Streets for Everyone

Complete Streets in St. Clair County, Illinois

Phase 2 Report

www.pedbikeimages.org / Tiffany Robinson
This project is part of the Illinois Department of Public Health’s We Choose Health Initiative, which is made possible by funding from the Centers for Disease Control and Prevention.
**Introduction**

*Complete Streets* are designed and built for every user - drivers, bikers, walkers, older adults and people of all abilities. It means a commitment to design a safe route when new streets are built or current streets are improved.

In 2012, upon receiving funding through the We Choose Health Initiative, a Steering Committee formed to help make Complete Streets a standard for roads throughout St. Clair County. Safer streets and trails systems invite and enable people to choose active transportation as primary their transportation.

In year one, the committee made great progress, mostly targeting municipal leaders - elected officials and city staff - for education about the importance of incorporating complete streets practices. In the second year, focus remain on additional leaders, but also shifted towards gathering resident knowledge, community support, and education of all citizens. This document is a summary of year two effort.

**Section 1: Stakeholder Interviews**

The initial step in the first phase of the development of a county-wide Complete Streets Plan was to reach out to local stakeholders to establish an information baseline. The Steering Committee identified 10 communities within St. Clair County, that through a combination of experience, interest and readiness would be valuable interview subjects.

In the first year, five of the communities interviewed, plus an additional community from the Deeper Dive into Complete Streets workshop, sign Complete Streets Resolutions. These communities include:

- Belleville
- Freeburg
- Shiloh
- Fairview Heights
- Mascoutah
- Smithton

In the second year the Steering Committee committed to interviewing six additional communities, including:

- East St. Louis
- Caseyville
- Fairmont City
- Cahokia
- Centreville
- Marissa

Mayors in each community were sent letters from County Board Chairman Mark Kern and Get Up and Go! about the Complete Streets initiative. These were followed by interviews with the mayor/and or city administrator of each community. In some communities, school superintendents, police chiefs, and other community leaders were interviewed as well.

**Marissa**

In the small, rural town of Marissa, leaders were ready to embrace Complete Streets. They have a goal of making the town safer to walk and bike for both the young families and older residents who live there. The Mayor and council members recognized the importance of a vibrant walkable community to attract residents and businesses and improve overall community health. They believe having a resolution and working towards a Pedestrian & Bicycle Master Plan will make them more competitive when applying for implementation grants. The Marissa Village Council signed a Complete Streets Resolution on September 2, 2014.
Cahokia, Caseyville, Centreville, & Fairmont City

Staff with the East Side Health District continue to work with these communities to assess the current walking and biking conditions and work to find a way to aid the communities in making improvements. For residents in these areas, biking, walking, and public transit are a popular means of getting from place to place. While facilities are often in disrepair, there is a desire to make them safer for all users if funding is available.

To engage the residents of these communities, a walk audit training was held in February. The training was well attended by retirees, students, nurses, and other residents. During the training session instructors from the Health Department discussed how factors of the built environment can affect our health and taught those in attendance to look at streets and neighborhoods from the shoes of all users of varying abilities and ages. Walk audits and Community Healthy Living Index (CHLI) assessment where completed by several groups in Cahokia and Centreville. The results of citizen volunteers’ work is on file with the St. Clair County Health Department.

East St. Louis

Steering Committee members met with several group leaders in East St. Louis. Including Mayor Parks & Police Department Representatives, the Park District, the Jackie Joyner Kerse Center, and the Cristian Activities Center. Leaders in the community were very knowledgeable about Complete Streets practices and recognized the importance of making walking and biking a safer & healthier option in their neighborhoods. The East St. Louis Park District passed the Complete Streets Resolution at their August Board Meeting.

Section 2: Citizen Policy Committees

In three of the 11 communities which passed a Complete Streets Resolution in Year One of the We Choose Health Initiative additional outreach was held to further advance Complete Streets practices. Citizen Advisory Groups were formed in Belleville, Fairview Heights, and Smithton to assess their communities’ existing codes and ordinances. Members of the Advisory Groups, consisting of planning commission members, aldermen, business owners, school board representatives, and avid runners, walkers & cyclists. Each group met four times over the course of four months to discuss biking and walking issues in their community and learn about policy. In the end, each community had a Complete Streets Vision and list of recommended policy changes to suggest to their City Councils and Planning Commissions. These policies, if changed, will make it easier to implement a Complete Streets system.

Belleville

Vision

“Belleville will strive to be a regional model for a bikable and walkable city. Providing sidewalks with safe street crossings, trail systems, and on-street bike routes – when fiscally responsible – will complete an active transportation network allowing residents of all ages and abilities to have easy access to local goods, services, and destinations. Walking and biking opportunities and thriving local businesses will attract visitors from around the region.”

Core Values

- Safe street crossings at key points along major roads to provide important connections between residential, businesses, and other destinations.
• A culture of biking, walking, and running in the City.
• On-street bike facilities to provide connections to key destinations and the greater regional trail network.
• Development that is pedestrian scaled and is accessible by walking and biking.
• A connected system of sidewalks by ensuring sidewalks in new developments and replacing deteriorated sidewalks.

Top Priorities
• Ensure new sidewalks and trail connections in future residential and commercial development by updating the Zoning Districts with Form-Based Zoning Districts or Mixed-Use/Neighborhood Commercial Districts to promote pedestrian scaled mixed-use development. Follow recommendations as outlined in 2014 Comprehensive Plan. (Long Term)
• Replace and repair deteriorated and old sidewalks by updating the City’s Sidewalk program to prioritize sidewalks within ¼ mile of schools. (Short Term)
• Replace and repair deteriorated and old sidewalks by increasing CIP funding toward the sidewalk program. (Intermediate)
• Address ADA Issues (American with Disabilities Act) such as curb ramps, etc by developing a 20-50 year ADA “transition” plan. (Long Term)
• Develop a city-wide wayfinding sign system highlighting destinations such as parks, schools, etc. There should be a hierarchy of signs for vehicles, pedestrians, and bicyclists. (Long Term)

Fairview Heights

Vision
“Fairview Heights will strive to create a connected system of walking and biking facilities throughout the City and to surrounding communities.”

Core Values
• Making major roads less of a barrier by providing safe crossings and connections at key points that provide important connections between residential, businesses, and other destinations.

• Connected neighborhoods, including adjacent subdivisions and connections across the city.
• Crosswalks that give pedestrians visibility, safety, comfort crossing the street, and are appropriate for the context and location.
• The quality of life that a bikable and walkable city provides, such as time outdoors and multiple options for travel.
• Bike facilities that provide connections to key destinations and the greater regional trail network.

Top Priorities
• Address ADA issues (American with Disabilities Act) such as curb ramps, etc. by developing a “transition” plan to document and plan for ADA improvements. Prioritize locations and projects. (Long Term)
• New sidewalks to ensure sidewalk continuity (fill gap locations) that provide pedestrians safe and continuous connections. Locations should be prioritized based on proximity to schools (1/4 mile radius) and other locations per the Comprehensive Plan or a future Master Bicycle and Pedestrian Facilities Plan. (Intermediate)
• Enhance key intersections enhancements that would provide important crossing points of major streets. Locations should be prioritized based on proximity to schools (1/4 mile radius) and other locations per the Comprehensive Plan or a future Master Bicycle and Pedestrian Facilities Plan. (Intermediate)
• Ensure new sidewalk and trail connections in future residential and commercial development by update zoning codes and streetscape design guidelines to promote walkable and bicycle scale development. (Long Term)
Smithton

Vision
“Smithton will be a healthy, economically vibrant community that is connected internally and externally through a safe pedestrian and bicycle network. Internally residents of all ages and ability will be connected to businesses, parks, subdivisions, schools, and business without Highway 159 being a barrier. Externally, Smithton will be connected to surrounding communities through bicycle trails.”

Core Values
- The need to prioritize future improvements because of limited budgets.
- A comfortable walking and biking environment that contributes to the overall quality of life.

Top Priorities
- Connect existing subdivisions for bicyclists, walkers, and runners.
- Connect future subdivision for bicyclists, walkers, and runners.
- Address ADA (American with Disabilities Act) in downtown areas (sidewalk repairs, ADA ramps, etc).
- Projects that make 159 less of a barrier (crosswalks, traffic calming, etc).

Section 3: Bike, Walk, Run St. Clair County

About the Event
Walk, Run Bike St. Clair County was an event held for anyone who has an interest in making the county safer and easier to get around by foot or bike. The meeting was held July 24, 2014 at the O’Fallon Public Safety Building. The meeting, held at night, was well attended with over 70 residents participating. Additionally, representatives from local health industries, non-profits, and small business were able to display information before the main discussion. An anonymous survey was also distributed. The results are on file with the Health Department.

Discussion Results
To begin the meeting introductions about the We Choose Health Initiative and Complete Streets were given by Mark Peters with the St. Clair County Health Department, Rita Boyd from Get Up & Go, and Bil Grogan of the St. Clair County Transportation District. As large group attendees then discussed, in relation to walking and biking, what has been improved in the last five years and what barriers still remain? Below are some of the responses.

What has improved in our county?
- Area is more bike friendly- paved shoulders & more courteous drivers
- Metro bike link
- Walking trails in community parks
- Organized bike rides, walks, runs
- Wide sidewalks in high-traffic areas
- Increased interest in making improvements at multiple levels from residents to government officials
• Safe routes to school for kids
• ADA- ramps, dimpled surfaces at crossings
• Bathroom facilities near trails

What are some barriers or things we could be doing better?
• Lack of inter-city connectivity
• Hard to cross interstate- need bridges, lane widening, and removal of shoulder
• Lack of matching funds- harder for small communities to build facilities
• Lack of county Complete Streets Resolution - no commitment at a county level of Government, much support at a municipal level.
• Shoulders are dangerous- rocks, debris, high curbs
• Lack of inter-county connectivity, i.e., to Madison County trails
• Education needed for motorist, cyclists, and law enforcement
• Enforcement of the 3 foot law, increase patrol on bike when feasible.
• Lack of pedestrian accommodation at signals- can be too short
• Lack of bike signals at lights
• Few on-street bike lanes
• Some bike lanes inadequate- traveling in traffic is better
• Vehicles on bike trails
• Bike lane markings unclear- drivers can’t see space to pass
• ADA accessibility
• Lack of sidewalks and bus stops for pedestrians
• Narrow roads
• Need better intersection design- roundabouts instead of 4 land intersections

The attendees then broke into smaller groups to discuss how we can overcome these barriers and who should take the lead on such an initiative. The results were then presented to the large group an voted on. Below the results are listed in order, with the most popular choice listed first.

How can we overcome these barriers? (Listed in order of most responses)
• Government communication between all levels-14
• Education- All users of the road-9

Who can we look to for overcoming the barriers? (Listed in order of most responses)
• Citizens/ Grassroots effort-18
• St. Clair County Government- 13
• Social Media- 3
• Schools- 2
• Advocate organizations- 1
• All Government Levels
• Secretary of State

Outcomes of the Event - Follow up
To continue outreach to those who attended, Metro East Parks & Recreation District (MEPRD) created an informative website and Facebook group. This will allow attendees to easily stay informed on bike and pedestrian issues in the County and share the information with others. Additionally, the stakeholders attending this meeting will be updated quarterly through the Get Up & Go newsletter. The Steering Committee plans to utilize this group of citizens in the coming year for another event. The results of the meeting will be shared with elected officials. The concerns and goals for St. Clair County residents in relation to walking and biking will be reported through local media outlets to educate all residents and gather support for Complete Streets practices.

from the MEPRD website
Section 4: Mapping Complete Streets Progress

The maps displayed over the next three pages illustrate the progress of Complete Streets outreach and the work of the Steering Committee over the span of the We Choose Health Initiative in St. Clair County. In only two years the Complete Streets portion of the We Choose Health Initiative in St. Clair County, lead by a diverse Steering Committee, has grown the knowledge and practice of Complete Streets from one community to 19 municipalities and one park district. In eight of these communities the City Council or Village Board has passed a Complete Street Resolution similar to the one pictured. In three communities groups of 10 citizens in each are moving recommended policy changes forward to ensure the Complete Streets practices will be incorporated into development projects for years to come; providing a promising future for St. Clair County.

Because of the efforts to engage both community leaders and residents, people in communities throughout St. Clair county now understand the benefits of providing a complete transportation network for all users-on bike, foot, or wheels-and of all abilities and ages. A network that allows people to choose a healthy option, safely travel form place to place, and truly enjoy the neighborhood where they live. Citizens engaged through the Steering Committee’s efforts see their community in a different light. Instead of looking at roads as driver behind a wheel, they now notice areas that could be a problem areas other users: incomplete and deteriorating sidewalks, dangerous road crossings, non-ADA compliant facilities, bus stops with limited access, obstacles for wheelchairs and strollers, debris or shoulders, lack of bike lanes or bike friendly intersections. As one member of the Belleville Citizen Group said while working on policy changes, “Doing this has opened my eyes. These problems are real. I see them all over the place now.” Each one of these citizens is now an advocate for Complete Streets and will continue to push for further changes in their communities.

Complete Streets Resolution

WHEREAS, “Complete Streets” are defined as streets that are designed to accommodate all users of all abilities, including motorists, pedestrians, bicyclists, and transit riders;

WHEREAS, “Complete Streets” will vary depending on the surrounding land uses and densities and its general context, however street and transportation plans should always be guided by the principle that streets should promote multiple transportation options for all people;

WHEREAS, “Complete Streets” are an important component of economic development and community development by helping create walkable and vibrant communities, which attract and retain businesses and residents, and allow for the option to safely walk or bicycle to school, work, parks, or other community destinations;

WHEREAS, “Complete Streets” can play an important role by reducing pedestrian and bicyclist conflicts, reduce traffic congestion, improve air quality both by promoting alternative forms of transportation and by helping improve traffic flow;

WHEREAS, the people of the Cities and Villages of St. Clair County have expressed a desire and need for walking and bicycling options;

WHEREAS, the design and construction of new facilities should anticipate future demand for bicycling, walking, and other alternative transportation facilities and not preclude the provision of future improvements;

WHEREAS, more than five hundred other jurisdictions and agencies nationwide have adopted Complete Streets policies, including the United States Department of Transportation, the Illinois Department of Transportation, and numerous communities;

WHEREAS, “Complete Streets” are supported by the institute of Transportation Engineers, American Planning Association, US Conference of Mayors, and other planning and public health professionals;

NOW THEREFORE be it resolved by the following Cities and Villages that:

1. Cities and Villages will strive, where practical and economically feasible, to incorporate “Complete Streets” elements into all transportation projects in order to provide appropriate accommodation for bicyclists, pedestrians, transit users and persons of all abilities, while promoting safe operation for all users, in comprehensive and connected networks in a manner consistent with, and supportive of, the surrounding community;

2. Cities and Villages, recognizing that this resolution is a first step, shall develop and adopt a comprehensive “Complete Streets” policy to support and ensure the implementation of Section 1 above.

3. Cities and Villages shall coordinate with St. Clair County, Illinois Department of Transportation, and related advisory and community organizations to develop implementation strategies, which may include revising and updating processes, policies, procedures, design and construction manuals, and other guidance to assist in this resolution’s implementation.

The City of Belleville
The Village of Marissa
East St. Louis Park District
The City of Mascoutah
The City of Fairview Heights
The Village of Shiloh
The Village of Freeburg
The Village of Smithton
Prior to the We Choose Health Initiative in St. Clair County, Swansea was the only community with knowledge of Complete Streets practices and a vision to move their plan forward for a safer, healthier community. Swansea created and adopted a Complete Streets Plan in 2012 after a six month process involving residents and city officials in open houses, surveys, and walk audits.

The project is part of the Illinois Department of Public Health's We Choose Health Initiative, which is made possible by funding from the Centers for Disease Control and Prevention.
Beginning in late 2012, meetings were held with leaders and organizations in 11 St. Clair County communities. During these meetings existing knowledge of Complete Streets practices were assessed. From these conversations, six of the communities agreed with Complete Streets practices and desired to make walking and biking improvements to benefit their residents and encourage a healthy lifestyle. To show their willingness to incorporate Complete Streets practices, when feasible, these six communities’ governing councils signed a Complete Streets Resolution.

- Belleville
- Fairview Heights
- Freeburg
- Mascoutah
- Shiloh
- Smithton

**Legend**

- **Yellow**: Communities Engaged in Complete Streets
- **Orange**: Communities with Complete Streets Resolutions
- **Red**: Communities with Complete Streets Plan

**About We Choose Health**

The project is part of the Illinois Department of Public Health’s We Choose Health Initiative, which is made possible by funding from the Centers for Disease Control and Prevention.
St. Clair County Complete Streets - Year 2 Progress (Oct. 2013-Sept. 2014)

In 2014, five additional communities were engaged in the Complete Streets discussion. Members of the Committee met with leaders of each community to discuss what Complete Streets are and how they can benefit the Community and help improve citizen health. Of these five communities, two have signed Complete Street Resolutions to date: East St. Louis Park District and Marissa. Additionally, residents in Cahokia and Centreville attended a training session and performed walk audits in their neighborhoods.

In three of the six communities who signed resolutions in Year 1, citizen committees were formed to evaluate current policies and recommended changes to help facilitate Complete Street implementation.

Scott Air Force Base completed a Complete Streets Commuter Plan. When implemented, employees from all surrounding communities will be able to safely commute to the base by foot or bike.

Legend

- Communities with Complete Streets Committees
- Communities Engaged in Complete Streets
- Communities with Complete Streets Resolutions
- Communities with Complete Streets Plan

Streams
Water
Parks & Open Spaces
Municipalities
County Boundary

About We Choose Health

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Section 5: Draft Visual Preference Survey

The Visual Preference Survey posters are to be used in future outreach activities. These posters, while educational on the basic principles & benefits of Complete Streets practices, can be used to gauge community understanding and poll residents of what they envision for their community. Still in their draft stages, these posters can be reviewed and amended by the Steering Committee before use by the public.

Location #1 - Route 159 (Main Street) in Smithton

Main Street in Smithton already has many great complete street qualities as the above photo illustrates. Positive qualities are listed in green above, negative qualities in red. The next several pages will show potential options of what could be done to improve biking and walking conditions with a similar amount of right-of-way and context.
Example #1
Existing Conditions

The cross section to the right illustrates the existing conditions of Main Street in Smithton.

How would you rank the existing biking and walking conditions along this street?

Preference Survey

Walking (Check One)

- 2: Highly Desirable
- 1: Neutral
- 0: Not Desirable

Biking (Check One)

- 2: Highly Desirable
- 1: Neutral
- 0: Not Desirable

Existing conditions along Main Street in Smithton.
Location #1 - Route 159 (Main Street) in Smithton: Continued
Example #1 - Cont.  
Wider Tree Lawn

The cross section to the right illustrates the use of a wider tree lawn. Lane and sidewalk widths remain unchanged.

A minimum 6’ width tree lawn is preferred.

How would you rank biking and walking conditions if there were a wider tree lawn?

Preference Survey

Walking (Check One)

- Highly Desirable
- Neutral
- Not Desirable

Biking (Check One)

- Highly Desirable
- Neutral
- Not Desirable

Example of a wider tree lawn. A wider tree lawn provides an additional buffer for pedestrians from traffic.

Example of a wider tree lawn. A wider tree lawn provides additional room for healthy tree growth and avoidance of damage to curbs or sidewalks.
Location #1 - Route 159 (Main Street) in Smithton: Continued
Example #1 - Cont.

Pedway

The cross section to the right illustrates the use of a pedway.

A pedway has been used by some communities where there is a demand, but limited space for a multi-use trail. The pedway looks much like a traditional sidewalk, but is designed to multi-use trail standards (min. 8’ width, etc). It is very popular for family bicycling.

How would you rank biking and walking conditions if there were a pedway?

### Preference Survey

**Walking** (Check One)

<table>
<thead>
<tr>
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**Biking** (Check One)

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<td>Highly Desirable</td>
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Example of a pedway in Columbia, Mo. The pedway is design to multi-use trail standards and takes the place of a traditional sidewalk.
Location #1 - Route 159 (Main Street) in Smithton: *Continued*
Example #1 - Cont.
Parking in Front

The cross section to the right illustrates parking in front of businesses.

Parts of Main Street has buildings set back from the street with parking in front. Even with a sidewalk, pedestrians often feel isolated between traffic and parking.

How would you rank biking and walking conditions in areas where parking is in front of buildings.

Preference Survey

Walking (Check One)

2        Highly Desirable
1
0
-1
-2

Neutral

Not Desirable

Biking (Check One)

2        Highly Desirable
1
0
-1
-2

Neutral

Not Desirable

Example of parking in front of buildings. Even with a sidewalk, pedestrians can often feel isolated between the street and parking.
Example #2 - Ashland Avenue in Fairview Heights
Ashland Avenue already has many great complete street qualities as the above photo illustrates. Positive qualities are listed in green above, negative qualities in red. The next several pages will show potential options of what could be done to improve biking and walking conditions with a similar amount of right-of-way and context.
Example 2
Existing Conditions

The cross section to the right illustrates the existing conditions of Ashland Avenue in Fairview Heights.

How would you rank the existing biking and walking conditions along this street?

Preference Survey

Walking (Check One)

Highly Desirable
Neutral
Not Desirable

Biking (Check One)

Highly Desirable
Neutral
Not Desirable

Existing conditions along Ashland Avenue in Fairview Heights.
Example #2 - Ashland Avenue in Fairview Heights: Continued
Example #2 - Cont.

**Bike Lanes**

The cross section to the right illustrates Ashland Avenue with bike lanes.

With approximately 40’ width curb to curb, there would be space available for 10'-6” lanes and 4’ bike lanes. The narrow lanes would also help calm traffic.

How would you rank biking and walking conditions with bike lanes or sharrows on Ashland?

### Preference Survey

**Walking** (Check One)

- Highly Desirable
- Neutral
- Not Desirable

**Biking** (Check One)

- Highly Desirable
- Neutral
- Not Desirable

Example of a bike lane adjacent to a curb.

Graphic Source: NATCO Manual

Example of a sharrow. The curb and gutter on Ashland might make it difficult for a full bike lane. A sharrow may be more appropriate. Photo Source: Needhambikes.org
Example #2 - Ashland Avenue in Fairview Heights: Continued
Example #2 - Cont.  
Multi-Use Trail

The cross section to the right illustrates Ashland Avenue with an adjacent multi-use trail.

With an approximately 70’ right-of-way, there would be space available for a multi-use trail (min. 8’ width) and a tree lawn.

How would you rank biking and walking conditions with multi-use trail?

**Preference Survey**

Walking (Check One)

- **Highly Desirable**  
  - Highly Desirable

- **Neutral**
  - Neutral

- **Not Desirable**
  - Not Desirable

Biking (Check One)

- **Highly Desirable**
  - Highly Desirable

- **Neutral**
  - Neutral

- **Not Desirable**
  - Not Desirable

Example of a multi-use trail adjacent to Ashland Avenue. 

Example of a multi-use trail adjacent to a roadway.

Photo Source: ucindy.org
This crosswalk already has many great complete street qualities as the above photo illustrates. There is striping, ADA textiles at the ramps, at the stop bar, etc. Depending on the amount and speed of traffic on Dunhill Drive, a more visible crosswalk may be appropriate.
Example 3
Existing Conditions

The graphic to the right illustrates the existing conditions of the crosswalk at Dunhill Drive and Saybrook Falls Drive.

A simple upgrade would be wider striping. Typical crosswalk striping is 6-12” wide. Increasing the width to 24” can significantly increase visibility and keep installation straightforward.

How would you rank the existing biking and walking conditions at this location?

Preference Survey

**Walking** (Check One)

| +2 | Highly Desirable |
| +1 |
| 0 |
| -1 |
| -2 | Not Desirable |

**Biking** (Check One)

| +2 | Highly Desirable |
| +1 |
| 0 |
| -1 |
| -2 | Not Desirable |
Example #3 - Crosswalk at Dunhill Drive and Saybrook Falls Drive in Fairview Heights: *Continued*
Example 3 - Cont.
Enhanced Crosswalks

The graphics to the right illustrate enhanced crosswalk options at Dunhill Drive and Saybrook Falls Drive.

Two common enhanced crosswalks are angled striping and piano style striping.

How would you rank the biking and walking conditions at this location with enhanced crosswalk striping.

Preference Survey

Walking (Check One)

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Neutral

Biking (Check One)

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Neutral

Example of crosswalk installation. There are several different types of installation and materials from paints to thermoplastics.

Example of piano style crosswalk.

Example of angled style striping.

Example of piano style striping.
Example #4 - Downtown Belleville Main Street

Downtown Belleville Streetscape already has many great complete street qualities as the above photo illustrates. Positive qualities are listed in green above, negative qualities in red. Except for the lack of bike facilities (limited options due to space restrictions), downtown Belleville is a great example of a complete street.
Example #4
Existing Conditions

The cross section to the right illustrates the existing conditions of Main Street in Belleville.

How would you rank the existing biking and walking conditions along this street?

Preference Survey

Walking (Check One)

---

Highly Desirable

Neutral

Not Desirable

Biking (Check One)

---

Highly Desirable

Neutral

Not Desirable

Existing conditions along Main Street.
Residential areas in Belleville already have many great complete street qualities as the above photo illustrates. Positive qualities are listed in green above, negative qualities in red. Except for some minor ADA issues (ADA warning tiles at curb ramps, etc) this residential street is a great example of a complete street.
Example #5
Existing Conditions

The cross section to the right illustrates the existing conditions of a residential street in Belleville.

How would you rank the existing biking and walking conditions along this street?

Preference Survey

**Walking** (Check One)

- **Highly Desirable**
- **Neutral**
- **Not Desirable**

**Biking** (Check One)

- **Highly Desirable**
- **Neutral**
- **Not Desirable**

Existing conditions along the residential street.
Route 159 is a complex route to improve for biking and walking. Challenges include limited right-of-way, existing built conditions, large volumes of traffic, and often high speed traffic. The following questions ask at what level would you consider biking or walking along Route 159 with the following facilities.
**Preference**

**Walking**

- Highly Desirable
- Neutral
- Not Desirable

**Biking**

- Highly Desirable
- Neutral
- Not Desirable

---

Example of a separate multi-use trail with some buffer between the trail and traffic.

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**Preference**

**Walking**

- Highly Desirable
- Neutral
- Not Desirable

**Biking**

- Highly Desirable
- Neutral
- Not Desirable

---

Example of a bike/pedestrian boulevard with extensive buffering between the trail and traffic.

Photo Source: doingindy.com

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**Preference**

**Walking**

- Highly Desirable
- Neutral
- Not Desirable

**Biking**

- Highly Desirable
- Neutral
- Not Desirable

---

Example of a bike lane.

Graphic Source: NATCO Manual

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**Preference**

**Walking**

- Highly Desirable
- Neutral
- Not Desirable

**Biking**

- Highly Desirable
- Neutral
- Not Desirable

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Example of a buffered / protected bike lane.

Photo Source: NATCO Manual