
street sections



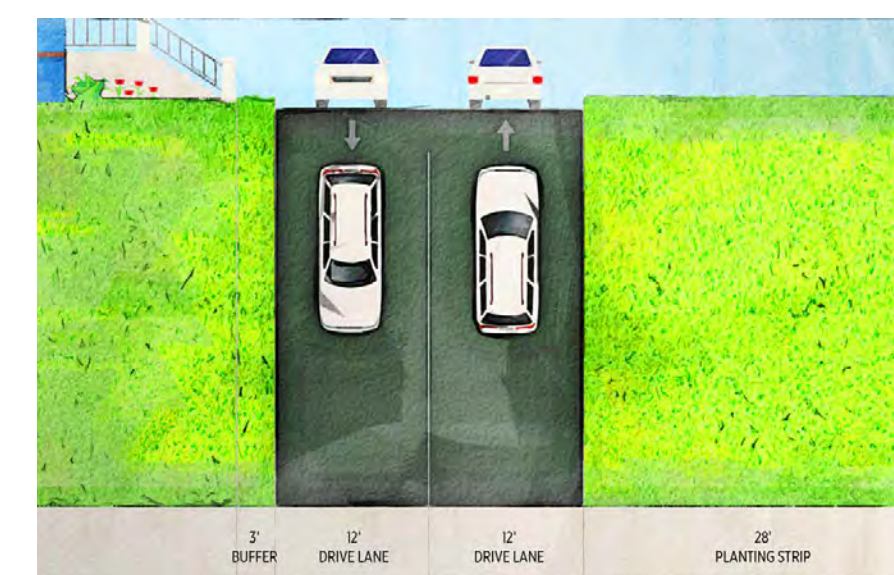
existing



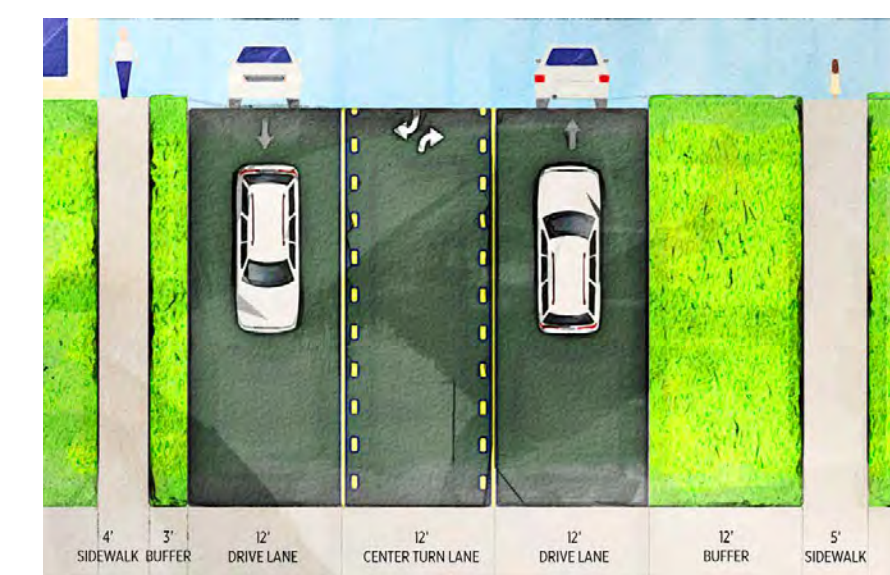
State > Green Mt



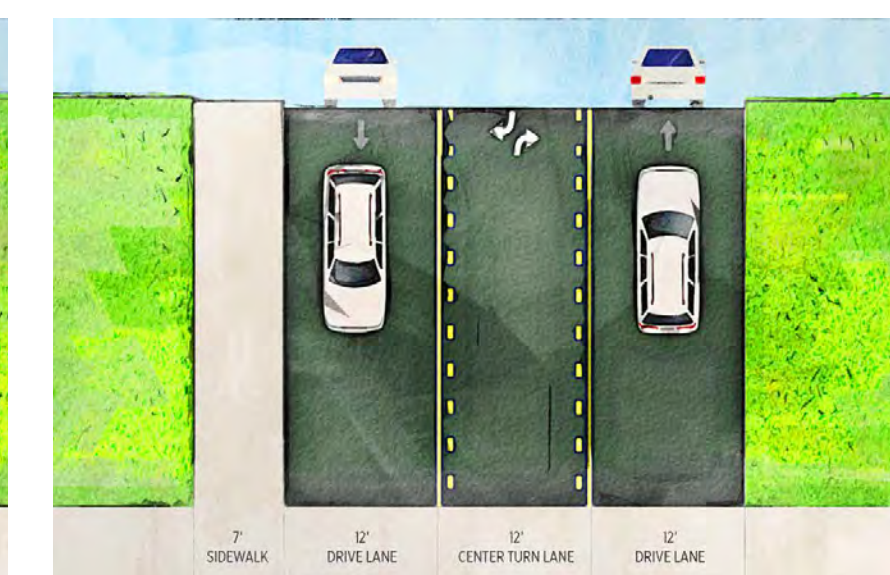
Green Mt > 5th



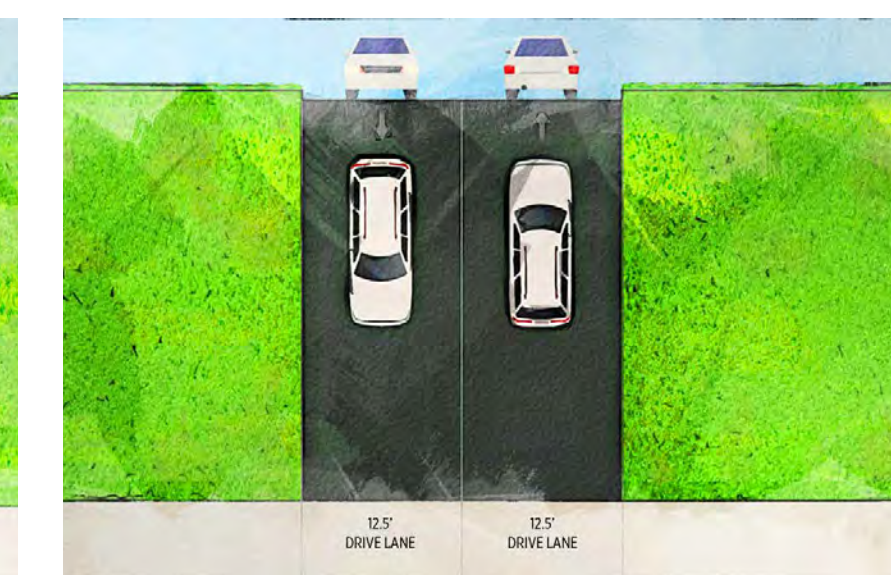
5th > Lincoln



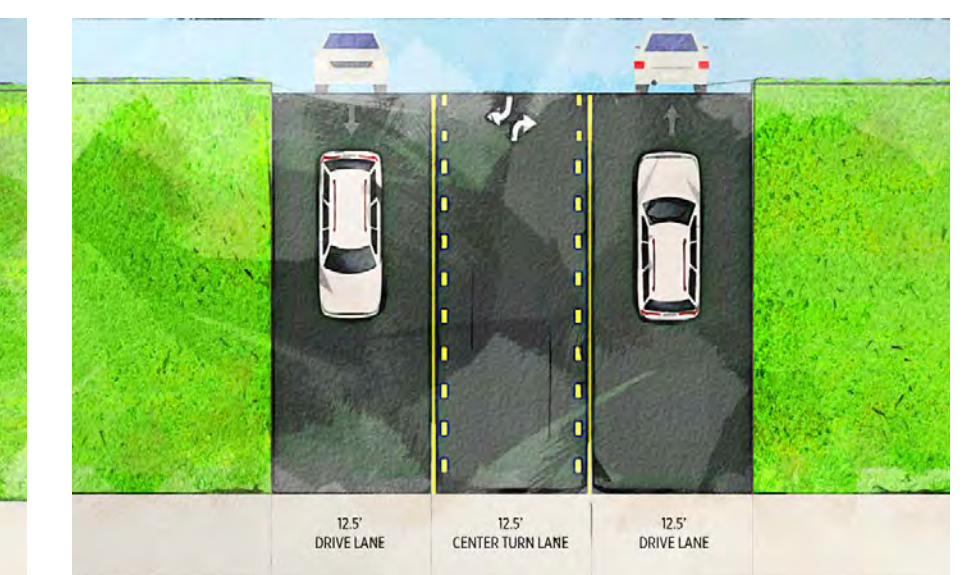
Lincoln > Smiley



Smiley > Seven Hills

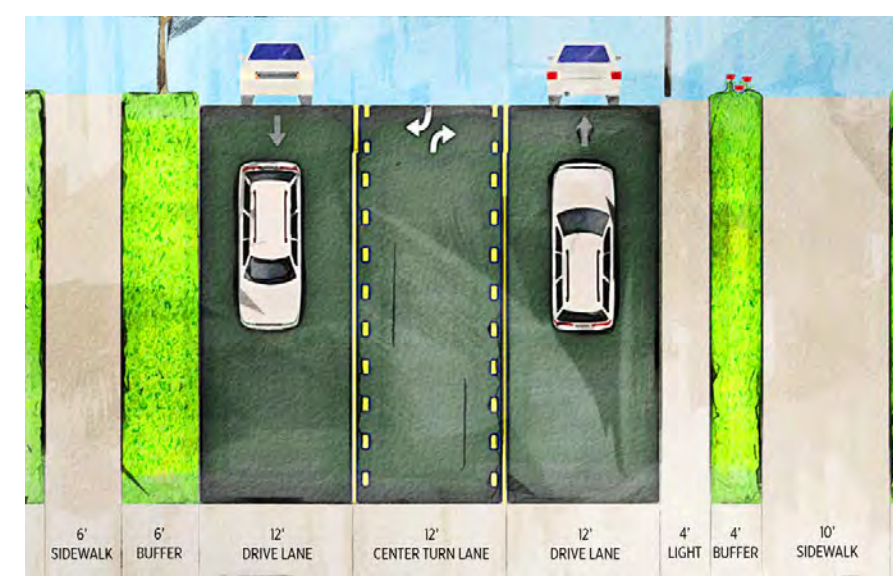


Seven Hills > Rec Plex

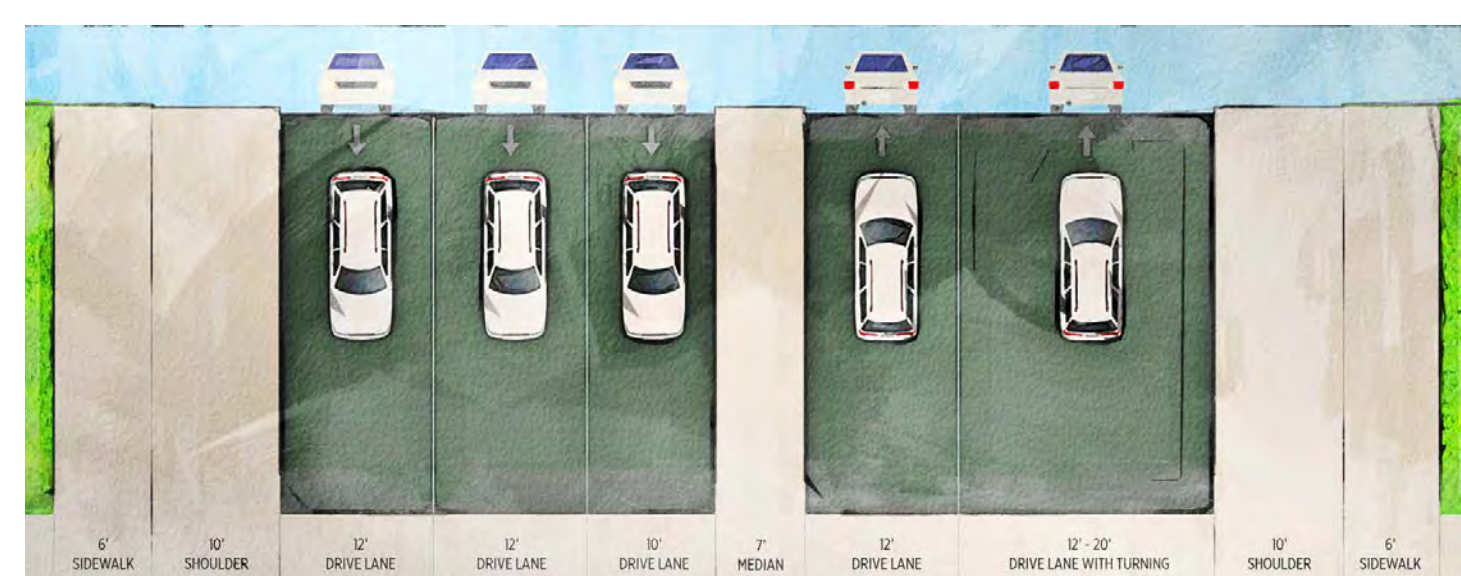
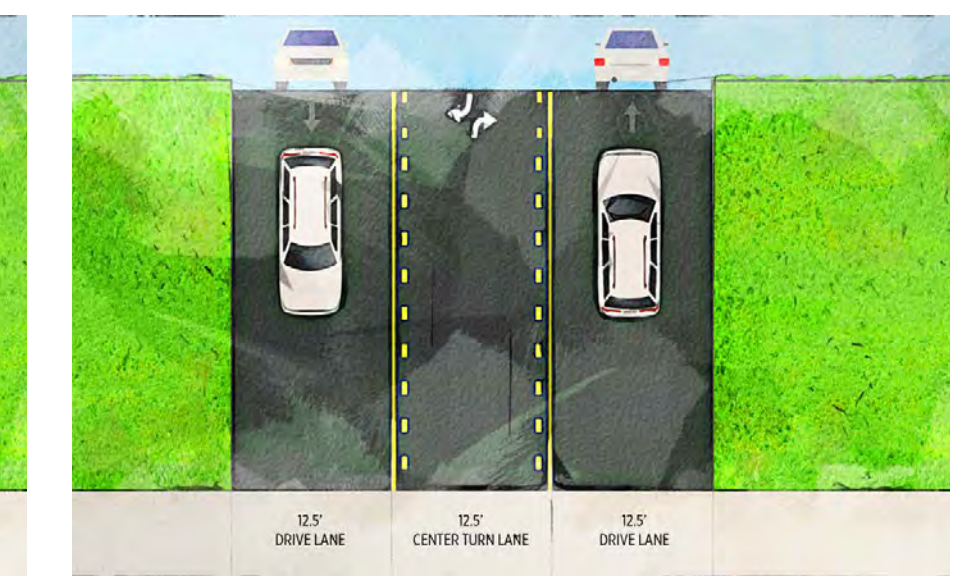
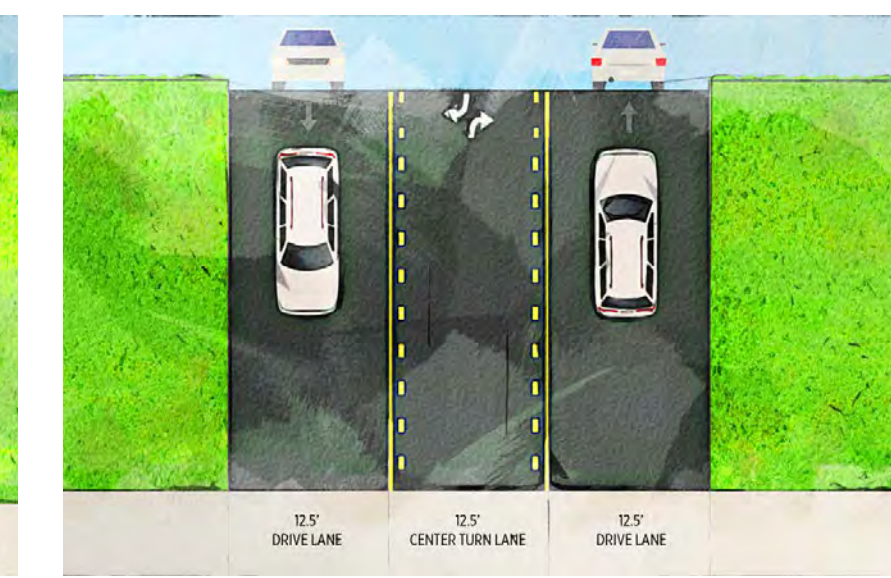
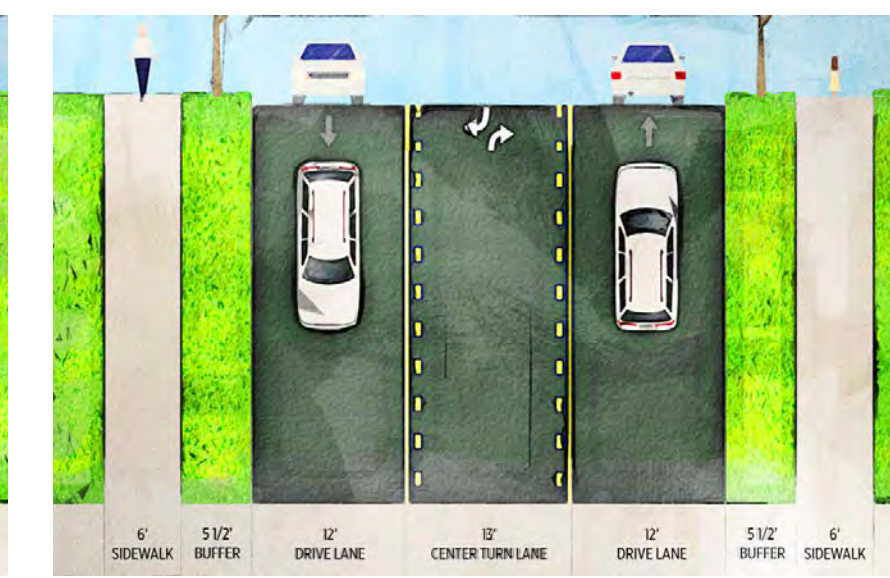
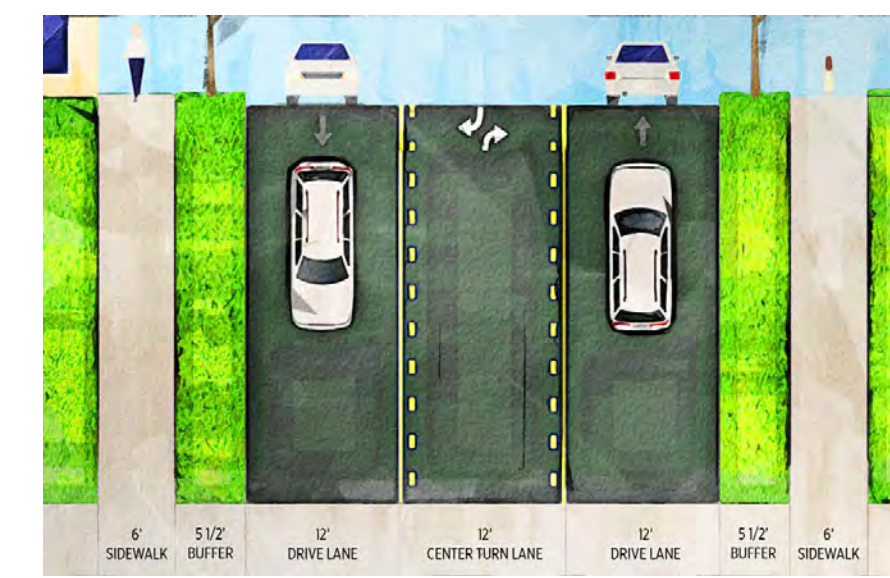
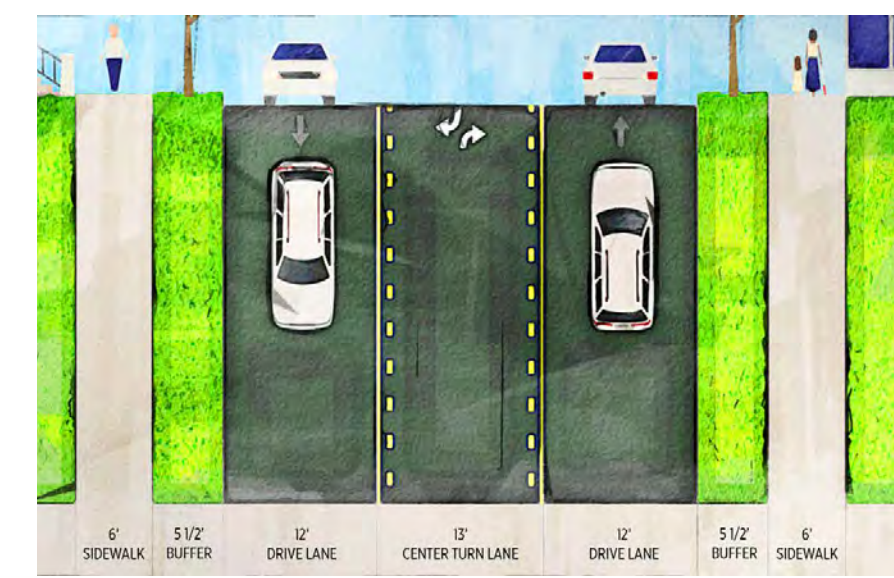
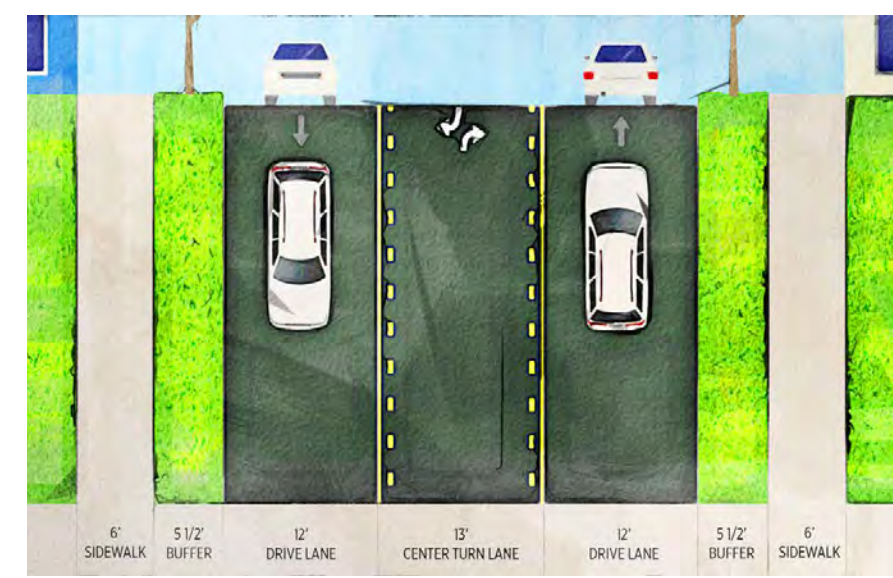


Rec Plex > Scott Troy

future



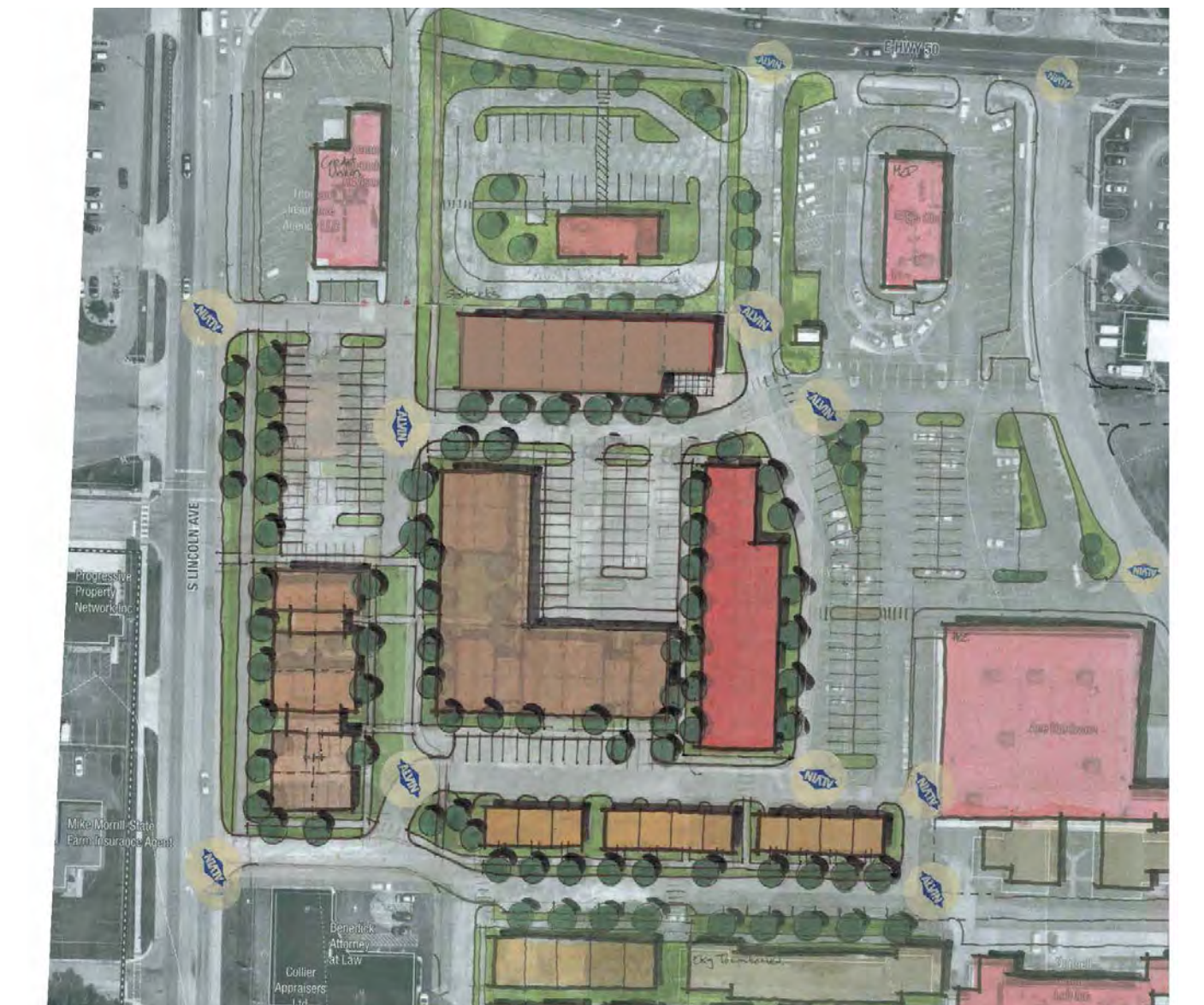
I-64 > State



SOUTHVIEW feedback



What's your vision for the type of development for Southview?



REDEVELOPMENT CONCEPTS

Commercial Uses

Larger big-box projects with 10,000+ square feet stores. Usually national chain.

Commercial Use

Smaller tenant strip-commercial spaces and outlot development.

Mixed Use

2 stories of residential over commercial space
~90 units

Multi-family

Blend of apartment buildings and townhomes
~220 units

MARKET IMPLICATIONS

LIMITED DEMAND.

Most big box stores prefer location nearer Interstate 64 exit, not at this site. Location may appeal to mid/small-size box stores like Dollar General. Subsidies are required for any development

SOME DEMAND.

Market study implies support for smaller tenants, such as "Mom & Pop" businesses that want to be near downtown. Subsidies are required for any development.

SOME DEMAND.

Residential units grow customer base for businesses and reduce subsidies required for development.

DEMAND.

Residential market exists if cost of land and infrastructure are subsidized.