



The transportation system appropriately supports a community when it integrates and enhances the social, physical, environmental, and economic components of the community. In the development of transportation projects socio-economic and physical elements are considered along with technical issues so that final decisions are made in the public interest. The following issues relate to those conditions considered significant to the community:

1. **Preservation** of the existing infrastructure Including managing and maintaining current transportation systems and road surface assets
2. **Congestion management**, ensuring that congestion on the region's roadways does not reach levels which compromise economic competitiveness
3. **Alternative modes of transportation** including emphasis on rapid transit, pedestrian and bicycle linkages to community activity centers
4. **Sustainable development** coordinating land use, transportation, economic development, environmental quality, and community aesthetics

An understanding of these issues requires that proposed improvements be viewed from the perspective of the user, nearby communities, and larger statewide interests. To the user, efficient travel and safety are paramount concerns. Meanwhile, the community often is more concerned about local aesthetic, social, and economic impacts. The general population, however, tends to be interested in how successfully a project functions as part of the overall transportation system and to what extent capital resources are consumed. Therefore, it is recommended that the Village of Hamel prioritize improvements on the basis of overall system benefits as well as community plans, goals, and values. The following items summarize the transportation recommendations for the village. (For a definition of classification of System and Standards referred to in this text, see Table 09 on Page 5-2)

#### EXISTING STREET IMPROVEMENTS

**State Route 140 (State Street):** State Route 140 within the Village limits is physically divided by Interstate 55 creating a distinctive character to this corridor. While the western side of the street, between the existing Shell Station to approximately Allen Street, is currently the Central Business District (CBD), the eastern side is flanked by land that is currently vacant and zoned



“highway commercial”. (See CP Map A: Existing Zoning Map, located at the end of this document)

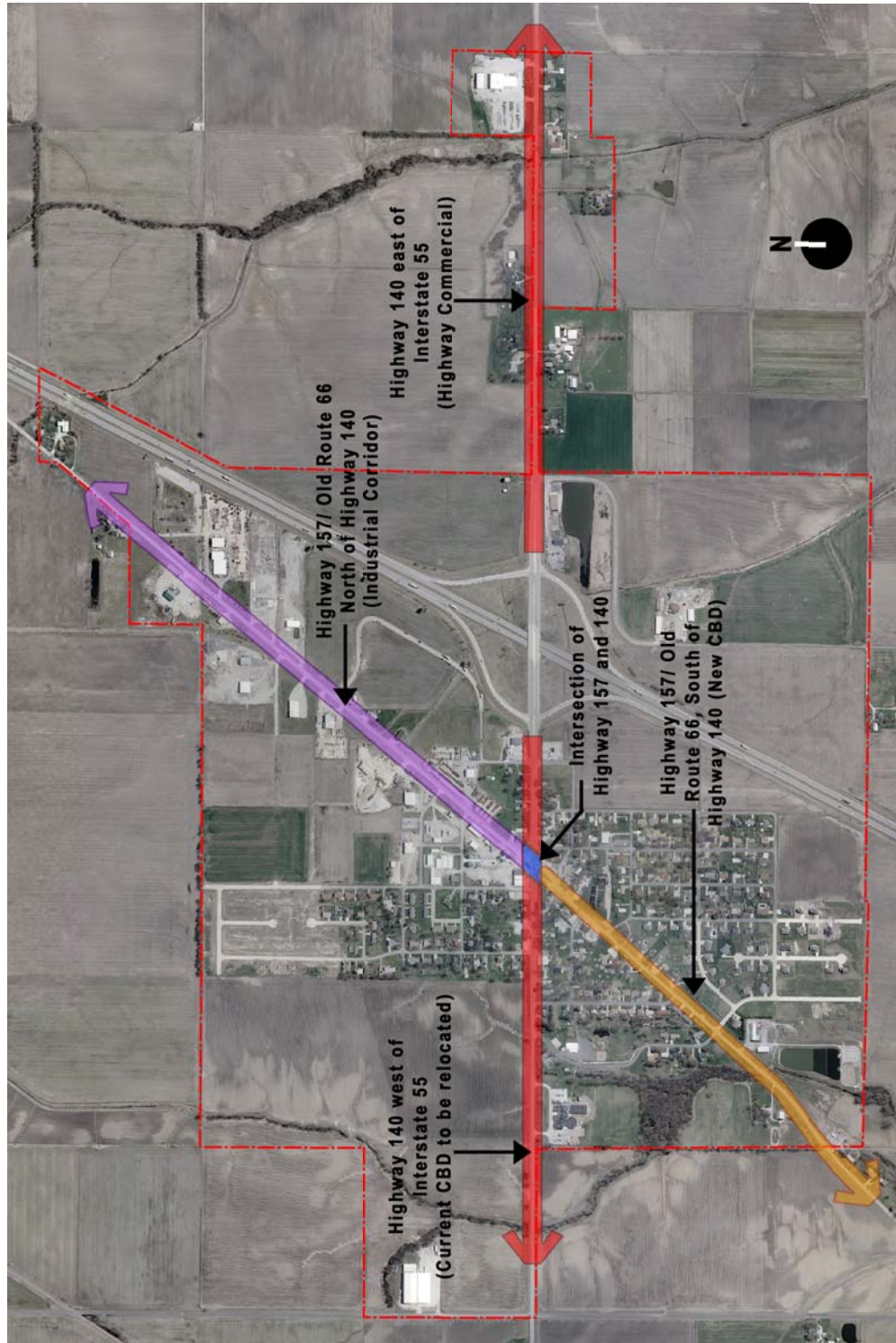
**Table 09: Access Management Classification System and Standards**

Access Management Tool	What it means	Why is it important
Roadway Classification System	Access management standards should vary by the functional roadway type; the system classification should be mapped.	Allows access management standards to properly fit the functional role of the highway, street, or road- the higher function, the less direct access is allowed.
Driveway Spacing and Driveway Density	The amount of distance between driveways and the number of driveways per unit of frontage. Said standards shall vary with the roadway classification, the expected land use, and the speed limit for the road.	Short spacing between driveways and high driveway densities generates conflict points that in turn lead to higher accident rates and more traffic congestion.
Corner Clearance and Clearance of the Functional Areas of intersections	The minimum distance allowed between an intersection and the first driveway.	Insufficient corner clearance is a major cause of access-related accidents.
Sight Distance Standards	The sight distance conditions under which a driveway should not be allowed.	A driveway opening where there is insufficient sight distance is inherently dangerous.
Driveway Geometric Standards	The width, turning radius, throat length, approach, angle, grade and surfacing for driveways. These can vary by the expected land use served by the driveway and the roadway classification.	Insufficient driveway geometrics lead to slow driveway entrances and exit speeds. This leads to conflicts between turning and through traffic. Driveway geometric design can help or hinder pedestrian and bicyclists.
Raised Medians	Concrete islands placed in between traffic lanes.	Restricts turning movements and minimizes dangerous or unnecessary left turns into oncoming traffic.
Median Opening Standards	Where openings in medians will and will not be allowed.	Too many median openings or closely spaced median openings detract from proper functioning of a median.

Source: DOT Access Management Classification System and Standards



Map 04: Existing Transportation Enhancements



Source: Madison County GIS  
ARCTURIS



The west side of this corridor (current CBD) has struggled to maintain steady occupancies and updates to aging infrastructure. It has lost its architectural charm over the years and has set a less than desirable commercial focus for the area. The sector also experiences heavy truck traffic due to its connection to Interstate 255 to the west and nearby Interstate 55 to the east of the downtown area. This traffic is assumed to increase over time making the corridor less pedestrian friendly.

On the other hand, stakeholders envision Hamel's CBD as a pedestrian friendly, safe, main street type environment with slow moving traffic and walking traffic. This vision will be difficult to attain along this particular route due to its role in the area as a major secondary arterial corridor. As Hamel and the area around the village continue to grow and expand commercial opportunities; the corridor will increase in traffic.

The current location of the Village CBD is seen as a place for regional development and an extension of highway type development. Refer to highway type commercial in the future land use section for types of activities this location can support. Below are the recommendations for the street design along highway 140 for the area west of 157.

**Recommendations for Highway 140:** While the type of businesses that will occupy this part of the Village will dictate the street design, some common techniques to develop this corridor as a boulevard are listed below:

- *A four-lane corridor (two traffic lanes with two parking lanes) is recommended for State Route 140. Lane sizes to be as prescribed by IDOT standards. Additional turn lanes should be provided at major intersections as necessitated by traffic volumes. This roadway profile could transition to four traffic lanes west of the CBD and west of Interstate 55 in the future*
- *On-street parking to be allowed on both sides of the street to enhance pedestrian walkability*
- *Traffic calming methods at crosswalks and other points of pedestrian access are recommended*
- *Conceptually, a well landscaped median is recommended as part of the streetscape designed specifically to prevent visual and physical obstructions that may impede traffic flow. It is noted that due to the amount of curb cuts a median along certain sections of the streetscape may not be practical and will warrant further study*



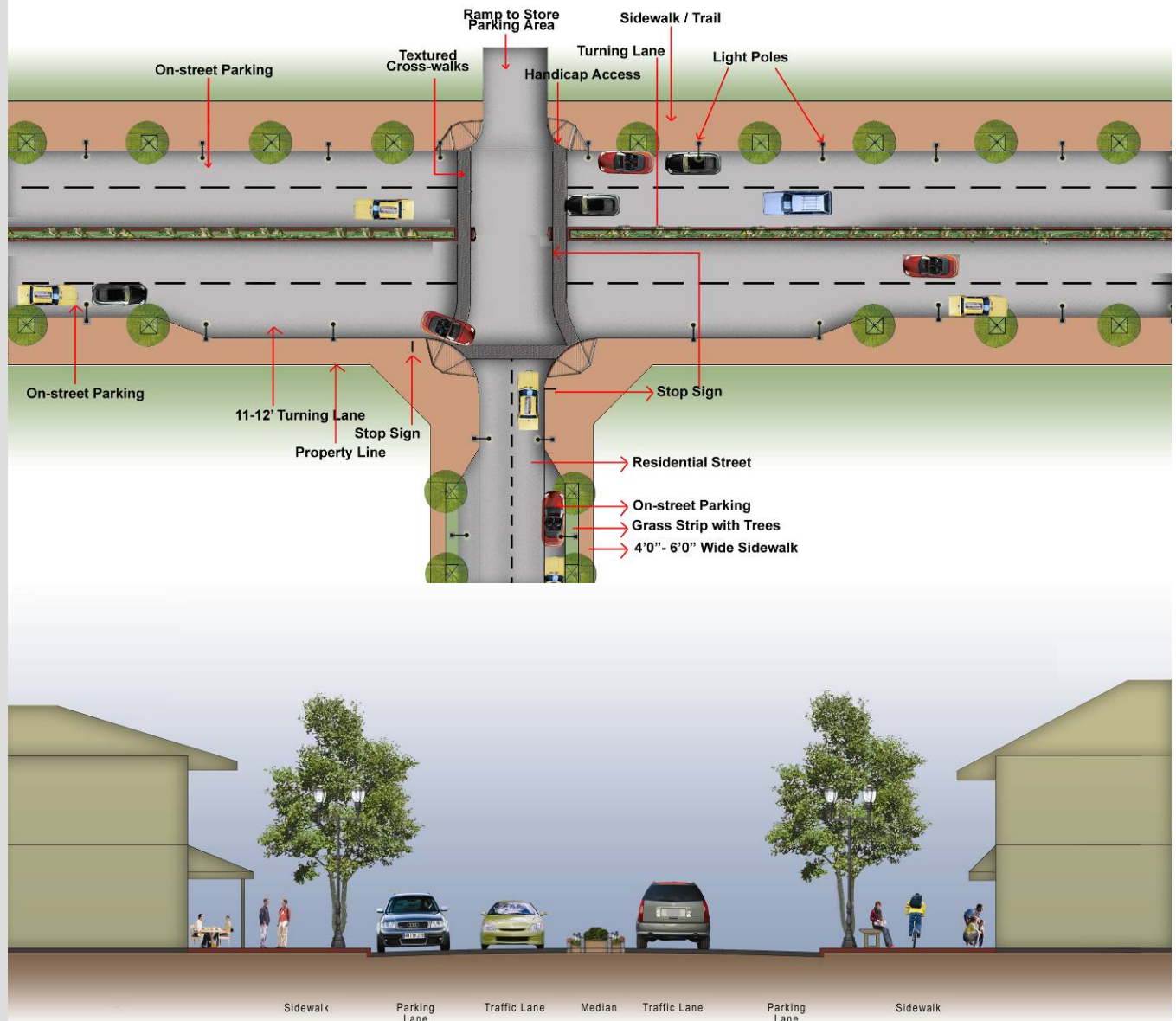


- *Access management techniques such as aligning the streets on opposite sides of the street or at entrances to the parking areas to be used for smooth flow of traffic, (see Access Management techniques, definitions and importance. (See Drawing 01: Recommended Conceptual Plan (above) and Section (below) for State Route 140 Streetscape, found on Page 5-6)*
- *Traffic lights and stop signs to be carefully studied and integrated to insure pedestrian, bike and driver safety*
- *A stop sign is recommended at the intersection of Allen Street and Highway 140 and push button type traffic lights are recommended at the intersection of State Highways 140 and 157*
- *Sidewalks are recommended for both sides of the street, designed to meet ADA, federal and state funding requirements*
- *Use of permeable pavers reduces the need for stormwater collection and treatment and are an example of low impact development methods that conserve resources and provide for aesthetic details within any streetscape*
- *A continuous planting strip that is wide enough to grow trees between the street and sidewalk on either side of the street is recommended to create and enhance the streetscape along this corridor*
- *Selected shade trees, low growing shrubs, and seasonal flowers to be planted to enhance commercial façades and signage when creating a well landscaped streetscape*
- *Use of indigenous species instead of invasive species is recommended in landscaped areas*
- *Streetlights to be selected and installed in such a manner that while they promote perceived safety among pedestrians and guide traffic movement, their design, size, and quality are to reflect the character of the streetscape and add to the overall environment created*
- *Standard signage and legible letter styles per IDOT standards to be required to convey regulatory, directional and identification information*
- *Owner and tenant signage to be consistent in style, materials, and detail, designed to compliment public improvements along the streetscape And where appropriate, signage is to convey a*

hierarchy of information by the arrangement and letter size of messages

- It is recommended that the village establish specific sign criteria for the streetscape corridors to provide for consistency of signage and to set development parameters for investors

Drawing 01: Recommended Conceptual Plan (above) and Section (below) for State Route 140 streetscape



Source: Arcturis



Photograph I: Signage Examples, Historic Route 66



Source:  
<http://www.w.jw-jones.com/gabe/photos.html>



Source:  
<http://www.route66search.com/real-estate.asp>

**State Route 157/Old Route 66:** The character and connected land uses along Highway 157, north of State Highway 140 differ from those to the south. While the southern portion is an extension of the current Central Business District gradually phasing into single-family residential, the northern portion has a concentration of light industrial uses. It is recommended that the portion of Route 66 south of State Route 140, become an extension of Hamel's Central Business District for the following reasons:

- Established character and nostalgia of Route 66 (See Photograph I on this page)
- Heavy traffic on State Route 140 making it less pedestrian friendly
- Available funding for Route 66 Scenic Byway enhancement (Refer to Implementation Strategies section of this document)
- Trail plans by Madison County Transit Authority along Route 66
- Lower traffic counts, wider pavement and right of way ideal for alignment enhancement and wider sidewalks along this section of the corridor
- Direct connectivity to Edwardsville south of Hamel

**Recommendations for State Route 157 to the south of State Route 140:** Due to the potential funding sources associated with historic Route 66, it is recommended that implementation plans and finance strategies include enhancement of this area to reflect a "main street" environment. Development planning can include retail and commercial businesses framing a pedestrian walkway, controlled parking corridors at street side, and landscaped common areas that reflect the charm and history of the corridor.

Retail and commercial uses, lining this section of State Route 157 between State Route 140 and Staunton Road to the south, holds the potential of becoming the Village downtown or Central Business District (CBD) with office and residential uses above storefront retail. Within this environment, the mixture of tenants is critical to sustaining the retail performance in the area. The strategic mixture of tenants located to "mass" certain uses to specific targeted customer bases recommend.

The placement of restaurants, dispersed strategically among traditional retail performs as a "draw" from one end of the District to the other. Restaurants, as destination retail, can draw customer bases that otherwise may not shop in the area, and can dictate to some extent the pedestrian traffic movements in the area. The future land use section will discuss recommendations for the uses in this area.





**Photographs J-N: Examples of Streetscape Elements**  
Landscaped median



Commercial uses abutting street



Sidewalk paving, Street trees, Light poles & On-street parking



Traffic calming using textured crossing and bicycle stands at strategic locations



Traffic calming using angled parking



Source:

<http://www.pedbikeimages.org/search/Result.cfm>  
HAMTEL COMPREHENSIVE PLAN 2007

Streets with broad tree-lined sidewalks, suitable for outdoor dining in some location along the streetscape, and appropriate signage and lighting creates a safe pedestrian-friendly environment and provides the necessary distance for passing traffic to view the businesses. (See Photographs J-N on this page) Strategically placed medians insure safe and smooth flow of pedestrian and vehicular traffic. The plan and section below provides a visual example of the streetscapes being described here. (See Drawing 02: Recommended Conceptual Plan (above) and Section (below) for State Route 157 Streetscape, found on Page 5-9)

Additionally, elements that add “flavor” to historic Route 66 may be incorporated in the streetscape design. As uses transition from commercial to residential develop, the character of the street also responds to these transitions. It is recommended that this corridor maintain its Route 66 nostalgic feel while creating a safe, commercial environment as follows:

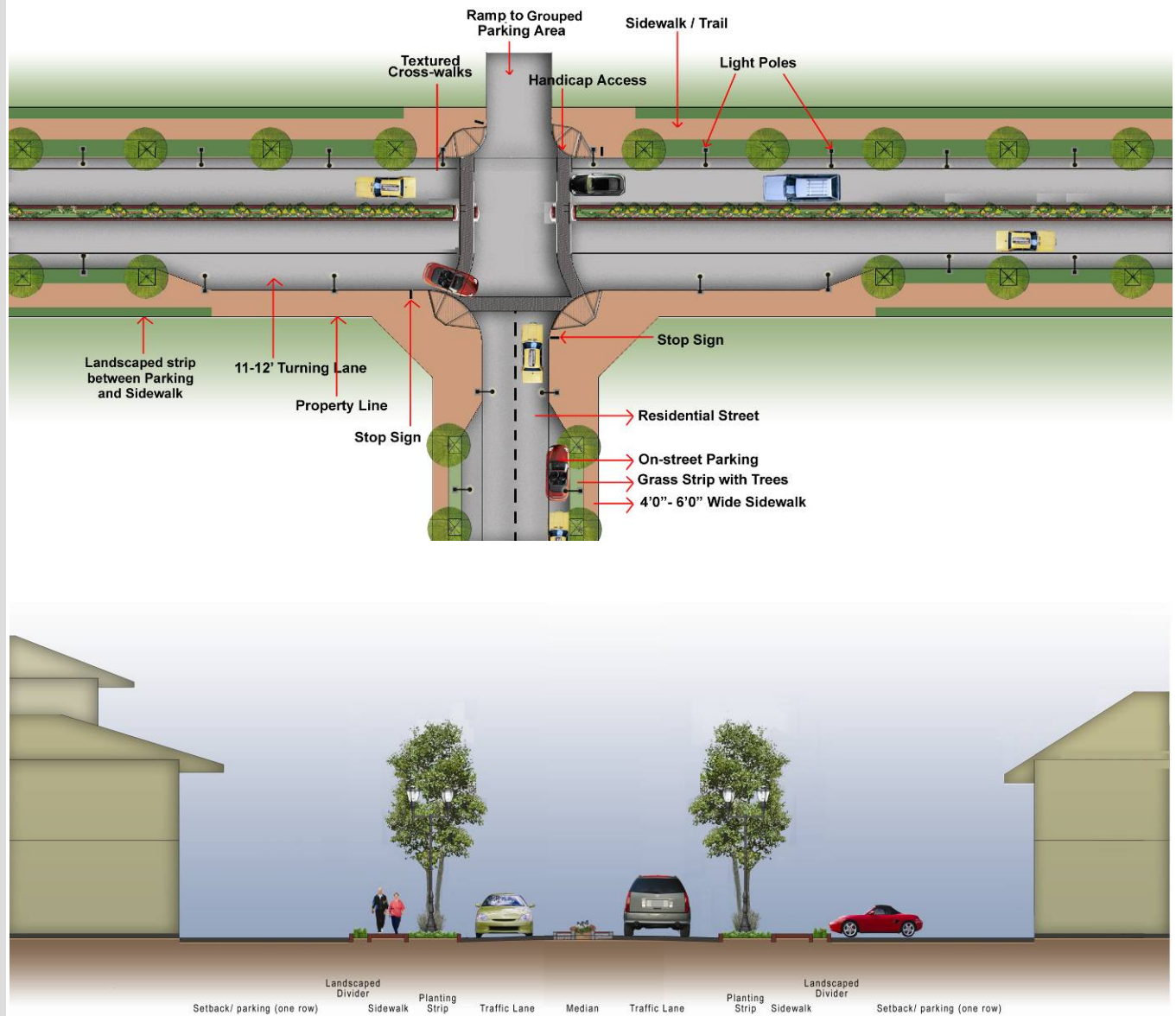
- A four-lane (two traffic lanes with two parking lanes) corridor is recommended with on-street parking throughout the Downtown Main Street transitioning into a four-lane street pattern as the corridor extends southward.
- On-street parking creates a “shield” from cars between pedestrians walking on sidewalks and traffic movement
- Traffic calming methods such as textured cross walks, and sidewalk bump-outs integrate on-street parking and add to the overall visual appeal of the streetscape
- Landscaped medians, acting as a turning lane
- Fifteen (15') to twenty (20') feet continuous sidewalks on both sides of the street allowing pedestrians to walk leisurely and providing enough set back for the storefronts to take advantage of the line of sight
- Sidewalks to be ADA compliant pursuant to IDOT requirements
- Use of permeable pavers reduces the need for storm water collection and treatment and other green materials make development investments environmentally sustainable and can reduce long term maintenance costs
- Streetlights to be selected and installed in such a manner that while they promote perceived safety to pedestrians and guide the traffic they do not create light pollution in the area





*Installation of bicycle stands, benches, and outdoor seating design and installed to coordinate with the over streetscape design or theme*

**Drawing 02.: Recommended Conceptual Plan (above) and Section (below) for State Route 157 Streetscape (South of State Route 140)**



Source: Arcturis



Photograph O: Sidewalk Flanked by Berm on Property Side and Hedge on Streetside



Source:  
<http://www.pedbikeimages.org/searchResult.cfm>

**Recommendations for the State Route 157 north of State Route 140:** the northern section of State Route 157 serves light industries and office warehouse facilities. Commercial use and a lack of pedestrian friendly-streets suggest a detachment of this portion of the village from the rest of the community. High speeds and heavy truck traffic coupled with lack of street lights and landscaping makes this location appear dangerous to drive at night. (See Drawing 03: recommended Conceptual Plan (above) and Section (below) for State Route 157 (North of State Route 140 on Page 5-11)

However, these industries are important for the economy of the community and therefore need to be retained as a vital part of the village. Streetscape enhancements that cater not only to the businesses here but are also pedestrian-friendly can become a medium for aesthetically reconnecting this area into the community. Some recommendations to accomplish this are as follows:

- *A four-lane street is recommended for the above mentioned stretch of State Highway 157 with lane design and width pursuant to IDOT standards*
- *On-street parking to be prohibited on this stretch of the street*
- *On-grade traffic calming methods such as textured cross walks; and other innovative solutions are encouraged*
- *Medians to be prohibited along this stretch of the street so truck traffic can maneuver safely and without impediment*
- *Sidewalks to be provided on both sides of the street. These sidewalks to be ADA compliant pursuant to IDOT requirements.*
- *A continuous planting strip with a low hedge<sup>1</sup> or landscaping that forms a physical barrier between street and sidewalk on either sides of the street to be a required feature of the streetscape environment on this stretch of the street*
- *A hedge, berm<sup>2</sup> or green screen<sup>3</sup> is recommended flanking the sidewalk on opposite sides of the street to create a property edge and improve safety on the sidewalk*

<sup>1</sup> A row of closely planted shrubs or low-growing trees forming a fence or boundary. Available at <http://www.answers.com/hedges&r=67>, Accessed November 19, 2006.

<sup>2</sup> A mound or bank of earth, used especially as a barrier or to provide insulation. Available at <http://www.answers.com/hedges&r=67>, Accessed November 19, 2006.



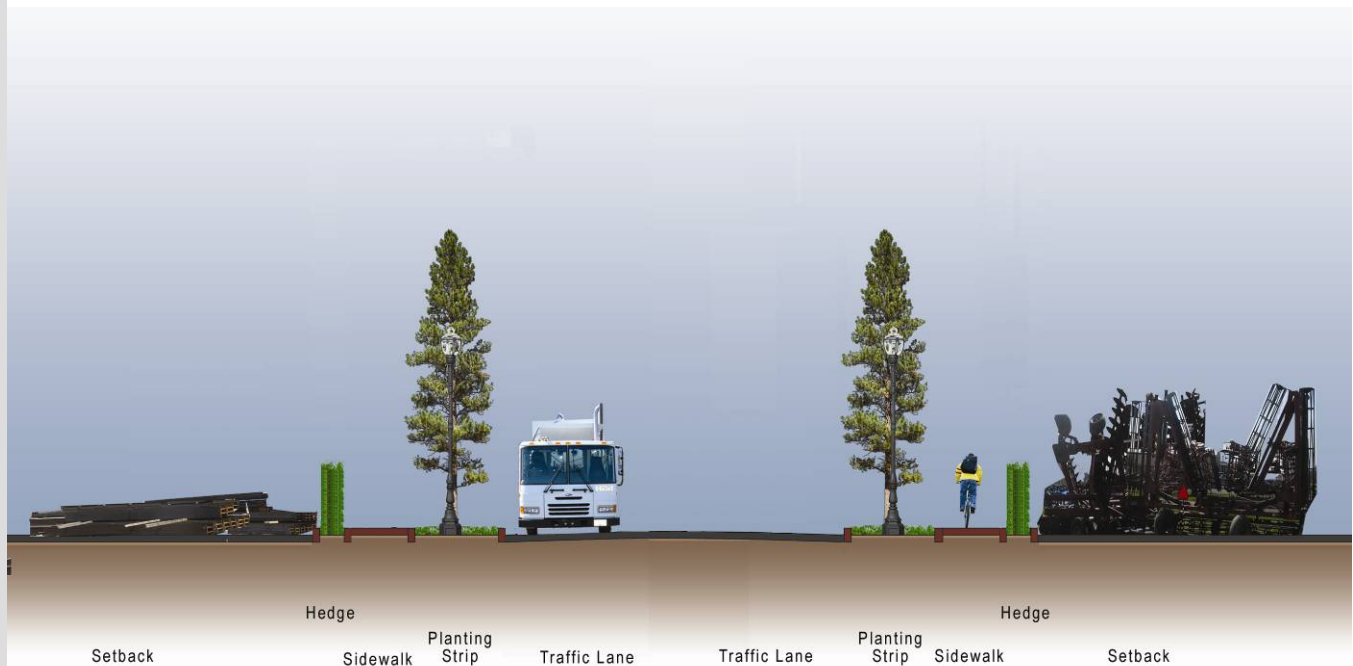
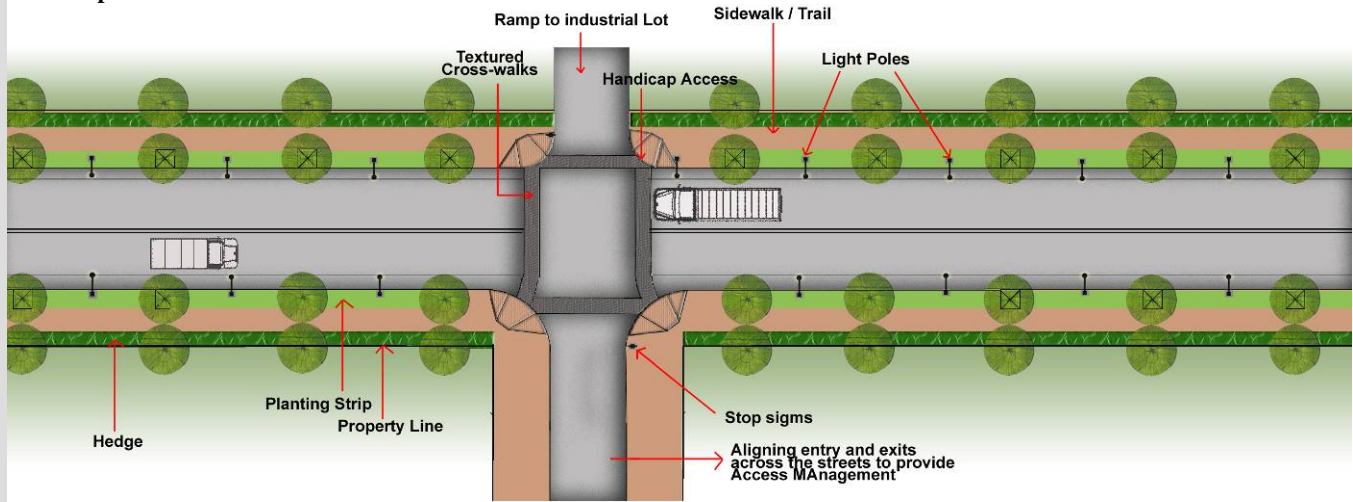
- *The location of planters and tree selections to comply with the overall street design adopted by the village - either in a continuous planting strip or on private property behind hedge berm or green screen plantings and planted so they do not obstruct the view of truck drivers and vehicular movements*
- *Use of permeable pavers reduces the need for storm water collections and treatments*
- *Access management techniques such as aligning streets on opposite sides of the road or aligning entrances to parking areas to be used, for smooth flow of traffic*
- *Traffic lights and stop signs to be carefully studied and integrated to ensure pedestrian, driver safety, and efficient movement of trucks through the industrial area into commercial areas and residential neighborhoods*

<sup>3</sup> Green Screen: Green Screen is a vertical landscape system which uses a network of stainless steel cable and rod to create a lush façade or barrier, utilizing climbing plants or vines and creepers to create a beautiful green screen. Available at <http://www.landscapexpo.com.au/exhibitors/detail.asp?ID=10959>, Accessed November 19, 2006.





Drawing 03: Recommended Conceptual Plan (above) and Section (below) for State Route 157 (North of State Route 140) streetscape



Source: Arcturis

**Local/ Residential Streets:** One of the most important elements of neighborhood identity is the streetscape. Streets designed with appropriately sized, well maintained, safe and shaded sidewalks and trails are singularly the most important element contributing to walkable communities and sustained value. Well planned streets can also be known as Livable Streets. Studies have shown that streets with trees provide color, the perception of safety, a feeling of enclosure, warmth and are more inviting compared to treeless street. While streets in different neighborhoods are typically designed to enhance local characteristics in the case of Hamel,



public opinion was very specific about retaining the small town charm of the community. One way to retain this charm, while developing a sustainable streetscape concept, is to follow the rules of Low-Impact Development (LID). (See Photographs P-S on this page and Photographs T-V on page 5-14)

- *Street connectivity required to reduce pressure on the collector streets, resulting in reduced travel time*
- *Cul-de-sac type development to be avoided as far as possible except in areas where it is impossible to do so (for example- hilly terrains, heavily wooded areas and other environmentally sensitive areas etc.)*
- *Residential streets to have two-lanes as recommended by IDOT local street standards*
- *Provision of on-street parking is optional and will depend on the developers' concepts*
- *Additional space to be permitted for curb runoff if on-street parking is not provided*
- *A provision for median incorporation is optional and sizes may vary depending on street design resulting in the overall street size variations determined by developer designs*
- *Speed limits on residential streets not to be more than that prescribed by the IDOT recommendations*
- *Traffic calming devices such as humps, small traffic islands, cross walks; sidewalk bump-outs in streets integrating on-street parking and other innovative solutions are highly encouraged*
- *If the street design incorporates bike lanes it is recommended to provide for these lanes in both directions*

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- *Proper signage per IDOT standards to be required*
- *Planting strips that are wide enough to grow trees between streets and sidewalks to be made an essential feature of neighborhood design*
- *Sidewalks to be ADA compliant*
- *Planning and construction of walking and bike trails to be incentivized and incorporated either in conjunction with sidewalk installation or developer planning.*
- *Distance between trees to be such that they provide shaded canopies along sidewalks and additional landscaping such as seasonal flower beds, evergreen shrubs, and flower pot plantings are strongly recommended*
- *Streetlights to be selected and installed in such a manner that while promoting perceived safety among pedestrians they do not create light pollution in the neighborhoods*
- *ADA standards to be followed to ensure handicap accessibility*

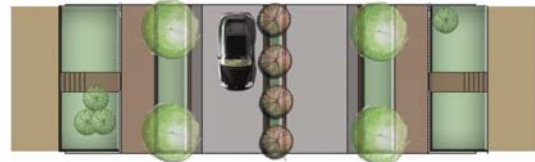




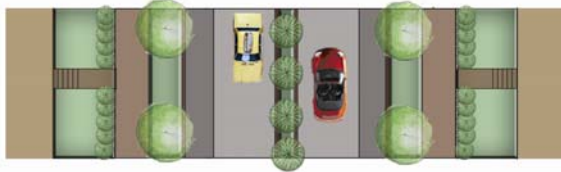
**Drawing 04: Example of Various Local Streets Configurations**



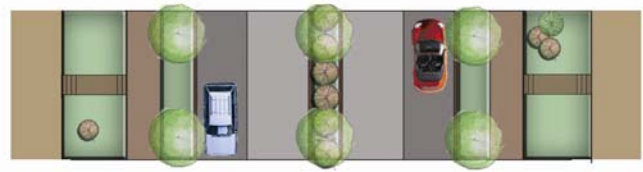
One lane on each side; No on-street parking



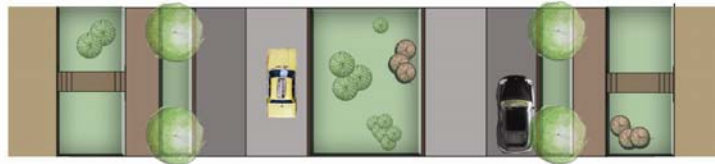
One lane on each side; No on-street parking; Median with landscaping; Fenced property edges



One lane on each side; No on-street parking; Bike lanes on both sides of the street; Median with landscaping; Fenced property edges



One lane on each side; On-street parking; Median with landscaping



One lane on each side; On-street parking; Median acts as a mini park

Source: Arcturis

**Note:** The plans and sections above represent several examples of local street designs that can be developed or used in combination to create streetscape designs unique to neighborhoods and developer concepts.

### GENERAL RECOMMENDATIONS FOR EXISTING INFRASTRUCTURE

**State Routes 140 and 157/Historic Route 66:** The intersection of State Routes 140 and 157/Historic Route 66 (See Map 05 on this page) is in need of minor improvements. The intent is to provide a more aesthetically pleasing intersection and improve the safety of pedestrians and drivers. As the point of entry for Hamel, this intersection also represents an opportunity for the community to make a statement regarding the village and its public image.

Due to heavy truck traffic at the intersection, more conventional street designs and traffic calming devices such as roundabouts are not practical. However, an elongated island can serve as an alternative traffic calming feature while being complimentary to various types of vehicular traffic and required turning radii. The proposed island can also serve as a gateway feature to the Village, including a place for signage, a water feature, sculpture, and planting.

Signage is necessary at this intersection. Due to its critical location within the overall village street pattern it will require the following types of signage:

- Directional (street names, connection to Interstate I-55 and other major streets)
- Warning Devices (speed limits, stop signs, school ahead)
- Informational Signage (New CBD, Route 66, bike trails)

**State Route 140 and Allen Street Intersection:** The proposed grocery store at Allen Street is anticipated to cause traffic congestion at this location. It is recommended that some access management techniques such as aligning the grocery store entry with Allen Street and stop signs at the intersection be integrated into the State Route 140 improvements. A textured or clearly defined crosswalk for safe pedestrians crossing is also recommended at this location.

It is recommended that traffic management along this section of the highway be considered not only for the new grocery store but for the entire corridor from I-55 to Staunton Road. This section of infrastructure will benefit from comprehensive design and coordinated placement of improvements.

**Gateways:** Gateway features give a distinct identity to the community and help define its boundaries. These design elements have the capacity of leaving a good first and lasting impression on visitors and set the attitude and values of the community. Possible

Map 05: Aerial View of Highway 140 and 157 Intersection



Source: Madison County GIS and Arcturis

## CHAPTER-5: FUTURE TRANSPORTATION RECOMMENDATIONS

### Comprehensive Plan 2007, Village of Hamel, Illinois



locations for gateway features or vertical identity elements celebrating the entry to the Village are shown in the Future Land Use Map (See CP Map F located at the end of this document). While each location is different in terms of prominence, visibility and site conditions, it is recommended that all of the gateway locations appear as if they were conceived as a cohesive grouping of entries with common characteristics.





Photographs W-BB: Integration of Bike & Walking Trails

Through neighborhoods



Through Main Street/ Route 66- also acts as shared sidewalk



Through Local Street- shared roads



Through agricultural areas



Through environmentally sensitive areas



Source: <http://www.pedbikeimages.org>

## RECOMMENDATIONS FOR NEW CONNECTIONS

**Reverse Frontage Road:** As the village grows eastward the need for future infrastructure connections will increase. While a frontage road is a single loaded local road that runs parallel to an expressway and allows local traffic to gain access to property, a reverse frontage road creates tiered development options that optimizes land usage and provides for concentrated commercial development at the highway

This configuration helps serve not only the traffic coming from Interstate 55 to establishments along the highway but will also allow off ramp traffic to access local stores such as the Central Business District area.

**Loop Road:** A future on/off ramp is proposed at Fruit Road at I-55 as recommended by the I-55 Corridor study completed under the guidance of The Alliance, Madison County Department of Planning and the communities of Edwardsville and Glen Carbon. This Comprehensive Plan supports that proposal.

When completed, this intersection will create a transportation loop enabling a vital economic development opportunity for the Village of Hamel extending from Fruit Road northward to State Route 140.

**Bike and Walking Trails:** Greenways<sup>5</sup>, bike paths and walking trails connect park system components together to form a continuous park environment and help make neighborhoods walkable. (See Photographs W-BB on this page) Greenway trail development makes cross-generational recreational activities possible and may also function as a catalyst for the preserve open space in the long term.

These components help improve connectivity and enhance multimodal transport option for the community. Additionally, the development of greenways, trails, and other recreational amenities provide a strategy for long term preservation of land within the community and serve to create enhanced value to adjacent property. This Comprehensive Plan supports the means and ways to create a pedestrian friendly environment. Possible future locations for hiking, biking and walking trails are shown in the Future Land Use and Transportation Plan (See CP Map F, located at the end of this document)

<sup>5</sup> **Greenways:** A network of largely car-free off-road routes, connecting people to facilities and open spaces in and around towns, cities and to the countryside. For shared use by people of all abilities on foot, bike or horseback, for car-free commuting, play or leisure. Available at [www2.cheshire.gov.uk/countryside/prow/other\\_terms.html](http://www2.cheshire.gov.uk/countryside/prow/other_terms.html). Accessed on Nov 09, 2006.



The Madison County Transit Authority has proposed a trail along historic Route 66. This proposed trail will be integrated into the proposed CBD along State Route 157 future enhancements to State Route 157 north of State Route 140. Further it is recommended that it connect the proposed north-south trail heading from the State of Illinois rest area northward to the Hamel Community Park crossing State Route 140 to meander through neighborhoods on the north side of the Village.

Trails are also proposed on the east and west sides of Interstate 55. The trail extends from Route 4 eastward to Ullman Road and contains greenway characteristics ideal for recreational purposes. The same is true for the trail extending from Possum Road to Green Hedge Road.

These two areas represent an opportunity for Hamel to provide connectivity between the east and west sides of I-55 for local parks and streets while creating a rich, greenway belt that offers opportunity for additional recreational development and promotion.

These proposed trails are planned around existing natural drainage areas considered to be environmentally sensitive land. The greenways proposed provide an opportunity to create a tourist attraction for Hamel. The area around the greenways can support not only hiking, biking, and walking trails, but inns, a hunting lodge and hospitality venues as well when planned and marketed.

Land parcel configurations along the tributary vary in size and use; however, most of the land around the watercourse is unimproved and ideal for purchase or the acquisition of preservation easements to assure the continued health of the land and long term maintenance of the preservation area.

## CHAPTER-5: FUTURE TRANSPORTATION RECOMMENDATIONS

### Comprehensive Plan 2007, Village of Hamel, Illinois

