



City of Collinsville

Bicycle and Pedestrian Master Plan



Purple Path



Acknowledgments

The City of Collinsville would like to thank our residents for their participation, excitement and support of this effort. Their enthusiasm and input into this planning process has made an invaluable impact on our community and helped to ensure the Plan's future success.

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The City of Collinsville would like to extend a special appreciation to our planning partners, MEPRD and ACT. Their funding has provided this opportunity to our community and we appreciate their support.

Thank You



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Purple Path

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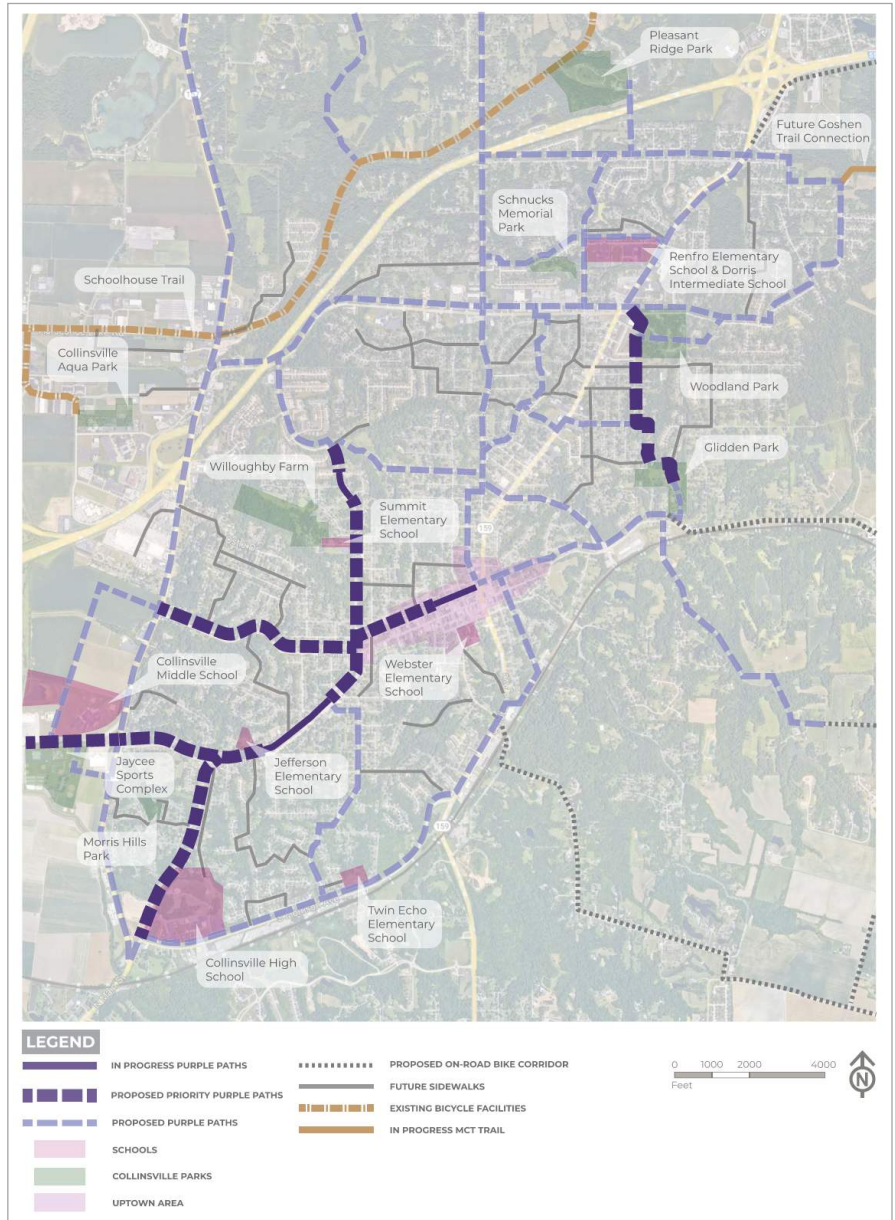
Executive Summary

The City of Collinsville contracted with Oates Associates and Planning Design Studio to develop a bicycle and pedestrian master plan. The planning process included several phases starting with an evaluation of existing conditions in which current planning efforts were studied, existing City landscape and community makeup were evaluated, and City and regional stakeholders were interviewed to understand the conditions that define Collinsville today. The community was engaged in the planning process through an initial online survey. The survey helped define the makeup and desires of the community, as well as determine connections within the City that would have the greatest impact on walking and biking around the City. An Oversight Committee was then formed to help prioritize the connections defined by the online survey results and existing conditions research.

Once the preferred connections were defined, a feasibility analysis was performed to determine corridors that could complete the preferred connections. Feasibility of the desired bicycle and pedestrian facility types and prioritization from community engagement led to a set of priority corridors. These corridors comprise the core of the City's future bicycle network and are defined as the Priority Purple Paths. The Priority Purple Paths were introduced to the Oversight Committee as well as the public through an open house.

Community feedback from the open house helped to determine additional connections to complete the network of bicycle and pedestrian facilities within Collinsville. Needed sidewalks were added to the network, additional Purple Paths were defined, and on-road bicycle routes were mapped.

The final Plan is a long-range vision for developing or enhancing walking and biking facilities throughout the City of Collinsville. Refer to the map on this page. It is meant to act as a guide for the prioritization of projects within the City for the next five to ten years and to help obtain funding for the development of those facilities.



Collinsville Bicycle and Pedestrian Planning Map



Purple Path

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1 Introduction

Collinsville, Illinois is located in Madison and St. Clair Counties along the bluffs of the Mississippi River. Lying just east of the “Gateway to the West” and at the crossroads of two interstates that travel both north/south and east/west, Collinsville is positioned to remain a regional destination for recreation and employment, as well as a premier location to call home. The City continuously undergoes planning efforts to ensure its economic viability and residential charm. Recent surveys have unveiled a desire for a more walkable and bikeable community. The City recognizes the growing impact of the regional trail systems in both Madison and St. Clair County and is watching surrounding cities experience economic growth and community excitement surrounding their trail systems. This Plan comes about to address the community’s desires to tap into the nationally recognized regional trail system.

1.1 Vision Statement

Collinsville has listened to the community and is committed to creating a network of bicycle and pedestrian facilities that will not only support its neighborhoods and regional attractions but also provide safe and sustainable alternative forms of transportation; bolstering community connectivity and accessibility while extending Collinsville’s regional appeal as a destination for visitors and residents alike.

1.2 Definition

To promote the Plan and create enthusiasm, the City developed branding for the Plan and the facilities it recommends. In this document, the terms “Purple Path” and “Path” will be used interchangeably with the terms “shared use path,” “trail,” or “multiuse path”. In each case the term is meant to describe separated, off-road facilities used by both pedestrians and bicyclists.



MCT Trail Critter , Radish - located along the Schoolhouse Trail on Horseshoe Lake Road

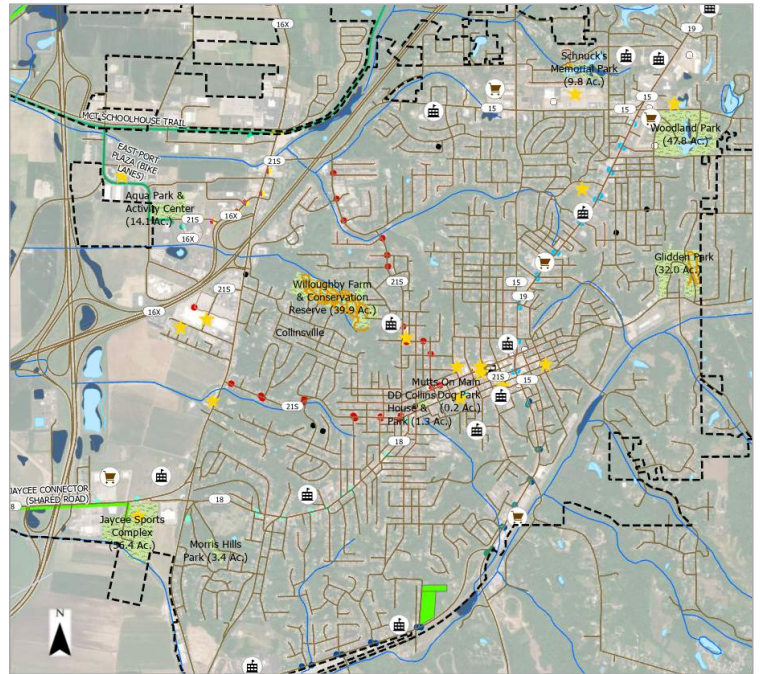


2 Existing Conditions Review

The existing conditions of a community lay the groundwork for bicycle and pedestrian planning. Existing conditions that were reviewed in Collinsville included an evaluation of existing infrastructure and community layout, a review of documented recent crashes, and meetings with City and local officials on current planning efforts.

2.1 Creating the Study Basemap

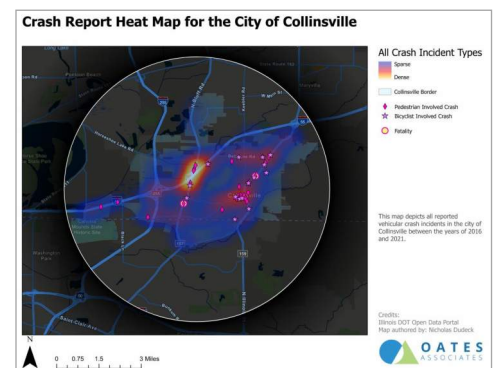
The first step in exploring the City of Collinsville was creating a study basemap. This map was created to house key components of the City's existing landscape. Roadways were mapped, along with their characteristics such as speed limit and functional class. Points of interest were mapped which included schools and parks as well as government buildings and grocery stores. Existing pedestrian and bicycle patterns were mapped using nationally available public data for recreation and exercise. Demographics such as population, zero-car households, and disadvantaged populations were also included to ensure an equitable plan that would serve the most vulnerable members of the community.



Study Basemap

2.2 Roadway Safety Investigation

Another valuable piece of information used as a foundation for a bicycle and pedestrian plan is crash data. Crash data from 2016-2021 was used to create a heat map showing locations of the greatest concern for vehicles, pedestrians, and bicyclists. Vehicle crashes are most prevalent along IL-157, Belt Line Road, Collinsville Road, and in Uptown. Pedestrian fatalities have occurred along both IL-159 and IL-157 which are also the two corridors with the most bicycle crashes. However, the Uptown area is shown to be the most significant risk to pedestrian safety. A full-size version of the map is provided in the **Appendix**.



Crash Data Heat Map



2.3 Current City Planning

The City has undergone several recent planning efforts including the 2019 Great Streets Initiative Plan for St. Louis and Collinsville Road, the 2020 Parks and Recreation Master Plan, and the upcoming Comprehensive Plan. These planning efforts were reviewed and their impact on bicycle and pedestrian goals were integrated into several aspects of the Plan. Previous community engagement efforts and feedback were studied for information regarding possible connections and existing plans were incorporated into this Plan to form a cohesive document for bicycle and pedestrian planning for the City.

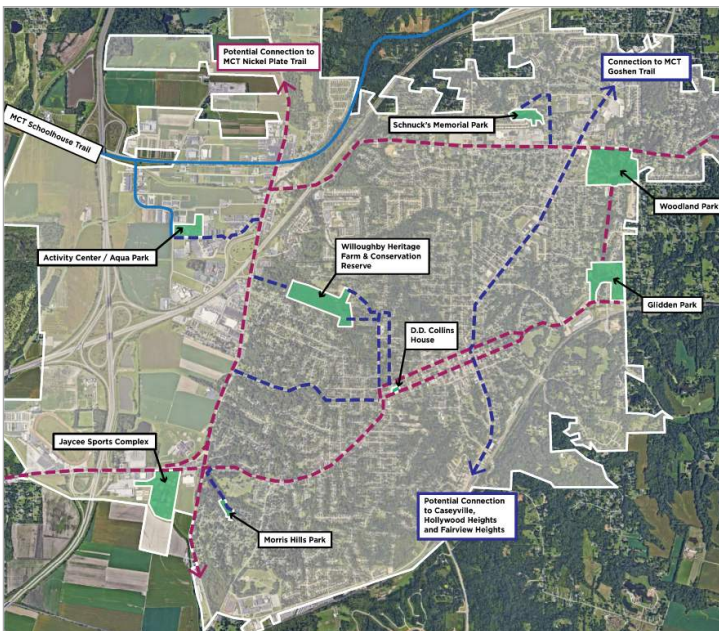
2.3.1 2019 Great Streets Initiative

In 2019, East-West Gateway funded a Great Streets Initiative Plan for Collinsville. The plan focused on redeveloping the St. Louis and Collinsville Road corridor. Characteristics to note for the plan include a shared use path along St. Louis and Collinsville Roads as well as improved pedestrian travel between St. Louis Road and Uptown Collinsville.



2.3.2 2020 Parks and Recreation Master Plan

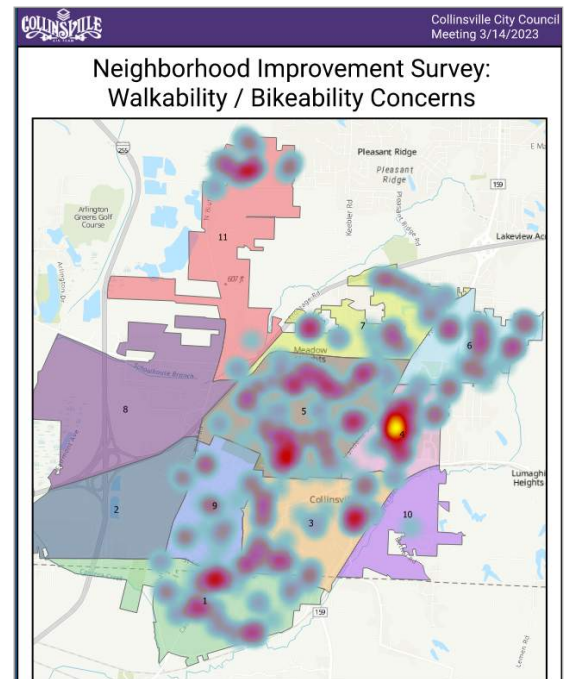
In 2020, the City of Collinsville completed a parks and recreation master plan to review the parks, trails, programming, and operations. The map on the left side of the page shows the recommended trail network from that study.



Parks Master Plan Recommended Trail Network

2.3.3 Comprehensive Plan and Neighborhood Improvement : Community Engagement

The City of Collinsville is currently undergoing a comprehensive plan update. Several community surveys were performed in those planning efforts and information regarding bicycle and pedestrian planning was utilized to help guide this Plan. The map on the right of this page represents areas of concern for walking and biking as documented by the community.



3 Defining Desired Connections

Bicycle and pedestrian plans are created to connect people from where they are to where they want to be. The study basemap located places of interest within the City and was then used as a tool to begin talking to the community to determine priorities. Local officials and area stakeholders were also interviewed. Through this communication, the Plan will be able to not only take into account the desires of the community but also the plans within the community that will impact the development of bicycle and pedestrian facilities. Between the study basemap and the community engagement, twelve city-wide connections were identified.

3.1 Stakeholder Meetings

Once the study basemap was created, a series of stakeholder meetings were held to understand the extent of existing and future planning efforts surrounding the City and its facilities.

3.1.1 City Officials

Meetings with the City's Engineering, Parks and Recreation, and Administration Departments, as well as other individuals, were held to gain an understanding of the direction of future planning for the City and to gain an appreciation for areas of concern. The following were key takeaways from the meetings with City officials.

- Parks has a current emphasis on enhancing both the Jaycee Sports Complex and the area around the Aqua Park and would like to see parks connected with trails.
- The City has concerns over pedestrian usage and safety along both Belt Line Road and IL-157.
- Several development projects are currently under design or construction along the IL-157 corridor.
- The City is currently pursuing funding for segments of shared use paths along both St. Louis Road and Summit Avenue.
- The City is currently designing bump outs along Clay Street out of concern for pedestrian safety in their Uptown corridor.



3.1.2 Collinsville Unit 10 School District

A meeting was held with the School District which included the superintendent and two school leaders. Key takeaways from this meeting included:

- Concerns along Camelot in front of the Intermediate School and Renfro Elementary School including pedestrian and vehicle interactions during drop-off and pick-up times.
- Concerns along Golfview Drive since students use this road to access the school as well as the bowling alley after school.
- A new vocational center will be constructed across from the high school along Caseyville Road; the school and City both have concerns for pedestrian safety with an at-grade crossing of Caseyville Road.
- Their current Hazardous Routes listing was shared with the planning team to help the team prioritize walking and biking for students who live close to school.
- Pedestrian facilities along Morrison feeding both Twin Echo and the High School are a desire for the school district.

3.1.3 Illinois Department of Transportation (IDOT)

IDOT has one current, and several future plans for their facilities in and around Collinsville. These plans include:

- Redesigning the intersection of IL-159 and Belt Line Road
- Replace or reconstruct the I-55/I-70 bridges at both Keebler Avenue and Pleasant Ridge Road. The replacements will allow room for a shared use path at both of these locations so bicyclists and pedestrians can cross the interstate safely.
- Defining which side of IL-157 will be used for pedestrian and bicycle facilities for permitting during new development projects. The City will need to make this determination.

3.1.4 Madison County Transit (MCT)

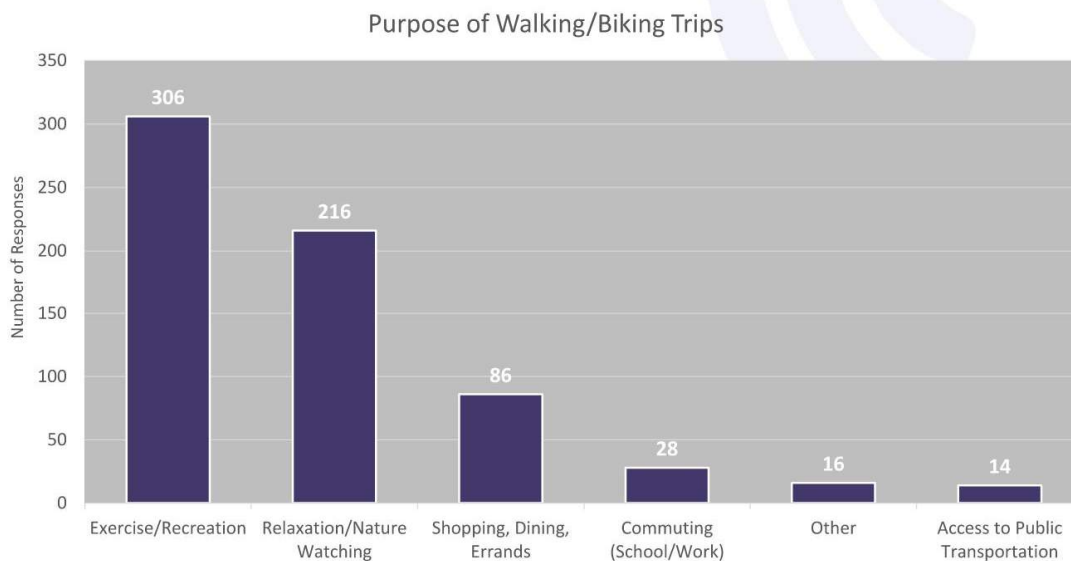
Madison County Transit's rapidly expanding trail network has a profound impact on area municipalities and their bicycle and pedestrian planning. Recent and future projects by MCT for the area surrounding Collinsville include:

- Newly constructed below-grade crossing of IL-157.
- New bridge crossing of IL-111 is currently under design.
- Proposed connection to Goshen Trail is under design and will connect to the northeast side of Collinsville at Barbara Street.
- Interest in Canteen Creek for a north/south trail along the east side of Collinsville.

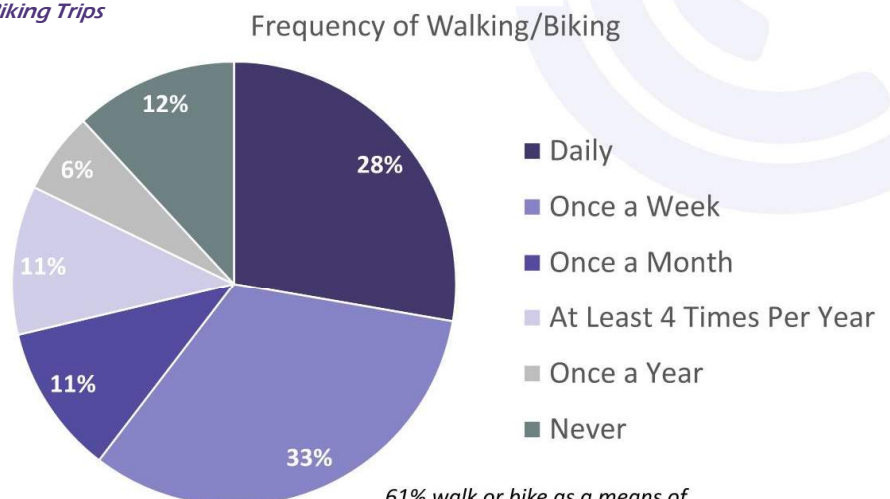


3.2 Community Survey

An online survey was conducted as part of the Collinsville Bicycle and Pedestrian Master Plan to gather input from the community on their current usage of the existing trails in Collinsville and potential improvements and/or visions for future trails. The survey was open from August 7, 2023, to October 9, 2023, and received significant feedback from the public; over 336 respondents shared their thoughts. Out of the 336 respondents, 87% identified as Collinsville residents, 40% as trail users between 40 and 54 years of age, and 36% as trail users between 25-39 years of age. Many of the respondents touched on topics pertaining to easy accessibility throughout the City, improved neighborhood and sidewalk connections, and elevated trail design features. Respondents expressed their concerns about various roadways and intersections, such as Belt Line Road ranking among the highest in roadway and intersection concerns. Besides prioritizing more neighborhood connectivity, Uptown Collinsville, the MCT Trail System, and Willoughby Farm were among the highest connection priorities. See the various graphics to learn more about the Collinsville Bicycle and Pedestrian Master Plan online survey results. Complete survey results can be found in the **Appendix**.



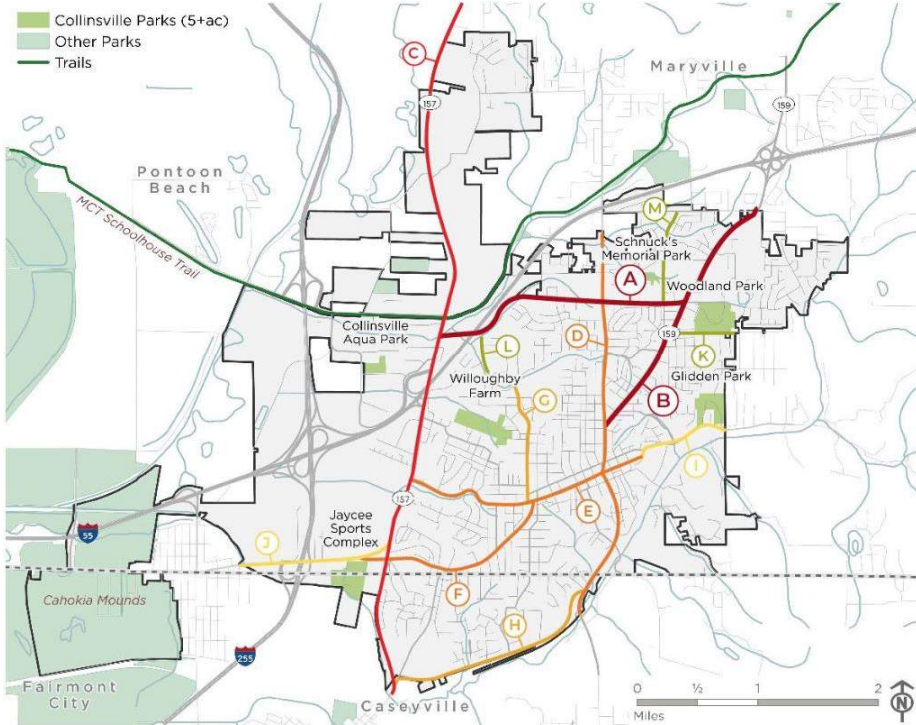
Survey Response Summary: Purpose of Walking and Biking Trips



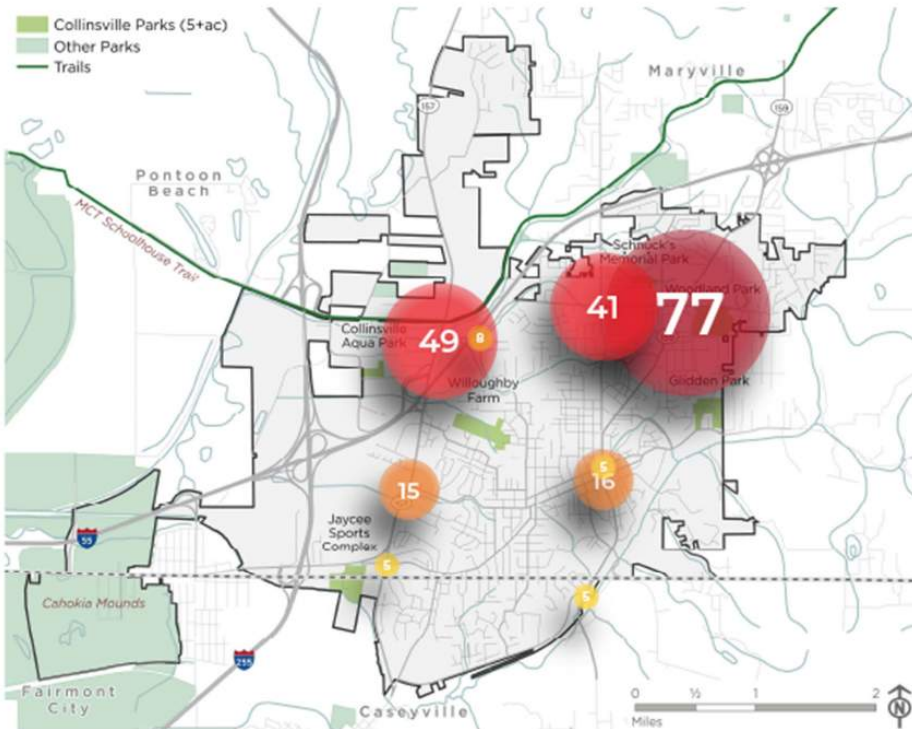
Survey Response Summary: Frequency of Walking/Biking

61% walk or bike as a means of transportation at least once a week



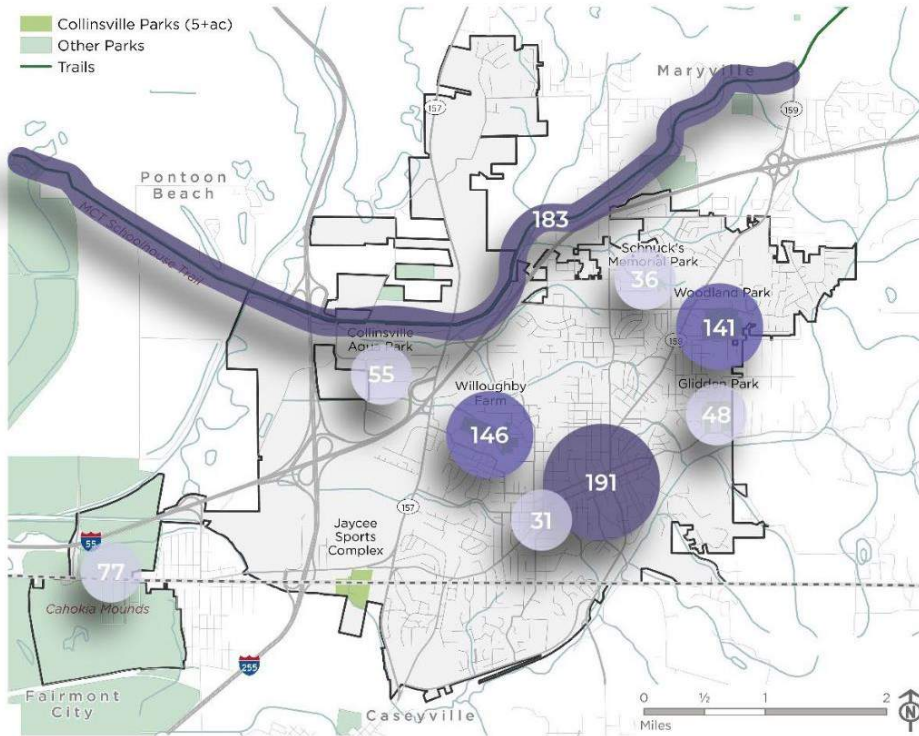


Survey Response Summary: Road Concerns



Survey Response Summary: Intersection Concerns





Connection Priorities

- 60% Uptown Collinsville
- 58% MCT Trail System
- 46% Willoughby Farm
- 44% Woodland Park
- 24% Cahokia Mounds
- 17% Aqua Park
- 15% Glidden Park
- 11% Schnuck's Memorial Park
- 10% Collins House

Survey Response Summary: Number of Times a Connection was Chosen as a Priority

ON-LINE SURVEY RESULTS – GENERAL COMMENTS

Make Connections Across the City:

"There are no good north/south routes in town from end to end, same for east/west. It is very difficult to just walk anywhere in town from Beltline to Uptown or from the middle of town to Bluff and beyond. Summit & Johnson Hill should be studied for improvements."

Improve Neighborhood/City Sidewalks:

"If there is a road in Collinsville, we need to prioritize having sidewalks. Everyone should be able to have a safe way to walk and we should have stable ground for all people to do so."

Trail Design Features

"Please provide bike racks, especially uptown and parks, so that bicycles can be parked safely and securely."

"Make trails that circle back to the start at 5, 10 and 15 distances..."

Road & Intersection Concerns

"Intersections such as Seminary/Johnson and others in that neighborhood west of Vandalia and south of Belt Line (but also including Belt Line) are already concerning for regular vehicle traffic and should be considered when deciding to add bicycle/pedestrian traffic."

"Please connect southwest Collinsville to bike/walking paths via new trails and addition of bike lanes to streets. Morrison by high school has needed safe walkway for decades."

"Beltline is a death trap for pedestrians and bicyclists. There are no designated crosswalks and speeds and road conditions lack of sidewalks make it hazardous. Plus there is no way a disabled person can manage crossing Beltline at 159."

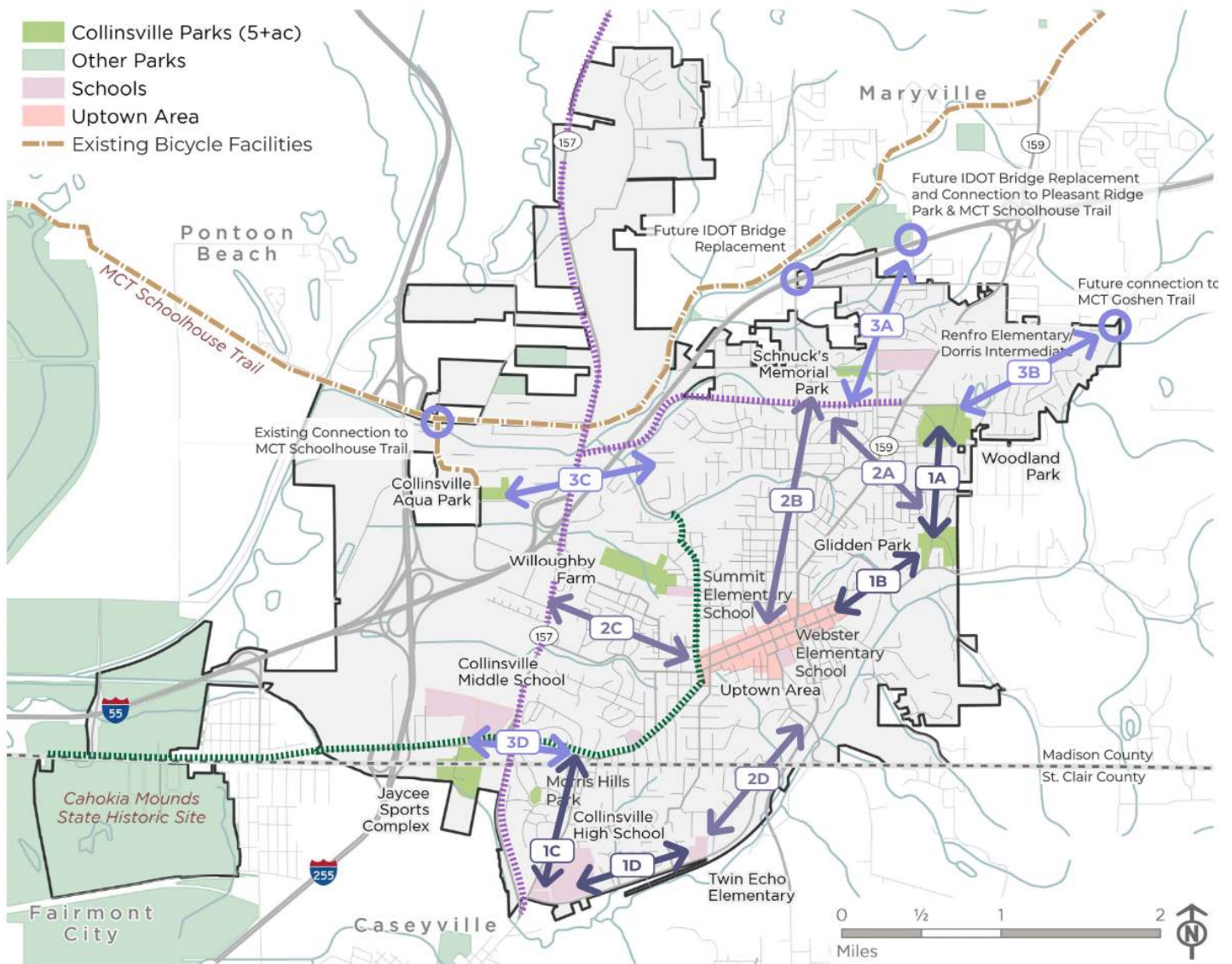
Survey Response Summary: General Comments



3.3 Preliminary Connections Map

From the community engagement, setting the vision for the Plan, and analysis of the City's existing conditions, twelve preliminary connections were defined. They are shown below and grouped according to their main characteristic.

1. Destinations (1A-1D): These connections link destinations such as Uptown, parks, and schools to other destinations
2. Neighborhoods (2A-2D): These connections link neighborhoods to destinations
3. Regional (3A-3D): These connections link neighborhoods to destinations with regional significance



LEGEND

	DESTINATIONS		IDOT CORRIDORS
	NEIGHBORHOODS		CORRIDORS WITH EXISTING BICYCLE FACILITY PLANS IN PROGRESS
	REGIONAL		



4 Determining Priority Connections

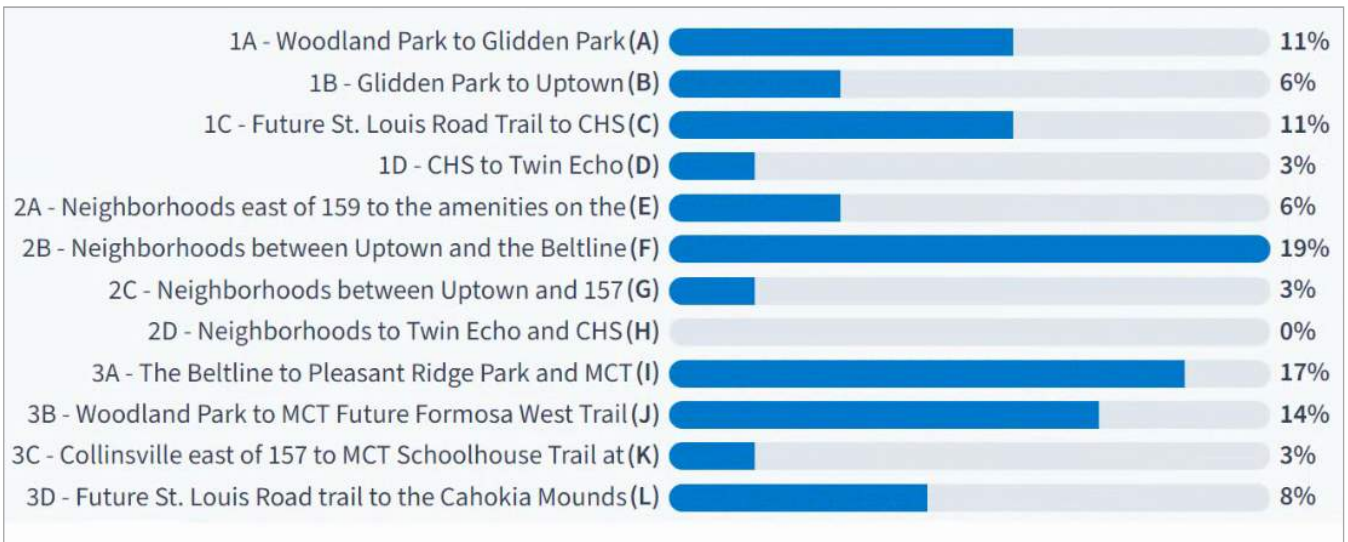
The map of preliminary connections that was developed from initial engagement and the study basemap was then evaluated for priorities as well as feasibility. Feasible bicycle and pedestrian corridors are necessary to complete a master plan that reflects not only community desires but is also feasible in development. The result of the Plan is to introduce specific projects along the priority connections for the City to focus on obtaining funding for over the next five to ten years.

4.1 Oversight Committee Meeting #1

The results of the online community survey were taken to the Oversight Committee for their evaluation and input. The Oversight Committee was a group of individuals from the City, community, and local agencies who were asked to listen to a detailed presentation of the master planning process. They were shown the community survey results, introduced to the future planning of the City, and asked to weigh in on the connections by helping to identify which connections they believe should be the focus of City development plans. The polling results from the Oversight Committee meeting are shown below. Among the highest-ranking connections from the Oversight Committee meeting are those connecting Belt Line Road or the MCT trail systems to other destinations and neighborhoods.



Oversight Committee Meeting #1



Oversight Committee Polling Results



4.2 Evaluation Matrix

To complete the prioritization of the preliminary connections, the connections were placed into an evaluation matrix. The matrix score range was 1-9, with a value of 1 being the highest rank and 9 being the lowest rank. Of the twelve preliminary connections determined previously, nine were taken to the evaluation matrix for comparison.

4.2.1 Evaluation Criteria

Criteria included in the evaluation matrix as well as a description of the scoring methodology are listed below.

Evaluation Criteria	Evaluation Description
Population	This ranks from 1 if it touches the most people or areas of high density and 9 if it touches the least amount of people
Heat Rating	This ranks from 1 if it connects or runs through heavily used areas according to publicly available activity trackers and 9 if it stays in strictly cool areas
Equity and Demographics	This ranks a 1 if it provides the most facilities to underserved portions of the city and a 9 if it is the furthest from the underserved
Safety	This ranks a 1 if it provides bike and ped facilities through areas of the greatest traffic concern but least crime area. This ranks 9 if it does not run through areas of traffic concern but runs through high crime areas
Comfort and Flow	This scores a 1 if it is wide open with little commercial entrances or cross streets, is flat, and shaded. This ranks a 9 if it is out in the open, on a terrain in a heavy commercialized area with lots of streets and entrances
Natural and Human made Barriers (RR, graveyards, floodways, and wetlands)	This ranks a 1 if there are no known barriers - either natural or man-made. This ranks a 9 if it crosses the most floodways, interstates, RRs or streams/rivers
Regional Connectivity - Transit and other trails	This is a 1 if connects to the most transit (bus stops) and trails in the region and a 9 if it is the furthest from both bus routes and trails
Commercial, Cultural and Civic Connectivity, Schools	This ranks a 1 if it connects to the places people go everyday like school, work, grocery and civic. It ranks a 9 if it connects to the least amount of these
Parks and Natural Resources Connectivity - Trails and Nature	This ranks a 1 if it connects to the places people go for recreation like parks, nature, trails and sports complexes. It ranks a 9 if it connects to the least amount of these
Provides a New Connection	Does it provide a facility where none currently exists today or will it only replace or enhances and existing facility
Infrastructure Needs or future planning coordination opportunities	This scores a 1 if there aren't any cost prohibitive aspects to the connection like bridges and walls etc. and it can be planned within an existing project to cost share or reduce construction down time. This scores a 9 if it has the most cost prohibitive aspects or cost reducers and can not be planned in coincidence with another project to reduce cost
City Talks	Results from meeting with the City
Community Survey	Results from our online community survey

Evaluation Criteria Table



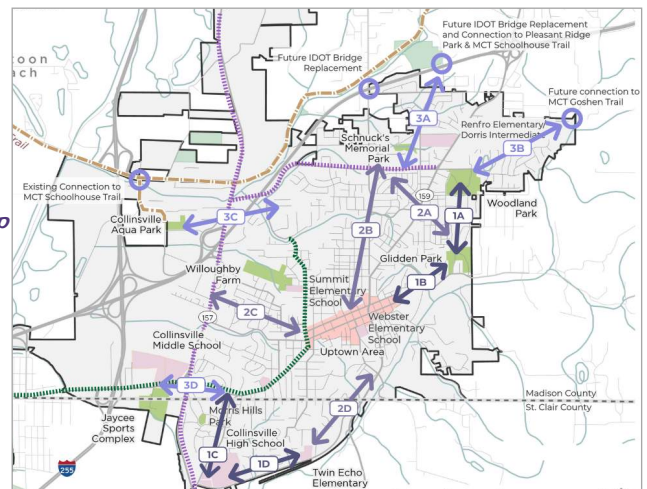
4.2.2 Evaluation Scoring

The final evaluation matrix determinations are shown below. The connections that were found to be the highest priority from the matrix once again included connections to Belt Line Road as well as to future MCT trail system connections which is similar to the feedback from the online survey.

<i>Collinsville Bicycle and Pedestrian Plan - Connections Phase Evaluation Matrix</i>									
	Scoring is 1 is the MOST influential or effective connection and 9 is the LEAST for each category								
	Destination Connections			Neighborhood Connections			Regional Connections		
Evaluation Criteria	1A	1C	1D	2A	2B	2C	3A	3B	3D
Population	3	6	7	2	1	4	8	9	5
Heat Rating	8	2	9	7	3	4	6	5	1
Equity and Demographics	1	5	7	2	3	4	9	8	6
Safety	9	3	4	1	2	7	6	5	8
Comfort and Flow	3	6	1	8	9	2	7	4	5
Natural and Human made Barriers (RR, graveyards, floodways, and wetlands)	3	6	1	7	5	8	4	2	9
Regional Connectivity - Transit and other trails	9	6	7	1	2	3	4	8	5
Commercial, Cultural and Civic Connectivity, Schools	9	4	6	1	2	7	3	8	5
Parks and Natural Resources Connectivity - Trails and Nature	2	6	8.5	7	8.5	4	3	1	5
Provides a New Connection	7	6	2	5	3	8	4	9	1
Infrastructure Needs or future planning coordination opportunities	2	4	1	7	8	3	6	5	9
City Talks	5	4	9	8	6	7	2	3	1
Community Survey	5	6	9	8	7	4	1	2	3
Total	66	64	71.5	64	59.5	65	63	69	63
Average	5.1	4.9	5.5	4.9	4.6	5.0	4.8	5.3	4.8

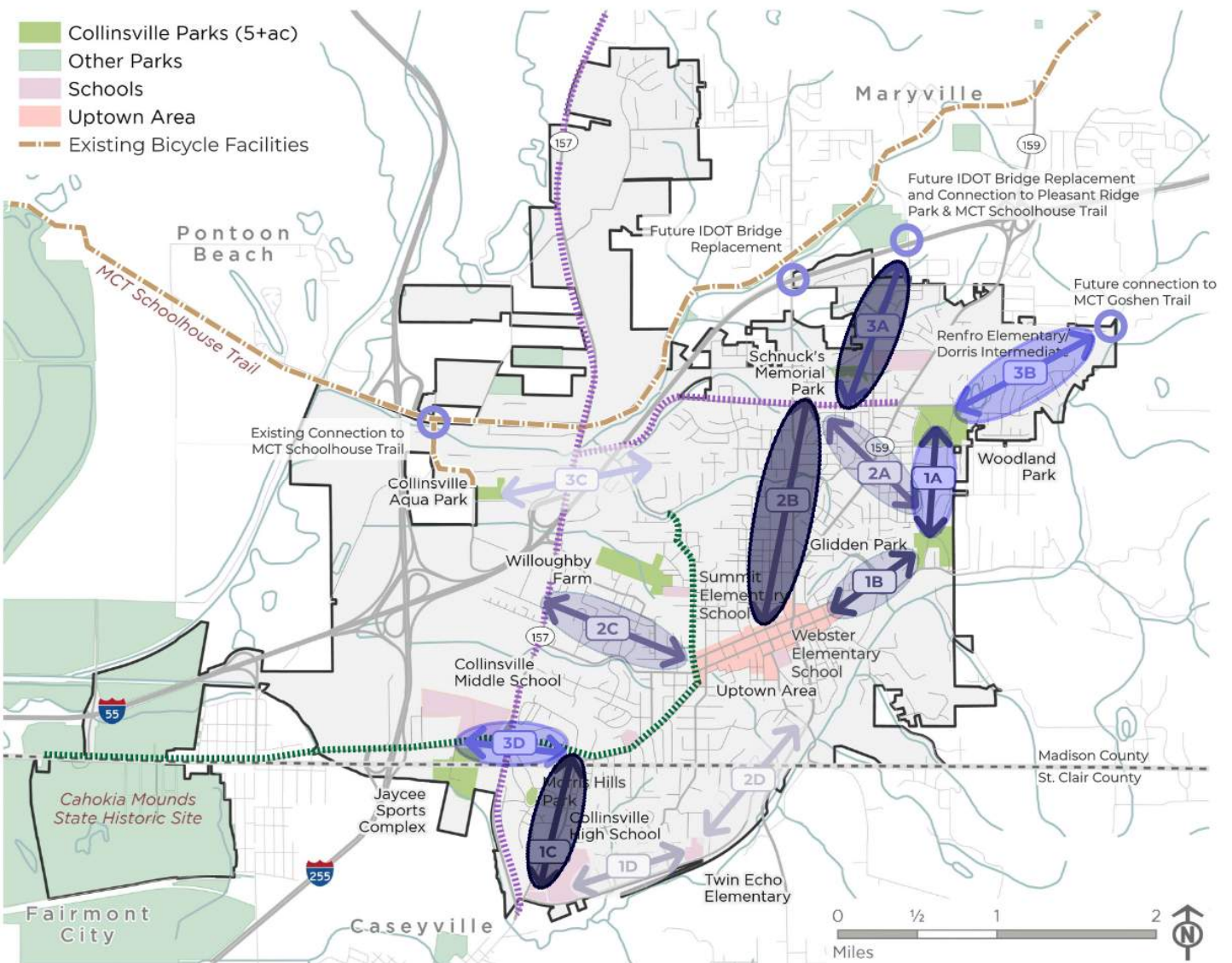
Evaluation Scoring Matrix

Preliminary Connections Map (for reference)



4.3 Priority Connections Map

Ranked among the highest in the community-wide online survey, by the oversight committee, and through the evaluation matrix are connections 1C, 2B, and 3A. These are shown in dark purple below. These connections form a line through Collinsville creating a connection that links the northern and southern edges of the City to each other. The second tier of connections, shown in a lighter purple (3D, 1A, and 3B), also creates a network throughout the City that would connect the eastern and western corridors of the City. The priorities circled in light grey (2C, 1B, and 2A) were the next lowest of priorities from the evaluations. This leaves connections 3C, 1D, and 2D to be the least desirable for the City to focus on at this time. These connections should be developed more in the future after the City's network of sidewalks and bicycle paths has been expanded.



Priority Connections Map



5 Developing Feasible Corridors

After the priority connections were determined, possibilities for the City's Purple Paths were defined. In order to do this, each priority connection was reviewed for viable corridors for pedestrian and bicycle facilities to complete the overall desired connection. Roadways between the connecting destinations were analyzed for feasibility. The final recommended routes were mapped and taken back to the City for evaluation and feedback.

5.1 Feasibility Analysis

A feasibility analysis of each connection was performed and included examining the roadways, waterways, or easements that run between the destinations of the desired connections. Characteristics such as available right-of-way, existing sidewalks, width of existing roadways, parking, and topography were studied. The ability to implement new bicycle and pedestrian facilities into these corridors and the extent of the challenges to that implementation guided the final decision on the recommended corridors.

5.1.1 Priority Connections

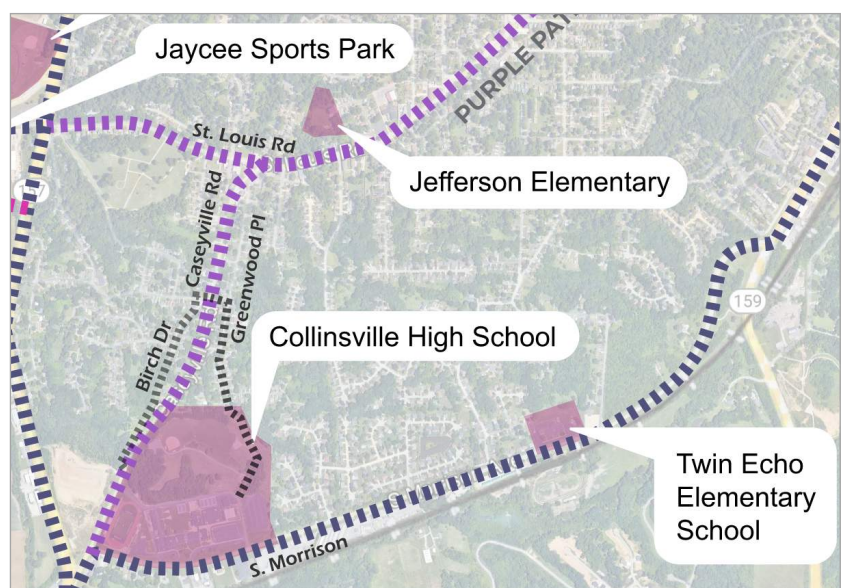
The priority connections were analyzed for feasibility based on their ranking in the community engagement and through the evaluation matrix. These connections included 1C, 2B, and 3A as well as 3D, 1A, and 3B.

5.1.1.1 Priority Connection 1C: St. Louis Road to Collinsville High School

Upon analysis of this priority connection, three potential routes were found to be viable.

One viable route travels south on Caseyville Road from St. Louis Road to Collinsville High School. Caseyville Road appears to have ample right-of-way for an 8'-10' shared use path. Currently, there are no sidewalks or parking lanes along Caseyville Road and the roadway width is adequate for the average daily traffic (ADT); therefore roadway modifications will not be needed. The challenges of this route include needing retaining walls, utility relocation, and the need for storm sewer improvements to enclose the significant ditches along the roadway.

Other viable routes would travel along Birch Drive and unused right-of-way before connecting to Collinsville High School or along Greenwood Place and then entering school property and following a path to Collinsville High School utilizing the fields behind the school. Due to significantly lower traffic on both Birch Drive and Greenwood Place, the most economical option for a path in the area is shared on-road bicycle facilities with a sidewalk for pedestrians.



Priority Connection: 1C



5.1.1.2 Priority Connection 2B: Uptown to Belt Line Road

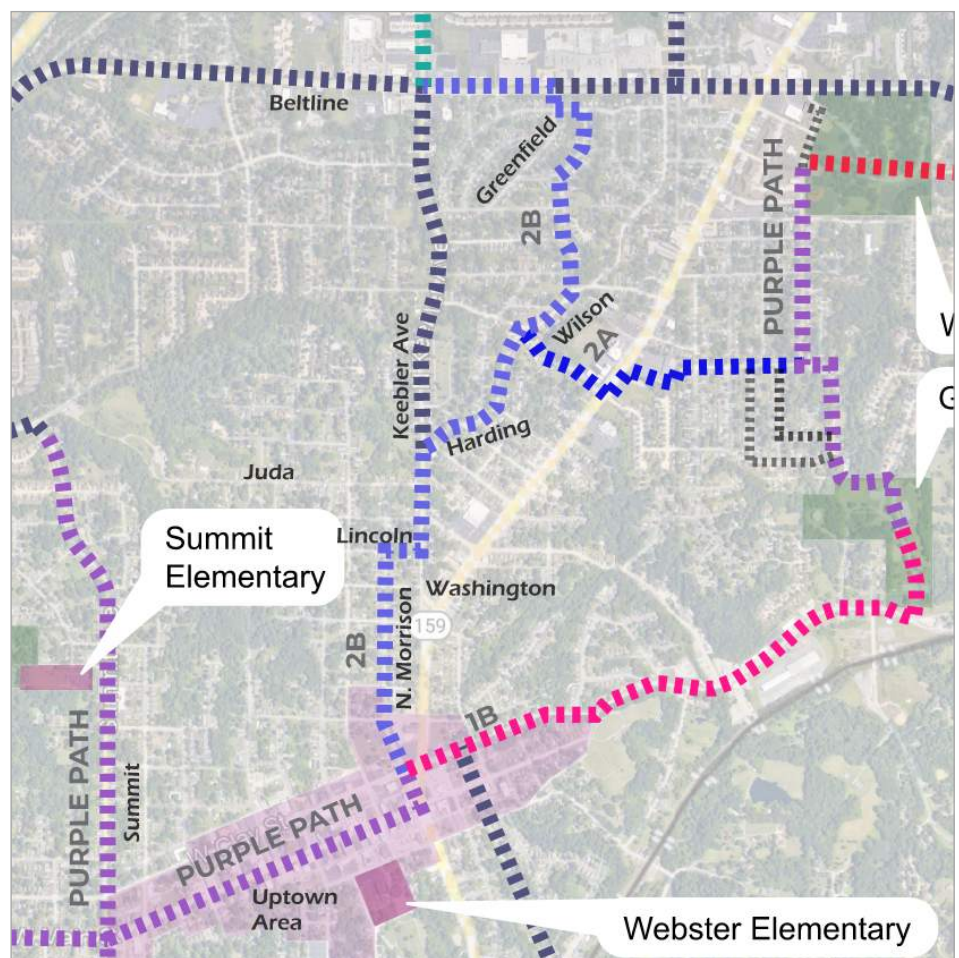
This connection ranked high in the analysis and will provide a link between Uptown Collinsville and the widely used Belt Line Road corridor. The link would travel through dense residential areas and serve many community members. Analysis of this connection generated several route options with significant challenges.

The most direct route to convey pedestrians and bicyclists from Uptown to Belt Line Road is Keebler Avenue; however several challenges exist including parking lanes that are heavily used and several right-of-way pinch points including along a cemetery. The City will need to explore the loss of parking lanes along Keebler Avenue or the ability to utilize an existing alley between Washington Avenue and Juda Avenue to provide parking for residents while removing on-street parking along Keebler. The route will need to leave the Keebler corridor to circumvent the cemetery on the east side of Keebler, north of Wadsworth Street.

An alternative route was developed to divert pedestrians and bicyclists around the infeasible stretches along Keebler. The alternative recommended route would travel north from Uptown on Morrison Avenue and cross to Keebler through unused right-of-way of Lincoln Street. Parking on Keebler would need to be removed from here north to Harding Avenue. The path would then follow Harding Avenue and Wilson Avenue before winding through several streets to arrive at the signalized intersection of Greenfield Drive and Belt Line Road. This intersection would be the

ideal new bicycle and pedestrian crossing location for Belt Line Road. A shared use path appears feasible along a majority of this route; however, in some areas where right-of-way is not sufficient, a more economical approach would be to provide shared on-road bicycle facilities along with a sidewalk for pedestrians.

Additional routes were analyzed including extending Summit Avenue shared use path that is in progress. This route would connect to Belt Line Road but in a location away from the commercial district. With no plans by IDOT to improve Belt Line Road corridor, this route is not recommended for immediate exploration.



Priority Connection: 2B



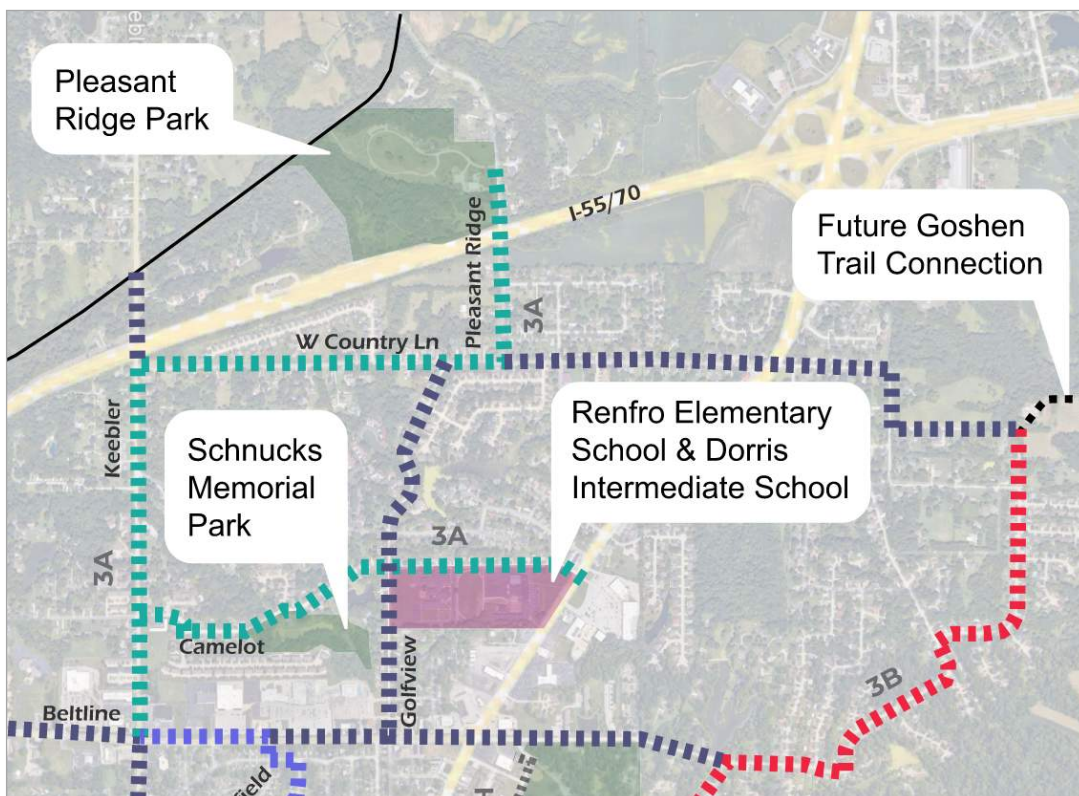
5.1.1.3 Priority Connection 3A: Belt Line Road to Pleasant Ridge Park

This connection is a high priority because it would add another connection from the City to the vast network of MCT trails. This connection would utilize the proposed plans IDOT has to include a shared use path in the bridge replacement over either Pleasant Ridge Road or Keebler Avenue that crosses I-55/I-70.

During the evaluation of this connection, the direct route following Golfview Drive to Country Lane onto Pleasant Ridge Road; however, this route has several challenging areas including misalignment of the right-of-way north of Rosemary Drive, steep grades on either side of the roadway north of Belt Line Road, and limited right-of-way throughout the corridor which would require reconstruction of the roadway, property acquisition, or retaining walls to complete construction of bicycle and pedestrian facilities.

Alternative routes that may be more feasible include ones utilizing Camelot Drive and Keebler Avenue. Camelot has low traffic volume but limited right-of-way. Road narrowing would be needed or the corridor could be used as a shared road for bicyclists and sidewalks on at least one side of the roadway. Keebler, from Belt Line Road to Country Lane, may be the most feasible route to complete this connection with ample right-of-way for the path. This corridor is also included in IDOT's future planning with a bridge reconstruction that would provide space for a shared use path along Keebler and under I-55/I-70.

The City has done some right-of-way acquisition along Country Lane. This acquisition was done for the Country Lane Reconstruction project that was completed in the early 2000s. If acquisition would extend further east, a shared use path could be located along Country Lane from Pleasant Ridge to Keebler.

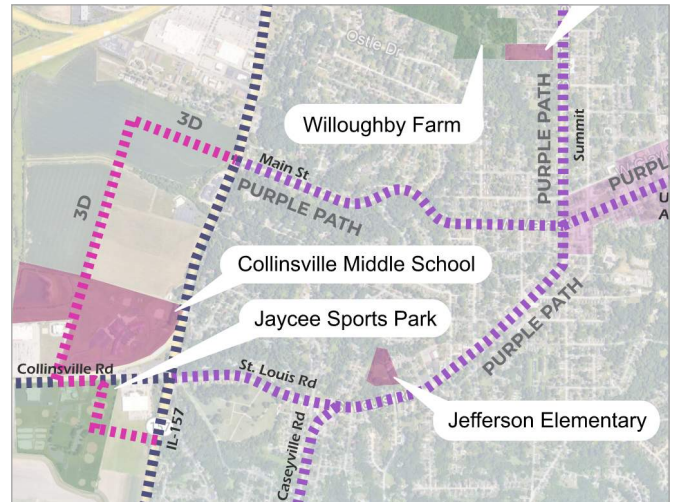


Priority Connection: 3A



5.1.1.4 Priority Connection 3D: Saint Louis Road to Collinsville Middle School

The intersection of St. Louis Road and IL-157 is a major barrier to bicyclists and pedestrians. This intersection would be best served with a feasibility study that focuses on coordination with IDOT to ensure success for future development. Alternatively, as the City develops the land directly west of IL-157, a connection could utilize future streets for a shared use path connecting Main Street to the middle school. The City is also exploring significant upgrades to Jaycee Park which could include a pedestrian crossing of Collinsville Road. As these plans progress, the City should reconsider this connection for possibilities.



Priority Connection: 3D

5.1.1.5 Priority Connection 1A: Glidden Park to Woodland Park Path

The connection from Glidden Park to Woodland Park was highly ranked within the community survey. This connection connects two of the City's larger parks and provides a safe route of travel for residents to get to these recreational areas. The City has plans to improve both Glidden Park and Woodland Park to become premier destinations in Collinsville, which will further amplify the need for safe routes to and from these parks. A spur from this connection to the grocery store at the intersection of Belt Line Road and Pine Lake Drive would make this connection more than just recreational.

Glidden Park abuts a neighborhood to the north with several feasible options for a shared use path. One route travels north on City-owned right-of-way along Broad Street before jogging west on Ohio Street and then north on Olive Street to the Arthur Fletcher Field parking lot in Woodland Park. Broad Street has ample right-of-way but it will bring several terrain challenges. Ohio Street also has large grade changes and would require retaining walls and utility relocation.

Shared on-road bicycle facilities along with sidewalks may be the most practical option to complete the challenging portions of this route. A shared roadway traveling west on Pennsylvania Avenue or Karen Street before heading north on either Olive or Ridge Street would circumvent these areas of concern while still providing safe areas for bicyclists and pedestrians.



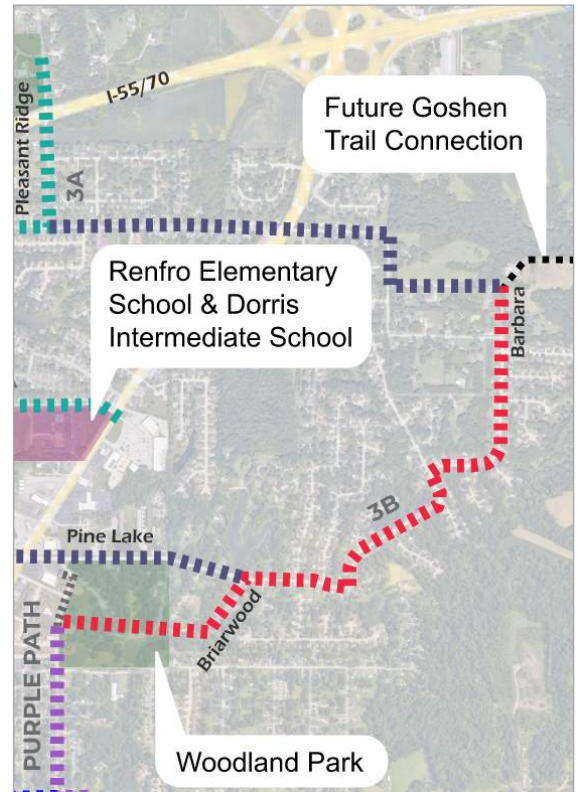
Priority Connection: 1A



5.1.1.6 Priority Connection 3B: Woodland Park to Formosa West Trail

Connecting to the MCT trail system was one of the highest priorities from the community engagement. Another priority was connecting to Belt Line Road corridor. This connection would accomplish both of those priorities.

The most direct route would be to work with IDOT on the reconstruction of the intersection at IL-159 and Pine Lake Road to incorporate both bicycle and pedestrian facilities. A shared use path would travel along Pine Lake towards the future MCT Goshen Trail connection planned at Barbara Street. Pine Lake Road will be challenging around the location of Pine Lake due to the roadway narrowing at the lake crossing. An alternative would be to utilize Woodland Park to circumvent this challenging area. The Woodland Park path could cross to Briarwood Drive before continuing on Pine Lake Road. Beyond this location, vehicle traffic reduces to a state where shared, on-road facilities would be sufficient for a connection, however available right-of-way is plentiful for a shared use path through the neighborhoods as well.



Priority Connection: 3B



5.1.2 Provisional Connections

The remaining connections, which did not score as well in the preliminary evaluations, were briefly studied for feasibility. If the feasibility analysis determined that these connections provide corridor opportunities that were more feasible than those of the priority connections, they could become priority Purple Paths. These connections may provide opportunities that would be accomplished more easily than the priority Purple Paths and, as a result, be more likely to receive funding. The City should consider these opportunities and leverage them to build momentum for implementation of the Master Plan.

5.1.2.1 Provisional Connection 2C: Uptown to IL-157 Corridor

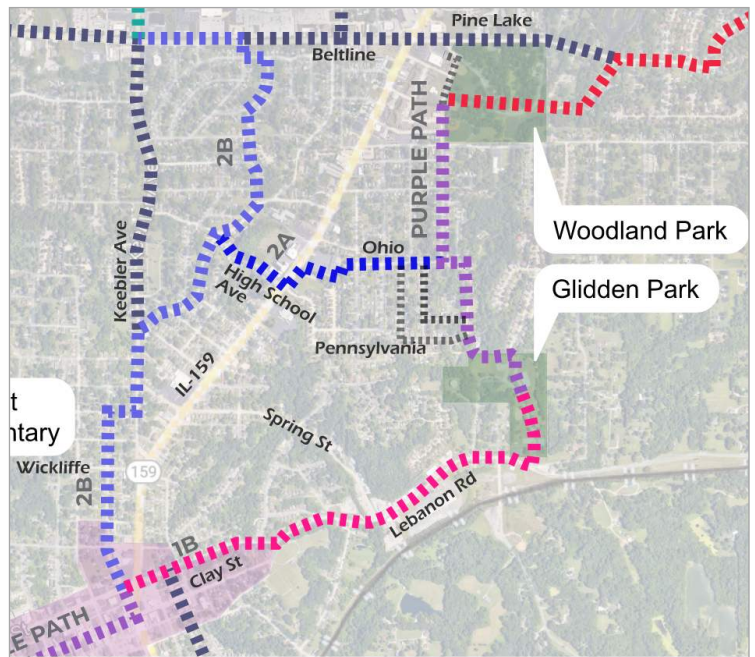
Connecting Uptown to IL-157 was not as high on the community engagement, but the feasibility of this corridor and its proximity to existing development of both the Summit Avenue and St. Louis Road paths makes this a great candidate for a priority Purple Path. Main Street is a wide road with existing unused parking lanes on both sides of the street. The unused lanes could be reallocated to allow space for a shared use path or shared, on-road bicycle facilities.



Provisional Connection: 2C

5.1.2.2 Provisional Connection 1B: Glidden Park to Uptown

This connection was also rated low in the community feedback; however, the corridor will be vital to filling a gap in the overall system between Glidden Park and Uptown. Clay Street to Lebanon Road is a viable route to complete this connection. Any plans along these corridors should take into account this role as a future connection.



Provisional Connections: 1B & 2A

5.1.2.3 Provisional Connection 2A: Connection through IL-159

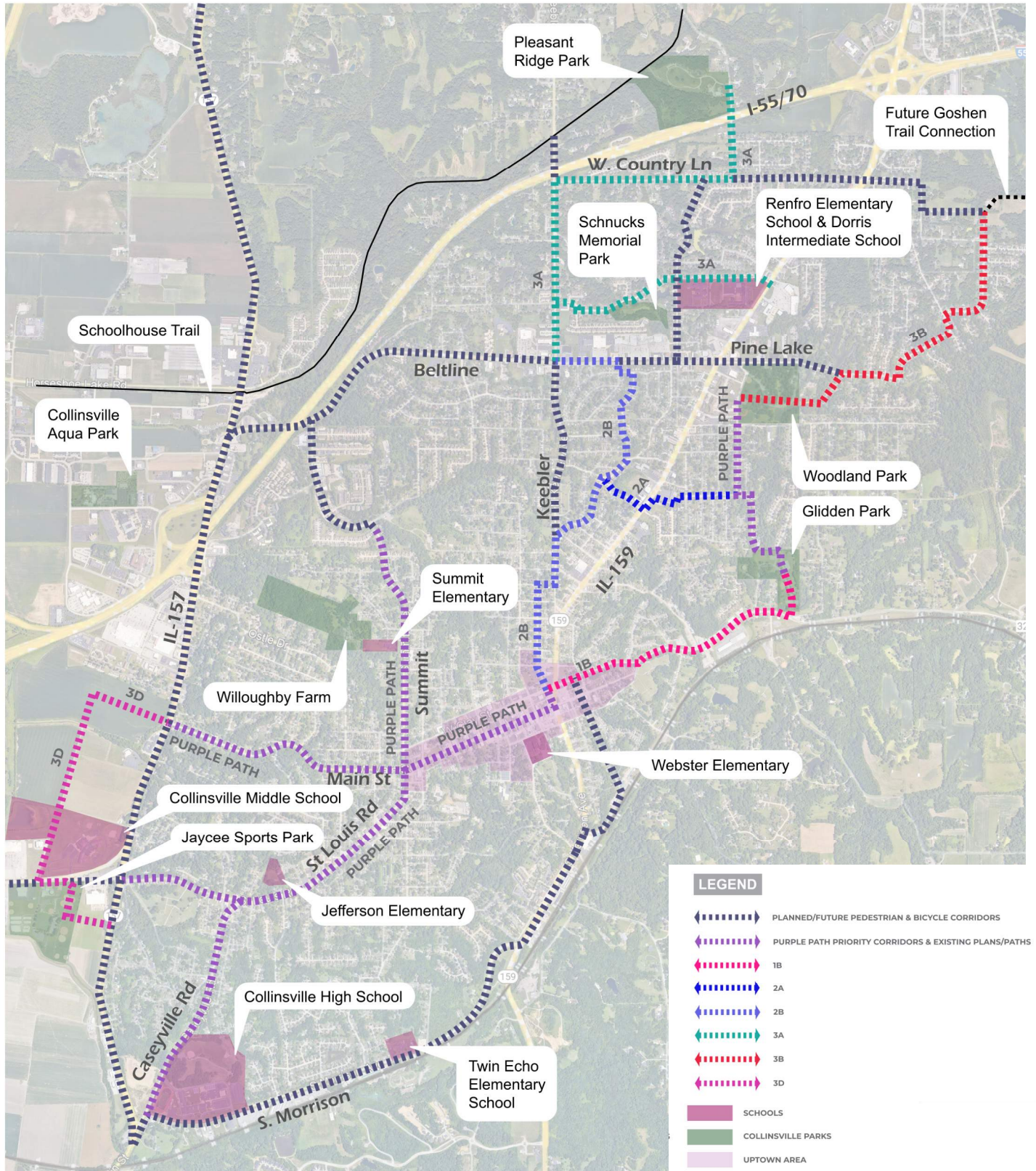
The IL-159 corridor is a barrier for pedestrian travel from the east to the west portions of Collinsville. Existing signalized crossings will be the safest and most feasible location for a Purple Path crossing. Clay Street, Wickliffe, Spring Street, and Pine Lake Road all have signalized crossings. These intersections should include upgraded to pedestrian and bicycle facilities in any future projects. Due to its centralized location and proximity to the proposed 2B connection, High School Avenue is the recommended crossing location of IL-159 for the Purple Path if IDOT approves a new signalized intersection at this location.

Due to its centralized location and proximity to the proposed 2B connection, High School Avenue is the recommended crossing location of IL-159 for the Purple Path if IDOT approves a new signalized intersection at this location.



5.2 Preliminary Corridor Map

The map below represents the preliminary corridors that came from the feasibility analysis of the nine priority connections.

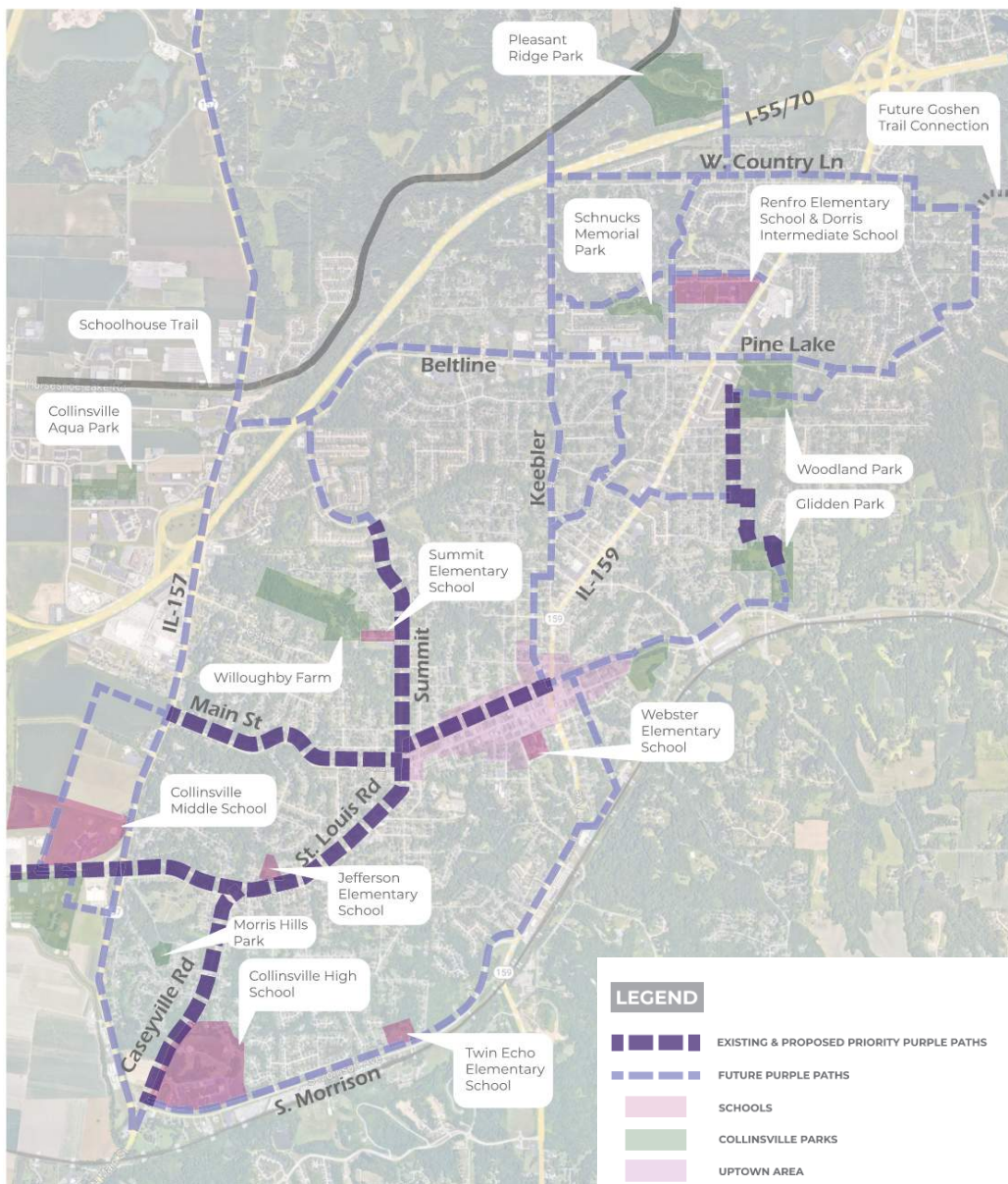


6 Creating the Purple Path

The corridor evaluations and feasibility guided prioritization for the final Master Plan recommendations. The final recommendations were then taken to the Oversight Committee for comment and an Open House was hosted to introduce the Purple Path foundation to the community.

6.1 Priority Purple Path Development

From the feasibility analysis, the following corridors were chosen to be recommended as priority Purple Path projects. Their selection was based on feasibility, community input, City approval, and connection to existing path work in progress by the City, as well as the likelihood that the project would be able to win funding to help with its development. The recommended Purple Path projects were then further developed. Typical sections, plans, and cost estimates for these priority paths are included in the **Appendix**.



Priority Purple Path Preliminary Layout



6.1.1 St. Louis Road to Collinsville High School

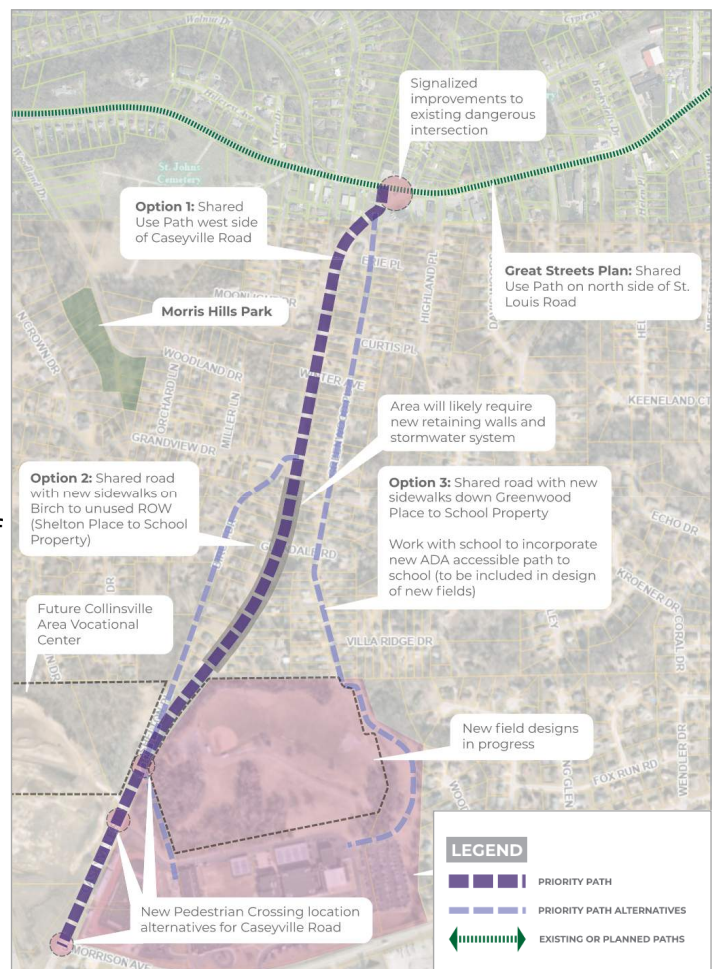
This corridor, completing the previously defined Connection 1C, would provide a connection from St. Louis Road where the Great Streets Initiative laid out a shared use path to Collinsville High School. Not only will this proposed path create a safe route to school for students at the high school and proposed vocational center, but it will also work well with plans already in place for the City. Portions of the St. Louis Road shared use path are already funded and design has begun. Collinsville High School is looking to create a pedestrian-friendly crossing of Caseyville Road for their students to access the new vocational center, and for patrons of sporting events to access the stadium. Challenges and opportunities for this connection are explained here and plans, typical sections, and cost estimates for its development are located in the **Appendix**.

6.1.1.1 Purple Path Priority Corridor Description

Total Length – Approximately 1 mile

The proposed path has several alternative routes:

1. Recommended Route - Beginning at Collinsville High School, the path will travel north along the west side of Caseyville Road before culminating at St. Louis Road and connecting to the proposed Great Streets Plan shared use path along St. Louis Road.
2. Option 2 - To avoid costly retaining walls and stormwater structures along the portion of Caseyville Road between the high school property and Grandview Drive, the path would follow Shelton Place roadway and continue to the available and unused right-of-way leading to Birch Drive. Birch Drive could be used as a shared road facility with sidewalks on at least one side. This roadway has an existing oil and chip surface that would need to be upgraded in order to create a safe space for bicyclists and vehicles to share the road. One Birch Drive intersects Grandview Drive, a shared use path would continue north to St. Louis Road on the west side of Caseyville Road.
3. Option 3 - Beginning at Collinsville High School, the path would travel along the northeast side of the school property where plans for the path could be incorporated into the redevelopment of the athletic facilities behind the high school. The path would then change to a shared, on-road path for bicyclists and a sidewalk on at least one side of Greenwood Place until its intersection with Caseyville Road. The path would convert to a shared use path on the east side of Caseyville Road until its intersection with St. Louis Road.

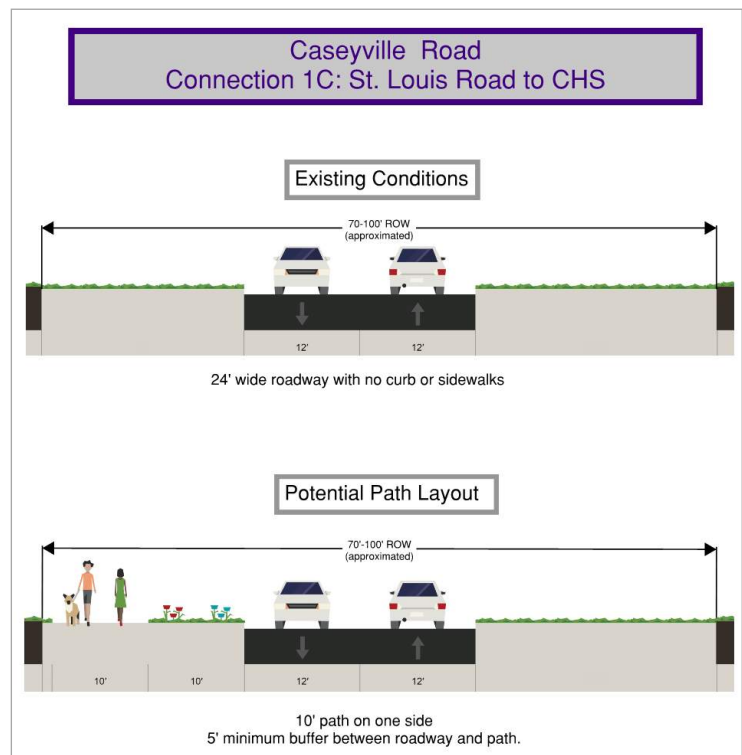


Priority Purple Path: St. Louis Road to Collinsville High School



6.1.1.2 Path Opportunities

- The residential areas surrounding this corridor are high in activity with students and families traveling to and from Collinsville High School for school and extracurricular activities; however, this area desperately lacks pedestrian and bicycle accommodations.
- There is an existing worn path leading from Greenwood Place down to the high school providing evidence of current usage. This path opportunity would provide a safe and accessible route to the high school to replace the existing beaten path.
- The neighborhood northwest of Collinsville High School would greatly benefit from a safe crossing of Caseyville Road to access the high school and its amenities. This neighborhood is also home to Morris Hills Park providing future connection opportunities for the park.
- Development in this area would complement work-in-progress by both the school district and the City as well as the Great Streets Initiative Plan on St. Louis Road. Coordinative planning with area partners enhances grant applications and increases the likelihood of funding.
- The intersection of Caseyville Road and St. Louis Road has been designated by the City as an area of concern that they would like to see improvements. This path could provide the catalyst and funding needed to upgrade this intersection with safety improvements.
- Speeding along Caseyville Road has been a concern for the City as well. Plans for a new path here can help slow traffic and create a pedestrian feel to the corridor.
- The path could help fund a grade-separated crossing of Caseyville Road. The crossing is actively being studied by the school district which has expressed interest in partnering with the City. Partnerships working together toward a common goal are more likely to attract funding from outside sources.



Typical Roadway Sections



6.1.1.3 Path Challenges

- Caseyville Road falls under IDOT jurisdiction. This will require additional coordination, approval, and design considerations. The City should begin conversations early regarding their desires to add bicycle and pedestrian facilities along this corridor, their concerns about speeding, the community’s strong desire for this connection, and the path’s importance to the overall Purple Path network.
- The grade along this corridor changes significantly; Collinsville High School is located at the bottom end of a large hill and St. Louis Road is located at the top. This grade change may create challenges for cyclists and pedestrians.
- Portions of the corridor include drainage ditches with steep slopes. Depending on available right-of-way and width of the ditches, stormsewer will likely need to be installed to enclose the drainage system.
- Utility poles are located along the west side of Caseyville Road and could require relocation depending on available right-of-way.
- Caseyville Road has large sections of the roadway where the grade is significantly different from one side of the road to the other. Several adjacent residences sit either above or below the roadway creating an increased need for temporary construction easements to tie in driveways. The grade change will also require retaining walls to allow room for the path along the roadway.
- Optional routes utilizing shared roadways should include the addition of sidewalks to one side of the roadway to ensure safe travel for pedestrians as well as bicyclists.



Caseyville Road



6.1.2 Uptown to IL-157

This corridor, completing the previously defined Connection 2C, would provide a connection from Uptown Collinsville to IL-157 through residential neighborhoods. This corridor would provide a safe connection for families in the surrounding area to travel to Uptown for community events, dining, and shopping. Additionally, it will provide a connection to IL-157 which has additional recreational opportunities and commercial areas. Finally, this path will connect three existing path plans that the City is currently pursuing. Challenges and opportunities for this connection are explained here and plans, typical sections, and cost estimates for its development are located in the **Appendix**.

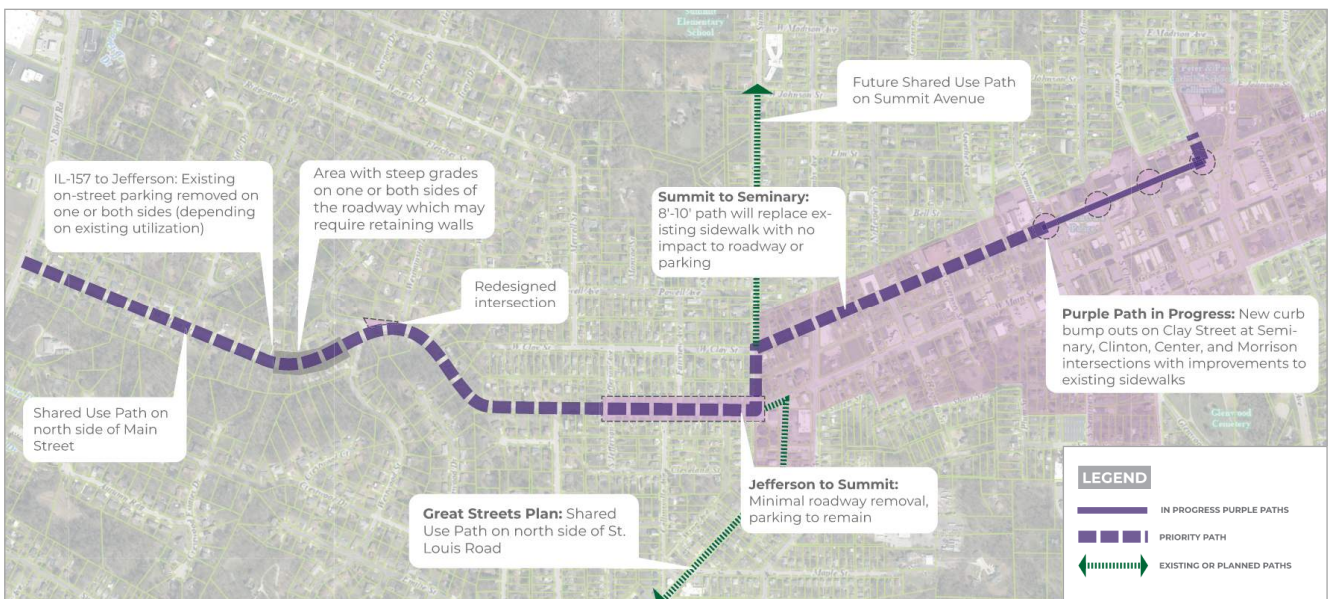
6.1.2.1 Purple Path Priority Corridor Description

Total Length – Approximately 1.5 miles

Route Description:

Beginning at IL-157 the path would run east along Main Street through the Westmoreland, Westwood, and Westminster Drive intersection and east to Summit Avenue. Along this segment of the path, the roadway width could be reduced to make room for the shared use path. The path would then turn north on Summit and then east along Clay Street. Here the path can be located alongside the existing roadway without modifications to the width of the roadway. Existing sidewalks can be removed and replaced with the proposed path.

At the intersection of Clay and Summit, the new path would converge with the Summit Avenue shared use path for which the City is currently seeking funding. The proposed path would continue to the east along Clay Street to Seminary Street. Here the path connects to a portion of the Clay Street shared use path that is currently under design. This project includes bump outs for pedestrian crossing safety at Seminary Street, Clinton Street, Center Street, and Morrison Avenue.



Priority Purple Path: Uptown to IL-157



6.1.2.2 Path Opportunities

- Pedestrian amenities and reduced roadway width will slow vehicle traffic and make for a safer multimodal corridor in Uptown Collinsville where there are the highest rates of pedestrian/vehicle incidents.
- Safety improvements can be included at both the Briarcliffe Drive and Westmoreland Drive intersections. These intersections could be turned into stop-controlled or pedestrian-signalized intersections.
- This path would link up with current City planned paths for Summit Avenue, St. Louis Road, and the path improvement project currently under design on Clay Street.
- The bluffs in Collinsville provide a significant barrier to traveling east/west across the City. This route provides the most gradual grade change for crossing this barrier.
- This corridor has unused parking lanes on both sides of Main Street along a majority of the route. These lanes can be removed from the roadway to make room for the proposed path.
- Parking lane removal on Main Street can be completed on either side of the street while maintaining parking for residents.
- Removing both parking lanes would allow room for the path and reduce the need for retaining walls west of the Westwood Drive intersection.
- From Jefferson Avenue to Summit Avenue, the parking lanes are more frequently used on both sides of the street, and therefore parking lanes should remain, however reducing the lane widths will provide the room necessary to accommodate a path.
- The path will not require roadway width modifications along Clay Street or Summit Avenue and can be placed along the existing roadway in the same location as the existing sidewalk.
- This path will connect to the pedestrian improvements currently underway for the intersections along Clay Street in Uptown.

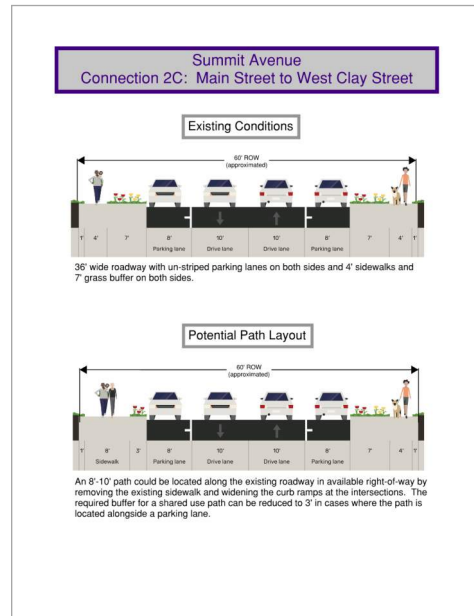
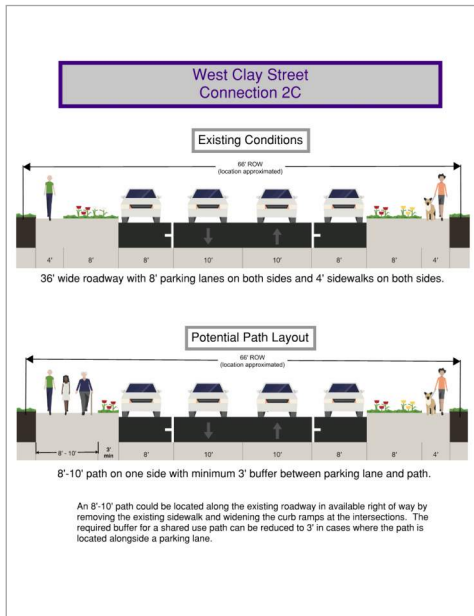


Proposed Pedestrian Crossing Improvements Layout

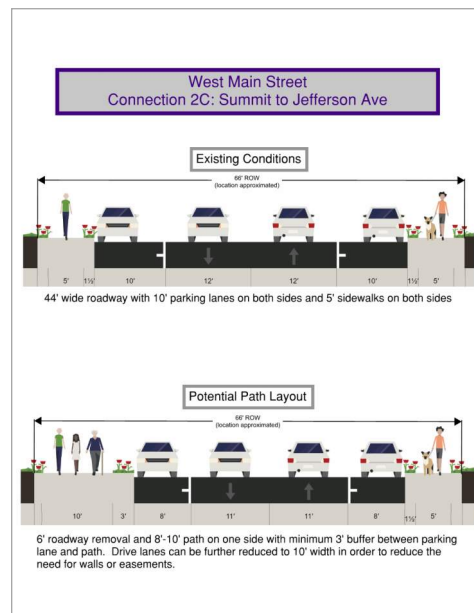
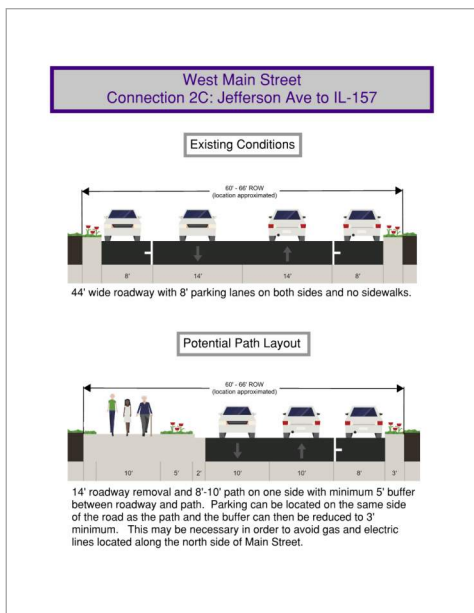


6.1.2.3 Path Challenges

- Portions of the corridor have significant grade changes along the adjoining property. Retaining walls may be needed to accommodate the path.
- The Westwood Drive, Westmoreland Drive, and Westminster Drive intersection has sight distance concerns. Redesign of the intersection to ensure both vehicle and pedestrian safety should be taken into consideration in the development of this path.
- Combs Avenue can provide an alternative to Summit Avenue for the connection between Main Street and Clay Street



Typical Roadway Sections



6.1.3 Glidden Park to Woodland Park

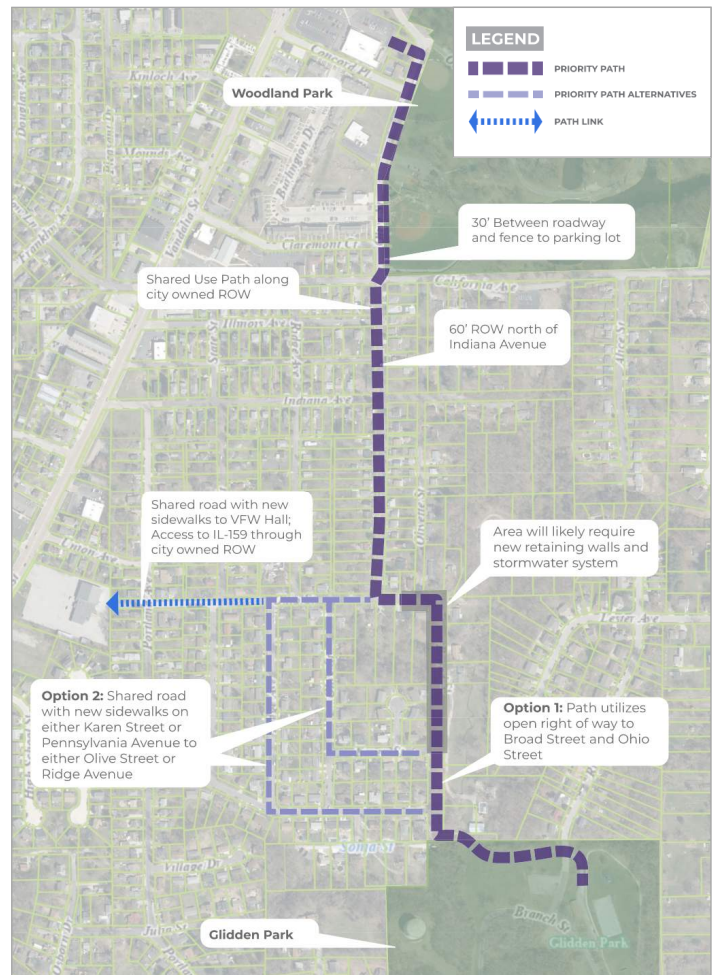
This corridor, completing the previously defined Connection 1A, would provide a connection from Glidden Park through a residential neighborhood to connect to Woodland Park. This corridor would provide a safe connection for families in the surrounding area to travel to both parks. This connection was identified in several previous planning efforts as a top priority and the City is currently working on improvements to Glidden Park. This connection would bolster those efforts and provide more residents with a connection to them. Input from the Oversight Committee and the Open House asked for this connection to be extended to the grocery store at the intersection of IL-159 and Belt Line Road. This spur connection will provide additional connectivity to the residents of the Madison County Housing Authority located west of Woodland Park. Challenges and opportunities for this connection are explained here and plans, typical sections, and cost estimates for its development are located in the **Appendix**.

6.1.3.1 Purple Path Priority Corridor Description

Total Length – Approximately 1 mile

The proposed connection has several options to complete the connection

1. Recommended Route - Beginning in Glidden Park, a shared use path would start at a trailhead in the parking lot on Ridgewood Court. The path would travel northwest towards the unused and available Broad Street right-of-way. Continuing north along Broad Street, the path would intersect with Ohio Street before turning onto Olive Street. The shared use path would travel along Olive Street crossing California Avenue before terminating in Woodland Park. A spur could be added to complete a connection to the grocery store at the corner of IL-159 and Belt Line Road.
2. Alternative Options - The path could convert to a shared road along either Sonja Street or Pennsylvania Avenue before heading north on either Ridge Street or Olive Street. These are lightly traveled residential roads where bicycles can safely share the road with vehicular traffic. Sidewalks could be added to one side of the roadway to provide pedestrian facilities. This option would avoid the location of the recommended path along Broad Street and Ohio Street which requires retaining walls and drainage structures.

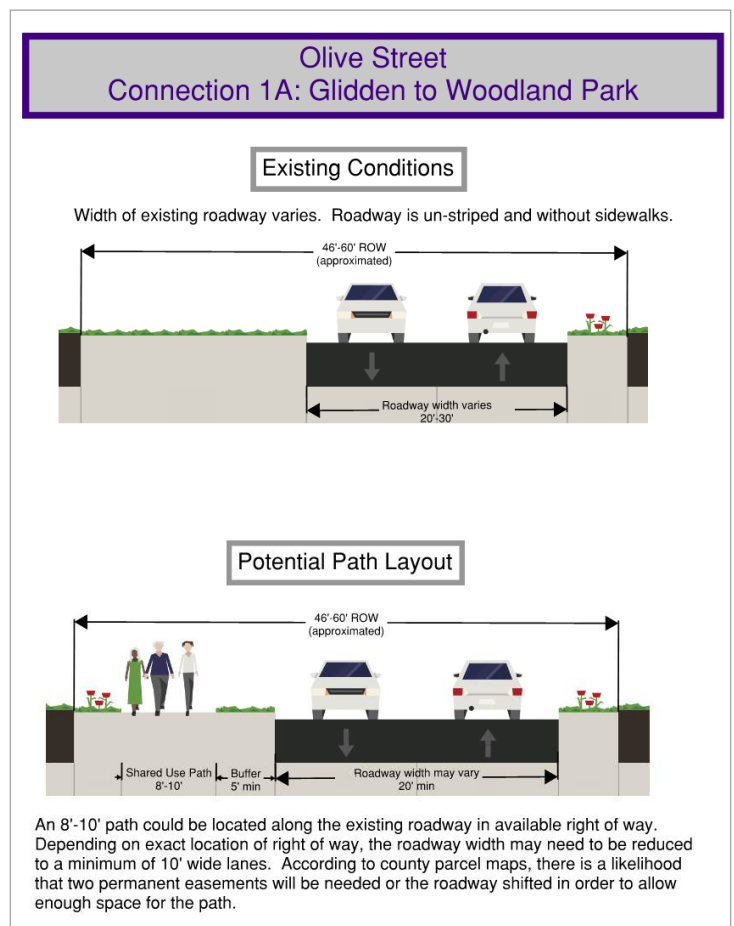


Priority Purple Path: Glidden Park to Woodland Park



6.1.3.2 Path Opportunities

- If completed, this connection could be used to fill the gap between the future MCT Goshen Trail connection and Uptown Collinsville via Pine Lake Road on the north side, and Lebanon Road and Clay Street on the south. This connection would likely spur several future connections and corridors.
- This connection provides access to the VFW through existing City-owned right-of-way. The VFW is located along IL-159 and thus provides direct access from this proposed path to the IL-159 corridor and the businesses, dining, and opportunities along it. Ohio Street could be marked as a shared, on-road facility for bicyclists, and a sidewalk added to one side to provide pedestrian facilities that would link residents to IL-159.
- Connecting to additional amenities near parks is an important aspect of linking the City together. To the northwest of Woodland Park is a grocery store, extending a link from the Purple Path to this grocery store would be a significant addition to the chain of connections in this area.
- California Avenue and Pennsylvania Avenue are both highly used roadways for pedestrian travel. Both intersect this proposed path making an excellent opportunity for additional connectivity. Sidewalks can be added along both roadways to extend the reach of the Purple Path network.



Typical Roadway Sections



6.1.3.3 Path Challenges

- Broad Street and Ohio Street each have significant challenges:
 - ◇ There are steep grade changes on one or both sides of the existing roadways. Retaining walls will be needed to make the space necessary for a shared use path along these roadways.
 - ◇ Traveling north, the path will go up a significant hill on Broad Street just to go back down another on Ohio Street. This hill can be avoided if either alternative path is chosen.
 - ◇ The location of Ohio Street within the right-of-way should be determined. Right of way is limited and the road appears to be located along one edge of right-of-way according to county parcel data. The roadway may require relocation to create space for a shared use path.
 - ◇ At Broad Street, there is a private structure located within the right-of-way and privately constructed drainage canals that would need relocating or reconstructing. The residents in this area may be opposed to development along this right-of-way.



- Olive Street appears to transition from east to west within its right-of-way. Right-of-way location should be verified for this segment of the path to determine which side of the road the path should be located on. If a street crossing is necessary, the extent of easement or right-of-way acquisition could impact the project, or roadway modifications may be necessary.
- New stormsewer facilities will be needed to enclose the existing ditches along Olive Street.
- Utility pole relocation is necessary.



6.2 Oversight Committee Meeting #2

The priority Purple Paths were presented to the Oversight Committee for their review and comment. During this meeting, the master planning process to date was reviewed, feasibility of the priority connections were discussed and the final recommended priority paths were shown for input.



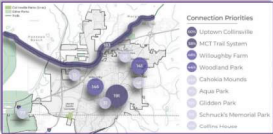
Oversight Committee Meeting #2: Event Pictures

City of Collinsville
Purple Path **Master Planning Recap**

What is a Master Plan Road Map for the Present & a Guide for the Future

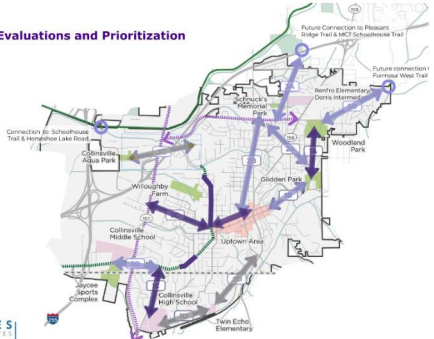
Vision Statement & Logo Collinsville has listened to the community and is committed to creating a network of bicycle and pedestrian facilities that will not only support its neighborhoods and regional attractions, but also provide safe and sustainable alternative forms of transportation, and bolster community connectivity and accessibility while extending Collinsville's regional appeal as a destination for visitors and residents alike.

Connections Community Survey Advisory Committee Meeting #1



Priority	Percentage
1A. Woodland Park to Golden Park	10%
1B. Golden Park to Center	10%
1C. Future St. Louis Road Trail to Center	10%
1D. Center Trail to Golden Park	10%
2A. Neighborhood east of I-170 to the intersection of SR 101	10%
2B. Neighborhood between Johnson and the intersection of SR 101	10%
2C. Neighborhood between Johnson and SR 101	10%
2D. Neighborhood to West Street and Center	10%
3A. The Beltway to Pleasant Ridge Trail and SR 101	10%
3B. Woodland Park to MCT Future Transportation Bridge	10%
3C. Collinsville east of I-170 to MCT Southshore Trail	10%
3D. Future St. Louis Road Trail to MCT Southshore Trail	10%

Corridor Evaluations and Prioritization



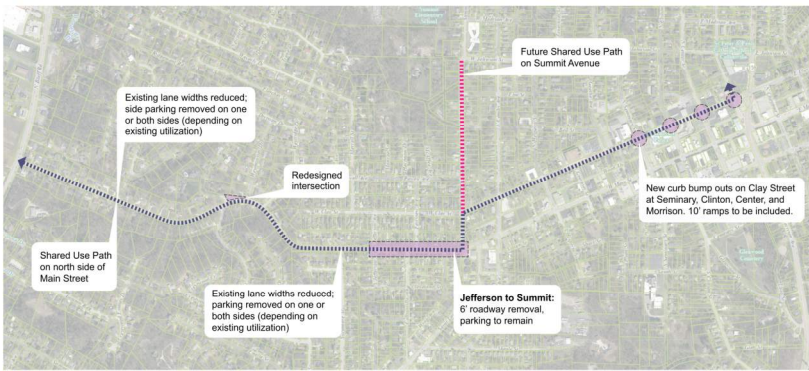
Oversight Committee Meeting #2: Handout



Oversight Committee Meeting #2: Corridor Maps for Review

**CONNECTION 2C:
UPTOWN TO IL-157**

City of Collinsville
Purple Path



LEGEND

- SHARED USE PATH
- SHARED USE AVENUE
- SHARED USE PATH (DESIGN ONGOING)

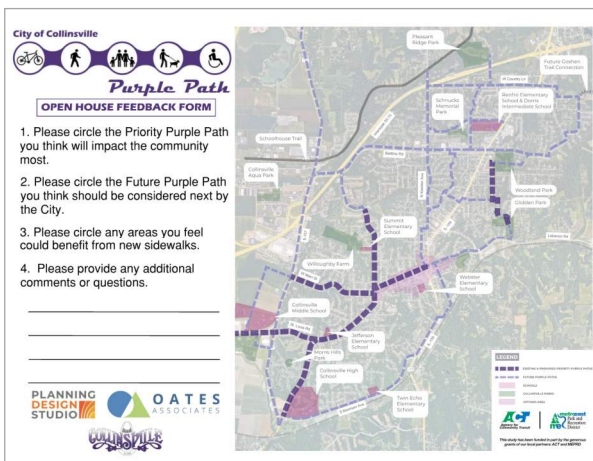


6.3 Open House

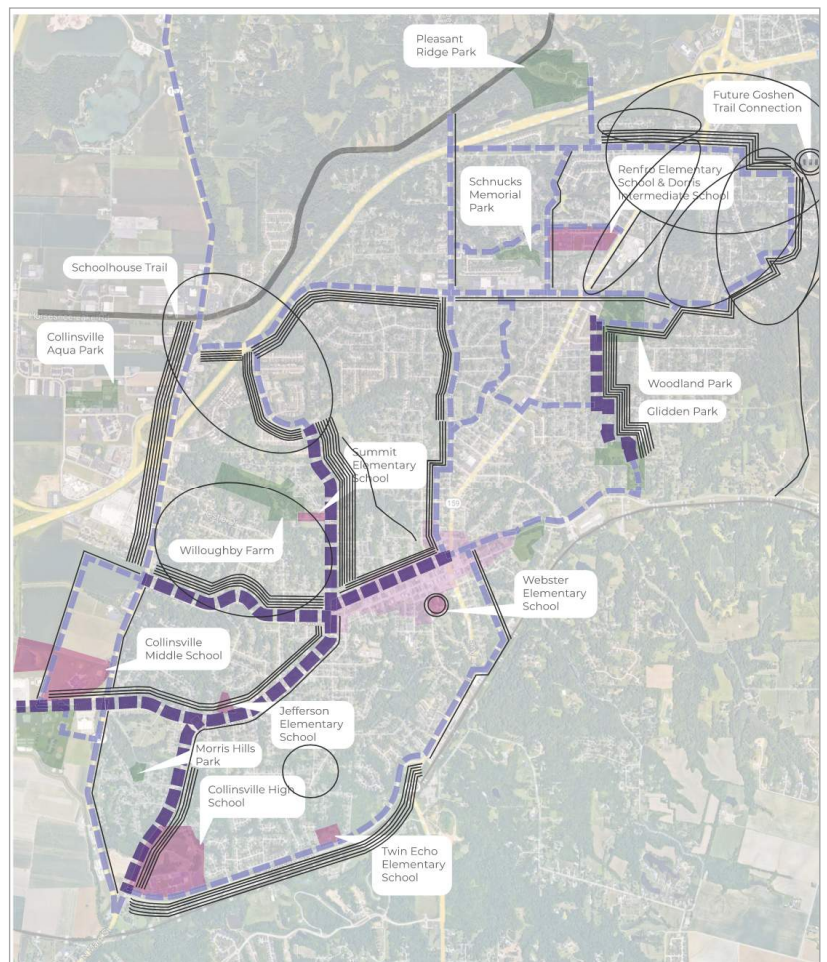
After the initial insight from and overall approval of the priority Purple Path routes by the City and the Oversight Committee, the information was presented to the community at an Open House. The Open House took place on May 21, 2024, with over 60 people in attendance. The proposed Plan was overwhelmingly supported. The community was presented with each of the priority Purple Path routes as well as the preliminary corridors map. They were asked to provide feedback on these options and provide priority recommendations. They were also asked to provide suggestions on how to extend the network to increase its reach. Below is a synopsis of the feedback gathered at the Open House. The circles represent areas where sidewalks are desired and the lines represent "votes" on which portions of the Purple Path network the City should focus on first.



Open House: Advertisement



Open House: Feedback Form



Open House: Feedback Form Summary of Responses



Open House: Event Pictures



7 Completing the Network

The priority connections and priority corridors lay the framework for the Bicycle and Pedestrian Master Plan. To complete the picture, additional Purple Path corridors were added to enhance connectivity and broaden the Plan's reach. The existing sidewalk network was analyzed for gaps in connectivity and to provide links to the proposed paths. On-road bicycle corridors were also delineated so the City can work to improve these roadways to provide connectivity to the regional trail systems while the Purple Path system is developed.

7.1 Additional Purple Path Corridors

To complete a network of facilities around the City, several new Purple Path corridors were considered and added to the network map. These additional corridors underwent a minimal feasibility analysis. The corridors were chosen based on current usage, overall system connectivity, and extending the reach of the system to city limits. These new proposed paths were added along Mulberry Road, Spring Street, Reed Avenue, St. Clair Avenue, Juda Avenue, and within an easement towards the Sugar Loaf Road neighborhood.

7.2 IDOT Roadways

IL-157, Belt Line Road, and Morrison Avenue fall under IDOT jurisdiction and are important roadways within city limits. The Plan labels these roads as proposed Purple Paths and the City is encouraged to work with IDOT on future plans for these roadways so that appropriate shared use facilities can be incorporated into reconstruction or improvement designs. The City should monitor IDOT's multi-year plans for projects that impact these vital corridors.

7.3 Sidewalks

To complete the pedestrian portion of the Master Plan, several roadways lacking sidewalks were evaluated. Roadways closing an existing gap or ones providing a link to the purple paths were added to the network. Emphasis was given to the Hazardous Routes maps provided by the school district as well as to existing use data provided publicly by recreational tracking applications. Some of the roadways where sidewalks should be prioritized include Arrowhead Drive, Davis Place, Briarcliffe Drive, Greenfield Drive, Chapel Drive, Collinsville Crossing, and Collinsport Drive.

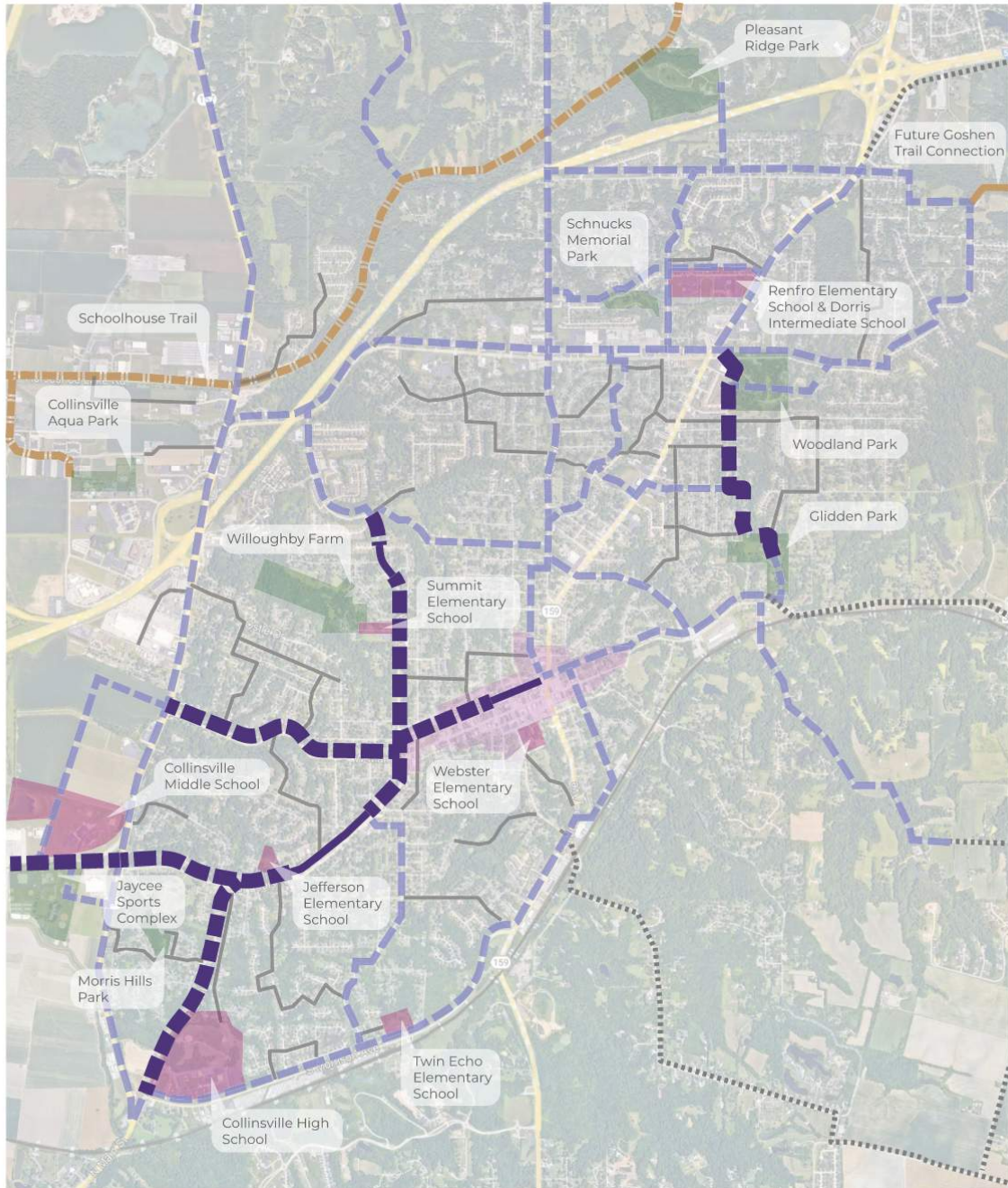
7.4 On-road Bicycle Routes

The last element added to the Master Plan is on-road bicycle corridors. These corridors are for the strong and fearless riders and emphasis was given to providing roadways that connect these riders to the regional trail system. Current recreational tracking data shows that Vandalia Street to Troy Road, Lebanon Avenue, and Clinton Street are all used heavily by bicycle riders to access the Goshen Trail or other communities. These roadways should be maintained for the safety of these users and on-road bicycle accommodations should be added as funding and opportunity becomes available.



8 Collinsville Bicycle and Pedestrian Master Plan Map

The final Bicycle and Pedestrian Master Plan Map represents priority purple paths, proposed future purple paths, roadways to prioritize sidewalk development, and on-road bicycle corridors.



LEGEND

	IN PROGRESS PURPLE PATHS		PROPOSED ON-ROAD BIKE CORRIDOR
	PROPOSED PRIORITY PURPLE PATHS		FUTURE SIDEWALKS
	PROPOSED PURPLE PATHS		EXISTING BICYCLE FACILITIES
	SCHOOLS		IN PROGRESS MCT TRAIL
	COLLINSVILLE PARKS		
	UPTOWN AREA		

0 1000 2000 4000 Feet

