

IMAGINE BELLEVILLE

ADOPTED
JUNE 16, 2014

SECTION 3

Mobility



Introduction

A comprehensive and efficient transportation system provides not only the ease of circulation within a community, but also enhances the function and aesthetics of the community's environs. This *Comprehensive Plan* places an emphasis on coordinating transportation facilities' design with the land uses they serve, since like many American cities, the City's transportation system has historically been developed to support automobile-oriented land uses.

As the City faces redevelopment and maintenance pressures and a renewed invested interest in infrastructure, established policies are necessary to maintain, expand, and enhance a balanced regional transportation system. Unlike land use policies that guide the development of private property, transportation policies primarily address the public infrastructure of streets, alleys, bikeways, sidewalks, and transit services. Additionally, transportation policies influence how private development affects the transportation system both directly – via physical improvements (e.g., management of auto access across city rights-of-way, or the construction of streets as part of new development),

as well as, indirectly – through programs that reduce travel demand. Having a coordinated and flexible transportation system affords the City the opportunity to attract and accommodate growth and investment in the region and effectively distinguishes the City as a vital place for people and economic development.

This section of the *Comprehensive Plan* identifies how Belleville will provide mobility choices to a broader group of users, aid in building sustainable transportation options, enhance community, and recommend roadway character. The fundamental focus of this section is on orderly development of all the components that serve the mobility patterns (people and goods) within the community and surrounding region. These components include roadways for motorized vehicles, sidewalks, bike lanes, multi-purpose pathways, public transit facilities, and freight movement.

Transportation Context

Belleville citizens depend on and benefit from a diverse regional transportation network, comprised of highways, public transit, major rail lines, airports, and bicycle/pedestrian facilities. Changing demographics



Transportation is the link between regional land uses. An efficient and effective transportation system serves the region's citizens as well as businesses and industries; protects the environment; and promotes the economic and population growth of the St. Louis area.

- OneSTL

and preferences in the region have created a demand for alternative modes of transportation. Future investments in a more balanced multi-modal system will provide residents with additional choices to meet their transportation needs. These investments may include expanding the MetroLink system, implementing transit-oriented development (TOD), or adding to the region's bicycle network. Having a more comprehensive transportation system will not only improve mobility and air quality, it will also strengthen the regional economy.

Roadway Network

Effective transportation systems are central to the health, productivity, and safety of communities. The existing roadway system is the primary form of mobility in the region. The City's streets are a combination of a grid pattern with curvilinear systems which feed to an array of arterial routes traversing the City.

The City has nearly 560 lane miles (300 miles)¹ of roadway and 60 miles of alleys, a relatively high mileage of roads when compared to other cities of a similar size. Located within the City are Illinois State Highways 13, 15, 157, 159, 177 and 161, which provide good links to east-west (I-64, I-270, I-70) and north-south (I-255, I-55, I-70) Interstates at various points in the region. These roadways provide good access to other cities and markets in Illinois, Missouri, Indiana, and Kentucky.

Five regional bridges, crossing the Mississippi River, provide interstate connectivity between St. Louis County, St. Louis City, and St. Clair County. The I-255 Jefferson Barracks Bridge connects St. Clair County with south St. Louis County. The I-55/I-64/I-70 Poplar Street Bridge (PSB) and the Martin Luther King (MLK) Bridge connects St. Clair County to downtown St. Louis City. The recently completed I-70 Stan Musial Veterans Memorial Bridge (also known as the Mississippi River

Bridge) and the I-270 Bridge connect St. Clair County residents to north St. Louis City and County.

Recently completed mobility projects that have increased regional and local connectivity include:

- *17th Street Extension*: Connects West Main Street to IL 15 and Frank Scott Parkway reducing congestion on IL 159 and providing an alternate connection to commercial districts and IL 15.
- *Belleville Crossing Street Project/Belleville West Parkway*: This project provided a link from northwest Belleville to the Belleville Crossing Shopping area, via improvements to 17th Street.
- *New I-70 Mississippi River Bridge*: The new Mississippi River Bridge project is helping to reduce congestion and increase safety on the PSB by diverting traffic to I-70. Since I-70 has been relocated to the new bridge, several improvements may now be made to the PSB to improve the flow of traffic between the PSB and I-55.

Roadway Classifications

Roads are grouped into functional classes according to their role for traffic movement and land access. The intent of the functional classification system is to create a hierarchy of roads that collect and distribute traffic from neighborhoods to the highway system. Roadways with higher functional classification (arterials) generally provide for longer trips, allow for better mobility, have limited access, and connect larger population centers. Roadways with a lower functional classification (local streets and collectors) generally provide for shorter trips, greater land access (lower mobility), and connect to higher functioning roadways. Each transportation network should support a balance of all functions of roadways. Additionally, although the functional classification of streets is defined by vehicular

¹ City of Belleville Engineering Department. 2014.



Major transportation investments, like the double roundabout newly constructed at Illinois Routes 15/158 and Centreville Avenue, improve linkages to major employment centers, retail outlets, and tourist destinations.

Source: City of Belleville

travel, pedestrian, and bicycle travel must also be accommodated by each of the functional classifications, with the exception of interstates. **Table 3.1, Functional Classification** (on the following page), details the roadway type, function, and other characteristics that are typical for each type of roadway. **Map 3.1, Functional Classification** depicts the functional classifications and locations of the roadways within the City.

Interstate. The highest functional classification is the interstate freeway which are designed and constructed with mobility and long-distance travel as the primary goal. Both I-255 and I-64 perform this function, as well as provide commuter service for residents of the City who work in the surrounding region.

Principal Arterials. The next highest functional classification of roadways are arterial routes. These roadways provide a high degree of mobility; however, abutting land uses can be served directly. Several principal arterials provide general access to the Belleville area, including IL 159 and IL 161 (Sherman Street or North Belt East), two state highways that carry from 15,000 to 20,000 vehicle trips per day. Other arterial routes within the City include Illinois Routes 13, 15, 157, and 158.

Minor Arterials. Minor arterials provide service for trips of moderate length, serve geographic areas smaller than their higher arterial counterparts, and offer connectivity to the higher arterial system. Minor arterials interconnect and augment the higher arterial system, provide intra-community continuity, and may carry local bus routes. Minor arterials in Belleville include Main Street, Green Mount Road, and Frank Scott Parkway.

Collector Streets (Major and Minor). Collector streets are the next tier in the functional classification system. These streets collect traffic from the local residential and commercial streets and carry it to the arterial routes.

They are often designed to accommodate parking and bike lanes and some direct access to homes. Collectors are broken down into two categories: major collectors and minor collectors. The distinctions between major collectors and minor collectors are often subtle. Generally, major collector routes are longer in length, have lower connecting driveway densities, have higher speed limits, are spaced at greater intervals, have higher annual average traffic volumes, and may have more travel lanes than their minor collector counterparts. Good examples of major collector streets in the community include Cleveland Avenue, McClintock Avenue, Wabash Avenue, North 2nd Street, State Street, and Sullivan Drive.

Local Roads. Locally classified roads account for the largest percentage of all roadways in terms of mileage. This type of roadway is intended to provide direct access to residential and commercial driveways.

Most of the recent development in the City generally follows a standard hierarchy of streets; whereby, local residential streets connect to collectors, which, in turn convey traffic to the arterial road network. Residential subdivisions usually have fewer pedestrian and public transportation connections between themselves and adjacent commercial areas.

The original part of the City, such as the historic Main Street area, follows a traditional "grid" street pattern, where the collector system is effectively replaced by multiple connections between local streets. Such a system allows traffic to distribute more evenly. In these areas, some streets naturally collect higher volumes of traffic and thus, function as collector roadways. Care must be taken on these roadways so as not to burden or negatively impact the quality of life for the residents that abut them.

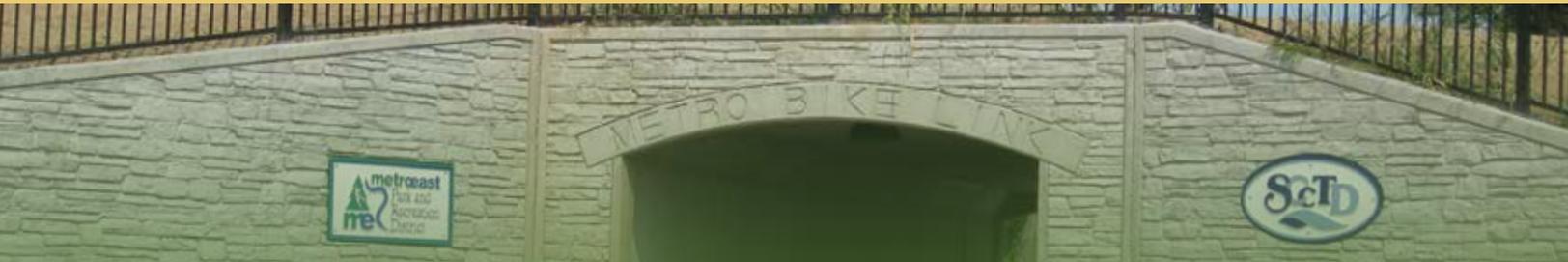


Table 3.1, Functional Classification

Criterion	Interstate/ Freeway	High Speed and Principal Arterial	Minor Arterial	Major and Minor Collector	Local Street
Functional Role	Entirely through traffic movement with no direct access to property.	Mobility is primary, access is secondary. Connects Freeways and other Arterials.	Connects Freeways, Principal Arterials, and lower classification roadways. Access is secondary.	Collects traffic destined for Arterial network. Connects Arterials to Local Streets. Also provides land access.	Access is primary. Little through movement.
Roadway Continuity	Inter-city, regional, and interstate.	Connects Freeways to lower classification roadways. Connects major activity centers.	Connects Freeways and Principal Arterials to lower classification roadways.	Continuous between Arterials. May extend across Arterials.	Discontinuous. Connects to Collectors.
Roadway Length	Usually more than 5 miles	Usually more than 5 miles	Usually more than 3 miles	Varies from roughly 1/2 mile to 2 miles	Generally less than 1 mile
Traffic Volumes (VPD = vehicles per day)	40,000 + VPD	20,000 to 60,000 VPD	5,000 to 30,000 VPD	1,000 to 15,000 VPD	100 to 5,000 VPD
Desirable Spacing	5 miles or more	2 miles or more	Generally 1/2 to 2 miles	Generally 1/4 to 1/2 mile	Varies with block length (at least 125 feet between)
Posted Speed	55 to 70 mph	40 to 55 mph	30 to 45 mph	30 to 35 mph	20 to 30 mph
Access	Controlled access. Grade separated interchanges and frontage / service roads.	Intersects with Freeways, Arterials, Collectors, and Local Streets. Restricted driveway access.	Intersects with Freeways, Arterials, Collectors, and Local Streets. Restricted driveway access.	Intersects with Arterials and Local Streets. Driveways limited.	Intersects with Collectors and Arterials. Driveways permitted.
On-Street Parking	Prohibited	Restricted	Restricted	Normally Permitted	Permitted
Community Relationship	Defines neighborhood boundaries	Defines neighborhood boundaries	Defines and traverses neighborhood boundaries	Internal and traverses neighborhood boundaries	Internal
Through Truck Routes	Yes	Yes	Permitted*	No	No
Bikeways	No	Limited	Permitted*	Yes	Yes
Sidewalks	No	Yes	Yes	Yes	Yes

* Requires approval by IDOT.



Traffic volumes in the City range from over **48,000** vehicles per day (VPD) on portions of IL 15 to over **3,500** VPD on local roads.

Source: Illinois Department of Transportation (IDOT)

Roadway Capacity

Population growth within the City and the region has impacted the street system as people travel to and from work, school, shopping, and other destinations. As a result, the service levels of several principal arterials has deteriorated or become more congested and less safe for vehicular traffic (e.g., Lebanon Avenue, Illinois Street, Main Street, and Carlyle Avenue). The City has responded with capital improvements aimed at increasing roadway capacity and improving intersections, including strategies for traffic calming and aesthetic enhancements, such as roundabouts (e.g., IL 158 at IL 15). Also, typical of other cities in the region, the minor arterials operate with minimal delays except during the morning and afternoon peak hours at bottleneck locations (i.e., Green Mount Road, Frank Scott Parkway, North Belt West). Again, however, the City has responded with continued improvements and expansion of the roadway network.

As part of this study, traffic volume data for the City was compiled from several existing sources including the Illinois Department of Transportation (IDOT), St. Clair County, and the City. **Map 3.2, Traffic Counts**, depicts the annual average 24-hour traffic volume on IDOT owned/maintained roadways in the City. The annual average 24-hour traffic volume is the total volume of vehicle traffic of a highway or road for a year divided by 365 days. Traffic volumes in the City range from over 48,000 vehicles per day (VPD) on portions of IL 15 to over 3,500 VPD on local roads. Annual average 24-hour traffic volumes on minor arterials in the City (e.g., Main Street, Green Mount Road, and Frank Scott Parkway) ranges from approximately 36,500 to 27,500 VPD across the City limits.

In general, the capacity of a city street is positively related to the number of lanes the roadway provide.

However, this general rule is significantly affected by the number of left and right turning movements made to and from the particular street segment and whether there are separate left turn and right turn lanes provided for these movements. *Map 3.2, Traffic Counts*, illustrates VPD for IDOT owned/maintained roadways within the City's region. The map also details six intersections in the City with perceived levels of congestion on a daily basis.

Greenways

The City is part of the Metro East Park and Recreation District (MEDPRD), formed in November 2000, which is responsible for the development of parks, trails, and greenways within the boundaries of Madison and St. Clair Counties, Illinois. MEDPRD often supplements the efforts of local governments, special districts, and other jurisdictions already engaged in the construction and management of park and recreational facilities.

The City's premier trail system is concentrated along Richland Creek, extending six miles from South Side Park to SWIC near IL 158, traversing through seven city parks. Known as Richland Creek Greenway Trail since 2005, this trail was originally two trails; the East Belleville Bikeway and the MetroBikeLink Trail. Allowable uses on the trail include walking, jogging, bicycling, and in-line skating.

Another signature trail in the City is the MetroBikeLink, which gets its name from the MetroLink Red Line train track. The MetroBikeLink Trail parallels through eastern Belleville and briefly the Village of Swansea. Initiated in 1995 with donor funding, this trail was to be a 27-mile walking and bicycle trail, extending from East St. Louis to Scott Air Force Base (SAFB). It is a classic rail-with-trail configuration, where train and trail share the same corridor. Currently, the seven-mile trail connects four



East Belleville Bikeway

Source: Metro East Park and Recreation District Photo, www.meprd.org, 2006.

MetroLink stations (Memorial, Swansea, Belleville, and College) with expansion plans for both ends. Just west of the Belleville MetroLink station, the MetroBikeLink Trail is intersected by the Richland Creek Greenway Trail.

The majority of other trails in the City are confined to specific parks; however, as outlined in the *2008 Parks, Recreation and Greenways Master Plan*, a long-range goal is to connect the park trails by a system of further interconnected trails.

Recent trail improvements include the Signal Hill Bike Trail and the West Belleville Bike Trail. The Signal Hill Trail, recently completed, follows abandoned railroad right-of-way for approximately 0.5 miles from Signal Hill School to Wesley Drive. The West Belleville Bike Trail is a multi-phased project, with Phase I anticipated for completion during summer of 2014 and Phase II is in preliminary engineering. Phase I extends approximately 1.5 miles from Citizens Park along abandoned railroad right-of-way, traversing around Althoff High School, ending in Bellevue Park. Phase II consists of approximately two miles of trail along abandoned railroad right-of-way connecting the Signal Hill Bike Trail with Phase I of the West Belleville Bike Trail. Both trails are part of an effort to create a city-wide bike trail system, connecting to the East Belleville Bikeway and the MetroBikeLink Trail.

Map 3.3, Multi-Modal Opportunities depicts the existing trails in the City, as well as recently completed improvements. This map also depicts potential trail extensions as determined by interviews with City personnel and recommendations from the *2008 Parks, Recreation and Greenways Master Plan*. Graphical representations of conceptual connections between the existing and proposed trails are also depicted in this map.

Public Transit

Public transit plays a vital role in providing mobility to community residents to access employment, medical, educational, and other popular locations. An extensive transit system also provides mobility and freedom of movement to the elderly, disabled, and students. Public transit can also serve to alleviate traffic pressures on area roadways.

The area transit system is operated by Metro, the regional transit agency. This transit system includes three integrated services, MetroLink, MetroBus, and Metro Call-A-Ride. The Metro service area includes the City of St. Louis, St. Louis County, and portions of St. Clair County. Metro system operations are supported by passenger fares, sales taxes from St. Louis City and County, funding from the St. Clair County Transit District (SCCTD), and federal and state grants. According to the St. Louis Regional Long-Range Transit Plan, ridership across the transit system has improved with annual boardings increasing from 45 million in 2004 to 53 million in 2008. The Metro also carries nearly two million riders a year to special events.

Light Rail

Light rail carries large numbers of passengers and is most effective when servicing higher-density neighborhoods and large employment centers. The region's light rail transit system, MetroLink, runs from Shiloh/SAFB in St. Clair County, Illinois to Lambert-St. Louis International Airport in St. Louis County, Missouri, and includes an extension to Shrewsbury at I-44 in St. Louis County, Missouri. The system consists of two alignments, the Red Line and the Blue Line, serving a total of 37 stations. The light rail system provides a needed supplement to the I-64 transportation corridor by serving many of the County's largest employment and residential centers located between Scott AFB, Belleville, East St. Louis, St. Louis City, and portions of St. Louis County.



Photo Source: Dan Burden, Walkable & Livable Communities Institute

Hamburg, New York's main street is welcoming to all users. Wide sidewalks, curb extensions, and well-marked crosswalks help pedestrians travel to the various businesses along the street. On-street parking gives those traveling by car easy access. Colored pavement narrows the travel lane, keeping speeds at an appropriate level.

Complete Streets

The streets of our cities and towns are an important part of our communities. They allow children to get to school and parents to get to work. They help to organize and orient our built environment – our neighborhoods, centers of commerce, and public institutions. As such, these streets ought to be designed for everyone – whether young or old, on foot or on bicycle, in a car or in a bus – but too often they are designed only for speeding cars or creeping traffic jams.

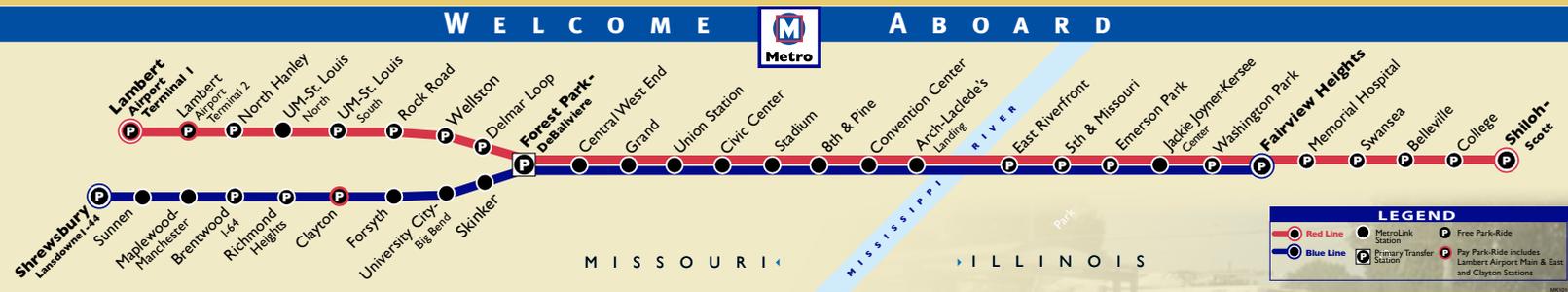
Now, in communities across the country, a movement is growing to “complete” the streets. States, cities, and towns are requesting their planners and engineers to build roads that are safer, more accessible, and easier for everyone. In the process, they are creating better communities for people to live, play, work, and shop. Complete Streets are streets for everyone. Pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities are able to safely move along and across a complete street.

According to the National Complete Streets Coalition, instituting a complete streets policy ensures that transportation planners and engineers consistently design and operate the entire roadway with all users in mind – including bicyclists, public transportation vehicles and riders, and pedestrians of all ages and abilities.

An ideal complete streets policy includes:

- A vision for how and why the community wants to complete its streets;
- Specifies that ‘all users’ includes pedestrians, bicyclists, and transit passengers of all ages and abilities, as well as trucks, buses, and automobiles;
- Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right-of-way;
- Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions;
- Encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes;
- Is adoptable by all agencies to cover all roads;
- Directs the use of the latest and best design criteria and guidelines while recognizing the need for flexibility in balancing user needs;
- Directs that complete streets solutions will complement the context of the community;
- Establishes performance standards with measurable outcomes; and
- Includes specific next steps for implementation of the policy.¹

¹ Smart Growth America, National Complete Streets Coalition.



MetroLink Schematic Station Map

Source: Metro, www.metrostlouis.org, 2014.

There are 11 MetroLink stations in St. Clair County. Three of the stations located within Belleville include, the Memorial, Belleville, and College (SWIC) stations.

Memorial. The Memorial station is located on the western side of the City, adjacent to IL 161 and Frank Scott Parkway. The station features 431 park-and-ride spaces and one connecting Illinois MetroBus route (#14 Memorial Hospital Westfield Plaza Route).

Belleville. The Belleville station (known locally as the Scheel Street Station), located on Scheel Street in the east/central portion of the city, is the closest MetroLink stop in the vicinity of downtown Belleville (approximately 0.7 miles from the Main Street business district) and is the second-busiest station of the Illinois MetroLink stations. This stations features 287 park-and-ride spaces, including 34 long-term spaces. This station serves as a bus hub for downtown Belleville, with four connecting Illinois MetroBus routes (Main –State Street, Belleville-Shiloh/Scott Station, St. Clair Square, and Carlyle Plaza –17th Street).

College (SWIC). The College station is located at Southwestern Illinois College (SWIC) adjacent to the YMCA on Carlyle Avenue. Located on IL 161 between the City and SAFB, the station features 598 park-and-ride spaces, including 25 long-term spaces. This station features one connecting Illinois MetroBus route (St. Clair Square).

Bus

Within the City, buses operate on the road with other traffic, serving a variety of local passenger demands, as well as increasing connectivity to the existing light rail system and other bus routes. Service is frequent and stops are often closely spaced. Bus service also revolves around a hub and spoke system with the hub located

at the St. Clair Transit Plaza at the Belleville MetroLink station. MetroBus routes serving primary community destinations originate and terminate at the St. Clair Transit Plaza.

MetroLink and MetroBus are an integrated system, and many customers transfer between the two systems. MetroBus operates 13 normal bus routes and four express routes in Illinois.

Paratransit

The Alternative Transportation System (ATS) provides curb-to-curb paratransit service for individuals certified as American Disabilities Act (ADA) eligible and for those age 60 and older in the City. The ATS office is located at the Belleville Metrolink station.

Air Travel

There are two fully certified airports in the bi-state region - approved for scheduled passenger service and cargo - Lambert St. Louis International and MidAmerica St. Louis Airport. Lambert St. Louis International Airport is located approximately 30 miles northwest of the City of St. Louis in unincorporated St. Louis County. Lambert is owned and operated by the City of St. Louis and is the largest and busiest airport in the state of Missouri, with 255 daily departures to approximately 90 domestic and international locations.

MidAmerica St. Louis Airport is owned and operated by St. Clair County, Illinois and is served by one commercial airline with scheduled departures to Orlando Florida two days per week. The Airport is co-located with SAFB, sharing airfield facilities under a joint use agreement (approved by the Air Force and the Federal Aviation Administration in 1991) and has an established presence as an air cargo center. Furthermore, the

Metro BikeLink

This trail parallels the MetroLink rail track through eastern Belleville, where train and trail share the same corridor. There are four MetroLink stations along the route (Memorial, Swansea, Belleville, College), with plans to extend the trail to the next station on both ends of its current 7-mile length. The trail includes bridges over and under all the major street, highway and railroad crossings. Just west of the Belleville station, the MetroBikeLink Trail is intersected by the picturesque Richland Creek Greenway Trail, which runs along the creek and through seven city parks in Belleville.

Source: www.traillink.com



Norfolk Southern Railroad borders the southern edge of MidAmerica St. Louis Airport and is available for intermodal transportation.

Other general aviation airports in the region include the St. Louis Downtown Airport, St. Louis Regional Airport in Bethalto, Illinois, and Spirit of St. Louis Airport in Chesterfield, Missouri. These are civilian airports that serve private aircraft and small aircraft charter operations.

Rail Freight

The bi-state region is America's second largest rail center, routinely servicing 68 percent of all Class One

railroad lines in the U.S. The Norfolk Southern and the Illinois Central railroads traverse the City of Belleville. **Table 3.3, Rail Freight Crossings** outlines the at-grade and grade separated crossings at major collectors or arterials of the two rail lines within the City of Belleville.

At-grade railroad crossings at these congested interchanges create barriers to developing continuity in the street system. Options to address mobility issues associated with at-grade crossings include closing crossings, creating new crossings, and coordinating with the appropriate rail official to improve safety and operational conditions.

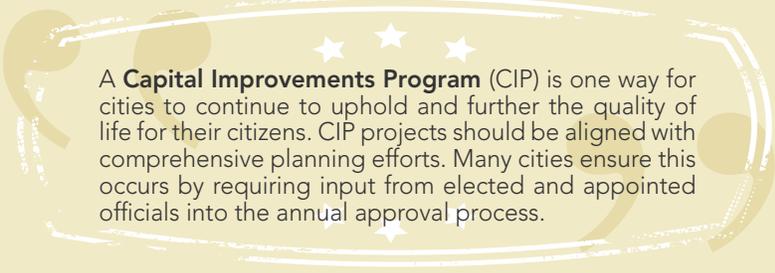
Table 3.2, Rail Freight Crossing

Railroad Line	At-Grade Collector and Arterial Crossings	Grade Separated Crossings
Norfolk Southern	<ul style="list-style-type: none"> ■ Frank Scott Parkway West between West Main Street and North Belt ■ North Belt West, west of West Main Street ■ West Main Street near 27th Street ■ North 17th Street north of West Main Street ■ IL 159 (North Illinois Street) near Douglas Avenue ■ Lebanon Avenue north of West Boulevard ■ Old Collinsville Road north of West Boulevard ■ South 74th Street 1/2-mile north of IL 13/South Belt West 	<ul style="list-style-type: none"> ■ IL 161/North Belt East north of Lebanon Avenue
Illinois Central	<ul style="list-style-type: none"> ■ South 74th Street immediately north of IL 13/South Belt West ■ Frank Scott Parkway West near IL 13/South Belt West ■ Centreville Avenue near Monroe Street ■ IL 159 (South Illinois Street) near McKinley Street ■ IL 13 (South Belt East) near South Church Street 	<ul style="list-style-type: none"> ■ North Belt West east of IL 13 and west of Frank Scott Parkway West ■ Add Ill 161/North Belt East, North of Lebanon Avenue

Source: City of Belleville 2000 - 2020 Comprehensive Plan

Guiding Principles for Mobility

- We will invest in the critical transportation infrastructure necessary to develop a robust and diversified economy.
- We will strive to implement transportation investments that result in the creation of a network of centers, corridors, and neighborhoods that will provide structure for guiding new growth and development.
- We will ensure land development and transportation investments are coordinated to enhance the function and aesthetics of the City's major corridors.
- We will strive to implement transportation investments that result in the safe, secure, and efficient movement of people and goods to, from, through, and within the City.
- We will execute improvements to the transportation system that make the most cost-effective use of existing infrastructure.
- We will strive to provide a variety of linked transportation options serving the City, so that all residents and visitors can go where they need to go by driving, walking, biking, or using public transit.
- We will implement circulation routes within and through neighborhoods to reinforce the connection between residents and the services they need on a daily basis.
- We will adhere to state air quality plans in future transportation investments, by being consistent, or in conformity to, levels set in the plans.



A **Capital Improvements Program (CIP)** is one way for cities to continue to uphold and further the quality of life for their citizens. CIP projects should be aligned with comprehensive planning efforts. Many cities ensure this occurs by requiring input from elected and appointed officials into the annual approval process.

Key Issues and Considerations

The following summarizes the key transportation issues realized through a series of discussions with representatives of various City departments, the Comprehensive Plan Advisory Committee, City leaders, City personnel, and institutions within the community.

- Reduced regional funding, due to budgetary constraints at the state level, which directly impacts the corresponding municipal budgets to maintain and improve the transportation network.
- Increasing need for mode choice opportunities (vehicles, bicycle/pedestrian, transit, etc.).
- Growing congestion on regional routes such as Green Mount Road, Frank Scott Parkway, and North Belt West causing diversion of traffic to local streets.
- Increasing traffic and infrastructure needs due to specific developments such as Belleville Crossing and the expansion of Belle Valley Industrial Park.
- Lack of connections between important transportation corridors, linking destinations and activities; leading to sprawling development patterns.
- Lack of planning for major corridor and entranceway appearances.
- Increasing need for developing a Capital Improvements Program (CIP) to prioritize transportation infrastructure projects and system monitoring for operational and maintenance issues.
- Traffic barriers (e.g., railroad crossings, school zones, construction zones, cut-through traffic) that negatively impact residents, business owners, and visitors.



According to one MindMixer participant, pedestrian and cycling safety is especially hazardous at intersections like the one shown at Douglas School at Carlyle Avenue and Garden Boulevard. Improved signage and roadway markings would help direct automobile and bicyclist traffic and improve intersection visibility.



Strategic Recommendations

- **Priority 1** | Regional Connectivity.
- **Priority 2** | Strategic Corridor Planning.
- **Priority 3** | Systematic Street Improvements.
- **Priority 4** | Multi-Modal Connectivity.

Priority 1 | Regional Connectivity

In order to be competitive in the region, the City must be well connected both locally and regionally. The location and economic vitality of the City are a good foundation to accommodate continued growth, but further strategic investments are needed in order to compete with regional economic influences. Increasing accessibility can both improve quality of life and create economic opportunities.

ACTION STEPS

- **Coordinate with surrounding communities and jurisdictions to enhance the regional bicycle and pedestrian network, recognizing the importance of Belleville in regional and statewide connectivity.**
 - » Support MEPRD and St. Clair County efforts to extend the Mississippi River Levee Trail and MetroBikeLink Trail, as well as extension efforts of the Richland Creek Greenway locally.
 - » Emphasize connections to regional destinations, by supporting the efforts of the Great Rivers Greenway (GRG) District in the St. Louis Metropolitan area.
 - » Encourage connections to existing and proposed Madison County trails.
- **Promote collaboration for future high-speed rail service between Chicago and St. Louis.**
 - » The City should participate in the planning for the regional high-speed rail network.
 - » Continue to work with Metro to expand and integrate public transit, including rail transit, into the City's transportation system.
- **Work cooperatively with adjoining jurisdictions and transit agencies.**
 - » Ensure collaboration and seek input among City departments, St. Clair County Highway Department, SCCTD, Metro, East-West Gateway Council of Governments (St. Louis Metropolitan Planning Organization) (EWGCOG), Illinois Department of Transportation (IDOT), and the community to ensure effective coordination among the various transportation modes and their related transportation improvement projects when making land use and transportation decisions.
 - » Evaluate development proposals and transportation investments (e.g., linkages between adjacent neighborhoods) based on the impacts of these investments on the overall transportation system.
- **Focus mobility investment efforts on enhancing connectivity opportunities.**
 - » Work with the Missouri Department of Transportation (MODOT) and IDOT to aggressively inspect and maintain the region's bridges (e.g., Mississippi River Bridge, MLK Bridge, Eads Bridge, PSB, and Jefferson Barracks Bridge), which serve as the fundamental arteries for economic connectivity (e.g., jobs, medical services, and universities) to/from the St. Louis Metropolitan area.

Great Rivers Greenway's Goal

Create an interconnected system of greenways and trails – the River Ring - that will encircle the St. Louis region, and in time, connect the entire metropolitan region.

Source: Great Rivers Greenway, www.greatriversgreenway.org, 2014



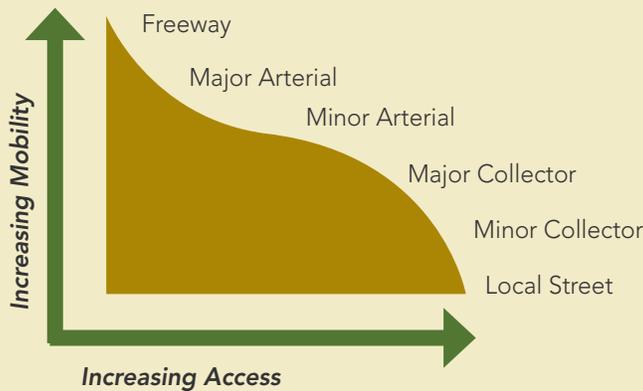
- » Actively support and partner in the development of the proposed 'Gateway Connector' (extension of IL 158) - an 'outer belt' corridor around the southwestern Illinois metropolitan area - to provide improved system linkage, reduced roadway capacities, improved traffic safety rates, and economic development opportunities.
- » Encourage transportation projects to improve mobility efforts to/from SAFB.
- » Support projects to enhance connectivity via roadway extensions, as displayed in **Map 3.4, Future Mobility Projects** and detailed in **Table 3.3, Regional and Local Mobility Projects**, for the following (Note: The numbering behind the project is detailed in Table 3.2):
 - Belle Valley Industrial Park expansion from IL 177 to Freeburg Avenue (S13);
 - Expansion of Eckert's Orchard/Country Store to Belle Valley Frontage Road (L6);
 - As a result of the proposed St. Clair County Jail expansion, North 5th Street is proposed to be relocated to the west, connecting to North 6th Street (North 5th Street between West F Street and the railroad tracks south of the Sheriff's Department is proposed to be abandoned); and
 - Expansion of Flying Dutchman Road from 11th Street to Belleville West Parkway (L8).

Priority 2 | Strategic Corridor Planning

Corridors are major transportation routes consisting of highways, principal arterial streets, and transit routes that provide access into and out of the City, act as travel ways connecting centers, both locally and regionally, and/or support high levels of transit service.

ACTION STEPS

- **Support cooperative efforts in streetscape design, landscaping, and pedestrian-scale lighting.**
 - » Support creative partnerships with volunteers, City Council, neighborhood groups, institutions, or business associations to maintain investments along corridors.
 - » Public-private partnerships can provide opportunities to implement above-standard amenities and improve the public realm (see Section 6, Land Use & Character).
 - » Implement proposed streetscape improvement projects for the following (see Map 3.4, Future Mobility Projects):
 - West Main Street from 6th Street to 28th Street (S5);
 - East Main Street from Oak Street to Douglas Avenue (only sidewalk and curb replacement) (S6); and
 - IL 159 (North Illinois Street) from Main Street to North Douglas Avenue (S7).
- **Foster a positive image and identity of the City through the urban and technical design of the City's transportation corridors.**
 - » Establish roadway design parameters/guidelines that meet the City's traffic needs for each established corridor, as well as for developing corridors such as IL 161 (Carlyle Avenue), IL 15, and Main Street.
 - » Implement design elements at each of the City's gateways - IL 15 at IL 13, IL 159 (North Illinois Street) and Douglas, IL 159 (South Illinois Street) and Ross Lane, IL 158 (Centreville Avenue) and Mine Haul Road, West Main Street at IL 157, and Carlyle Avenue and Green Mount Road - to support the desired image of the City.



Source: Virginia Department of Transportation (VDOT)

■ **Adopt a coordinated and consistent access management policy.**

- » The City should adopt a range of strategies and techniques for access management in its zoning, subdivision, development review, and transportation design standards and guidelines to supplement the access management policy.
- » The policy should outline access management strategies appropriate for the classification of the subject roadway including, but not limited to: installing raised medians; maximizing on-street parking by discouraging curb cuts when alleys or side streets are accessible; encouraging shared access to destinations; and providing adequately spaced driveways in new development.
- » The policy should outline new access management strategies appropriate for the classification of the subject roadway.

■ **Develop a Master Thoroughfare Plan, as part of the CIP, addressing the nature and conditions of the various functional classifications for roadways in the City, and guidelines for designing these streets to be compatible with adjacent uses.**

- » The Master Thoroughfare Plan should guide the location, type, and minimum development standards necessary to meet projected long-term growth within the area.
- » Monitor traffic growth on collector arterials and utilize the Master Thoroughfare Plan as a guide to keep volumes within reasonable limits.

Top 10 Principles of Access Management and Design

1. Providing a specialized roadway system in which roadways are designed and managed in accordance with their primary function.
2. Limiting direct access to major roadways that serve higher volumes of regional through traffic.
3. Promoting intersection hierarchy-appropriate transitions from one classification of roadway to another.
4. Locating signals to favor through movements by using long, uniform spacing of intersections and signals and ensuring the ability to coordinate signal timing.
5. Preserving the functional area of intersections and interchanges by respecting how motorists need to respond with deceleration, maneuvering into appropriate lanes, stopping and turning—access connections too close to intersections cause serious traffic conflicts and impair functionality.
6. Limiting the number of conflict points between: vehicles, vehicles and pedestrians, and vehicles/bicyclists to reduce mistakes and collisions.
7. Separating conflict areas to give drivers time to address one potential set of conflicts before facing another.
8. Removing turning vehicles from through-traffic lanes, usually through the addition of turning lanes.
9. Using nontraversable medians to manage left-turn movements because the majority of access-related crashes involve left turns.
10. Providing a supporting street and circulation system to appropriately accommodate development. Interconnected street and circulation systems provide alternative routes that conform to a beneficial spacing interval.

Source: Access Management Manual, Transportation Research Board





Priority 3 | Systematic Street Improvements

Future thoroughfare development must achieve continuity and connectivity to be functionally efficient. To do so, this plan, development requirements, and approval procedures must stipulate and enforce standards to avoid discontinuous and irregular street patterns, particularly on the fringe and in the outlying areas where development is occurring in a noncontiguous manner. The traffic carrying capacity of roadways must be preserved and improved through appropriate design of the street system and adequate standards for property access.

ACTION STEPS

■ **Develop a strategy for investing in a broad range of infrastructure projects, prioritizing street and traffic improvements to support the growth of and access to existing employment, services, parks, and schools.**

- » Study connections that would open access to under-developed land, and integrate land use and transportation decisions.
- » Pursue lower-cost, high-benefit projects (i.e., geometric improvements that require limited reconstruction and/or right-of-way, use of advanced signal technology, and increased frequency of signal timing) which aim to effectively address congested locations, maintain and/or improve safety, and be implemented more quickly than full-scale projects. Future potential projects include the rehabilitation (e.g., resurfacing, curb repairs, bridge repairs) of (see Map 3.4, *Future Mobility Projects*):
 - IL 158/IL 177 (Mascoutah Avenue) from Washington Avenue to East McKinley Street (S8);

- The City's various brick streets (S14);
 - IL 158 (Centreville Avenue) from IL 13 to West Washington Street(M6);
 - South 8th Street from Lincoln Street to Union Avenue (M8);
 - Union Avenue from Centreville Avenue to 10th street (M9);
 - Replacement of Dutch Hallow Bridge (M10);
 - South 1st Street from West Main Street to Monroe Street (M12);
 - West Main Street from IL 157 to Carlyle Avenue (M13);
 - 11th Street from IL 15 to South Belt West (M14); and
 - Ogles Subdivision Street (L10).
- » Partner with IDOT and St. Clair County Highway Department on projects to address shared goals of mitigating congestion, decreasing travel times, increasing cost-effectiveness, and creating maintenance-friendly design, such as (see Map 3.4, *Future Mobility Projects*):
- Roundabout construction at IL 13 and Freeburg Avenue (S4);
 - Maintain the Coupler System via West Washington Street, East A Street, and West A Street (M7);
 - Adding lanes along Green Mount Road from IL 15 to Frank Scott Parkway (S3, M2); and
 - Adding lanes along Frank Scott Parkway from Old Collinsville Road to Cross Street in Shiloh (M3, M4, M5).

■ **Maintain financing capability through a balanced mix of funding sources.**

- » Aggressively seek state and federal funds for transportation capital, maintenance, operational, service, and demand-oriented improvements.
- » Use special taxing districts for funding transportation improvements only in exceptional



Could Main Street be converted to a Complete Street?



"It would be nice to see people able to drive on Main easily thus supporting the businesses on the street. [This would include] bike lanes and also a way to allow the transit system to have stops on Main would be an advantage to Belleville."

Streetscape improvements are planned to be extended beyond the Downtown area to include West Main Street (6th Street to 28th Street) and East Main Street (Oak Street to Douglas Avenue) in the next five years.



- circumstances, such as when a group of property owners desires to accelerate development of an improvement, or desires a higher standard of improvement than the City would otherwise provide.
- » Support joint projects, including the contribution of city matching funds, with adjacent cities, St. Clair County, Metro, or the state, where such partnerships may help establish or accelerate a project beneficial to the City.
- **Support the development and implementation of a residential street revitalization program, to reconstruct and improve the appearance, function, and safety of the City's streets.**
 - » Neighborhood enhancements, implementation of traffic calming measures, improved stormwater management practices, and sanitary sewer upgrades should be incorporated as streets and sidewalks are reconstructed to foster safety among neighborhoods.
 - » Reinstate the traditional street grid pattern to increase neighborhood connectivity, when possible, on new projects.
 - » Identify neighborhood improvements in the CIP to enhance neighborhood pride.
 - **Decrease or eliminate road impact fees for locations within designated infill areas.**
 - » Encourage infill, since dispersed development requires more infrastructure per unit, while infill uses infrastructure already paid for and built.
 - **Adopt a Capital Improvements Program to ensure the financial feasibility of all City transportation projects.**
 - » Incorporate roadway improvements identified in IDOT's and EWGCOG's adopted Statewide
- Transportation Improvement Program (STIP) and TIP, respectively, into the CIP.
- » Develop a comprehensive plan for asset management, via geographic information systems, for all existing and proposed roads, providing City leaders and decision-makers a realistic mechanism to utilize when determining future projects for inclusion in the CIP.
 - » Include the mobility projects listed in **Table 3.2, Regional and Local Transportation Projects** (on page 3.19) in the CIP, updating accordingly.
- **Implement standards for roadway continuity.**
 - » Participate in regional discussions about the implementation of a standardized system of route identification, signage, and directional and destination information.
 - » The Subdivision Code should be amended to maximize mobility by allowing collector streets to traverse adjacent neighborhoods, providing access and circulation within and between neighborhoods.

Priority 4 | Multi-Modal Connectivity

It is a goal of the City to develop infrastructure that integrates the needs of multi-modal users into the transportation system including the provisions of safe, convenient, and routine transit, pedestrian, and bicycle accommodations and facilities. Accommodations and facilities for the purposes of this plan are defined as any facility, design feature, operational change, or maintenance activity that enables and improves access to, or travel by, transit, pedestrian, or bicycle means.

An efficient multi-modal system is designed to accommodate the needs for the safe and efficient movement of people and goods. The City recognizes that access is critical to economic development. Additionally,

Transportation (or Travel) Demand Management (TDM)

Strategies and collective efforts designed to achieve reductions in vehicular travel demand. In general, TDM does not require major capital improvements. It includes ridesharing, land use policies, employer-based measures, and pricing/subsidy policies.

Source: IDOT, www.dot.il.gov, 2014



Source: U.S. Department of Transportation

the City recognizes that transportation needs and travel choices change over time as alternatives to automobile travel become available. It is the intent of the following recommendations to reduce automobile use; minimize inter-modal conflicts; and accommodate the mobility needs of Belleville residents and visitors while providing continuous, direct routes and convenient connections between destinations, including homes, schools, parks, employment centers, medical facilities, shopping areas, public services, recreational opportunities, and transit access points.

ACTION STEPS

- **Work cooperatively with adjoining jurisdictions on bicycle and pedestrian connections and trail projects to ensure regional links for commuters and recreational users in and outside of Belleville.**
 - » Implement projects identified in the *City's 2008 Parks, Recreation and Greenways Master Plan*.
 - » Amend *Subdivision Code* to encourage new development on a grid pattern for good street connectivity and access for pedestrians and bicyclists.
 - » Establish links for pedestrians and bicyclists to cross natural barriers, such as rivers and creeks, and man-made obstacles, such as railroads and highways, providing pedestrian access from residential areas to shopping, parks, public buildings, and neighboring subdivisions.
- **Recognize and accommodate the special transportation needs of the elderly, children, the disabled, and the socio-economically disadvantaged in all aspects of transportation planning, programming, and implementation.**
 - » Use local, state, or federal, design standards to satisfy the City's desire for a high level of accessibility.

- » Incorporate the needs of pedestrians, bicyclists, transit riders, and persons of all ages and abilities when planning and designing transportation projects.

- **Support future transit planning among local and regional governmental agencies to improve the reliability, availability, and convenience of transit options.**

- » Coordinate park-and-ride development with the provision of convenient and accessible transit systems, providing for ease in route-to-route transfers and overall transit system optimization.

- **Expand commuter options with Travel Demand Management.**

- » Investigate and evaluate the use of Travel Demand Management (TDM) strategies (e.g., improving pedestrian-oriented design elements and "traffic calming" techniques (i.e., textured pavement, traffic circles, etc.), to efficiently utilize the existing roadway network and reduce congestion.
- » Require a TDM Plan as a part of the site plan review process for larger developments or for large employers. Furthermore, research best practices within the region to determine at what size (measured in area, employees, and/or dwelling units) a development would be required to complete a TDM Plan.
- » Support agencies and companies by marketing transit options, carpooling, biking and walking, flexible work hours, and telecommuting, which would provide a competitive benefit to their employees, mitigate congestion, and reduce the need for parking infrastructure or subsidies.
- » Support transportation management organizations, such as Citizens for Modern



Transit-Oriented Development (TOD) is mixed-use development that capitalizes on the locations near rail transit stops that feature walkable, sustainable neighborhoods.

Source: Citizens for Modern Transit, cmt-stl.org, 2014

- Transit, in their work to identify, develop, and support a variety of transportation options.
- » Support programs that encourage regular transit use, such as Metro's Transit Benefit Program.
- **Adopt a Complete Streets Policy, in conjunction with the resolution of support for Complete Streets (adopted in 2013) so that planning and design for new construction, reconstruction, and major transportation improvement projects appropriately accommodate all users.**
 - » Develop a Complete Streets Policy to evaluate potential transportation projects, and to amend and revise design manuals, regulations, standards, and programs as appropriate to create an integrated and connected network of complete streets that meets user needs while recognizing the function and context of each street.
 - » Implement transportation improvement projects when practical, such as street and sidewalk construction; street and sidewalk lighting; street trees and landscaping; street amenities; drainage improvements; pedestrian and bicycle safety improvements; access improvements, including compliance with the ADA; and public transit facilities including, but not limited to, pedestrian access improvements to MetroLink stops and stations.
 - **Support transit-oriented development through zoning and design guidelines.**
 - » Conduct engineering and market studies for potential TOD adjacent to the Memorial, Scheel, and College (SWIC) MetroLink stations.
 - » Protect potential TOD locations from new incompatible, low-density development by adopting high-intensity mixed-use zoning, hybrid zoning, or creating an overlay district in proposed TOD areas.
- » Expand and enforce appropriate mixed-use zoning and mixed-use development in designated growth centers by developing standards for building placement and design based primarily on the needs of the pedestrian.
 - » Promote sustainable development patterns that include greater density at appropriate locations, such as public transit stations and park-and-ride facilities to reduce vehicle trips.
- **Develop and maintain a complete and connected greenways system.**
 - » Complete an update of the *City's 2008 Parks, Recreation and Greenways Master Plan* to review progress and revisit priorities for all recommended trails and greenways.
 - » Plan the future trail network based on a 'hub and spokes' model (see *Figure 3.1*). As such, parks and other popular destinations serve as 'hubs', and the trails that connect them serve as 'spokes' (see *Figure 3.1*). Figure on page 3.20.
 - » Approve projects which assist in developing a comprehensive grid of bikeways, walking trails, and other non-motorized linkages.
 - » Support the development and expansion of the West Belleville Bike Trail.

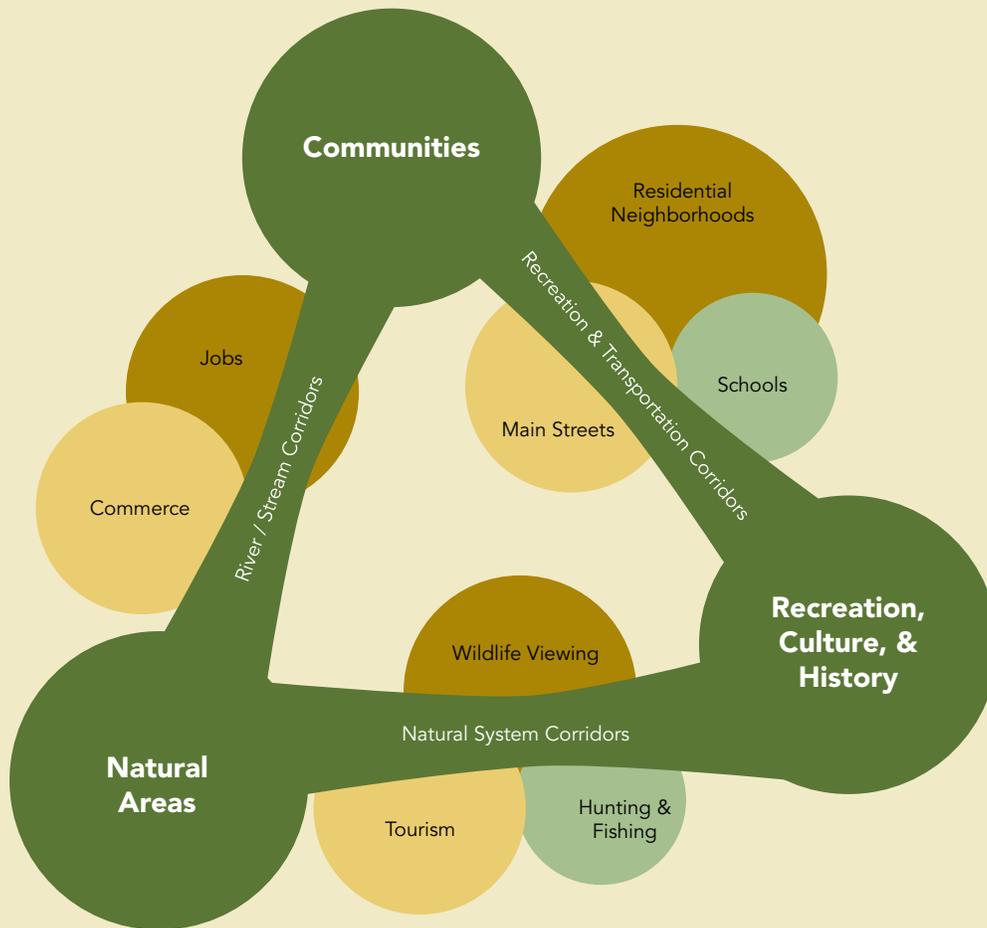
Next Steps

To help achieve the priorities set forth in this plan, there are several key actions for the City and its partners to take as next steps:

Complete projects that enhance the local and regional transportation system.

The *Comprehensive Plan* provides a long-range program for community-wide improvements. The improvements

Figure 3.1, The Hub and Spokes Model for Greenway Development



cannot be accomplished all at once; projects have the potential to be implemented over a period of time. Therefore, identifying projects is one way in which the overall strategies of the *Comprehensive Plan* can be implemented.

Table 3.2, Regional and Local Mobility Projects outlines a list of potential projects for enhancing the safety and balance of the transportation system in the City. *Map 3.4, Future Mobility Projects*, graphically depicts the approximate location of these projects, focusing on the local projects, with several regional projects falling outside the visual extent of the map. This list is intended to be of proposed improvements, regionally and locally, identified at the time this plan was written. Therefore, this list should be utilized to aid in the implementation of Belleville’s Complete Streets policy, support future land uses and economic development, and contribute to a multi-modal transportation system. Accordingly, this

list is to be modified to reflect changing circumstances of legislative schemes at all levels of government for financing capital improvements for transportation purposes.

The projects in *Table 3.2, Regional and Local Mobility Projects* are divided into four categorical timeframes—starting with projects currently being planned and/or constructed to projects for consideration in the future (long-range, 20-year). Since transportation networks are interconnected, regional improvements were also included. The number(s) following the project name indicate(s) the fundamental purpose of the project and how it would potentially impact growth and development patterns for the City. Projects have been divided into various timeframes, each identified by a different color, as depicted in *Map 3.4, Future Mobility Projects*.

Table 3.3, Regional and Local Mobility Projects

Area	Current (2013-2014)	Short-Range (1-5 Years)	Mid-Range (5-10 years)	Long-Range (10-20 years)
Regional	<p>C1: New Interchange at I-64 and Rieder Road 4 7</p> <p>C2: New I-70 Mississippi River Bridge 2 3 4 5</p>	<p>S1: Rieder Road Reconstruction (Shiloh Valley Township Line Road to IL 50) 3</p> <p>S2: East St. Louis High-Speed Rail Passenger Station 3</p> <p>S3: Green Mount Road Congestion Mitigation 2</p>	<p>M1: Reconstruction of IL 3 3 4</p> <p>M2: North Green Mount Road (IL 161 to Frank Scott Parkway East) 2 4</p> <p>M3: Frank Scott Parkway (IL 159 to Old Collinsville Road) 2 4</p> <p>M4: Frank Scott Parkway (Old Collinsville Road to North Green Mount Road) 2 4</p> <p>M5: Frank Scott Parkway (North Green Mount Road to Cross Street) 3 4</p>	<p>L1: Tudor Piggott Extension (East St. Louis) 3 4 5</p> <p>L2: Realignment of US 50 3</p>
Local (City of Belleville)	<p>C3: Lincoln Street/8th Street 1 6</p> <p>C4: Juanita Place-Phase I 1 6</p> <p>C5: Signal Hill Bike Trail 1 3 7</p> <p>C6: West Belleville Bike Trail-Phase I (Citizens Park to Bellevue Park) 1 3 7</p> <p>C7: McClintock Avenue 1 6</p> <p>C8: C Street (IL 161 to Hillcrest Drive) Reconstruction 1 6</p>	<p>S4: Roundabout Construction at IL 13 and Freeburg Avenue 1 2 7</p> <p>S5: West Main Street Streetscape (6th Street to 28th Street) 1 4</p> <p>S6: East Main Street Streetscape (Oak Street to Douglas Avenue) 1 4</p> <p>S7: North Illinois Streetscape 1 4</p> <p>S8: Mascoutah Avenue Rehabilitation and Resurfacing 6</p> <p>S9: West Belleville Bike Trail-Phase II (52nd Street to Country Club Drive) 1 3 7</p> <p>S10: West Belleville Bike Trail-Phase III (Wesley Drive to 52nd Street) 1 3 7</p> <p>S11: West Belleville Bike Trail-Phase IV (Bellevue Park to Memorial MetroLink Station) 1 3 7</p> <p>S12: West Belleville Bike Trail-Phase V (Citizens Park to Bicentennial Park) 1 3 7</p> <p>S13: Belle Valley Industrial Park Expansion (IL 177 to Freeburg Avenue) 3 4</p> <p>S14: Rehabilitation of the City's Brick Streets 1 6</p>	<p>M6: Centreville Avenue (IL 13 to West Washington) 1 6 7</p> <p>M7: Coupler System (West Washington Street, East A Street, and West A Street) 2 7</p> <p>M8: South 8th Street (Lincoln Street to Union Avenue) 1 6 7</p> <p>M9: Union Avenue (Centreville Avenue to 10th Street) 1 6 7</p> <p>M10: Dutch Hollow Bridge Replacement 6</p> <p>M11: Juanita Place-Phase II (up to 79th Street) 1 6</p> <p>M12: South 1st Street (West Main Street to Monroe Street) 6</p> <p>M13: West Main Street Resurfacing-5 Phases (IL 157 to Carlyle Avenue) 1 6 7</p> <p>M14: 11th Street Rehabilitation 3</p>	<p>L3: West Boulevard Extension (IL 161 to IL 177) 3 4</p> <p>L4: 74th Street Extension (IL 15 to Town Hall Road) 3 4</p> <p>L5: West Belleville Bike Trail-Phase VI (Bicentennial Park to Reunion subdivision at IL 159) 1 3 7</p> <p>L6: Eckert's to Belle Valley Frontage Road 3 4</p> <p>L7: 5th Street Realignment (St. Clair County Jail to Centreville Avenue) 3</p> <p>L8: Flying Dutchman Road (11th Street to Belleville West Parkway) 3 4</p> <p>L9: West Belleville Bike Trail-Phase VII (Bicentennial Park to Belleville West High School) 1 3 7</p> <p>L10: Ogles Subdivision Street Rehabilitation and Sidewalk Installation 6</p>

Purpose of the Project:

- 1** = Community Enhancement **5** = Gateway
2 = Congestion **6** = Rehabilitation
3 = Connectivity **7** = Safety
4 = Economic Development

Source: City of Belleville Personnel. January 2014.

Adequately fund a balance of transportation improvements (capital improvements program).

The funding picture for transportation infrastructure is likely to be bleak in the foreseeable future. City actions need to be balanced so as to meet the needs of all modes within a responsible funding structure. That said, the City should adopt and follow a professionally prepared CIP.

As previously defined, a CIP is a blueprint for planning a community's capital expenditures. It coordinates community planning, financial capacity, and physical development and is composed of two parts - a capital budget and a capital program. The capital budget is the upcoming year's spending plan for capital items (tangible assets or projects that cost at least \$10,000 and have a useful life of at least five years). The capital program is a plan for capital expenditures that extends five years beyond the capital budget.

There are several benefits for developing and adopting a CIP. Not only does the CIP become a management tool for the City Council and City staff, a CIP also provides valuable information to the citizens, developers, and businesses who are interested in the development of the community. The CIP will assist in leveraging available resources through improved timing of projects, and coordinating City projects with those of other public or private entities.

Mentioned in earlier discussions, a companion document to the CIP - the TIP - is prepared on an annual basis. Development of the TIP is a responsibility of the EWGCOG. The TIP gathers together in a single document those local, state, and federal transportation capital projects proposed for the next four years. These include improvements for streets and highways, airports, railroad support facilities, trails, and public transit. Together, the CIP and TIP, presents a plan to manage the physical development of the City.