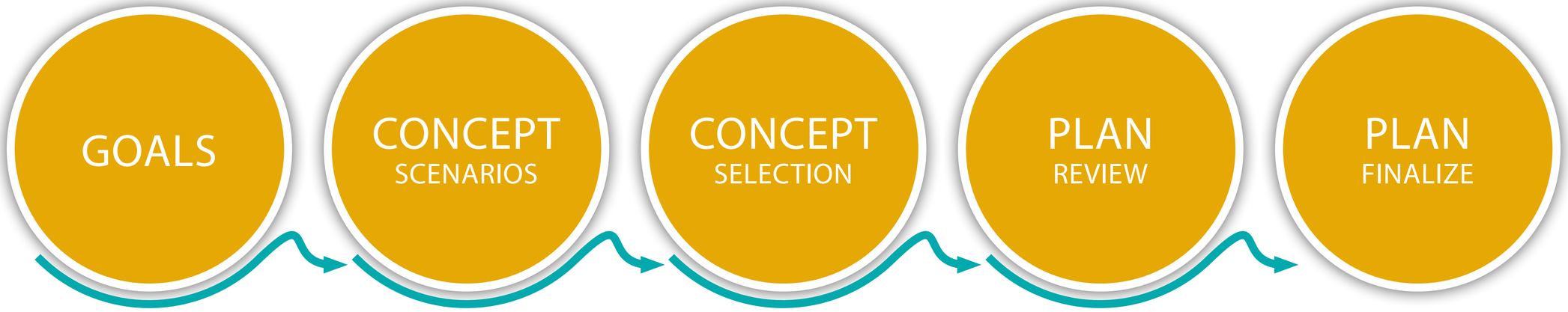
introduction

The Process



September 2023	October - November	December	January - April	May/June
KICK-OFF MEETING September 7th, 5-7pm at City Hall You can learn more about the project and share your ideas/concerns	DESIGN STUDIOS October 19th, 5-7pm October 24th, 5-7pm October 26th, 5-7pm November 7th, 5-7pm at City Hall You can ask planners to draw your ideas in real time and experiment with possibilities.	OPEN HOUSE December 5th, 5-7pm at City Hall You can provide feedback on emerging concepts.	OPEN HOUSE April TBD Time	✓ Implementation Strategies ✓ Land Use & Development ✓ Mobility ✓ Infrastructure ✓ Economic Development ✓ Environment and Parks

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

We Want to Hear From You!

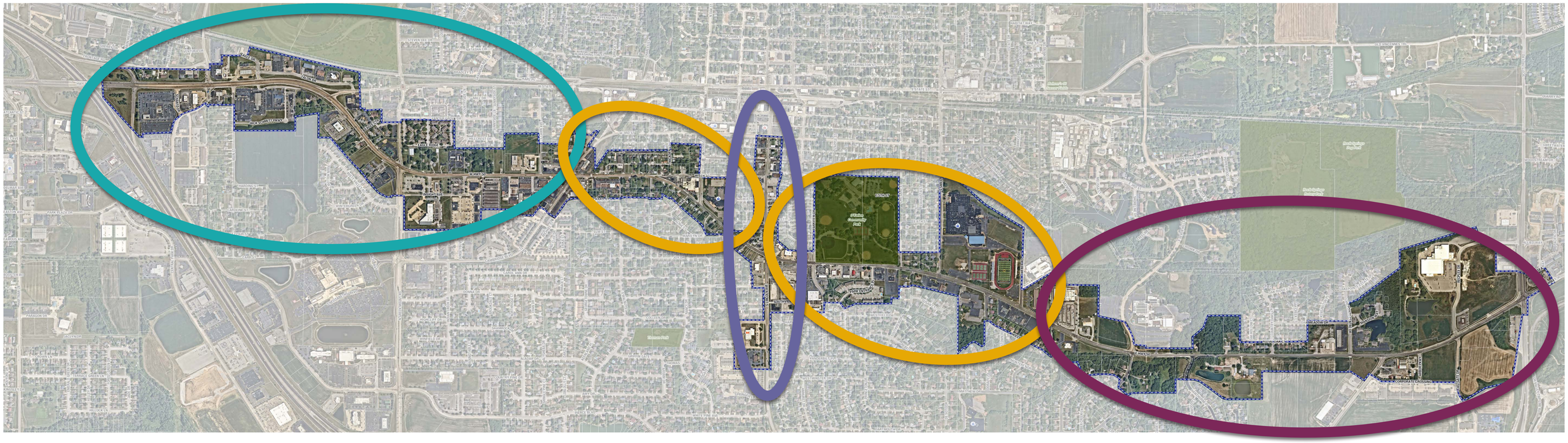
Are there areas that work great?
Are there areas that need special attention?
Map your ideas and concerns!

emerging themes

Highway 50 Corridor





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

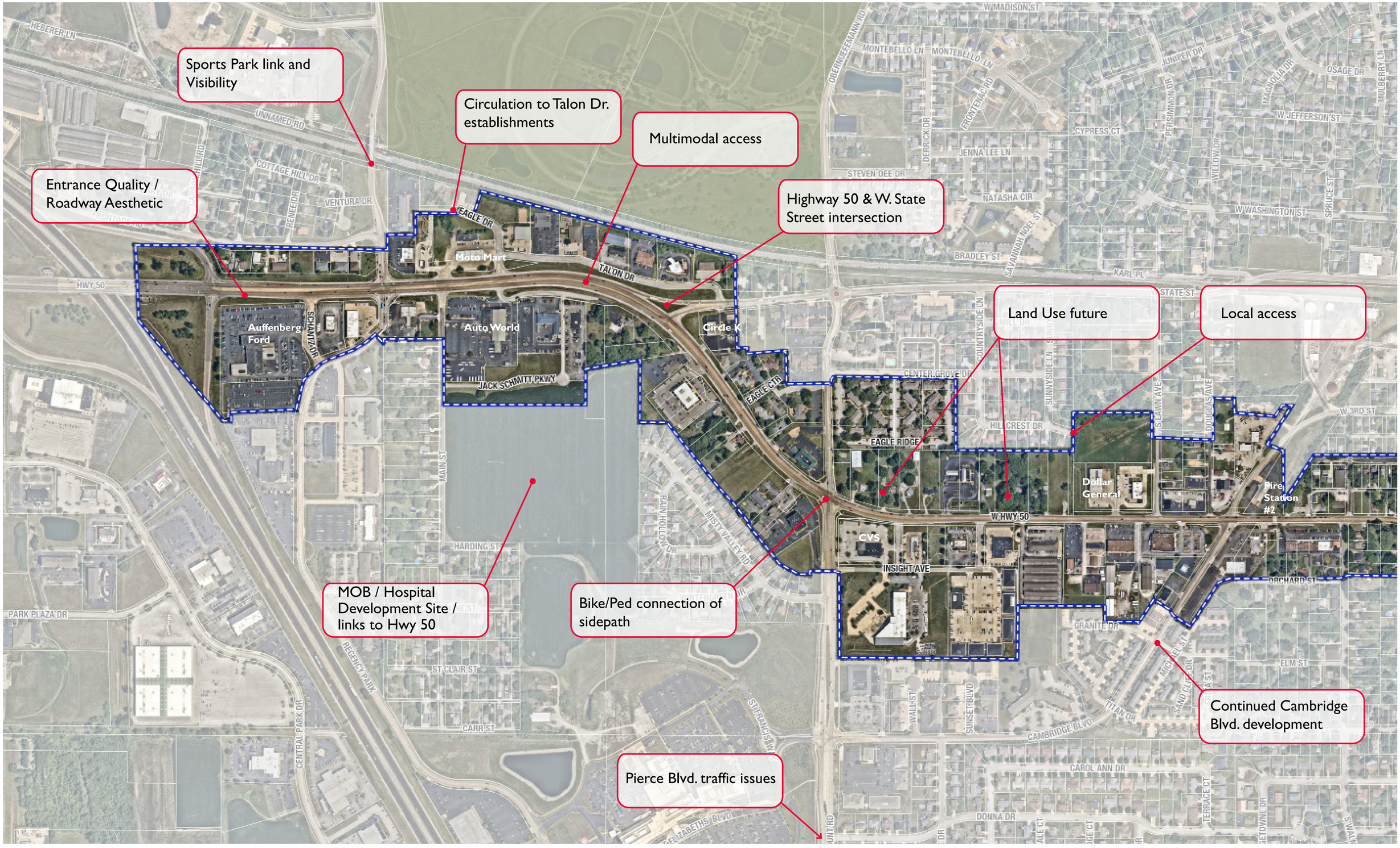
- » Walkability
- » Bicycle access
- » Small business environment
- » Streetscape
- » Library connection
- » Civic Plaza
- » Adjacent redevelopment
- » Infill development
- » Community Park frontage

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

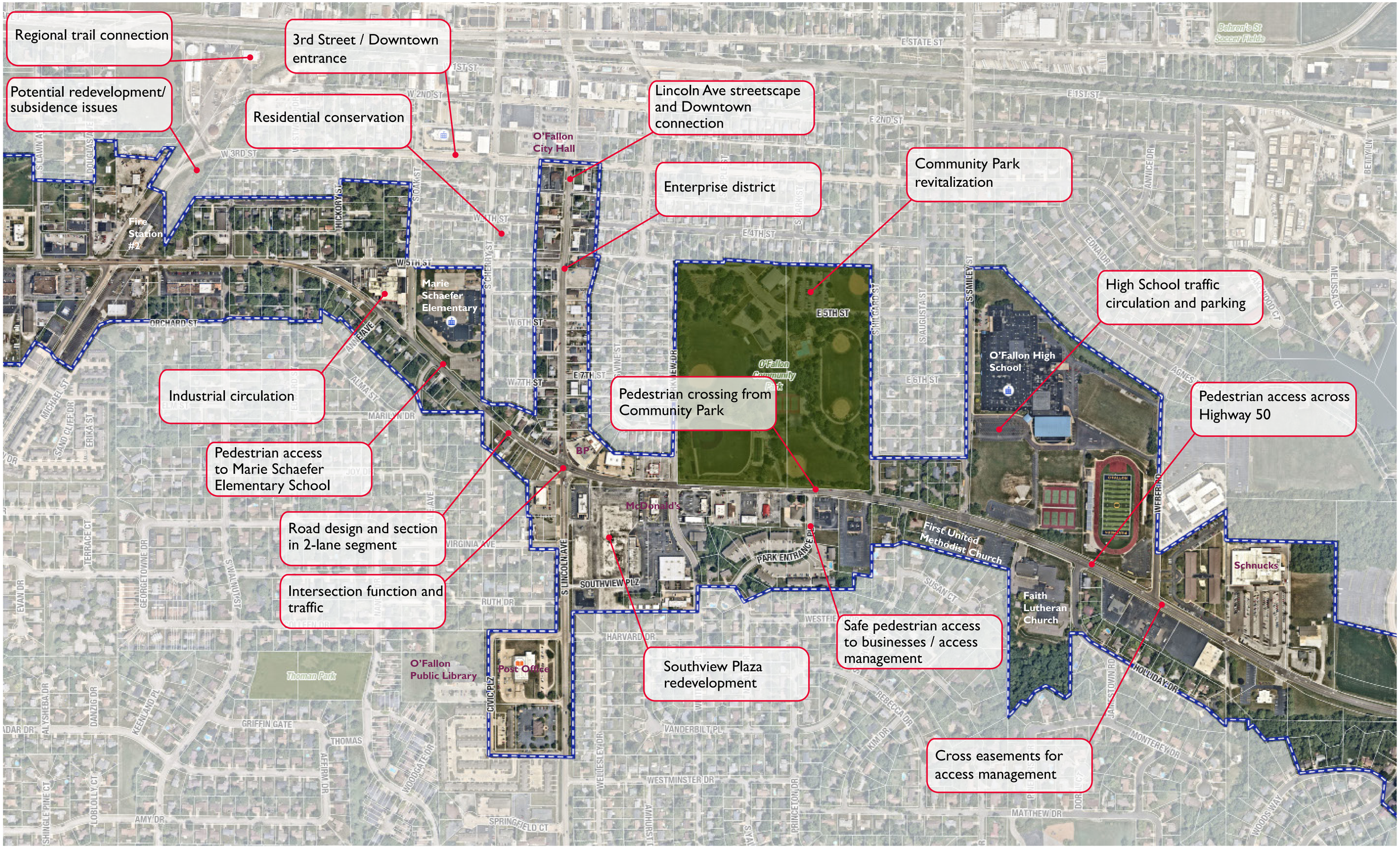
emerging opportunities: west

WHAT ARE YOUR OBSERVATIONS?



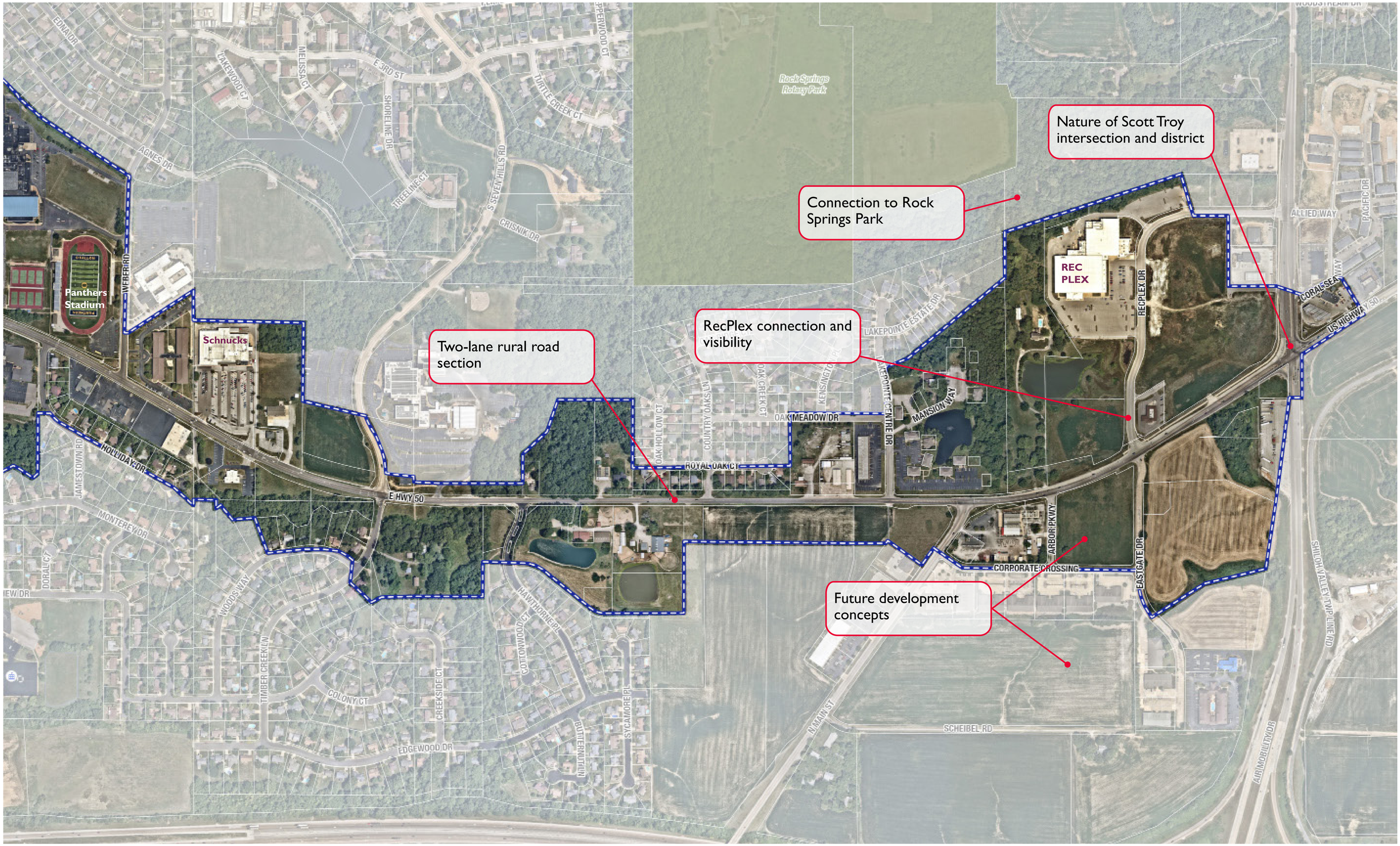
emerging opportunities: central

WHAT ARE YOUR OBSERVATIONS?



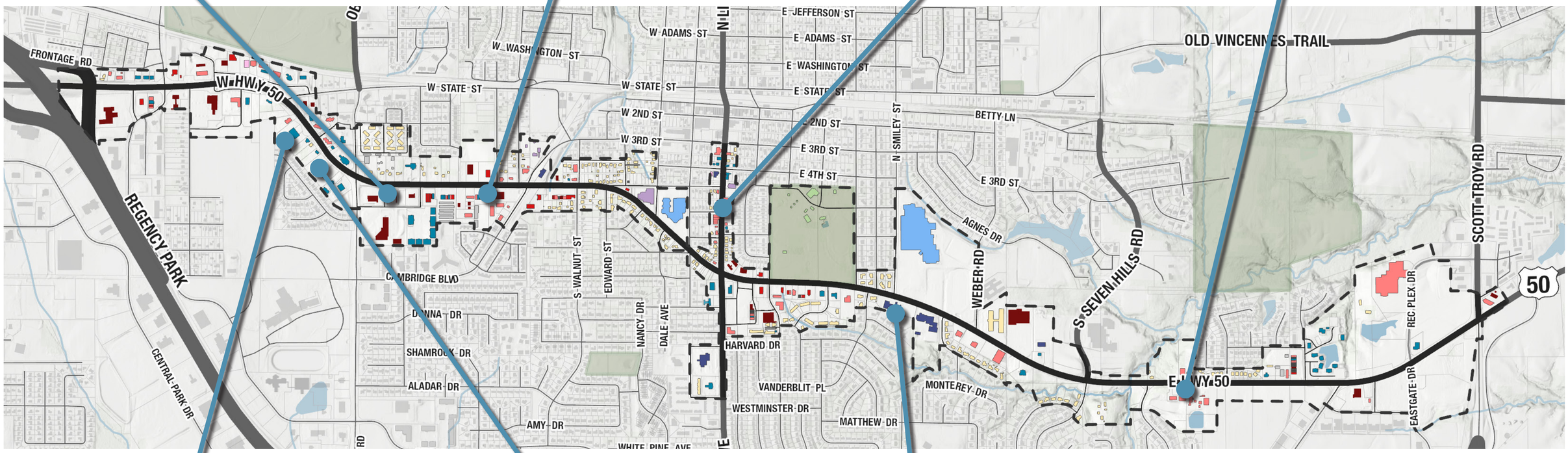
emerging opportunities: east

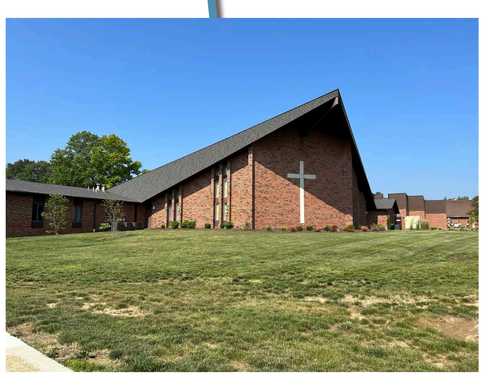
WHAT ARE YOUR OBSERVATIONS?



existing building use

Highway 50 Corridor

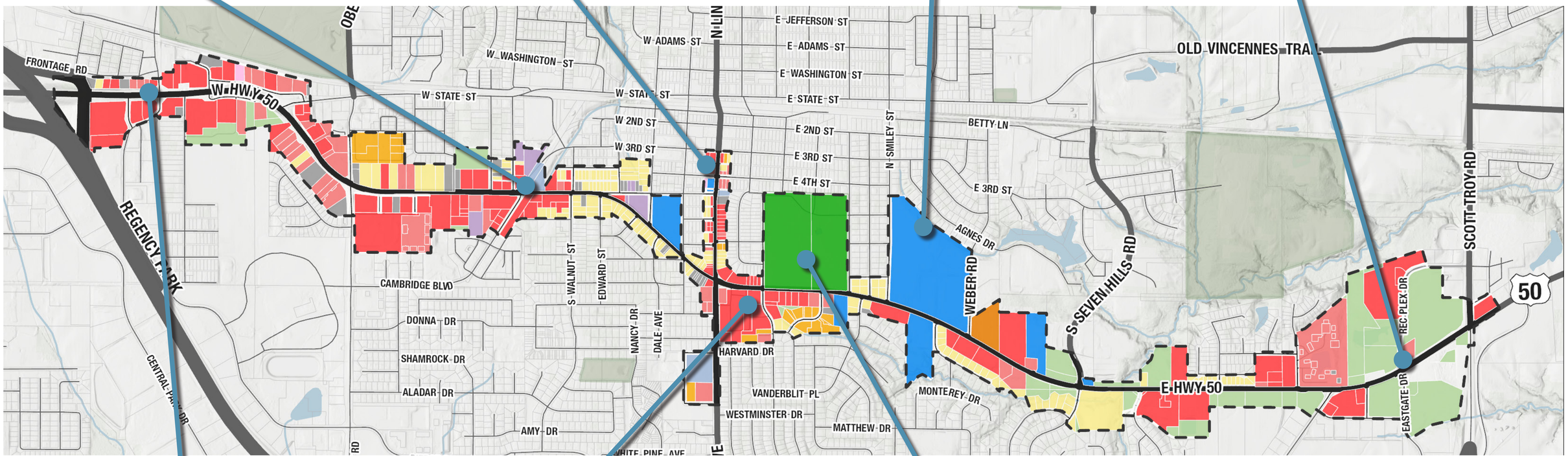




- Residential 22.7%
- Public 19.9%
- Service 14.1%
- Retail 13.3%
- Office 11.6%
- Civic 5.6%
- Restaurant 4.3%
- Storage 2.6%
- Industrial 2.4%
- Parks 1.9%
- Vacant 1.3%
- Daycare 0.4%
- Study Area

existing land use

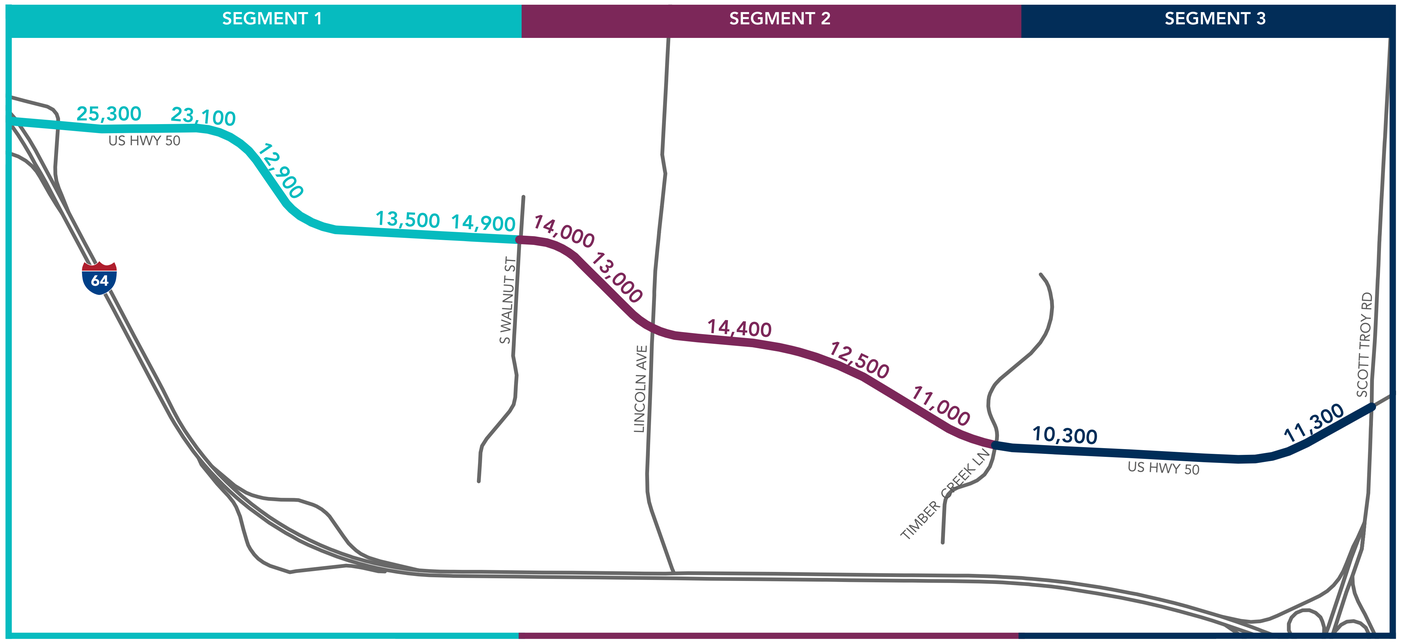
ARE THERE AREAS THAT SHOULD CHANGE IN LAND USE?



- Commercial 28.5%
- Agriculture/Open Space 18.8%
- Office 12.0%
- Civic - School/Church 12.0%
- Low Density Residential 11.3%
- Parks/Recreational Area 7.9%
- Medium Density Residential 3.1%
- Vacant 2.7%
- Industrial 1.4%
- Civic - City Owned 1.2%
- High Density Residential 1.0%
- Daycare 0.2%
- Study Area

Great Streets Study Area

Highway 50 Corridor



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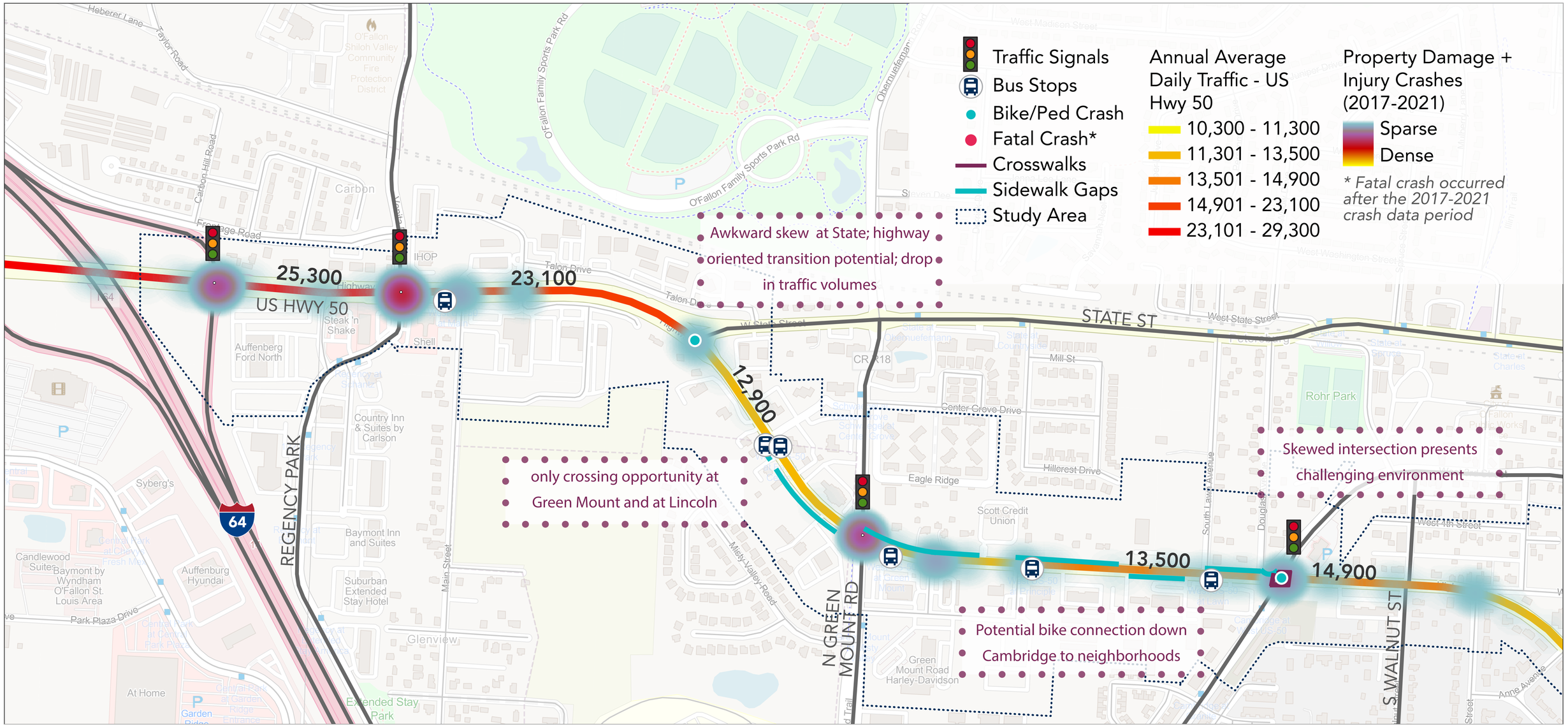
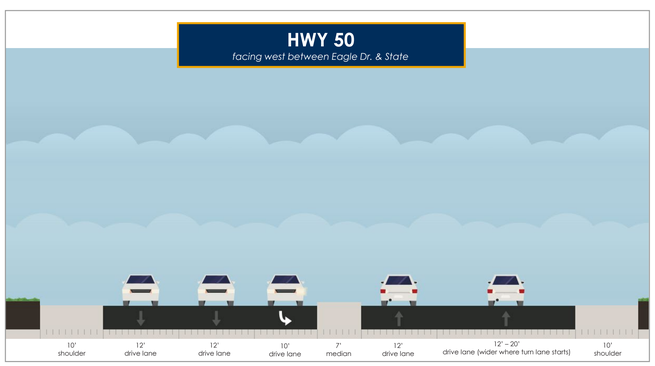
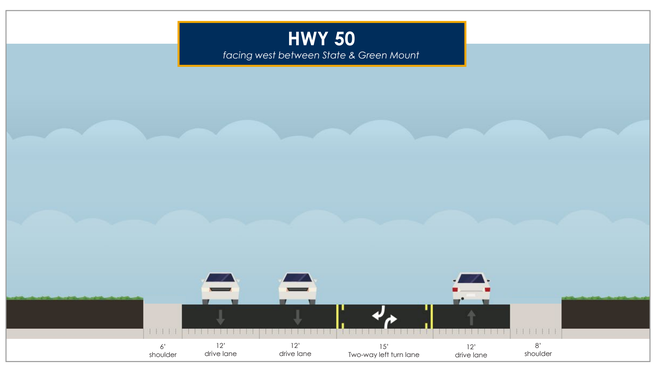
west: I64 to Walnut Street

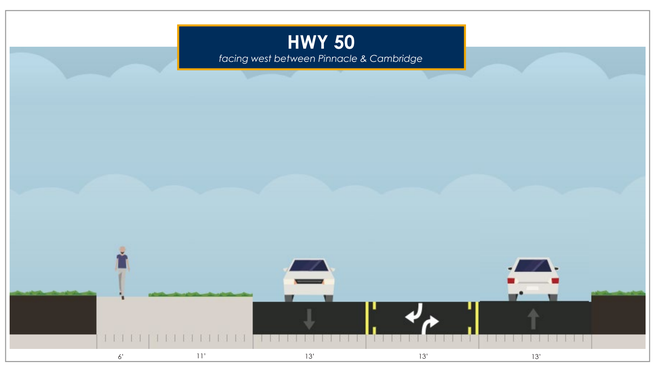
Highway 50 Corridor



Typical Sections







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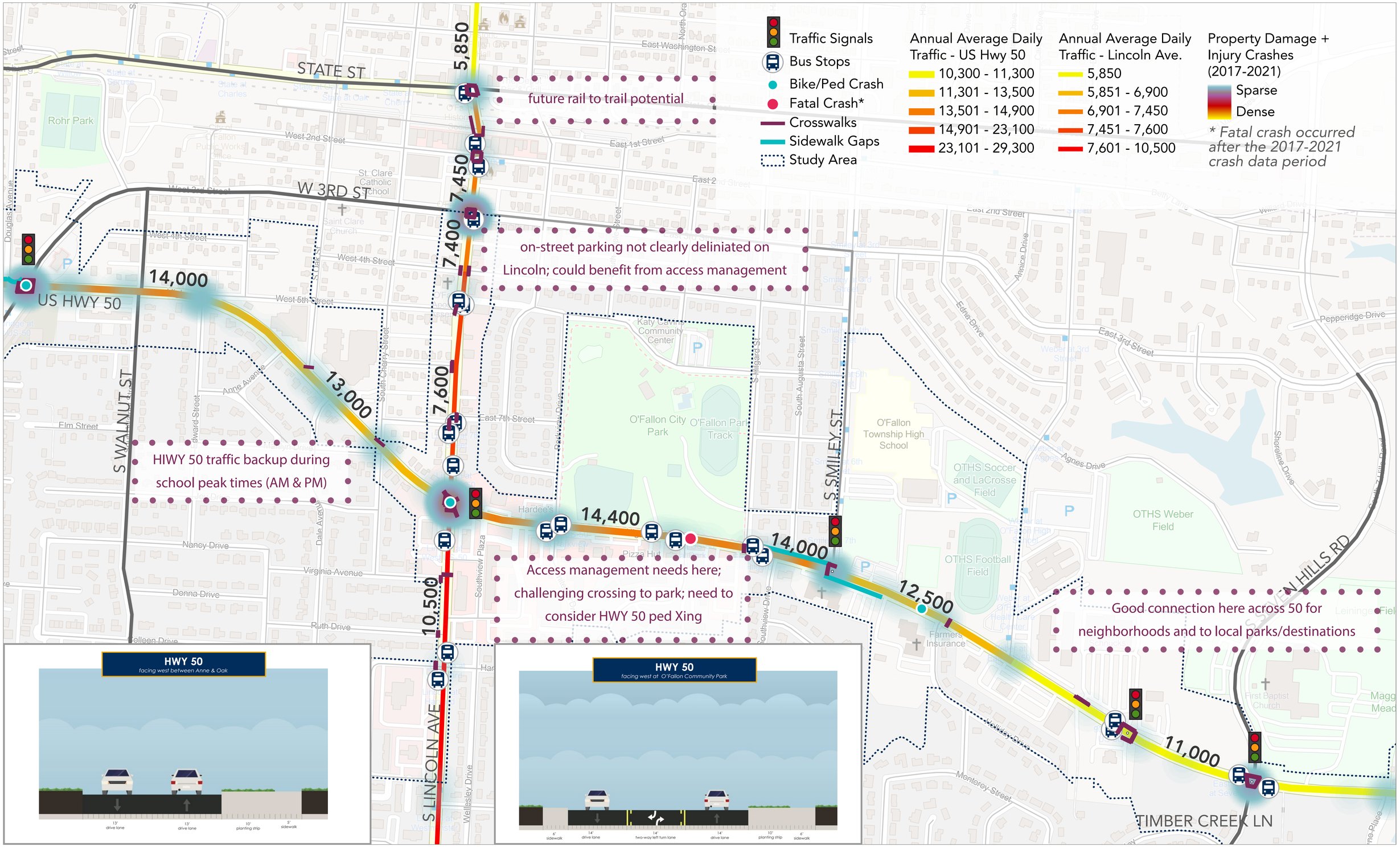
central: Walnut Street to Timber Creek Lane

Highway 50 Corridor



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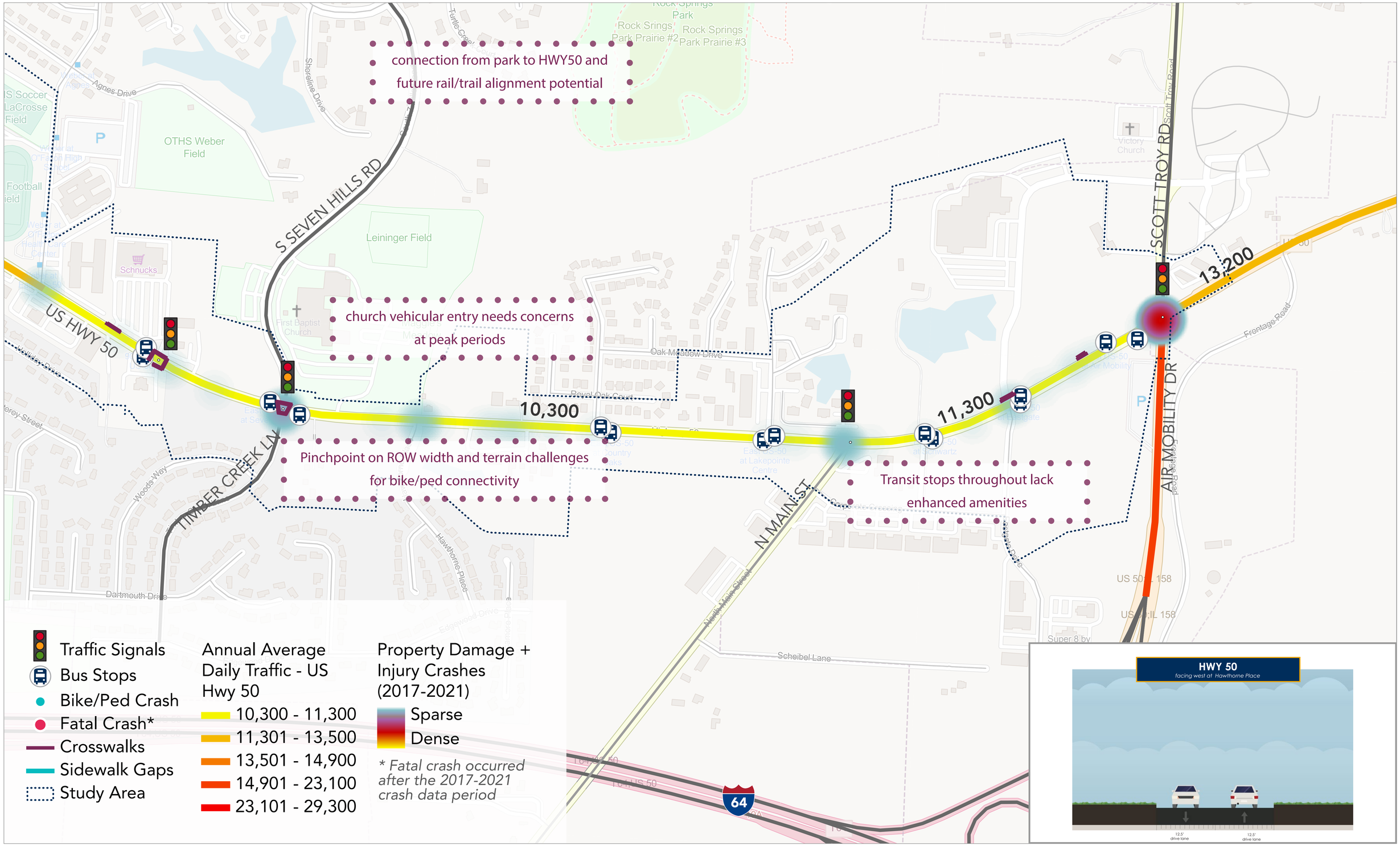
east: Timber Creek Lane to Scott Troy Road

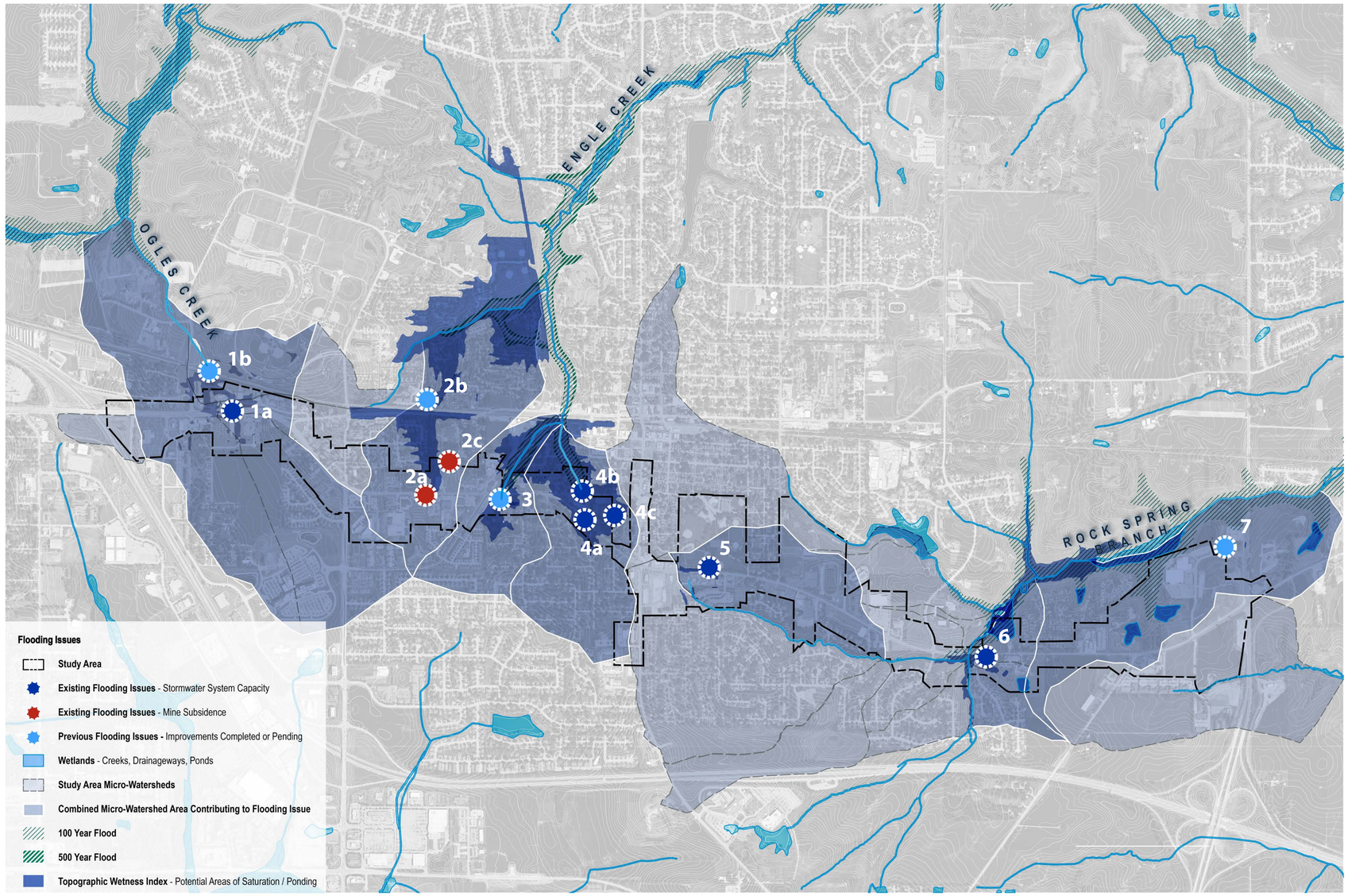
Highway 50 Corridor



Sponsored by: City of Fallon, Illinois | East-West Gateway Council of Governments

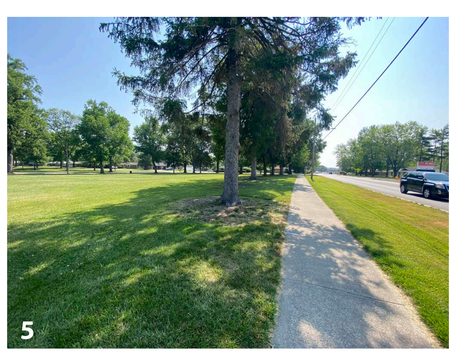
stormwater infrastructure

ARE THERE OTHER AREAS OF FLOODING CONCERN?



2a


4a


5

Issue 1a: Flooding of Highway 50 between Main Street and Eagle Drive

Contributing factors: An undersized culvert at the railroad to the north (1b). The culvert was designed for pre-development volume and is now presenting challenges in high-volume rain events. Improvements to this area to replace the culvert and expand existing retention pond are identified in the City's Capital Improvement Plan.

Issue 2a: Flooding of Highway 50 west of South Lawn Avenue, at the Dollar General

Contributing factors: An undersized culvert at the railroad to the north (2b). The culvert was designed for pre-development volume and is now presenting challenges in high-volume rain events. Mine subsidence at Lawn Avenue caused permanent ponding and the demolition of a single-family home in 2016 (2c). Improvements to this area to replace the culvert are identified in the City's Capital Improvement Plan. The vacant lot is planned to be infilled with townhomes that have been engineered to hold a 100-year storm event.

Issue 3: New culvert under Highway 50 at Cambridge is at capacity, while storm events are increasing in intensity.

Contributing factors: The new culvert under Highway 50 was installed in 2023, and is functioning to prevent further flooding of nearby residential homes to the south. However, rain events are increasingly more severe as evidenced in July 2023 where a 500-year storm event overwhelmed the culvert.

Issue 4a: Flooding on Highway 50 at the intersection of West 6th Street, as well as related flooding at West 6th Street and Cherry Street.

Contributing factors: Existing storm infrastructure exists from Dale Avenue, moving north to the outlet inside the block north of Prairie Dairy (4b). The existing infrastructure is older, and includes oddities such as a line extending under Schaefer Elementary Shool (4c). Any increse in system capacity from changes to Highway 50 should include suggestions for volume reductions nearby.

Issue 5: Community Park drains towards Highway 50. Minor flooding occurs within the park.

Contributing factor: Grades within the southern half of the park direct water towards Highway 50. Highway 50 is elevated above the park, thereby trapping some water.

Issue 6: No swale on either side of Highway 50 causes ponding on the shoulder.

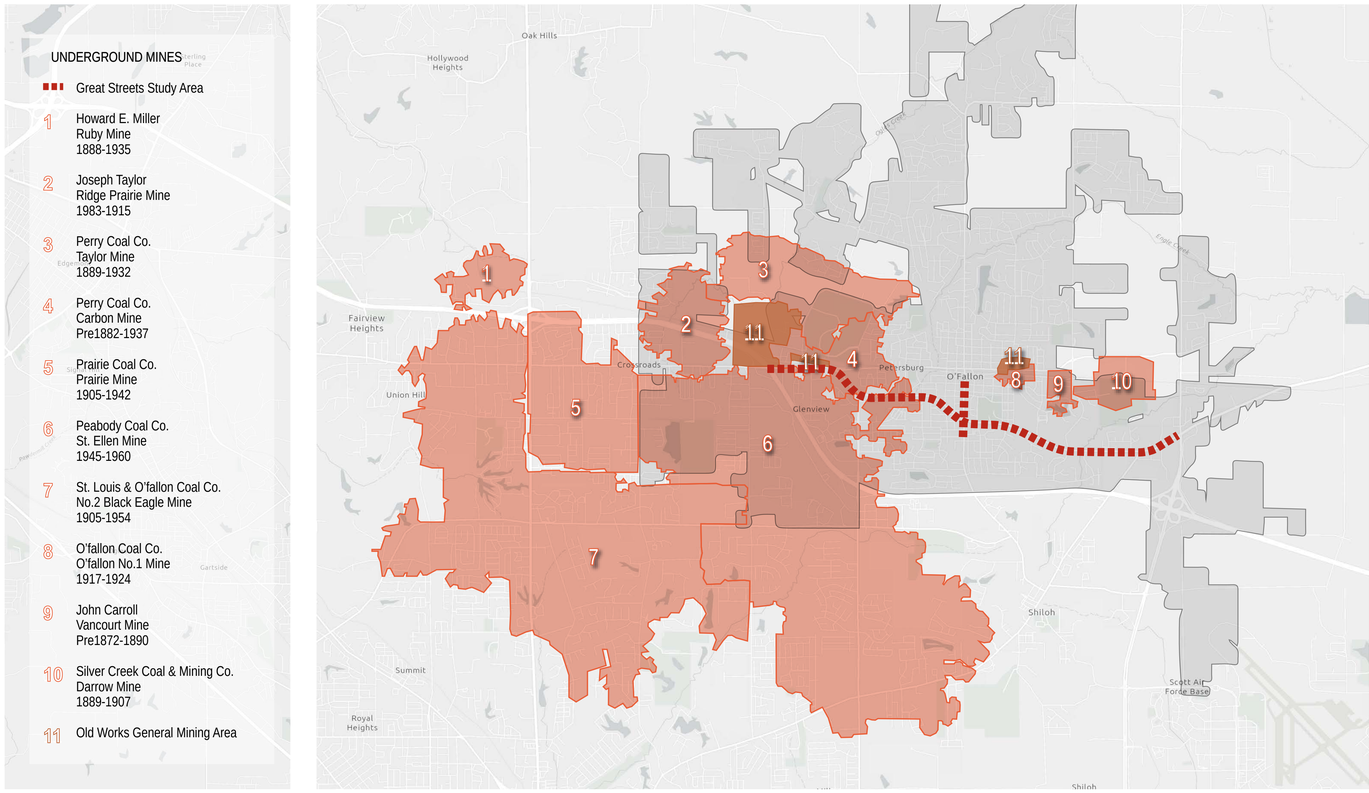
Contributing factor: Highway 50 between Country Oaks Lane and Rock Springs Branch Creek does not have a swale along the roadway shoulder.

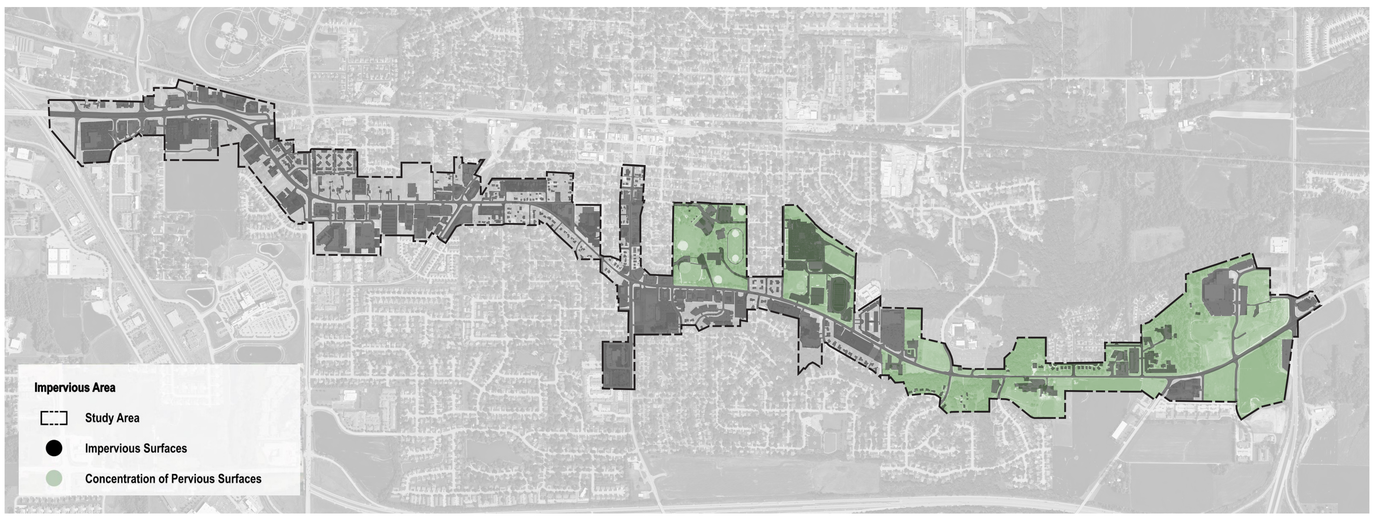
Issue 7: Stormwater design observation

Contributing factor: Stormwater basins developed as part of the McKendree RecPlex project are located predomminantly along the Scott-Troy Road frontage. This high-visibility location is typically assigned to commercial uses. Holistic approach to stormwater management and green infrastructure throughout this development may reduce dependency on the need for storm-water BMPs along the corridor and open that space up for development.

stormwater infrastructure

Highway 50 Corridor

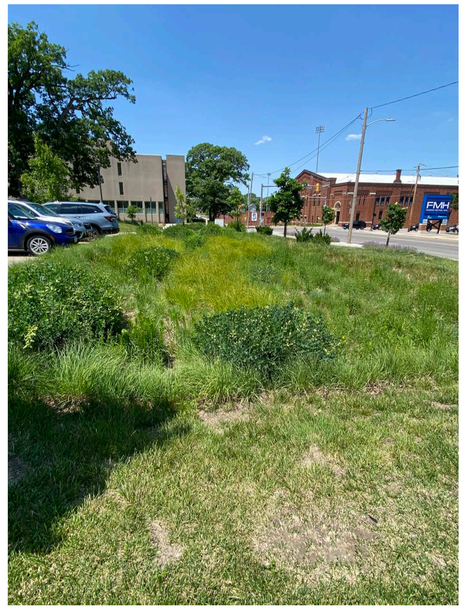


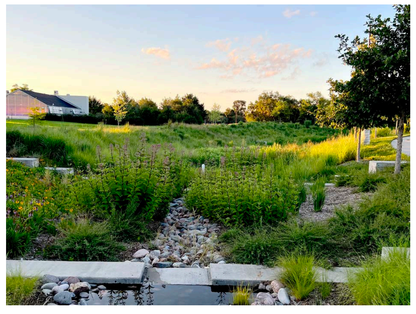


Mine subsidence, impervious surfaces, and aging infrastructure are the primary factors in localized flooding along the Highway 50 corridor.

49% of the study area consists of impervious surfaces such as rooftops, parking lots, and streets.

Incorporating Best Management Practices (BMPs) into commercial and residential areas can help increase water infiltration and reduce stormwater runoff.





stormwater infrastructure

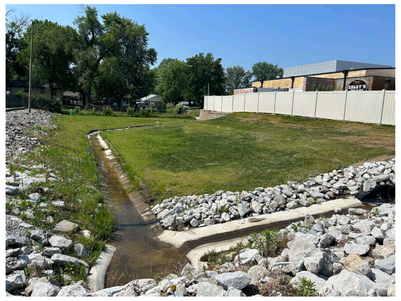
Existing Conditions

WEST





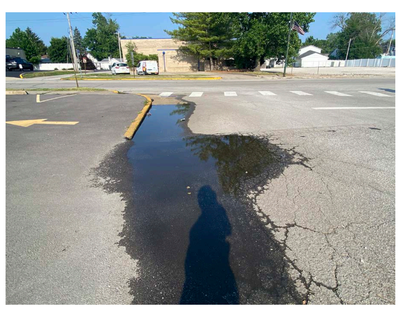
CENTRAL




EAST




LINCOLN AVE



mobility

Existing Conditions

WEST





CENTRAL





EAST




LINCOLN AVE