

DOWNTOWN HERRIN ONE-WAY STREET AND PEDESTRIAN STUDY



PREPARED FOR:
SOUTHERN ILLINOIS METROPOLITAN PLANNING
ORGANIZATION

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Executive Summary

As the historic center of activity within the City of Herrin, downtown should be a focus of commercial and retail energy within the city. However, as automobiles became the dominant mode of travel, commercial and retail activity has increasingly moved to areas along Interstate 57 and Illinois Route 13. As a result, the downtown area has seen limited investment and a reduction in tax revenues over recent decades. In an effort to reverse this trend, there has been a strong effort put forth by city officials, downtown business owners and residents to reinvest in the city center and create a vibrant, walkable neighborhood. Consequently, the Southern Illinois Metropolitan Planning Organization (SIMPO) has commissioned this study to determine what role transportation and infrastructure investment could play in the redevelopment of Downtown Herrin.

This study weighed heavily on stakeholder and public input as a tool for both determining what are seen as the most important issues within the downtown area and to critique the recommendations presented within the following report. The issues brought up by stakeholders and business owners were further verified by an intensive data collection and analysis process. This process resulted in identifying the following issues as being of greatest importance:

- **Multi-Modal Safety:** Park Avenue in particular has a pedestrian, bicycle and parked vehicle safety issue that results from substandard and outdated infrastructure.
- **Handicap Accessibility:** curb ramps that meet current federal standards are rare within the study area and a number of sidewalks are impassable for individuals with limited mobility.
- **Public Parking:** it is often unclear where public parking is located and which parking facilities are public versus private.
- **School Arrival/Dismissal Operations and Safety:** there are a number of schools near the study area that lead to a large amount of school-aged pedestrians and periods of heavy traffic within the downtown study area.

After identifying these major issues, concept plans and recommendations were developed to address the most urgent problems. A public survey was used to critique these concepts and to place them in the following order of importance:

1. **Park Avenue Enhancements:** to improve multi-modal safety within downtown and create a more walkable and inviting main street, Concept 1 introduces a number of streetscape elements designed to reduce multi-modal conflicts and better protect pedestrians.
2. **Parking Treatments:** this concept plan includes wayfinding signage from Park Avenue to public parking facilities, signage at public parking entrances, recommendations for shared public/private parking locations, and a recommendation for an additional public parking facility.
3. **Additional Area-Wide Recommendations:** these recommendations pertain to the entire study area instead of isolated locations and include sidewalk dining pilot programs, sidewalk and curb ramp handicap accessibility, enhanced pedestrian signage, and bicycle infrastructure.
4. **One-Way Street Options:** two concepts were developed as potential one-way street conversions that could increase parking supplies and enhance pedestrian infrastructure. However, there are major trade-offs when converting two-way streets to one-way and these concepts should only be further pursued as market changes within the downtown area dictate. They should also be further refined in response to future developments in the study area.



Introduction

Downtown Herrin, located in the north-central portion of the City of Herrin, is the historic center of commercial and retail activity within the city. However, as automobiles have become the dominant form of transportation and industries have reduced their footprint in the area, commercial development has increasingly moved to the more auto-oriented business districts along Interstate 57 and Illinois Route 13. As a result, the downtown area has seen limited investment and a reduction in tax revenues over recent decades.

In response, there has been renewed interest in recent years in the redevelopment of the historic downtown area. The main drivers of this interest have been to increase the city's tax revenues by supporting downtown businesses; to improve overall safety for pedestrians, bicyclists and motorists in the area; and to improve the image of the City of Herrin. The city has also put a large emphasis on investing in existing neighborhoods and communities rather than in "greenfield" development, as the long-term cost of providing infrastructure and city services to new development is more expensive.

The downtown area is situated mainly along Illinois Route 148 (Park Avenue), which is a busy, five-lane arterial and truck route that runs the length of the City of Herrin and beyond. Having a major state facility running directly through the middle of the downtown area poses a number of issues. These can include pedestrian and bicycle safety, high traffic volumes, speeding and noise concerns among others. The city has limitations regarding changes to this thoroughfare since the roadway is controlled by the Illinois Department of Transportation (IDOT). Therefore, there is another level of scrutiny and additional standards by which any changes must adhere. However, the state facility is also eligible for additional state and federal funding sources, which are crucial to getting large-scale transportation projects built.

The convergence of these issues and opportunities has led the Southern Illinois Metropolitan Planning Organization (SIMPO) to commission a study to identify all of the issues within the downtown area, quantify any safety and traffic concerns, and produce planning-level concepts that attempt to address the main goals of the city and business owners in downtown. In turn, SIMPO has selected Lochmueller Group (Lochgroup) to perform these tasks and support the efforts already taking place within the study area.



Study Purpose

The overarching objective of this study is to improve pedestrian and traffic safety and to identify opportunities to adapt the transportation system, primarily the street network, to better serve residents and business owners as well as complement the fabric of the downtown area.

Limitations were placed on the recommendations to ensure that they will be effective for their intended purposes and will not place a long-term burden on the neighborhood or City government, as follows:

- **Low Cost:** Funding available through the City of Herrin, SIMPO and IDOT is limited, so accomplishing the study objectives with the least amount of capital investment was a priority.
- **Low Impact:** Recommendations would not negatively affect residents or businesses, nor would they simply shift a problem to another street.
- **Low Maintenance:** Recommendations should address issues without requiring significant investments in operating costs or maintenance activities.
- **Defensible and Appropriate:** Recommendations are based on documented “best practices” and reputable sources.
- **Self-Enforcing:** Recommendations are intended to solicit a desired response from users without necessitating increased police enforcement.

Study Limits

This study encompasses the downtown commercial district of the city of Herrin. The area is bounded by Adams Street on the north, 13th Street to the east, Harrison Street to the south, and 17th Street on the west as illustrated in **Figure 1**.

Study Methodology/Process

Information gathering served as the initial step in the study process. The purpose of this effort was to better understand major issues or concerns, where they occur, and what time of day they are most prevalent. This process included the engagement of the following stakeholders:

- **City/MPO Officials:** The SIMPO Director and Planner, as well as the Director of Public Works and the Mayor of the City of Herrin, were engaged to obtain their perspective on the issues in the study area as well as their input on potential recommendations.
- **Downtown Revitalization Committee:** The Downtown Revitalization Committee was engaged to understand what the biggest hurdles to downtown development are from the perspective of business owners and the Herrin Chamber of Commerce.
- **Resident/Business Owner Survey:** A survey was distributed to obtain information directly from the residents and business owners within the study area.
- **Public Meetings:** One public meeting was held at the start of the project to obtain information from the public about the issues affecting the study area and a second was held near the end of the project to elicit feedback on the concept designs.

The next step in the process was to gather independent and objective data reflecting existing conditions in the field, including:

- Traffic Counts
- Safety Statistics
- Traffic Signal Timing



- Peak Period Observations
- Parking Characteristics
- Sidewalk Characteristics

These data, coupled with the feedback from stakeholders, helped inform the study team; prioritize the issues; and emphasize needs or potential opportunities at specific locations. Based on this information, potential counter-measures and treatments were evaluated and utilized to develop a set of four concept designs intended to address the top concerns from residents and business owners.



Figure 1: Study Area Boundaries



Stakeholder Engagement

A stakeholder engagement process was undertaken to better grasp the issues and desires of people that live and work within the study area. The results of the stakeholder engagement weighed heavily on the prioritization and evaluation of locations for treatment. A number of groups were engaged, including officials from SIMPO and the City of Herrin, the Downtown Herrin Revitalization Committee, and the neighborhood business owners and residents at large. Reaching out to groups with different points of view enabled the study team to obtain a complete picture of existing circumstances. The following section presents the major issues and concerns voiced by each group of stakeholders:

City Officials

The Director of Public Works, Tom Somers, and the Mayor, Steve Frattini, were engaged to understand issues from the city's perspective:

- Long-term maintenance costs and implications are of utmost concern for any and all recommendations presented;
- Revitalizing the downtown business community is a major goal for the mayor and city staff;
- Traffic speeds and parking are a concern along Park Avenue; and
- The truck route to the city's maintenance yard is IL-148 and Monroe Street; therefore, truck access must be maintained along those routes.

MPO Officials

The Executive Director for the Greater Egypt Regional Planning and Development Commission, Cary Minnis, and Director of Transportation Planning for SIMPO, Joe Zdankiewicz, were also engaged to obtain their input and guidance. Topics that arose included the following:

- Safety for all modes of travel (pedestrians, bicyclists and motorists) is a top priority;
- Maintaining logical traffic circulation patterns throughout the study area is important.
- Public parking is difficult to find for visitors and it can be unclear what is public versus private parking; and
- Handicap accessibility is poor throughout the study area and there is significant wheelchair and mobility scooter traffic.

Downtown Revitalization Committee

The Downtown Revitalization Committee, one of the catalysts for this project, was involved in the stakeholder engagement process. This



committee is made up of downtown business owners as well as a representative from the chamber of commerce and Mayor Frattini. Lochgroup attended one of their meetings where the following points were raised:

- Street dining is a desire of many of the restaurants downtown, however sidewalk width and condition is an issue throughout the study area;
- On-street parking can be difficult for many of the businesses along Park Avenue and Cherry Street at peak times;
- Hospital overflow parking affects the businesses at the southern end of the study area;
- The offset intersections on Cherry and Walnut Streets are confusing and can cause traffic issues;
- The two-block gap in crosswalks on Park Avenue around Walnut Street leads to jaywalking; and
- The balanced traffic flows at peak times on Park Avenue is a result of heavy school traffic.

Initial Public Meeting

A public meeting was held on the evening of October 6th, 2015 in the lobby of City Hall. The initial public meeting was an “open house” style meeting, meaning there was no formal presentation as this was primarily for gathering information from the public. Instead, a series of maps and exhibits were shown to the public as they entered. There was a map showing the boundaries of the study area, followed by two boards showing possible treatments for:

- Intersections;
- Sidewalk dining;
- Parking wayfinding;
- One-way street conversions; and
- Transit stops.

These boards were designed to start a conversation with the attendees about their preferences between the various treatments and where they think the improvements should be prioritized. After the in-depth conversations with the public, comment sheets were provided so residents and business owners could submit their formal comments. The prevalent themes from these comments are summarized below:

- Traffic speeds on Park Avenue are too high;
- More public parking is needed, particularly on the west side of Park Avenue;
- Green space/trees are needed downtown;
- More interaction on the street is desirable;
- One-way streets should be designed to negatively affect the fewest businesses and residents;
- Pedestrian safety on Park Avenue is of particular concern; and
- Maintenance costs should be factored into recommendations and projects should be coordinated with utility projects to avoid replacement of new infrastructure.



Existing Conditions Data

A comprehensive data collection effort was undertaken to assemble an inventory of information from which informed recommendations could be developed. The ability to substantiate claims and concerns identified through the stakeholder engagement process is also essential for providing justification for expenditures, modifications and potential funding applications.

These data are also needed to evaluate potential treatments and either confirm or refute their viability. Many factors can render treatments infeasible or cost-prohibitive, such as traffic conditions, vehicular access issues, or parking concerns. The following data collection effort was undertaken:

- Traffic counts: most were taken from IDOT's traffic count database, additional mechanical counts were taken to verify the accuracy of existing counts.
- Traffic accident data was obtained from IDOT;
- Traffic signal timing was also obtained from IDOT for IL-148;
- An inventory of all sidewalks in the study area and their condition;
- An inventory of parking spaces and their utilization was performed for all of the public facilities (and facilities used as public parking) within the study area; and
- Peak period observations of traffic and pedestrian activity were conducted.

Traffic Counts

The majority of the traffic count data came from IDOT's traffic count database; however, four traffic counts were performed by Lochgroup to verify the accuracy of IDOT's database. These locations were:

- 14th Street south of Adams Street
- 16th Street north of Madison Street
- Madison Street east of Park Avenue
- Monroe Street east of Park Avenue

After performing the traffic counts, it was determined that the IDOT database is valid and up-to-date. The Average Daily Traffic (ADT) for roads within the study area are provided in **Figure 2** below.

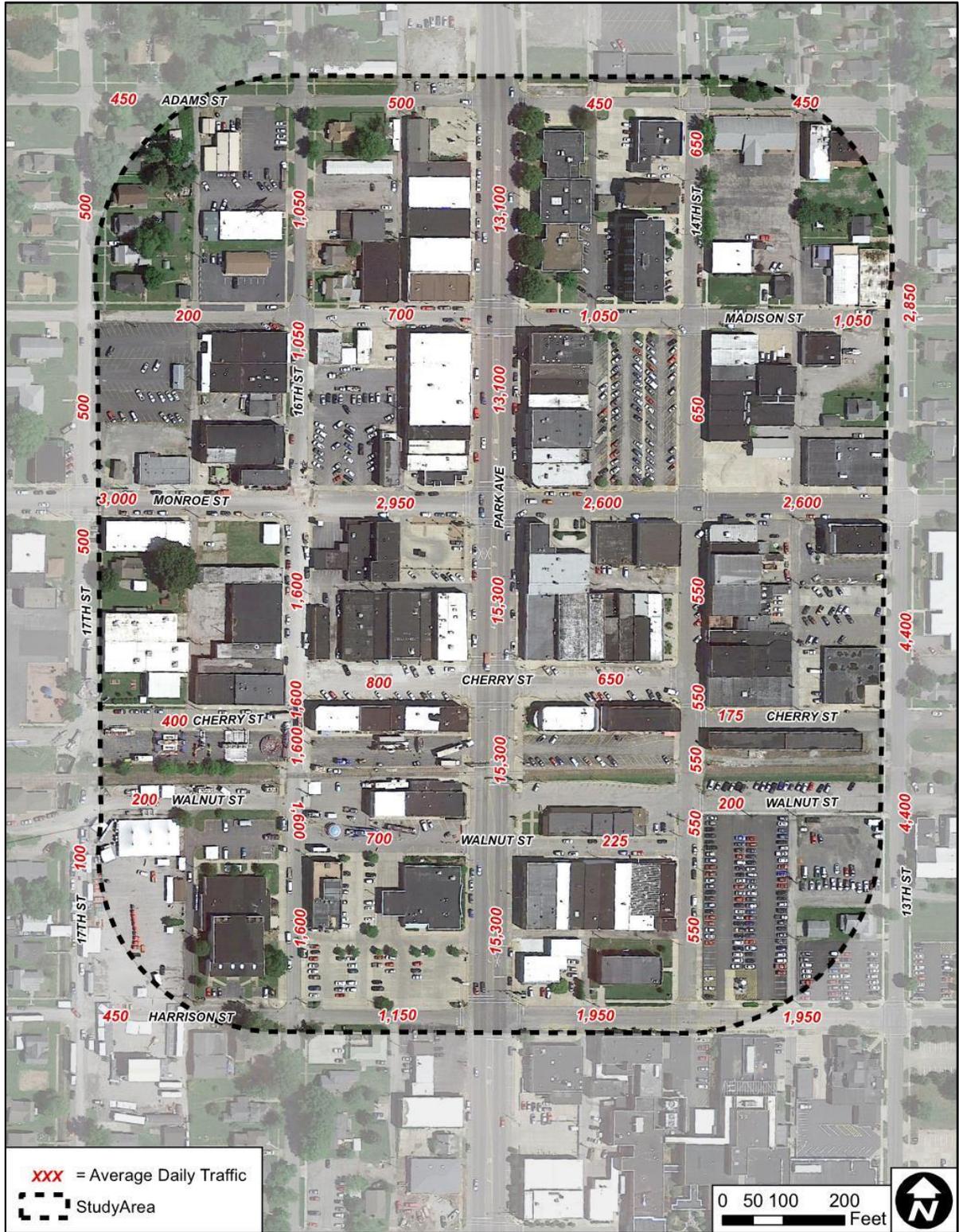


Figure 2: Map of Average Daily Traffic Volumes



The counts reveal some high-level conclusions about traffic patterns and utilization throughout the study area. From these counts, it can be determined that Park Avenue has too much traffic for any sort of lane reduction concepts. 14th Street, likely because it is interrupted at Harrison Street, has relatively low traffic compared to the surrounding north-south streets. This trend would indicate that it is a prime location for reallocation of the roadway space since it would not affect as many drivers. Monroe Street is the busiest east-west street in the area; however the traffic is still low enough to look at the possibility of different concepts for that street.

Traffic Safety Data

Traffic safety was consistently one of the most important issues to the public and to stakeholders. A thorough investigation of the crash statistics within the study area was performed in order to quantify if there is indeed a safety problem in Downtown Herrin. Crash information was provided by IDOT for a five-year period between 2010 and 2014, which was the latest complete set of data. In total, there were 141 crashes within the study area during that five-year timespan as shown in **Figure 3**.

As the main thoroughfare through the study area, it is logical that Park Avenue would be the location of the most crashes. However, there do appear to be significant safety concerns along that stretch of roadway. 89 out of the 141 total crashes (63%) are located on Park Avenue or at one of the intersections along Park Avenue. Additionally, 23 out of a total of 29 injury crashes (79%) were located along Park Avenue as well as the only traffic fatality identified within the study area between 2010 and 2014.

In addition to analyzing all of the crashes together, pedestrian, bicycle and parked vehicle crashes were examined separately. A map showing all of these types of crashes is provided in **Figure 4** below. All four of the pedestrian crashes as well as the only bicycle crash occurred on Park Avenue. The traffic fatality referenced above was a pedestrian crash near Adams Street, which does not have any marked crosswalks crossing Park Avenue. Also, 18 out of the 30 total parked vehicle crashes (60%) occurred on Park Avenue.

Overall, Park Avenue poses a safety risk to not only motorists, but pedestrians and cyclists as well. 2015 saw another serious pedestrian incident on Park Avenue. This recent crash was near Walnut Street, which, similar to Adams Street, does not have marked pedestrian crosswalks across Park Avenue. No other streets within the study area stood out as being major safety risks. Cherry Street between Park Avenue and 16th Street saw seven crashes, four of which were parked vehicle crashes. However, there were no injuries, and with the large amount of parking along that street would lend itself to more parked vehicle crashes than a typical street.

Monroe Street saw a total of 30 accidents between 2010 and 2014. 14 of those crashes were at the intersection with Park Avenue. Monroe Street carries more traffic volume than the other east-west streets within the study area, so it makes sense that it would have more accidents than surrounding streets. However, there were three injury crashes at the intersection of Monroe Street and 13th Street, one of which was an incapacitating injury. This intersection should be a safety priority once Park Avenue has been addressed.

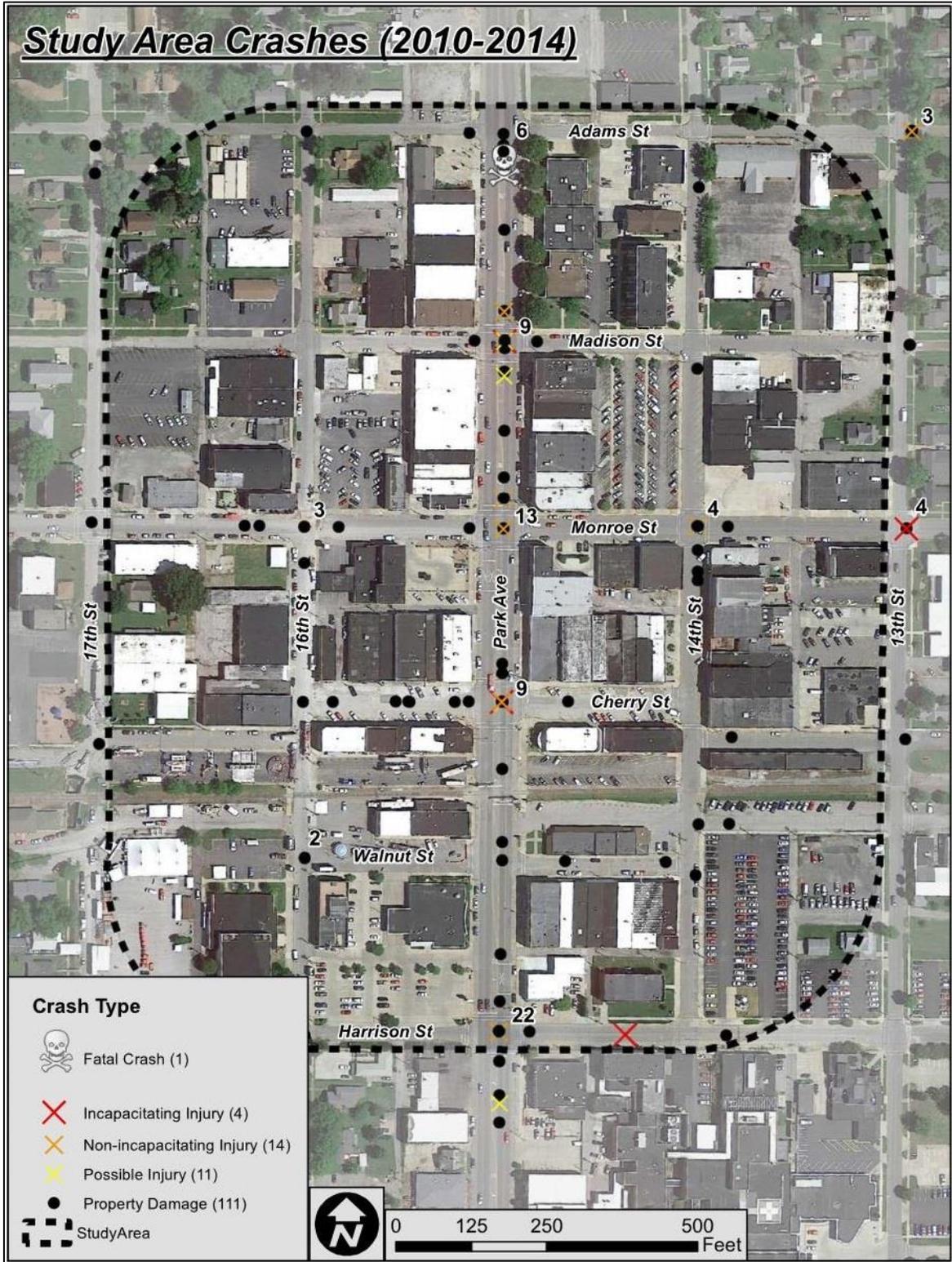


Figure 3: Crashes in Study Area 2010-2014

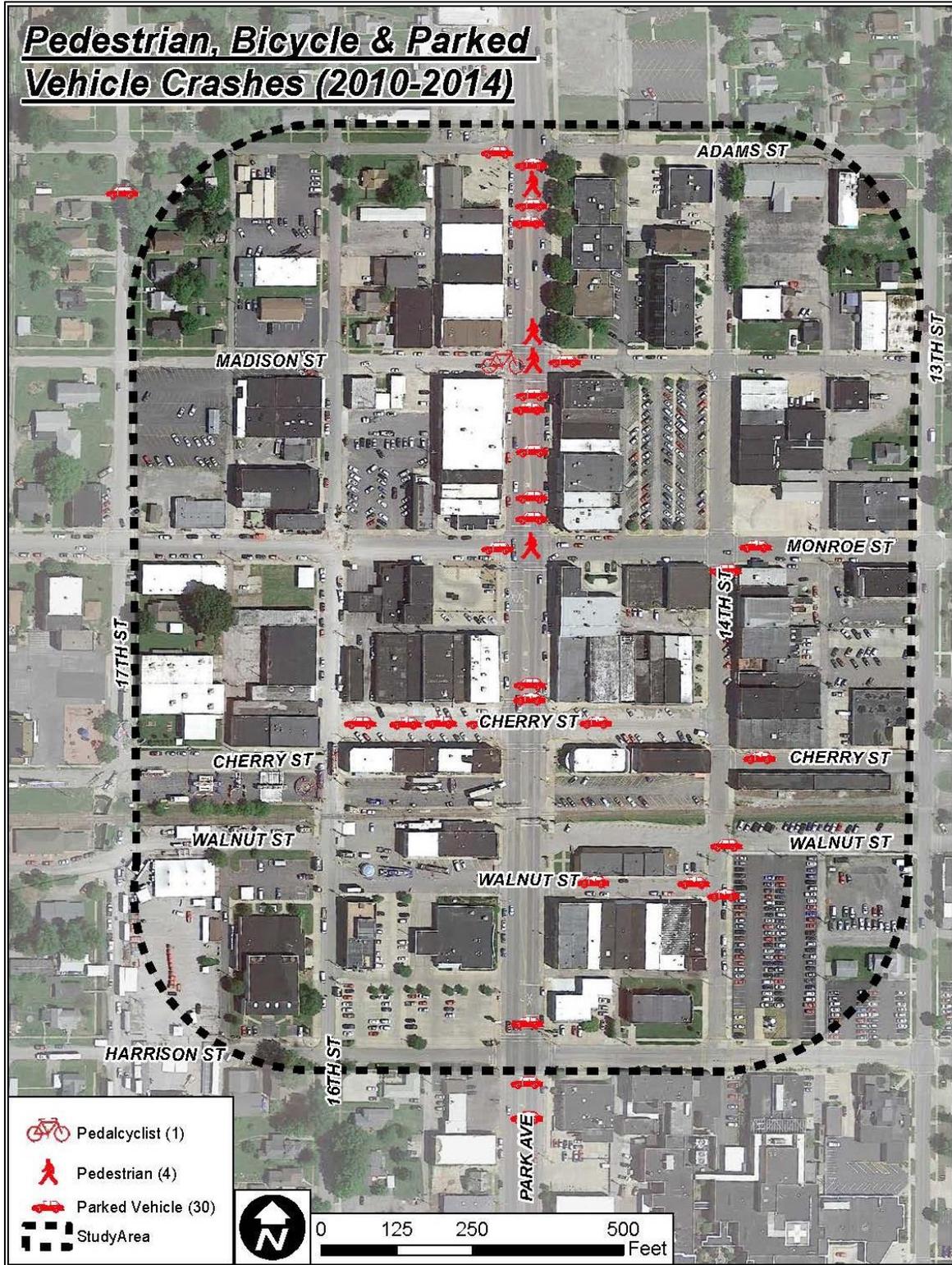


Figure 4: Pedestrian, Bicycle and Parked Vehicle Crashes 2010-2014



Sidewalk Inventory

An inventory of all of the sidewalks within the study area was conducted in September of 2015. This inventory evaluated the width and condition of each block-face with sidewalk individually. The sidewalks were placed into three categories:

- **Good:** easily traversable by someone in a wheelchair or scooter, level sidewalk with little to no deterioration;
- **Fair:** mostly level, some areas not easily traversable by someone in a wheelchair or scooter, moderate cracking or deterioration;
- **Poor:** Impassable for someone in a wheelchair or scooter, not level, severe cracking or deterioration.

A map of the inventory is shown in **Figure 5** and the full inventory is provided in **Appendix A**. In general, the majority of the sidewalks rated as 'Fair'. However, there are ten block faces with a rating of 'Poor' as well as some critical gaps in sidewalk coverage.

The most widespread issue with the pedestrian infrastructure within the study area is the lack of handicap-accessible curb ramps. There are few true 'curb ramps', the majority of the corners simply have curbs wrapping around the corner. Some locations even have steps to get from street level to sidewalk level. Additionally, some sidewalks do not meet current standards for 'clear zone' (an unobstructed pathway) width required by the Americans with Disabilities Act (ADA). Some side streets have narrow sidewalks with many obstructions blocking them such as utility poles or signs.

Public Parking Inventory

In addition to the sidewalk inventory, an inventory of all on- and off-street parking within the study area was conducted to determine the amount and utilization of parking throughout the downtown area. While there is significant off-street parking within the study area, the majority of these parking lots are privately owned. While there was a large surplus of parking at the time of the inventory, the stakeholder engagement process identified several areas around downtown that have significant parking shortages at different times throughout the day. A map showing the designation of the various parking lots within the study area is provided in **Figure 6**. Additionally, the full inventory of on-street parking is provided in **Appendix B** and the full inventory of off-street parking is provided in **Appendix C**.

Peak Period Observations

Peak period observations were performed over the course of several different weekdays during September of 2015 to anecdotally observe representative traffic, pedestrian, and bicycle conditions in the study area. Emphasis was placed on understanding traffic patterns on Park Avenue and if improvements could be made to the signal timing. In general, no significant traffic or capacity constraints were noticed, although Park Avenue does carry heavy traffic during morning and afternoon peak periods.

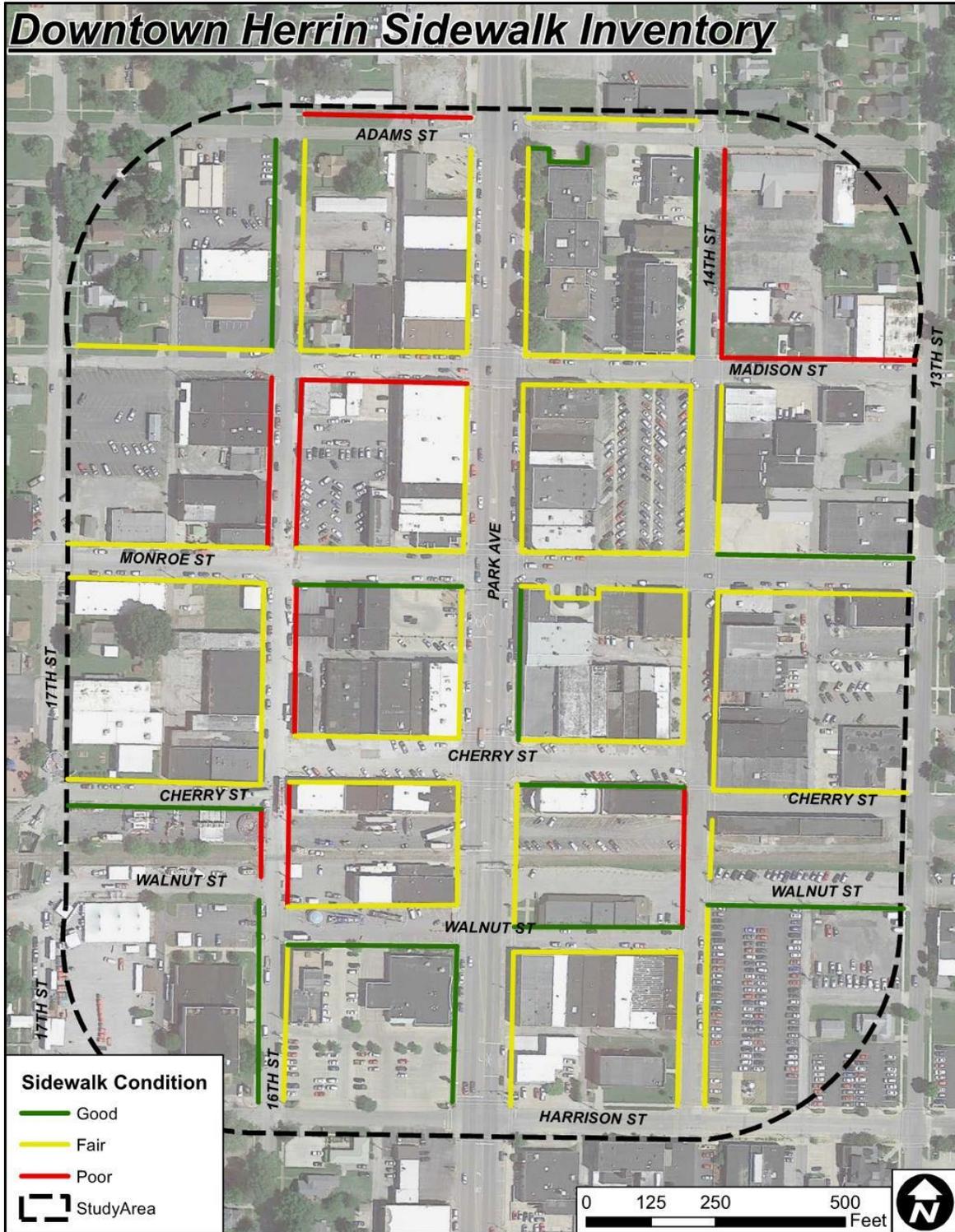


Figure 5: Sidewalk Inventory



Figure 6: Off-Street Parking Designation Map



Identification of Issues

Issues and treatment locations were prioritized based upon the preceding information, including stakeholder input, survey results, and data collection.

1. Multi-Modal Safety

The stakeholder engagement process produced multi-modal safety as one of the top priorities for the project. The safety data also shows that there is a significant pedestrian safety issue within the study area, particularly along Park Avenue. There have been multiple accidents involving pedestrians crossing Park Avenue including a pedestrian fatality.

Reasons for the pedestrian and bicycle safety issue on Park Avenue could include substandard and faded crosswalks, no pedestrian countdown timers, a lack of pedestrian-scale lighting, excessive vehicular speeds on Park Avenue and long crossing distances for pedestrians to get across Park Avenue. All of these infrastructure deficiencies lead to unsafe conditions for pedestrians.

There are also no bicycle facilities on Park Avenue, which leads to one of two situations that cause dangerous conditions for cyclists. First, the cyclist rides in the roadway with traffic moving significantly faster and drivers do not give them adequate space while passing. Second, the cyclist does not feel safe in the roadway and rides on the sidewalk, where turning vehicles are likely not looking for them.

In addition to pedestrian and bicycle safety issues, there were also a large number of collisions with parked vehicles. The safety analysis identified a total of 18 parked vehicle crashes on Park Avenue. The combination high traffic speed and unprotected parking lanes contributes to these types of crashes.



Photo 1: Substandard Crosswalk on Park Ave.



Photo 2: Cyclist on Sidewalk on Park Ave.



Photo 3: Unprotected Parking Lane on Park Ave.



2. Handicap Accessibility

Throughout the study area, many areas have significant handicap accessibility issues. The Americans with Disabilities Act (ADA) sets very strict standards for sidewalks and curb ramps to ensure that someone in a wheelchair or scooter is able to cross the street and use the sidewalk with relative ease. While performing the sidewalk inventory, it became apparent that many of the sidewalks throughout the study area did not meet ADA standards and even fewer curb ramps were compliant.

The ADA sets a minimum ‘clear zone’ distance of four feet, meaning there needs to be a continuous, uninterrupted path that is four feet wide for the entire length of the sidewalk. There were a number of sidewalks that did not meet the minimum width requirements for sidewalks, as well as several others that contained obstacles that infringed on the four-foot clear zone requirement. These obstacles included utility poles, street furniture, as well as several instances of parked vehicles blocking sidewalks. In addition, there were ten block faces of sidewalks that are in such poor condition that they are impassable for someone in a wheelchair or scooter.

Curb ramps throughout the study area also produce barriers for wheelchairs and scooters. There are very few curb ramps that are ADA compliant. In fact, many of the corners off of Park Avenue do not even have curb ramps, the curb simply wraps around the corner. Even worse, there are instances of steps at corners, making them completely impassable for people with mobility issues. It was also observed that several of the push-buttons used for pedestrians to cross Park Avenue have garbage cans placed directly in front of them, making it difficult for someone in a wheelchair to push them. These factors force anyone in a wheelchair or scooter to use the street instead of the sidewalk to get around the downtown area, which poses a major safety issue.



Photo 4: Narrow Sidewalk with Utility Poles



Photo 5: Tiered Curb at 14th and Cherry Streets



Photo 8: Cars on the Sidewalk on Madison Street



Photo 7: Truck Blocking the Sidewalk on Cherry Street



Photo 6: Garbage Can Blocking the Pedestrian Push-Button on Park Avenue



3. Public Parking

While there is an overall surplus of parking throughout the study area, there are several locations where a lack of convenient public parking is affecting businesses. Convenient parking was the biggest complaint of business-owners interviewed during the stakeholder engagement process. Business owners along Park Avenue in particular complained of a lack of public parking near the entrances to their businesses.

There are several public parking lots within the downtown area, however it is often difficult for people to determine which parking lots are public and which are private. There are no parking wayfinding signs to direct people to public parking lots from Park Avenue or any signage at the entrances to public parking lots indicating that they are available for public use. Many of the private parking lots in the area are also not marked whether they are public or private, leaving drivers to guess at which lots they can use and which they cannot. This confusion over public versus private parking has led to animosity between business owners who own and maintain private parking lots and business owners whose customers park in those lots illegally. There is a particular lack of public parking on the northern and western sides of the study area.

4. School Arrival/Dismissal Operations and Safety

Schools are often difficult to accommodate efficiently, especially on narrow roadways such as the ones present in downtown Herrin, due to the large surges of traffic around arrival and dismissal times. Afternoon dismissal times in particular are chaotic between parents picking up their children, increasing commuter traffic and children walking or biking home after school. This sudden surge in both vehicular traffic and pedestrian activity can be hazardous if appropriate pedestrian infrastructure is not present.

The primary pick-up area for Our Lady of Mount Carmel School is along Cherry Street, which is very narrow. With parents queuing up on both sides of the street to pick up their children, through traffic can get blocked causing people to have to turn around. Having vehicles making multi-point turns in the middle of an elementary school pick-up area is particularly unsafe. Cherry Street also contains several offset intersections causing confusion over who has right-of-way at corners. In addition, although both the middle school and high school are located several blocks outside of the study area, there are many children walking the streets before and after school.



Photo 10: Cherry St. Blocked at Mt. Carmel Dismissal Time

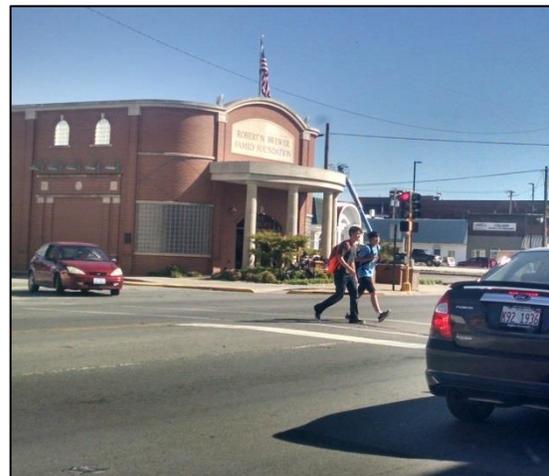


Photo 9: Kids in Crosswalk on Park Ave.



Concept Designs and Recommendations

Four concept designs were created to address the major concerns and issues presented in the previous section. These designs are for conceptual purposes only and design details are subject to revision based on stakeholder input if and when a concept moves forward into the design phase. In addition to the concept designs, additional recommendations are provided as more general guidelines as downtown Herrin continues to redevelop.

Concept 1: Park Avenue Improvements

Concept 1 addresses the major issues along Park Avenue. As the main thoroughfare through the downtown area, Park Avenue needs to carry a large amount of through traffic, but also needs to accommodate pedestrians, bicycles and parking. The existing design prioritizes through traffic by creating a “wide-open” feel for drivers, which encourages high traffic speeds. However, this design has a negative effect on pedestrian safety and makes downtown Herrin feel like two separate areas.

The main goal of Concept 1 is to increase pedestrian safety and to mitigate the negative effects of an arterial roadway going through the middle of the downtown area without reducing traffic capacity. The concept incorporates several design elements that reduce pedestrian crossing distances across the roadway, improve lighting, protect on-street parking and better define the downtown area for visitors. These design elements are described in detail below, and an illustration of Concept 1 is provided in **Figure 7**. It should be noted that any project on Park Avenue would require approval and a permit from IDOT since it will be constructed on state right of way.

Design Elements:

Pedestrian Bump-Outs

Pedestrian bump-outs are designed to decrease the crossing distance for pedestrians, make pedestrians more visible to drivers and to provide more space for pedestrians at intersections. By incorporating bump-outs along Park Avenue, the distance pedestrians must cross is reduced by approximately 20 feet reducing crossing times and exposure by approximately six seconds. Bump-outs can be made of simple concrete, or include decorative elements such as textured pavers, landscaping or seating. The bump-outs would also be ADA-compliant, addressing the handicap accessibility issues currently found on Park Avenue.



Examples of Pedestrian Bump-Outs



Concept 1: Park Avenue Enhancements

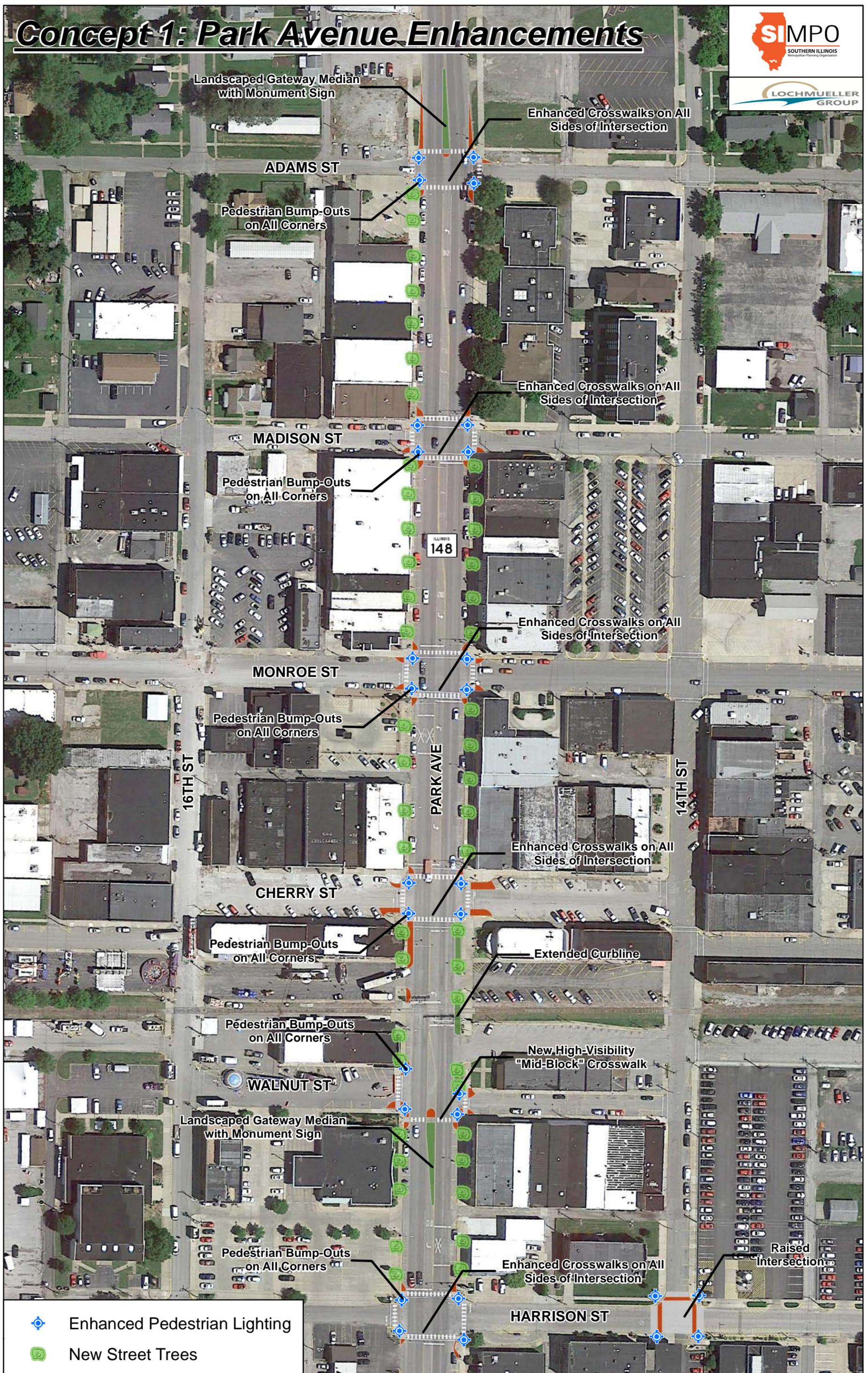


Figure 7



In addition to increasing pedestrian safety, the proposed bump-outs will protect the on-street parking lanes on Park Avenue. There have been numerous parked-vehicle crashes on Park Avenue over the last five years. By better protecting the parking lanes at either end of each block, these parked vehicle crashes will be reduced. Drivers will naturally drive closer to the left side of the outside lanes since there will be curbs extending out to the outside edges of those lanes.

Enhanced Crosswalks

The existing crosswalks on Park Avenue are faded and do not convey to drivers the importance of watching for pedestrians in the downtown area. Concept 1 proposes higher visibility crosswalks that stand out from the rest of the roadway. Treatments range from continental striping to thermoplastic to pavers set into the roadway. The higher visibility and change in texture (or appearance of a change in texture) will make drivers more aware of pedestrians in the roadway and they will naturally slow down more at intersections compared to standard crosswalks.



Continental Striped Crosswalk



Thermoplastic Crosswalk



Inlaid Paver Crosswalk

Pedestrian Lighting

Lighting plays a major factor in preventing accidents at night, particularly accidents involving pedestrians and cyclists. The existing lighting on Park Avenue is minimal, and almost completely oriented toward the street. There is not adequate lighting at intersections or areas where pedestrians are likely to be in the roadway.

Concept 1 proposes adding pedestrian-scaled lighting which would highlight the areas where pedestrians would likely be in the roadway such as crosswalks and along the parking lanes. This lighting is specifically designed to make pedestrians visible to drivers in an effort to reduce pedestrian-involved crashes. This lighting, in combination with the pedestrian bump-outs will make pedestrians stand out at intersections and make drivers more aware of their presence. Another benefit of pedestrian-scaled lighting is that people feel safer being out on the sidewalk at night; a well-lit area deters crime and gives people the perception that the area is safer.



Pedestrian Lighting Examples





Gateway Medians and Monument Signs

Two gateway medians are proposed at either end of where Park Avenue enters the downtown study area. The northern gateway would be on the north side of Adams Street where the road widens to provide space for the center turn lane. This median along with the large bump-outs would narrow the roadway and slow down traffic as it enters the downtown area. The southern gateway is located on the south side of Walnut Street in the existing center median area.

Both of these medians will accommodate new high-visibility crosswalks in critical locations. There are currently no striped crosswalks at either Adams Street or Walnut Street, and both have been the site of serious pedestrian-involved crashes in recent years. The only pedestrian fatality between 2010 and 2014 occurred near Adams Street and the serious pedestrian injury crash in 2015 was near Walnut Street. These crashes show that people are going to cross at these locations regardless of if there is a crosswalk or not, so they should be accommodated in the redesign of the street to protect pedestrians. The crosswalks proposed at the locations of the gateway medians contain pedestrian refuges in the middle of the street that provide pedestrians a safe, protected place to wait for traffic to pass for them to finish crossing the street.

In addition to the significant safety benefits, the medians also provide an opportunity to create welcoming gateways to the downtown area. These medians could contain landscaping or monument signage to welcome people to downtown Herrin. These are good locations to provide a brand for the downtown area and to let visitors know they have reached their destination.



Pedestrian Refuge Example



Monument Signage Examples



Raised Intersection

A raised intersection takes the entire area of an intersection and raises it up to curb height. The purpose of raising the intersection is to force drivers to slow down and be more cognizant of pedestrian activity at the intersection. The vertical deflection, usually in combination with a change in pavement texture (concrete on an asphalt street, brick, or stamped concrete), makes drivers pay more attention and it makes it difficult to go through the intersection at a high rate of speed. While this treatment would not typically be used on a major arterial roadway such as Park Avenue, due to the high traffic volumes, the proposed location at 14th and Harrison Streets is ideal. The intersection sees a large amount of pedestrian activity because it connects the hospital to the majority of its employee parking, while having a significant amount of conflicting traffic driven by the hospital and post office.



Raised Intersection Examples

Street Trees

Park Avenue has previously had street trees; however, they were not the correct type of trees to make effective street trees. They were removed in recent years due to excessive maintenance requirements. Concept 1 proposes new street trees that are more suitable for street trees that provide shade, soften the streetscape, and do not pose a significant maintenance burden to the city.

Concept 2: Madison/Monroe One-Way Conversions

One-way streets were presented as an early idea to reallocate more space from traffic lanes to pedestrians and parking uses. While there are some benefits to this reallocation, there are some major drawbacks. These drawbacks can include more circuitous access to businesses and residences, confusion for visitors and truck access problems. Concept 2 represents a plan for an east-west one-way pair that attempts to maximize the benefits to the public space while minimizing the negative impacts to surrounding homes and businesses. However, these negative impacts cannot be mitigated completely and public feedback has been unfavorable to one-way street conversions.

Therefore, Concept 2 is being presented as a future enhancement to be further explored after Concept 1 has been implemented. The streets selected as the most beneficial pair to be converted to one-way are Madison and Monroe Streets. Madison Street would be one-way westbound and Monroe Street would be one-way eastbound. Madison and Monroe Streets are both long, continuous streets that continue well outside of the study area. By selecting these streets, people outside of the study area would only have to shift their travel one block north or south to use a street going the opposite way.

Other streets were also evaluated for one-way benefits; however, there were drawbacks that limited their potential. Cherry Street is very wide and already has angled parking on both sides of the street near Park Avenue, so there would not be any parking benefits to converting it to one-way. Adams Street is too narrow to accommodate anything other than parallel parking, which limits the benefits of adding parking along that street. It is also not proximate to the main generators of parking demand within the study area so it would not be convenient for most visitors. While Madison and Monroe Streets have the highest east-west daily traffic volumes within the study area, it is not enough to cause any major delays or congestion for commuters.

Concept 2 would provide an estimated 49 additional parking spaces within the core of the downtown area. It would also include several design elements, described below, that would be utilized to enhance the public realm and maximize the benefits of one-way conversions. A map showing the complete Concept 2 plan is provided in **Figure 8**.

Concept 2: Madison/Monroe 1-Way Conversions

Monroe Street: One-Way Eastbound

Madison Street: One-Way Westbound



*Approximately 49 Parking Spaces Gained

Figure 8



Design Elements:

Medians with Pedestrian Refuges

Similar to the gateway medians presented in Concept 1, these medians would contain pedestrian refuges designed to increase safety for pedestrians crossing Park Avenue. These medians could be designed similarly to the gateway medians from Concept 1 to reinforce the brand and streetscape design elements presented above. The space to add these medians comes from the center turn lane that currently exists on Park Avenue. There would no longer be a reason for a northbound left turn lane at Monroe Street or a southbound left turn lane at Madison Street as they are one-way eastbound and westbound respectively.



Median Pedestrian Refuge Examples

One-Way Streets with Angled Parking

The largest benefit of converting two-way streets to one-way is the opportunity to utilize the second travel lane for additional parking. The public and stakeholder engagement process produced a lack of convenient parking as a major issue within the study area. Converting the existing parallel parking to angled parking is providing the majority of the estimated additional 49 parking spaces provided in Concept 2. Most of this angled parking is along Monroe Street as it is wide enough to accommodate angled parking along most of its length through the study area. This angled parking can be either front-in angled parking, such as the parking on Cherry Street, or back-in angled parking which has been proven to be safer as the driver can see the entire street both while backing into the space and pulling out.



One-Way Street with Angled Parking Examples

Curb Extensions and Sidewalk Dining

Throughout the stakeholder engagement process, it was communicated that there was a desire by downtown restaurants to provide sidewalk dining to increase their patronage. With the exception of Park Avenue, most of the sidewalks throughout the study area are too narrow to accommodate dining while maintaining the ADA-mandated minimum clear zones. Therefore, in select locations, Concept 2



recommends creating an extra-wide sidewalk area in lieu of additional on-street parking to accommodate outdoor dining.

There are additional benefits to outdoor dining such as an increased perception of safety due to more “eyes on the street”, a more vibrant-feeling downtown area, increased community interaction and it allows restaurants and cafes to increase their business without a major infrastructure investment. The two areas identified in Concept 2 as being optimal for curb extensions are along Madison Street east of Park Avenue outside of ‘The Annex’ restaurant and café, and along Monroe Street west of 16th Street outside of ‘The Frenchman’s Widow’. If Concept 2 is carried forward, and additional restaurants or cafes along Madison or Monroe Streets are interested in outdoor dining, the concept should be updated to add additional sidewalk extensions if it is deemed more beneficial than on-street parking.



Bump-Out with Dining Example



Sidewalk Examples



Consolidated Parking Access

There are two parking lots along Monroe and Madison Streets, one public and one private, that have multiple entrances directly onto the street. The first parking lot is the public facility on the west side of 14th Street between Madison and Monroe Streets, which has three entrances each on Madison and Monroe Streets, the second is the lot owned by First Southern Bank which has two entrances on Monroe Street. By not having internal circulation, drivers are forced to pull out onto the public streets to circulate around the parking lot to find an open space. This external circulation is not efficient for the person parking, it poses a safety risk to drivers on the street, and the multiple entrances make it very difficult to construct an ADA-compliant sidewalk due to cross-slope and width mandates.

By converting Madison and Monroe Streets to one-way, there is extra space to create internal circulation for these parking lots and consolidating to one entrance onto the street. Utilizing what was right-of-way for the public street, new circulation lanes and ADA-compliant sidewalks can be built to improve traffic circulation and increase safety for both drivers and pedestrians. Additionally, by pushing the access lanes onto the right-of way, this consolidation can be performed with no loss of parking capacity in either of the parking lots affected.

Pedestrian Bump-Outs

Similar to Concept 1, pedestrian bump-outs were included in Concept 2 wherever possible to narrow street crossing distances, make pedestrians more visible and slow down traffic. These bump-outs could contain decorative hardscaping, landscaping, or street trees.



Concept 3: 14th/16th One-Way Conversions

Similar to Concept 2, Concept 3 is an effort to maximize the benefits of converting streets from two-way to one-way, while minimizing the negative impacts. Concept 2 would convert 14th Street to one-way northbound and 16th Street to one-way southbound. This concept is also being provided as a future enhancement to be further vetted after Concept 1 has been implemented.

After evaluating all north-south streets within the study area, it was determined that 14th and 16th Streets provide the best opportunities for one-way conversions. Both streets have relatively low traffic volumes and will therefore not negatively affect many drivers. They are both also nearer to the main drivers of parking and traffic generation within the study area. 13th and 17th Streets were both also evaluated for their utility as one-way streets, however they are both narrow and would not provide much additional parking, as well as not being convenient to downtown businesses. 13th Street also carries a significant amount of through traffic so more drivers would incur additional travel times.

Concept 3 would provide an additional 78 parking spaces over the existing, two-way streets. It would also include pedestrian bump-outs, outdoor dining space and ADA-compliant crosswalks. There is an additional, optional portion of the concept on South 16th Street. This portion of the concept design was left as optional because it requires a significant amount of new curb and roadway infrastructure, but only provides an additional nine parking spaces. The map of the full concept plan is provided in **Figure 9**.

Design Elements:

Pedestrian Bump-Outs

Similar to the pedestrian bump-outs in Concepts 1 and 2, the proposed bump-outs would narrow street crossing distance, make pedestrians more visible and slow down traffic. These bump-outs could also contain decorative hardscaping, landscaping or street trees.

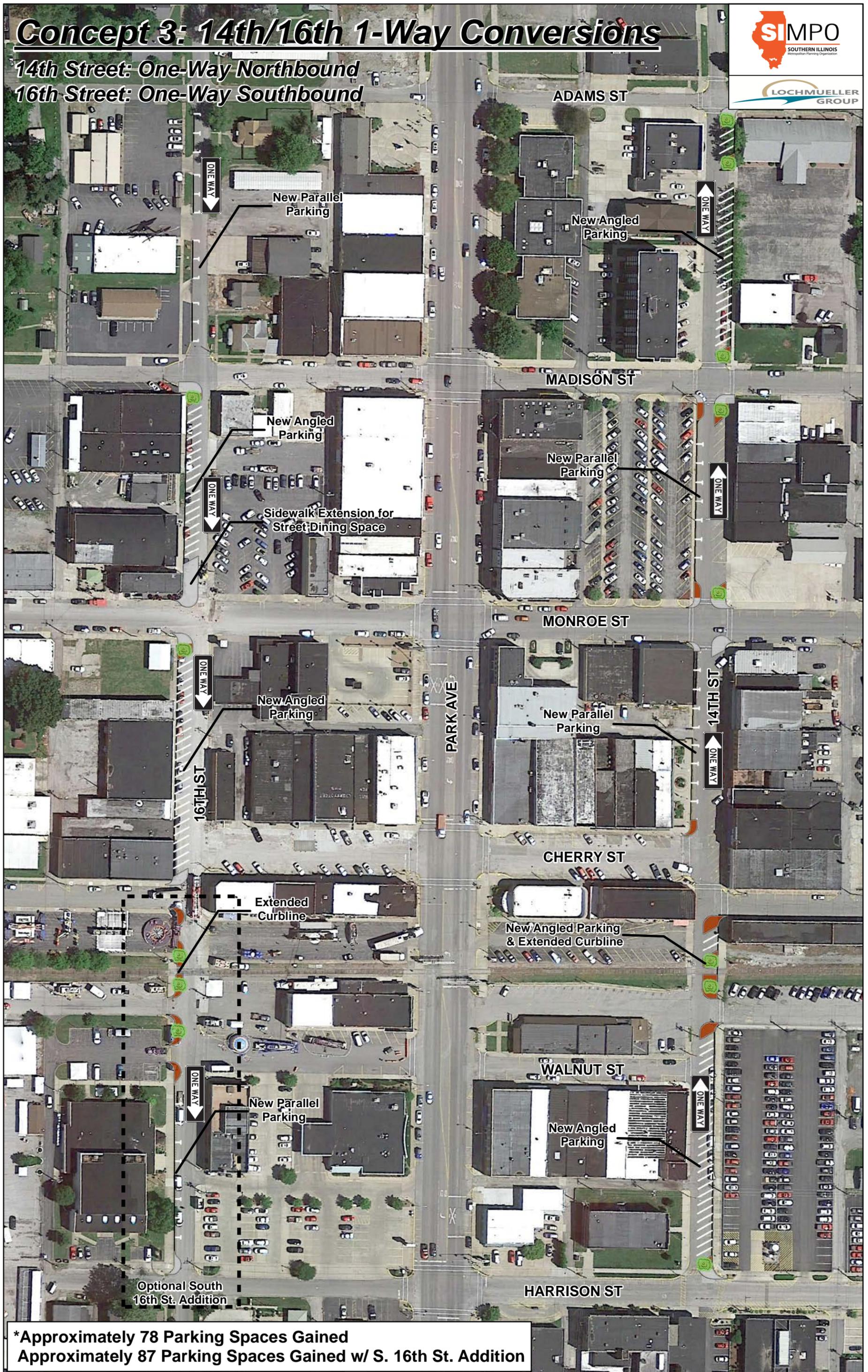
One-Way Street with Angled Parking

A similar one-way street cross-section could be utilized in Concept 3 as the one-way streets with angled parking in Concept 2. The proposed angled parking contributes the majority of the additional 78 spaces gained in Concept 3, with significant parking gains along both 14th and 16th Streets. The major benefits of Concept 3 over Concept 2 are that the major increases in on-street parking are very close to the largest parking generators in the downtown area. Almost 50 spaces of angled parking would be available along 16th Street between Madison Street and Cherry Street capturing the overflow parking demands from the Frenchman's Widow and the bars along West Cherry Street. Approximately 25 angled parking spaces would also be created on 14th Street between Walnut and Harrison Streets serving the bars on Walnut Street and the hospital.

Concept 3: 14th/16th 1-Way Conversions



14th Street: One-Way Northbound
16th Street: One-Way Southbound



*Approximately 78 Parking Spaces Gained
Approximately 87 Parking Spaces Gained w/ S. 16th St. Addition

Figure 9



Extended Curblines

The locations where 14th and 16th Streets cross the railroad tracks cannot accommodate on-street parking due to the proximity to passing trains. Instead, to maintain a consistent travel lane, it is recommended that the curblines are extended into the street to line up with the edges of the driving lanes on either side of the railroad tracks. However, moving the curbline can be very expensive due to the relocation of drainage and storm water inlets. Instead, it is recommended that “floating” curb extensions are constructed, meaning they are physically separated from the existing curb by the width of the existing gutter, to avoid having to relocate any drainage infrastructure. These floating curb extensions would effectively narrow the roadway for vehicles while maintaining the existing water runoff patterns, thereby greatly reducing the cost to construct them.



“Floating” Extended Curblines Examples

Curb Extension and Sidewalk Dining

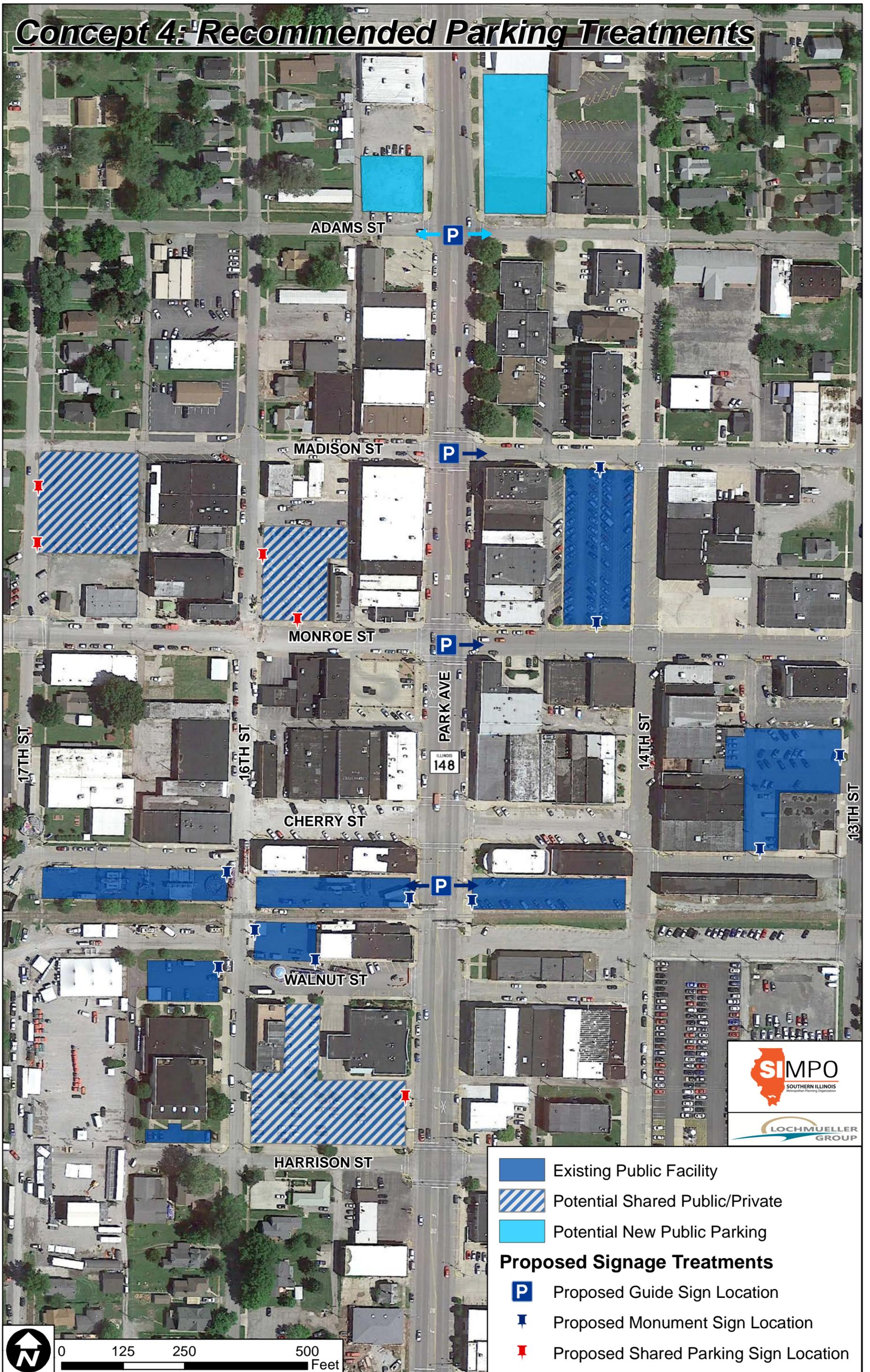
As with Concept 2, Concept 3 recommends adding additional space for outdoor dining by extending the curbline out into the roadway. Only one location was identified in Concept 3, in front of Frenchman’s Widow on 14th Street. However, if this concept design moves forward in the future, if additional locations are identified that would benefit from outdoor dining space, those locations could be incorporated into the design.

Concept 4: Recommended Parking Treatments

Parking was one of the top priorities for business-owners brought up in the stakeholder engagement process. Overall, there is a significant surplus of parking within the study area, however it is difficult to determine which parking lots are open for public access and which are privately owned. There are also a handful of key locations around the study area where the need for parking outpaces the supply of convenient parking. Concept 4 addresses these issues by providing a plan to guide visitors to the public parking lots, as well as provide recommendations to provide additional parking where it is needed.

Concept 4 could be implemented at any time, regardless of which of the other concept designs have been executed. Implementing the parking plan is a low-cost way to make the study area more inviting to visitors and to capitalize on investments already made by the city in public parking facilities. A map showing the full parking plan is provided in **Figure 10**. Additionally, Concept 4 in combination with Concept 1 (Park Avenue Improvements), can add to the ‘effective’ parking of a business by making parking on the opposite side of Park Avenue more accessible and safer. By reducing crossing distances and improving the pedestrian infrastructure, patrons will be more willing to park on one side of Park Avenue and cross to the other to access businesses.

Concept 4: Recommended Parking Treatments



- Existing Public Facility
 - Potential Shared Public/Private
 - Potential New Public Parking
- Proposed Signage Treatments**
- P Proposed Guide Sign Location
 - Proposed Monument Sign Location
 - Proposed Shared Parking Sign Location

Figure 10



Design Elements:

Parking Wayfinding/Guide Signage

Wayfinding signage is used to direct visitors from the main thoroughfare, Park Avenue, to entrances of public parking facilities. These signs would tell people where to make turns off of Park Avenue to find public parking. This type of signage is particularly beneficial for visitors who are not familiar with the area, as most of the public parking within downtown Herrin is not directly visible from Park Avenue.



Parking Wayfinding Signage Examples

Parking Entrance Signage

After vehicles have been directed from the main thoroughfare, it is beneficial to have signage at the entrances to the public facilities. Acceptable sign types at entrances would be monument signs or overhead signs above entrances. These signs will help visitors differentiate public parking lots from the various private parking lots in the downtown area. Monument or overhead signs can also be used to convey details about the parking such as 'Free Parking' or 'Two-hour Parking'. It is recommended that similar design features be used for both the parking wayfinding signs and monument signs so visitors will be able to easily recognize the public parking signage.



Monument Signage Examples



Overhead Signage Example

Shared Public/Private Parking Facilities

The portion of the study area west of Park Avenue frequently has a lack of convenient parking for the bars and restaurants in the area. However, there are several privately owned parking lots that have additional supply in the evening and on weekends that could be used to absorb the additional need without a major investment in new parking facilities. Three of these parking lots have been identified as optimal locations to absorb overflow parking: the Knights of Columbus parking lot at Madison and 17th Streets, the First Southern Bank parking lot at Monroe and 16th Streets, and the Bank of Herrin parking lot at Harrison Street and Park Avenue.

There are two courses of action the city could take to attempt to utilize these facilities for public parking in the evenings and on weekends. First, the city could reach out to the owners of these lots and offer to



share maintenance costs with the property owners in exchange for the rights to have public parking in those facilities at certain times. Second, the city could facilitate discussions between owners of local bars and restaurants and the parking lot owners about a shared-maintenance agreement between those owners for off-hour access. The second option could result in the city not having to directly contribute funding, but still solve some of the parking complaints within the area.

If an agreement can be reached to utilize any of these parking lots during off-peak hours, it is recommended that new signage be introduced to clearly state what hours parking is reserved for the parking lot owner's business. Electronic message signs could also be utilized to indicate, in real time, which uses are permitted to utilize the parking lot. By more fully utilizing these parking lots, the city can avoid razing more buildings for surface parking lots and better maintain the historic character of the area.

New North Public Parking Lot

During the stakeholder engagement process, it was indicated that there is a lack of convenient public parking at the far north end of the study area. There are several high-turnover businesses along Park Avenue between Adams and Madison Streets that have entered an agreement to utilize a parking lot along 16th Street; however, this is not seen as a permanent solution to their parking issues. Instead, it is recommended that the city utilize one of the vacant lots at either the northeast or the northwest corner of Park Avenue and Adams Street for a new public parking lot. Either of these locations would be a highly visible and easily accessible public parking lot.

The vacant lot on the northwest corner of Park Avenue and Adams Street is privately owned, and if the city deems this location more suitable than the northeast corner, the city could pursue purchasing the property for conversion to a public parking lot. The lot on the northeast corner of Park Avenue and Adams Street is owned by the First Presbyterian Church. At this location, the city could pursue entering a shared-maintenance agreement with the church to upgrade the gravel parking lot to a paved lot and still allow the church to utilize the space for their own needs, while leaving it open to public access the remainder of the time. Either of these locations could also function as overflow parking for events at Herrin City Hall.

Additional Recommendations

In addition to the four concept plans, there are some additional issues that can be addressed either as part of the implementation of one of the concepts, or separately as their own projects.

Sidewalk Dining

While Park Avenue has 12' sidewalks that would be adequate for sidewalk dining, IDOT prohibits any type of commercial activity within the right-of-way of any state highway. Therefore, sidewalk dining will not be possible along Park Avenue.

For restaurants off of Park Avenue, where sidewalk widths may prohibit outdoor dining, it is recommended that the city pursue a pilot project using a 'parklet' to provide additional outdoor dining options. A parklet is a temporary structure put into the street, which generally occupies one or two parallel or angled parking spaces. Testing the use of parklets allows business owners and the city to test outdoor dining popularity without investing in costly infrastructure. If the test is a success (the benefits of adding dining space outweighs the loss of parking spaces), then the business owner and the city can investigate creating permanent outdoor dining areas.



Parklet Dining Examples

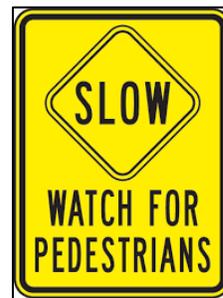
Sidewalk and Curb Ramp ADA Accessibility

The curb ramps along Park Avenue should be reconstructed to current ADA standards during the upcoming IDOT resurfacing project and/or implementation of Concept 1; however, there is minimal compliance throughout the rest of the downtown area as well. The city should aggressively pursue grants and private funding, as well as tax-increment financing (TIF) monies, to address the lack of curb ramps as well as fixing the sidewalks rated as ‘poor’ by the sidewalk inventory. This lack of ADA-compliant infrastructure is creating a safety problem when people in wheelchairs and scooters are forced to use the street, mixed with vehicular traffic, to get around the study area.

Enhanced Pedestrian Signage

There are a number of signage enhancements that can be made for minimal cost in the short-term to increase pedestrian and bicycle safety within the downtown area. These signs could include:

- Signage indicating turning vehicles must yield should be placed at intersections along Park Avenue;
- Signage at all mid-block crosswalks indicating drivers must stop for pedestrians in crosswalks;
- Signage indicating drivers should slow down for pedestrians as they enter the downtown area.



Enhanced Pedestrian Signage Examples

Bicycle Infrastructure

The optimal option would be to have a separate bicycle facility on Park Avenue through the length of the study area, however there is not enough space to add in such a facility without either losing travel lanes or parking lanes. The daily traffic volumes are too high to perform a road diet, and parking is already in short supply for businesses along Park Avenue. Another option could be to create ‘shared lanes’ in the outside lanes of the roadway; however, a major arterial with high vehicle speeds and heavy truck traffic does not lend itself well to this type of bicycle facility. Instead, a parallel bicycle facility to



Park Avenue would be the next best option. The most logical location for this facility would be 13th Street since it is a continuous roadway for approximately 3.5 miles between Brewster Road and Freeman Spur Road. A good option for 13th Street would be to create a 'bike boulevard', which is essentially shared lanes with some additional treatments at intersections. Bike boulevards typically have diverters in select intersections, which allow bicycles to pass through them but force vehicles to turn. By adding these diverters, traffic volumes and speeds will fall thereby increasing the safety for cyclists.



Bike Boulevard Shared Lane Marking Example



Bike Boulevard Diverter Examples



However, such a bicycle facility extends far beyond the boundaries and scope of this study and should be evaluated as part of a regional bicycle plan. Other than Park Avenue, the streets within the study area have low enough speeds and traffic volumes to not require any separated bicycle facilities. An adequate street for a primary east-west bicycle route through the downtown area would be Monroe Street since it is wide enough to accommodate bicycles and vehicles, and it is continuous through the downtown area with no offset intersections. Placing shared lane markings ('sharrows') or 'Share-the-Road' signage along Monroe Street would be adequate to delineate it as a primary bike route.



'Sharrow' Striping Example



Share-the-Road Signage Example



Follow-Up Public Meeting & Feedback Survey

A second public meeting was held at Herrin City Hall on Thursday, December 10th, 2015. At this meeting, the concept plans were presented to the public in order to garner feedback from local residents and business owners. In addition to the public meeting, an electronic survey was created using surveymonkey.com which also presented the concept plans and asked participants to rate each plan based on how well they addressed the issues in the downtown area.

The public survey was placed on the Greater Egypt Regional Planning Commission website and garnered a total of 109 responses. A copy of the questions from the online survey is included in **Appendix D**. Overall data trends from the online survey are:

- The leading concerns among survey respondents is increasing downtown business patronage (though all options were relatively close in the scoring)
- Concept 1 (Park Avenue Improvements) was tied for the highest weighted average score among the four concepts of 4.6/10.



- The highest-scoring design element was enhanced crosswalks.
 - The lowest-scoring design element was street trees.
- Concept 2 (Madison/Monroe One-Way Conversions) received the lowest weighted average score among the four concepts of 3.2/10.
 - The highest-scoring design element was additional on-street parking.
- Concept 3 (14th/16th One-Way Conversions) received a weighted average score of 3.5/10.
 - The highest-scoring design element was also additional on-street parking.
- Concept 4 (Parking Treatments) tied with Concept 1 in the weighted average scoring with 4.6/10.
 - The highest-scoring design element was the shared public/private parking.
- Maintaining the current two-way traffic flow was significantly favored over switching to one-way streets, Concept 3 is preferred over Concept 2.
- Themes from the public comments:
 - Overall opposition to one-way streets;
 - Handicap access is important, especially on Park Avenue;
 - Concern over who would be paying for enhancements; and
 - Parking for businesses along Park Avenue is lacking.

A complete inventory of the survey responses is available in **Appendix E**, and a listing of all of the public comments received both through the survey and via email is included in **Appendix F**.

The results of the public survey and feedback at the second public meeting show that Concepts 1 and 4 are heavily favored over the one-way street options and should be pursued first. These concepts better address the most critical needs of downtown businesses and increase the multi-modal safety of the downtown area; therefore, they should be the priority for the city and MPO moving forward. It is recommended that Concepts 2 and 3 are pursued only after meaningful progress has been made on Concepts 1 and 4, and should be vetted further with downtown business owners before moving forward.



Conclusion

From the feedback gathered in the public survey, it is clear that some concepts and recommendations are more important and popular than others. Consequently, a prioritization of recommendations was developed as follows:

1. Concept 1 (Park Avenue Improvements): safety was the number one issue presented by stakeholders and the analysis of relevant data. Concept 1 addresses many of these multi-modal safety issues and provides the best potential funding streams for the near future.

2. Concept 4 (Parking Treatments): the proposed enhancements scored relatively highly in the public survey and parking was one of the biggest concerns of area business owners. By improving the visibility and accessibility of public parking, the perception of a lack of available parking will be reduced.

3. Handicap Accessibility: while Concept 1 addresses handicap accessibility on Park Avenue, there are still many other portions of the study area that have non-compliant curb ramps and sidewalks in poor condition. These deficiencies should be remedied to avoid people in wheelchairs and scooters from having to use the street to get around the study area.

4. Sidewalk Dining Pilot Programs: the city should encourage local restaurants to provide outdoor dining options by adding to the municipal code and by performing pilot programs that allow restaurants to test out sidewalk dining and potentially utilizing temporary 'parklets' to experiment with curb extensions.

5. Enhanced Pedestrian Signage: as Park Avenue is the most critical location for this type of signage and these enhancements could be included as part of Concept 1. However, Monroe Street and the offset intersections on Cherry and Walnut Streets could also benefit from additional pedestrian signage.

6. Bicycle Infrastructure: while bicycle infrastructure improvements should be addressed as part of a larger city-wide or regional bike plan, small improvements such as 'sharrows' or 'share-the-road' signage could be placed on Monroe and/or 13th Streets as they would be ideal locations for some type of bicycle facilities.

7. One-Way Street Conversions (Concepts 2 and 3): these concepts are recommended to be used as potential future enhancements if market forces dictate a need for additional on-street parking and additional pedestrian infrastructure. These benefits currently do not outweigh the drawbacks of converting to one-way streets such as more circuitous travel and a lack of access to certain businesses.



Appendices



Appendix A: Sidewalk Inventory

ID	Street Name	From	To	Side of Street	Width	Condition
14th-1	14th St.	Adams St.	Madison St.	West	6'	Good
14th-2	14th St.	Adams St.	Madison St.	East	4'	Poor
14th-3	14th St.	Madison St.	Monroe St.	West	4'	Fair
14th-4	14th St.	Madison St.	Monroe St.	East	5'	Fair
14th-5	14th St.	Monroe St.	Cherry St.	West	4'	Fair
14th-6	14th St.	Monroe St.	Cherry St.	East	5'	Fair
14th-7	14th St.	Cherry St.	Walnut St.	West	8'	Poor
14th-8	14th St.	Cherry St.	Walnut St.	East	9'	Fair
14th-9	14th St.	Walnut St.	Harrison St.	West	9'	Fair
14th-10	14th St.	Walnut St.	Harrison St.	East	9'	Fair
16th-1	16th St.	Adams St.	Madison St.	West	4'	Good
16th-2	16th St.	Adams St.	Madison St.	East	4'	Fair
16th-3	16th St.	Madison St.	Monroe St.	West	4'	Poor
16th-4	16th St.	Madison St.	Monroe St.	East	6'	Poor
16th-5	16th St.	Monroe St.	Cherry St.	West	6'	Fair
16th-6	16th St.	Monroe St.	Cherry St.	East	4'	Poor
16th-7	16th St.	Cherry St.	Walnut St.	West	5'	Poor
16th-8	16th St.	Cherry St.	Walnut St.	East	6'	Poor
16th-9	16th St.	Walnut St.	Harrison St.	West	12'	Good
16th-10	16th St.	Walnut St.	Harrison St.	East	8'	Fair
Adams-1	Adams St.	16th St.	IL-148	North	4'	Poor
Adams-2	Adams St.	16th St.	IL-148	South		None
Adams-3	Adams St.	IL-148	14th St.	North	4'	Fair
Adams-4	Adams St.	IL-148	14th St.	South	4'	Fair
Cherry-1	Cherry St.	17th St.	16th St.	North	4'	Fair
Cherry-2	Cherry St.	17th St.	16th St.	South	5'	Good
Cherry-3	Cherry St.	16th St.	IL-148	North	8'	Fair
Cherry-4	Cherry St.	16th St.	IL-148	South	8'	Fair
Cherry-5	Cherry St.	IL-148	14th St.	North	7'	Fair
Cherry-6	Cherry St.	IL-148	14th St.	South	5'	Good
Cherry-7	Cherry St.	14th St.	13th St.	North	5'	Fair
Cherry-8	Cherry St.	14th St.	13th St.	South		None
148-1	IL-148	Adams St.	Madison St.	West	12'	Fair
148-2	IL-148	Adams St.	Madison St.	East	9'	Fair
148-3	IL-148	Madison St.	Monroe St.	West	12'	Fair
148-4	IL-148	Madison St.	Monroe St.	East	12'	Fair
148-5	IL-148	Monroe St.	Cherry St.	West	12'	Fair



148-6	IL-148	Monroe St.	Cherry St.	East	12'	Good
148-7	IL-148	Cherry St.	Walnut St.	West	10'	Fair
148-8	IL-148	Cherry St.	Walnut St.	East	13'	Fair
148-9	IL-148	Walnut St.	Harrison St.	West	5'	Good
148-10	IL-148	Walnut St.	Harrison St.	East	12'	Fair
Madison-1	Madison St.	17th St.	16th St.	North	4'	Fair
Madison-2	Madison St.	17th St.	16th St.	South	None	
Madison-3	Madison St.	16th St.	IL-148	North	4'	Fair
Madison-4	Madison St.	16th St.	IL-148	South	5'	Poor
Madison-5	Madison St.	IL-148	14th St.	North	9'	Fair
Madison-6	Madison St.	IL-148	14th St.	South	9'	Fair
Madison-7	Madison St.	14th St.	13th St.	North	4'	Poor
Madison-8	Madison St.	14th St.	13th St.	South	None	
Monroe-1	Monroe St.	17th St.	16th St.	North	5'	Fair
Monroe-2	Monroe St.	17th St.	16th St.	South	5'	Fair
Monroe-3	Monroe St.	16th St.	IL-148	North	6'	Fair
Monroe-4	Monroe St.	16th St.	IL-148	South	8'	Good
Monroe-5	Monroe St.	IL-148	14th St.	North	5'	Fair
Monroe-6	Monroe St.	IL-148	14th St.	South	4'	Fair
Monroe-7	Monroe St.	14th St.	13th St.	North	9'	Good
Monroe-8	Monroe St.	14th St.	13th St.	South	6'	Fair
Walnut-1	Walnut St.	17th St.	16th St.	North	None	
Walnut-2	Walnut St.	17th St.	16th St.	South	None	
Walnut-3	Walnut St.	16th St.	IL-148	North	6'	Fair
Walnut-4	Walnut St.	16th St.	IL-148	South	5'	Good
Walnut-5	Walnut St.	IL-148	14th St.	North	9'	Good
Walnut-6	Walnut St.	IL-148	14th St.	South	8'	Fair
Walnut-7	Walnut St.	14th St.	13th St.	North	None	
Walnut-8	Walnut St.	14th St.	13th St.	South	4'	Good



Appendix B: On-Street Parking Inventory

ID	Street Name	From	To	# of Spaces	Utilization
14th-1	14th St.	Adams St.	Madison St.	11	50%
14th-2	14th St.	Madison St.	Monroe St.	13	10%
14th-3	14th St.	Monroe St.	Cherry St.	19	30%
14th-4	14th St.	Cherry St.	Walnut St.	1	0%
14th-5	14th St.	Walnut St.	Harrison St.	12	80%
16th-1	16th St.	Adams St.	Madison St.	0	-
16th-2	16th St.	Madison St.	Monroe St.	10	40%
16th-3	16th St.	Monroe St.	Cherry St.	11	50%
16th-4	16th St.	Walnut St.	Harrison St.	0	-
Adams-1	Adams St.	16th St.	IL-148	8	25%
Adams-2	Adams St.	IL-148	14th St.	22	50%
Cherry-1	Cherry St.	17th St.	16th St.	10	0%
Cherry-2	Cherry St.	16th St.	IL-148	35	50%
Cherry-3	Cherry St.	IL-148	14th St.	35	15%
Cherry-4	Cherry St.	14th St.	13th St.	10	0%
148-1	IL-148	Adams St.	Madison St.	23	20%
148-2	IL-148	Madison St.	Monroe St.	18	60%
148-3	IL-148	Monroe St.	Cherry St.	15	30%
148-4	IL-148	Cherry St.	Walnut St.	3	30%
148-5	IL-148	Walnut St.	Harrison St.	12	25%
Madison-1	Madison St.	17th St.	16th St.	5	0%
Madison-2	Madison St.	16th St.	IL-148	8	75%
Madison-3	Madison St.	IL-148	14th St.	9	60%
Madison-4	Madison St.	14th St.	13th St.	16	20%
Monroe-1	Monroe St.	17th St.	16th St.	19	50%
Monroe-2	Monroe St.	16th St.	IL-148	8	80%
Monroe-3	Monroe St.	IL-148	14th St.	8	30%
Monroe-4	Monroe St.	14th St.	13th St.	17	15%
Walnut-1	Walnut St.	17th St.	16th St.	22	10%
Walnut-2	Walnut St.	16th St.	IL-148	18	70%
Walnut-3	Walnut St.	IL-148	14th St.	20	30%
Walnut-4	Walnut St.	14th St.	13th St.	28	80%



Appendix C: Off-Street Parking Inventory

ID	On Street	From	To	# of Spaces	Utilization
NE-1	Madison St.	IL-148	14th St.	13	80%
NE-2	14th St.	Adams St.	Madison St.	53	0%
NE-3	Monroe St.	IL-148	14th St.	83	40%
NE-4	14th St.	Madison St.	Monroe St.	13	0%
NW-1	16th St.	Adams St.	Madison St.	20	50%
NW-2	Madison St.	16th St.	17th St.	82	1%
NW-3	16th St.	Madison St.	Monroe St.	50	40%
SE-1	13th St.	Monroe St.	Cherry St.	84	15%
SE-2	IL-148	Cherry St.	Walnut St.	35	20%
SE-3	IL-148	Cherry St.	Walnut St.	Under Construction	
SE-4	Harrison St.	13th St.	14th St.	171	80%
SW-1	Monroe St.	IL-148	16th St.	10	20%
SW-2	IL-148	Monroe St.	Cherry St.	8	50%
SW-3	16th St.	Cherry St.	Walnut St.	52	15%
SW-4	IL-148	Cherry St.	Walnut St.	34	30%
SW-5	16th St.	Walnut St.	Harrison St.	23	10%
SW-6	IL-148	Walnut St.	Harrison St.	80	15%



Appendix D: Online Survey Questions

1. Rank your top five concerns from highest priority (1) to lowest (5) for the downtown study area.
 - a. _____ Speeding
 - b. _____ Traffic Flow / Volume and/or Congestion
 - c. _____ Pedestrian/Bicycle Safety
 - d. _____ Increasing Patronage of Downtown Businesses
 - e. _____ Lack of Sufficient Public Parking

2. How would you rate Concept 1 (Park Avenue Improvements) with regards to addressing your top concerns?
 - a. _____ 10 = fully addresses and solves issues, 1 = does not address issues at all.

3. What element of Concept 1 (Park Avenue Improvements) could be most effective at addressing the issues on the Park Avenue corridor?
 - a. _____ Curb Bump-Outs
 - b. _____ Enhanced Crosswalks
 - c. _____ Pedestrian Lighting
 - d. _____ Curb Extensions
 - e. _____ Medians and Monument Signs
 - f. _____ Street Trees

4. What element of Concept 1 (Park Avenue Improvements) could be least effective at addressing the issues on the Park Avenue corridor?
 - a. _____ Curb Bump-Outs
 - b. _____ Enhanced Crosswalks
 - c. _____ Pedestrian Lighting
 - d. _____ Curb Extensions
 - e. _____ Medians and Monument Signs
 - f. _____ Street Trees

5. How would you rate Concept 2 (Madison/Monroe One-Way Conversions) with regards to addressing your top concerns?
 - a. _____ 10 = fully addresses and solves issues, 1 = does not address issues at all.

6. What element of Concept 2 (Madison/Monroe One-Way Conversions) could be most effective at addressing the issues within the downtown area?
 - a. _____ Curb Bump-Outs
 - b. _____ Additional On-Street Parking
 - c. _____ Sidewalk Extensions for Additional Dining Space
 - d. _____ Park Avenue Medians with Pedestrian Refuges
 - e. _____ Street Trees
 - f. _____ Consolidated Parking Access



7. How would you rate Concept 3 (14th/16th One-Way Conversions) with regards to addressing your top concerns?
 - a. _____ 10 = fully addresses and solves issues, 1 = does not address issues at all.

8. What element of Concept 3 (14th/16th One-Way Conversions) could be most effective at addressing the issues within the downtown area?
 - a. _____ Curb Bump-Outs
 - b. _____ Additional On-Street Parking
 - c. _____ Sidewalk Extensions for Additional Dining Space
 - d. _____ Street Trees

9. Which do you feel is more important:
 - a. _____ Maintaining the current two-way traffic patterns
 - b. _____ Providing additional on-street parking

10. Which one-way pairing do you prefer?
 - a. _____ **Concept 2** (Madison/Monroe One-Way Conversions)
 - b. _____ **Concept 3** (14th/16th One-Way Conversions)

11. How would you rate Concept 4 (Parking Treatments) with regards to addressing your top concerns?
 - a. _____ 10 = fully addresses and solves issues, 1 = does not address issues at all.

12. What element of Concept 4 (Parking Treatments) could be most effective at addressing the issues within the downtown area?
 - a. _____ Parking Guide Signage
 - b. _____ Parking Monument Signage at Parking Entries
 - c. _____ Shared Public/Private Parking Options
 - d. _____ Possible Additional Off-Street Parking North of Adams Street

13. Provide any additional comments regarding the concepts presented or any general comments, such as your primary concerns or the biggest opportunities you see for improvement within the study area
 - a. _____

14. (OPTIONAL) Please provide your name and email address if you'd like us to follow up with any additional information.
 - a. Name _____
 - b. Email Address _____



Appendix E: Online Survey Responses

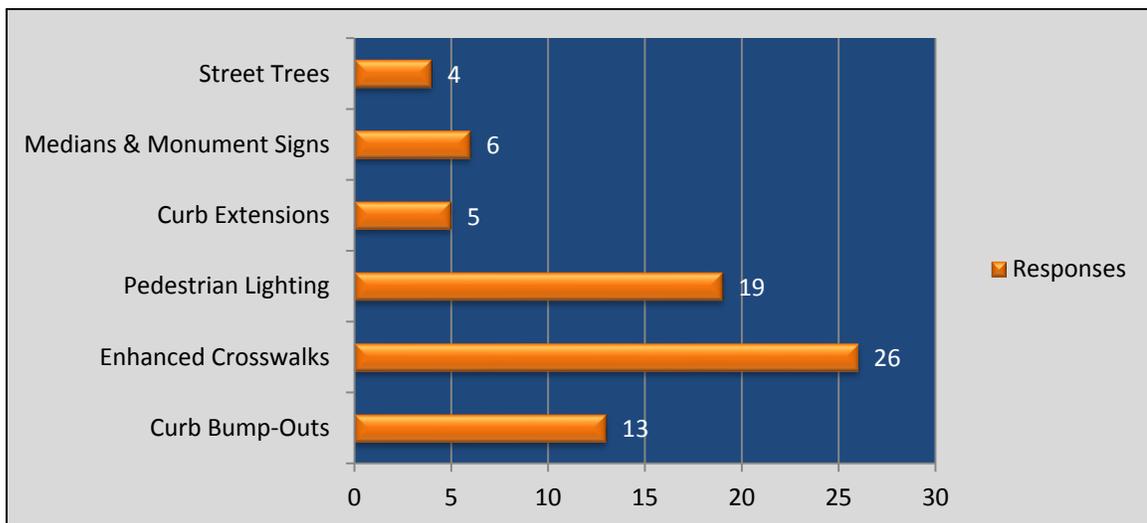
1. Rank your top five concerns from highest priority (1) to lowest (5) for the downtown study area.

Answer Options	1	2	3	4	5	Rating Average
Speeding	12	16	19	20	29	3.40
Traffic Flow/ Volume and/or Congestion	15	21	20	23	19	3.10
Pedestrian/Bicycle Safety	15	19	28	22	15	3.03
Increasing Patronage of Downtown Businesses	40	20	14	17	13	2.45
Lack of Sufficient Public Parking	19	23	22	16	23	3.01

2. How would you rate Concept 1 (Park Avenue Improvements) with regards to addressing your top concerns?

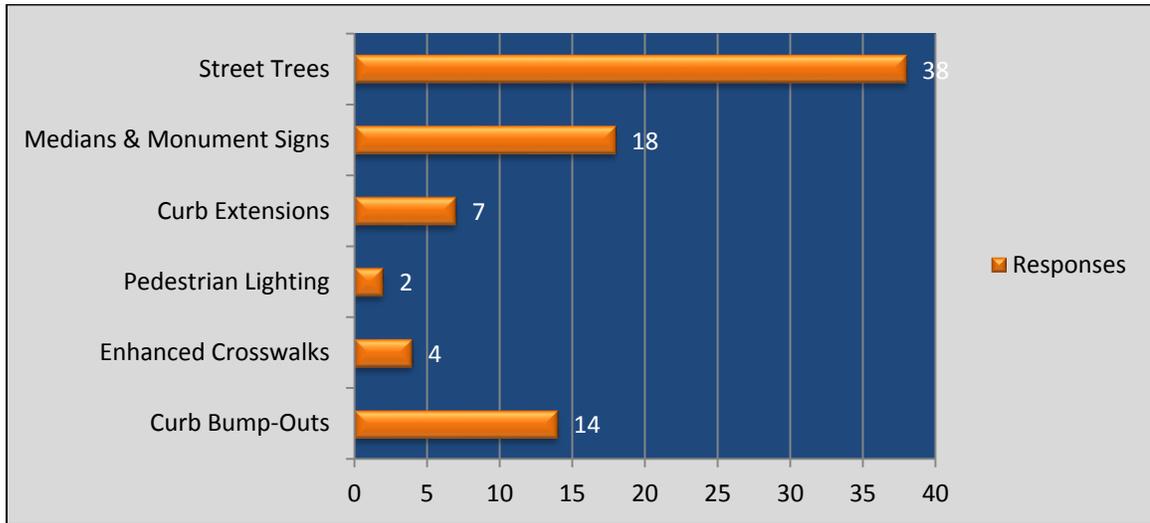
	1	2	3	4	5	6	7	8	9	10	Rating Avg.
10= fully addresses and solves issues, 1 = does not address issues at all	17	8	10	8	12	6	6	9	5	4	4.59

3. What element of Concept 1 (Park Avenue Improvements) could be most effective at addressing the issues on the Park Avenue corridor?





4. What element of Concept 1 (Park Avenue Improvements) could be least effective at addressing the issues on the Park Avenue corridor?



5. How would you rate Concept 2 (Madison/Monroe One-Way Conversions) with regards to addressing your top concerns?

	1	2	3	4	5	6	7	8	9	10	Rating Avg.
10= fully addresses and solves issues, 1 = does not address issues at all	34	7	9	3	14	1	6	2	2	2	3.24

6. What element of Concept 2 (Madison/Monroe One-Way Conversions) could be most effective at addressing the issues within the downtown area?





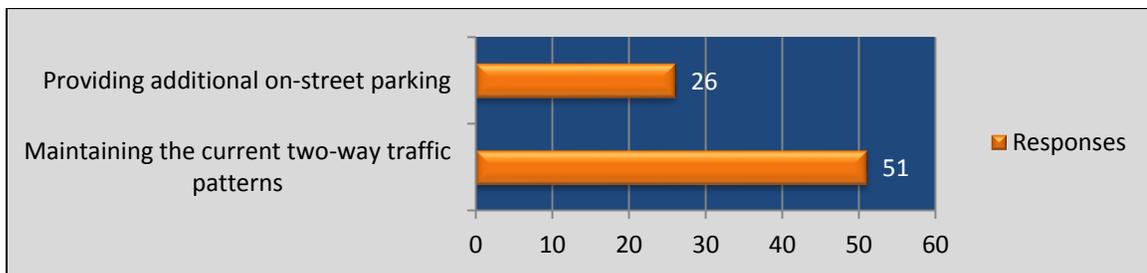
7. How would you rate Concept 3 (14th/16th One-Way Conversions) with regards to addressing your top concerns?

	1	2	3	4	5	6	7	8	9	10	Rating Avg.
10= fully addresses and solves issues, 1 = does not address issues at all	28	9	11	2	10	4	6	4	2	2	3.50

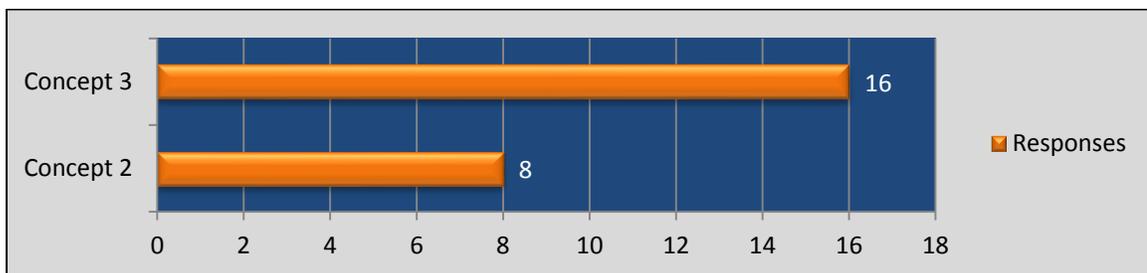
8. What element of Concept 3 (14th/16th One-Way Conversions) could be most effective at addressing issues within the downtown area?



9. Which do you feel is more important:



10. Which one-way pairing do you prefer?





11. How would you rate Concept 4 (Parking Treatments) with regards to addressing your top concerns?

	1	2	3	4	5	6	7	8	9	10	Rating Avg.
10= fully addresses and solves issues, 1 = does not address issues at all	11	6	6	9	18	6	7	3	2	4	4.64

12. What elements of Concept 4 (Parking Treatments) could be most effective at addressing the issues within the downtown area?





Appendix F: Comments from Online Survey and Public Meeting

- As a Herrin business and property owner, we feel the need for additional parking is needed for the life of park avenue businesses esp. those on the north end. concept 4 would be a great improvement. Without adequate parking there is no business environment, as most business studies indicate. customers want the closest parking possible. without parking for customers there is no business.
- As someone who uses Monroe daily, I feel that it functions as a major use road and converting it to one-way would be a major mistake. Also, I do have some possible ideas, many of which could be considered radical, that I feel could have to potential to make a major impact on downtown Herrin. How might I be able to make such proposals to the SIMPO group heading this project?
- Have parking meters in the city parking lots. Get rid of "parking for x customers only" in city owned parking lots.
- Need elevated cross walks in at least 2 locations. Get rid of the bars!!!
- Herrin needs LESS bars. Look at all the proposed parking in the general area of the Cherry street bars! Herrin does NOT need one way streets. Getting down Monroe is hard enough as it is, let alone the members of OLMC parking on both sides of the street. Many times I have almost hit people when they swing their car doors open while cars are coming from both directions and you have no where to go to avoid hitting them!
- I think the only real issue is the attractiveness of the downtown area and the lack of a theme. People get excited when there's been some effort put into coordination of appearance. Think of Benton, IL, or Charleston, MO. The towns' business district has been unified by the brick sidewalks, planter boxes, and street lights. It's inviting and communicates that they are all on the same page, reaching out to potential customers. Herrin is a hodge-podge with every owner doing their own thing without regard to unified theme and presentation of the whole. Traffic is not the issue. Getting the traffic to stop at the stores is. . .
- With the expansion of the Hospital maybe having a parking garage should be looked into as an option. Also the town needs to address the problem that Herrin's Downtown is NOT as handicap accessible as it needs to be. It is too hard to shop in town if you are able bodied, if you have a wheelchair or other mobile aid then it is almost impossible. The city also needs to look into what stores would bring in people to want to shop. Right now there isn't much to choose from. We could focus on turning it into more of a small/hometown feel that people seem to be looking for. Big stores and malls have lost appeal. We need the more personal touch of mom and pop stores again.
- I live on 16th. If it becomes a one way I will be very aggravated.



- The post office needs more parking.
- I am opposed to Concept 2 as it creates problems for trucking movements headed west bound from the east. Geometric improvements would need to be made at 13th and Monroe and possibly at 13th and Madison. 13th Street and Madison Street is not presently used as a Truck Route thus the existing pavement would need to be evaluated for the additional truck traffic and load. Concept 2 disrupts the flow of heavy equipment from the Public Works Facility located on east Monroe Street and further creates potential logistic problems for snow removal in this corridor. In my opinion Monroe should remain bi-directional. Concept 3 gains about 90 parking locations and from a Public Works perspective has little negative impact other than having to remove snow around extended curblines. I would anticipate these extended curblines to become a maintenance issue over time though I believe they provide an enhanced appearance. Concept 1 has little impact on Herrin Public Works. I am in favor of the enhanced crosswalks, pedestrian bump outs and the extended curblines however I believe the landscaped gateway will become a maintenance issue at some point.
- NO TO ONE WAY STREETS!
- Proposed parking lots north of city hall and Dough Boy will not enhance the Park Avenue esthetic. Need green space/small park like feel on street side. Parking behind. Downtown needs a unified esthetic with either bump outs and planters or pedestrian lighting and hanging baskets. Something that indicates the city is cared for and welcoming for pedestrians/shoppers.
- Turning streets into one-ways is going to cause a lot of problems for people living on those streets as well as cause accidents. Everyone hates Carbondale's one-way streets why would we decrease mobility around our city when traffic flow is not really an issue?
- NO one way streets!!! That's the worst idea ever! Such a pain and causes such a hassle when driving and trying to get to your destination! I'm not sure why all the trees were cut down on park ave but now it looks very bare/not welcoming and I miss seeing the Christmas lights wrapped around the trees. Need more parking for the post office- maybe the post master shouldn't get his own spot? Marion eye center also needs more parking since everyone has to spend 2hrs there. Turning the turning lane into grass in front of the bank for a "ped resting area" is a horrible idea! Maybe if people didn't walk out in front of cars and went when walking sign turned green we wouldn't have a problem! That's how it's done in cities.
- Removing steps on the park ave. People with strollers and in wheelchairs can't go down them and has to go into the road or ditches ext to get around. Also I think one way street in this town would not do any good and that it would make things worse and take more time to get to a location because they can't turn on the street. Also flattening the curbs so people with strollers and wheelchairs don't have to pick it up to get over it. Fixing sidewalks ext. I understand business is good but not worth it if the safety of its people doesn't come first. Why do people with cars and businesses come first before someone's life. I think safety should be your main concern. I'm a stroller walker and I hate that my kids and myself are put at risk for the lack of safety.
- Wider Sidewalks for outside gathering area for outside cafe bistro and cutout parking area
- Cut down on the loud music when teenagers are either driving through town or sitting in parking lots. Enforce the leash law. Maybe the animal control officer could actually return telephone calls.
- Put trees back on Main Street.
- Excellent ideas



- Strongly oppose one way conversions
- I thought it was kind of someone to offer that the bank parking be shared parking, since the banks own their lots. Also, are we now making the city hall a parking lot? According to the map it is?
- Park Avenue has become unsafe for pedestrian travel and anything to make pedestrian traffic safer will also increase visibility of business offerings and could lead to increased sales.
- Who is going to fund all of these improvements? Our city is in sad shape financially already, we've just had a recent water, trash, and sewer increase. There is current discussion of raising our property taxes. The residents are being bled dry already. We don't have enough manpower currently to maintain the crosswalks and curbs as it is. They only get painted right before Herrinfesta each year. We simply cannot afford another increase to fund this so I would like to know where the additional dollars will come from.
- How is Herrin going to pay for any of these changes? I am NOT happy that my water bill and my property taxes are increasing to pay for the ridiculous police and fire pensions that were negotiated by the fools that make up the city council. Many of the citizens who actually work and pay taxes here are actively looking to leave. Herrin has nothing to offer unless you are a recipient of one of those outrageous pensions or you are a criminal. Seems like the police should be held accountable to do their jobs in order to receive those big pension bucks.
- I'm very excited about the idea of bringing trees back to downtown Herrin. I loved how much character they brought to the city. They provided shade for families during parades and always looked so nice when decorated during the holidays. I think all of the improvements look great and look forward to seeing changes in the future.
- I think these are all great ideas for the city of Herrin. First, I would like to say ,personally, I would not like to see Monroe become a one-way headed East. A one-way West would be my preference if that was the design chosen. If the engineers say it's the best way to do it, I am sure I could get used to it. Overall, however I'd rather see the 14th/16th street one-ways as opposed to the Monroe/Madison, Second, while the logistics of making Herrin a more convenient place to stop and eat/shop/socialize/exercise/etc. are probably the more important aspects of improving our city's economy, please don't forget the aesthetics that are pleasing to an overall mood and atmosphere that could make it more enjoyable to be downtown. I understand the city is under a lot of financial pressure and that taking down the trees was a maintenance concern , but replacing them with hanging baskets on new light structures or some kind of greenery downtown with some sidewalk benches, where space would allow, may go a long way to improving downtown life. Thank you for your concern to improve our city. No follow up is necessary, but I would be happy to give an opinion on anything that is proposed or just to be informed on future endeavors. I have spent most of my life growing up and living in Herrin and would love to see it grow and prosper.
- Unnecessary expense in a town that is already in trouble financially.
- Taking away/adding stop lights/signs where needed. Do more things to boost local businesses (parties, Christmas stuff, etc. take ideas from carterville, Cambria...) put the trees back and decorate for Christmas again!!!
- Herrin needs more clothing stores (big/tall, not 2nd hand) and the parking to get to them. No more bars, gas stations, or restaurants (unless it's 24hrs). We need stores that are going to keep Herrin shoppers here and draw outside customers. We need to get factories back in to keep our people working and spending money in Herrin.



- Although one way streets create additional parking, I do not think it would be welcomed by current Herrin residents.
- The biggest stress to me on Park is people parked on the street opening their door into traffic or getting out into traffic. I'm always worried I will hit someone. I do miss the trees as well. It gave a cute small town home feel.
- As a business owner on park Ave we hear complaints about not nearly enough parking.
- We definitely need some beautification along with traffic improvements!! Trees, signs, extended sidewalks are all great ideas!!
- Concerns for Concept 1 - Does not address the limited access to public parking in the uptown area. Trees should be limited in size as not to block business signage.

Concept 2: - Impact to businesses located on Monroe and Madison. Reduces the amount of public parking that could be made available by the use of outside dining areas. Will cause additional parking concerns for businesses located on Monroe. First Southern Bank's private parking will be negatively impacted from the city property being converted to private dining areas. FSB has a parking problem as is with other business's customers and employees parking in its private parking area. One way road will restrict access to FSB. FSB will be required to redesign a newly resurfaced parking area. Safety and traffic concerns caused by the re-direction of traffic on the parallel parking on the south side of the street.

Concept 3: - The creation of outside dining areas should not be at the expense of increasing public parking and should not impact current private parking operations.

- I think there is plenty of public parking in town, it just isn't located near some of the businesses that need it. Making downtown Herrin safer to navigate for pedestrians would make it easier and safer to use the existing public parking that does exist.

I am generally not a fan of the one way street ideas. Having Park Avenue in the middle of Herrin complicates the North/South one way traffic patterns. While Monroe is certainly wide enough to accommodate one way traffic and parking, I can't believe Madison would be big enough to accomplish the same thing.

- Proposed parallel and diagonal parking on side streets/ one way streets may pose a hazard in that streets are not wide enough to accommodate such an arrangement safely. I believe street level lighting would be an enhancement from both a safety and aesthetic perspective. Replacement of trees in downtown area add an element of attractiveness now lacking. Downtown areas have subpar sidewalks, both dangerous to pedestrians and visually unappealing, most need replacement. Downtown area will continue an accelerated deterioration if zoning problems are not addressed. What vibrant downtown allows a soup kitchen in the middle of town? It is my belief, that some of these concepts encourage more pedestrian involvement, but public safety has to be addressed.
- I feel that changing the road ways to one-way streets will cause MORE congestion on the 148 as many people already use 16th and 14th to go around the congestion at the lights. I also live on one of these streets and would have to take alternate ways home to get to and from my house. It would be an inconvenience to many. I think if we were to remove older buildings and make parking lots out of those spaces in order to make things more convenient for businesses already existing and thriving would be the most common sense approach. Where would we get the money for such proposed improvements anyways? I have no idea considering we already need to raise property taxes to cover existing debts. I don't think all of the beautifying aspects are necessary for a town that is already strapped for cash.



- I oppose the change of Monroe Street to one-way. I feel one way traffic would have a negative impact on my business. More diagonal parking adjacent to Frenchman's Widow is more important than an extended sidewalk.
- I'm excited to see a change coming our way. I have reviewed the concept maps and, as a business on the corner of Park Ave. and Monroe I am most in favor of Concept 2. Concept 2 will most improve the parking situation for my clients. I also believe Concept 1 would greatly enhance the look and safety of Park Ave. I'm curious to hear what kind of time frame is expected.