COMPLETE STREETS AND CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED) AUDIT

WASHINGTON PARK, EAST ST. LOUIS, IL, 2021

EQUITABLE CITIES

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ACKNOWLEDGMENTS

The authors of this report would like to thank the following individuals and organizations:

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Active Transportation Alliance

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MTC Community Outreach

- Pastor Charles Rogers
- Tameka Stalley

OVERVIEW

Stakeholders in the cities of Washington Park and East St. Louis, Illinois, in conjunction with the Active Transportation Alliance, requested technical assistance from Equitable Cities LLC to improve healthy living and mobility and reduce social isolation in the Washington Park community as part of the Centers for Disease Control and Prevention's Building Resilient Inclusive Communities (BRIC) Program. This technical assistance supports the 3-year, $1 million Community Based Crime Reduction (CBCR) grant from the U.S. Department of Justice to reduce crime and violence in the Lansdowne/Washington Park neighborhood (Fort, 2020).

The CBCR grant focused specifically on the area between 37th Street Kingshighway and Caseyville Avenue to Bunkum Road in the Washington Park neighborhood. The grant included the following community planning processes: research and engagement, data analysis, prioritized focus areas, strategy and development, participatory budget, plan development, and implementation partners. Key survey findings from the grant revealed that the top safety related concerns from residents were guns and shooting, lack of police presence and protection, kids' safety, inadequate lighting, gangs, and overgrowth and trash. Similarly, the survey findings revealed that residents avoided frequenting the neighborhood as a whole as well as corner stores and other key locations (i.e., local businesses, basketball courts, parks, playgrounds) throughout the neighborhood because of safety-related concerns. The grant also recommended four key focus areas: cultivate resident power; interrupt and deter violence; invest in youth and young adults; and improve the built environment (Fort, 2020).

This report builds on the four key focus areas, specifically the need to "improve the built environment by advancing policies, practices, and projects to improve neighborhood safety and spur economic development." To accomplish the goals set forth by stakeholders in the Washington Park community, Equitable Cities conducted the following tasks between October 22nd and December 31, 2021:

- held several virtual meetings with community representatives, namely Pastor Charles Rogers;
- reviewed and considered findings and recommendations that were documented through the aforementioned CBCR grant;
- conducted "virtual" Complete Streets and Crime Prevention Through Environmental Design (CPTED) audits of several streets within the study area;
- identified two priority locations and developed a photo rendering for a potential "tactical urbanism" improvement(s) as part of BRIC Year 2 funding; and,
- provided overall recommendations to improve safety and mobility within the study.

This report is organized into five sections. This section, the Introduction, briefly outlines the project sponsors, partners, goals, and tasks. Sections II and III, Complete Streets and Crime Prevention Through Environmental Design, provides an overview of complete streets and CPTED. Section IV, Study Area, briefly summarizes the findings and recommendations from the CBCR grant and highlights existing conditions and observations noted along the several streets within the study area and the study area as a whole. Lastly, Section V, Recommendations, includes several Complete Streets and CPTED infused recommendations as well as photo renderings to illustrate potential tactical urbanism project locations in the next phase of the funding.

Example of Complete Street - Decatur, GA.

WHAT ARE COMPLETE STREETS?

Complete Streets are streets that are designed, operated, and maintained with all users in mind. Historically, American cities have prioritized the construction of streets for automobiles over the needs and concerns other roadway users. As a result, the term "complete street" was coined in 1971 by advocacy groups who proposed "routine accommodation" to meet the needs of bicyclists and cyclists on all road projects. The National Complete Street Coalition was formed later in 2005 by established organizations like the American Planning Association, America Bikes, Smart Growth America, and others that defined and promoted the complete street concept to cities and local governments.

Over the years, Many reputable researchers and organizations have defined complete streets, and the examples included below demonstrate the extent to how complete streets are conceptualized and defined.

The US Department of Transportation defines complete streets as "a street designed and operated to enable safe use and support mobility for all users. The users include people of all ages and abilities, regardless of whether they are traveling as drivers, pedestrians, bicyclists, or public transportation riders (Transportation, 2015)".

Lastly, established non-profit organizations like Smart Growth America define complete streets as "streets for everyone complete streets are designed and operated to prioritize safety, comfort, and access to destinations for all people who use the street, especially people who have experienced systemic underinvestment or whose needs have not been met through a traditional transportation approach, including older adults, people living with disabilities, people who cannot afford or do not have access to a car, and any communities. Complete Streets make it easy to cross the street, walk to shops, jobs, and schools, bicycle to work, and move actively with assistive devices. They allow buses to run on time and make it safe for people to walk or move actively to and from train stations (America, What are Complete Streets, 2021)."

In the next section, this report will elaborate on the benefits of complete streets.

Benefits of Complete Streets

In 2015, the National Complete Street Coalition conducted a research study to understand the impact of complete streets on communities through 37 projects. Below are some of the major benefits highlighted in their findings:

- **Safer Streets:** The research shows that it is evident that completes streets make streets safer for everyone; and, it has also been observed that after retrofitting there have been fewer collisions and injuries (America, Safer Streets, Stronger Economies, 2015).
- **Encouraging multi-modal travel:** The study shows that complete streets increased the number of people walking and bicycling on the complete street's corridor, supported by other modes of transit such as biking, public transit, etc. (America, Safer Streets, Stronger Economies, 2015).
- **Affordable to implement and shows big results:** The research shows that cities and local bodies found complete street projects remarkably affordable and cost less to build than building an arterial street. Moreover, low project costs have a positive impact on the urban environment (America, Safer Streets, Stronger Economies , 2015).
- **Complete street is a strategy for economic development:** Complete Streets have much to offer beyond safer streets and better travel mode choices. A Complete Street attracts businesses, increases employment, and increases property values, which attracts more private investment (America, Safer Streets, Stronger Economies, 2015).

WHAT IS CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)?

The planning protagonist, "Jane Jacobs" underlined the concept of "eyes on the street" in her exemplary book for cities, i.e., "The Death and Life of Great American Cities." Her notion behind this concept was to ensure safety and security across the city streets, keeping activity and movement intact.

Existing research on the relationship between CPTED and active transportation highlights the importance of leveraging both Complete Streets and CPTED to reduce crime/fear of crime and increase mobility within communities (Lee, Park, & Jung, 2016; Painter, 1996). 1st Generation CPTED is defined as" the proper design and effective use of the built environment that can lead to a reduction in the fear and incidence of crime and improvement in the quality of life." – C. Ray Jeffrey (1971). Its goal is to reduce opportunities for crime that may be inherent in the design of structures or in the design of neighborhoods. CPTED is a multi-disciplinary approach to deterring criminal behavior. It incorporates principles from: planning, architecture, landscape architecture, law enforcement, and engineers, to name a few. Its major benefits include reduction in crime and the potential for crime; perceived greater safety and security; improvement and beautification of the physical environment; improved quality of life; revitalization and preservation of neighborhoods; and increased business activity. Additional benefits include more efficient use of city personnel and equipment in crime prevention; city departments working toward a common goal; increased communication between the city government and the public; and improved business environment.

Below are noted strategies for all three generations of CPTED. However, it is important to note that no CPTED recommendations can positively ensure or guarantee a crime free environment. It is also equally important to note that recent attempts by a number of municipalities to encourage CPTED policy adoption and implementation has been met with legitimate concerns of discrimination and anti-Black racism. Our perspective on this matter is that CPTED is neutral and unbiased. Thus, the discrimination resulting from CPTED is due to the motivation and intent of its "implementers," not the practice itself.

First Generation CPTED Strategies

As previously mentioned, 1st Generation CPTED is defined as "the proper design and effective use of the built environment that can lead to a reduction in the fear and incidence of crime and improvement in the quality of life," and is based on four key plus three additional overlapping concepts:

- **Territorial Reinforcement:** refers to physical attributes that define sense of ownership. For example, space should clearly defined property lines and clearly distinguish between private, semi-public, and public spaces through low height fencing, landscaping or different texture pavement.
- **Natural Surveillance:** refers to "the placement of physical features, activities, and people in a way that maximizes visibility." For example, clear in-and-out building and street interaction, low fences, and clear visibility from the adjacent property on the street create a safer environment with more people keeping an eye on the street.
- **Image Maintenance and Management:** refers to is "properly maintaining and managing a space that indicates active involvement of, and guardianship and ownership among legitimate users." These can be strategies promote beautification, litter clean ups, and landscape maintenance, etc.
- **Natural Access Control:** focuses on limiting access into properties by defining entryways, park entrance points, or using wayfinding and signage to guide the community to the site.

Example of Territorial Reinforcement (Image Credits: Terrance Glover)

Example of Natural Surveillance with windows facing common areas.

Example of Tactical Urbanism to promote a vibrant and safe environment for all users.

Example of Natural Access Control (Picture Credits: Ohio State University)

- **Legitimate Activity Support:** enhances natural surveillance by providing more legitimate activities for users to participate in by ensuring public space activities complement other activities in the same space.
- **Target Hardening:** focuses on hardening the traditional target by denying access to a crime target through physical or artificial barrier techniques (e.g., locks, alarms, fences, and gates). Target hardening often leads to constraints on use, access, and enjoyment of the hardened environment (Lawrence J.Fennelly, 2016).
- **Geographical Juxtaposition:** encompasses all of the preceding six strategies. Its goal is to determine whether and how effective urban design and planning interventions or tactical urbanism interventions were in reducing crime and crime fear in the study area.

Second Generation CPTED Strategies

2nd Generation CPTED is not a replacement for 1st Generation CPTED. Instead, it is focused on community building and involvement to develop their self-policing capabilities, as people who are more actively involved in their communities are more likely to respond to an unacceptable activity in their area.

- **Social Cohesion:** Enhancing mutual respect and understanding in a community along with an appreciation for diversity and differences, as a cohesive community is more likely to be able to effectively undertake collective actions.
- **Community Connectivity:** Building a stronger network with agencies, such as government funding grants to create new programs. This connection, both within and outside the community, will strengthen the community to build and maintain the space (Association, 2021). It is important that the community and agencies collaborate and work together instead of operating in silos.
- **Community Culture:** Encouraging opportunities for a community to get together in order to foster a sense of belonging and place, which can make them "want" to defend their area and develop a sense of ownership.
- **Threshold Capacity:** To create and develop an environment that promotes land use density and diversity, but within a threshold that preserves the community identity and sense of ownership.
- **Inclusivity:** Ensuring that all the members of a community feel like involved stakeholders, and participate in and contribute to the community activities, fostering social cohesion, connectivity, and culture.

Third Generation CPTED Strategies

3rd Generation CPTED builds on 1st and 2nd Generation CPTED and is defined as "adopting a holistic range of strategies addressing public health, sustainability, environment, and crime, in order to construct truly safe and high-quality environments." It focuses on developing a green, sustainable approach to improve urbanites' living standards and the city's image as user-friendly, safe, and secure. Furthermore, it aims to foster a sense of ownership and belonging to a larger community by encouraging citizen engagement and participation in improving urban living conditions. 3rd Generation CPTED is based on the idea that a sustainable green urbanity is perceived as safe by its residents and visitors alike. The perception of urban space as safe has improved because of the focus on sustainable green environmental design strategies (Lawrence J. Fennelly, 2018).

STUDY AREA

Equitable Cities conducted "virtual" Complete Streets and Crime Prevention Through Environmental Design (CPTED) audits of the following streets within the Washington Park neighborhood study area: Kingshighway, Bunkum Road, N 37th Street, Caseyville Avenue, N 45th Street, Hallows Avenue, N 48th Street, and N 49th Street. The Complete Streets audit focused on the presence, absence, quality, and condition of the following infrastructure: sidewalks, bike lanes (or wide paved shoulders), bus lanes, bus stops, crosswalks, lighting, and green infrastructure. The CPTED audit took into account principles of 1st, 2nd, and 3rd generation CPTED and focused on the following elements: legitimate activity support, target hardening, geographical juxtaposition, social cohesion, community connectivity, community culture, threshold capacity, inclusivity and green strategies.

In addition to the boundary roads, the goal of the study area is to evaluate roadways connecting the Roosevelt Homes residential complex and the Mt. Calvary Church of God. Other major boundaries of the neighborhood include Interstate 64 to the south, the CSX rail line to the north, Interstate 255 to the east, and Interstate 55 to the west.

Much of the study area consists of one- or two-lane local, residential streets connecting to larger roadways on the boundary of the study area. Many of the interior streets do not have sidewalks, however some do have contiguous sidewalks, while others have inconsistently connected pedestrian paths or sidewalks. The right of ways vary in width, with some roads providing a shoulder.

RECOMMENDATIONS

Based on the virtual audits of the streets in the study area as well as the study area as a whole, below is an initial list of proposed recommendations that should be considered throughout the entire study area. Please note that more street-specific recommendations are included in the following sections. This initial list of recommendations are divided into the following distinct categories: programs, plans, policies, and projects.

Policies

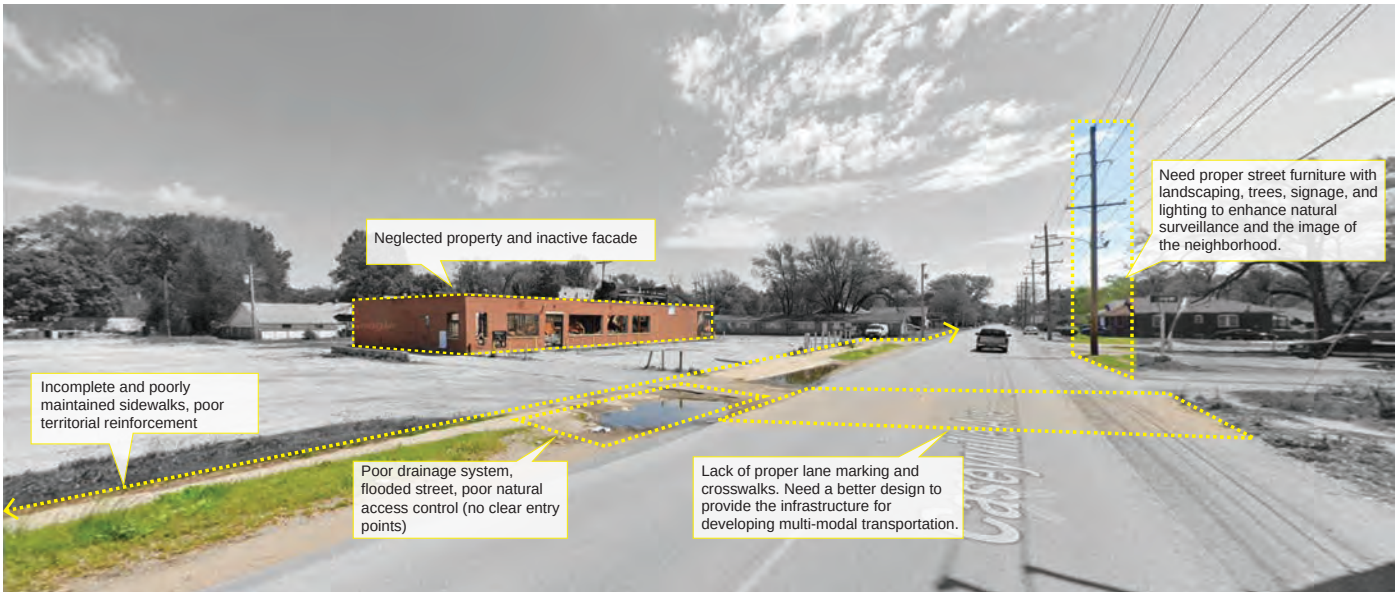
- Citywide adoption, implementation, and institutionalization of Complete Streets
- Citywide adoption, implementation, and institutionalization of Crime Prevention Through Environmental Design
- Develop a Complete Streets & CPTED Task Force or Action Committee
- Development of a Citywide Racial Equity Action Plan
- Adoption of a Green Streets Plan

Plans & Physical Improvements

- Street lighting: LED lighting throughout the city, particularly along major thoroughfares and public parks
- Tactical Urbanism projects
- Active Transportation and Mobility Action Plan - consider bike lanes and crosswalks where possible.
- Sidewalk installation, maintenance, and repairs
- Roadway markings, crosswalks, stop lines, and MUTCD pedestrian and vehicular signage
- Streetscaping with trees, landscaping, and street furniture
- Bus shelters and refuge areas
- Drainage and stormwater infrastructure

Programs

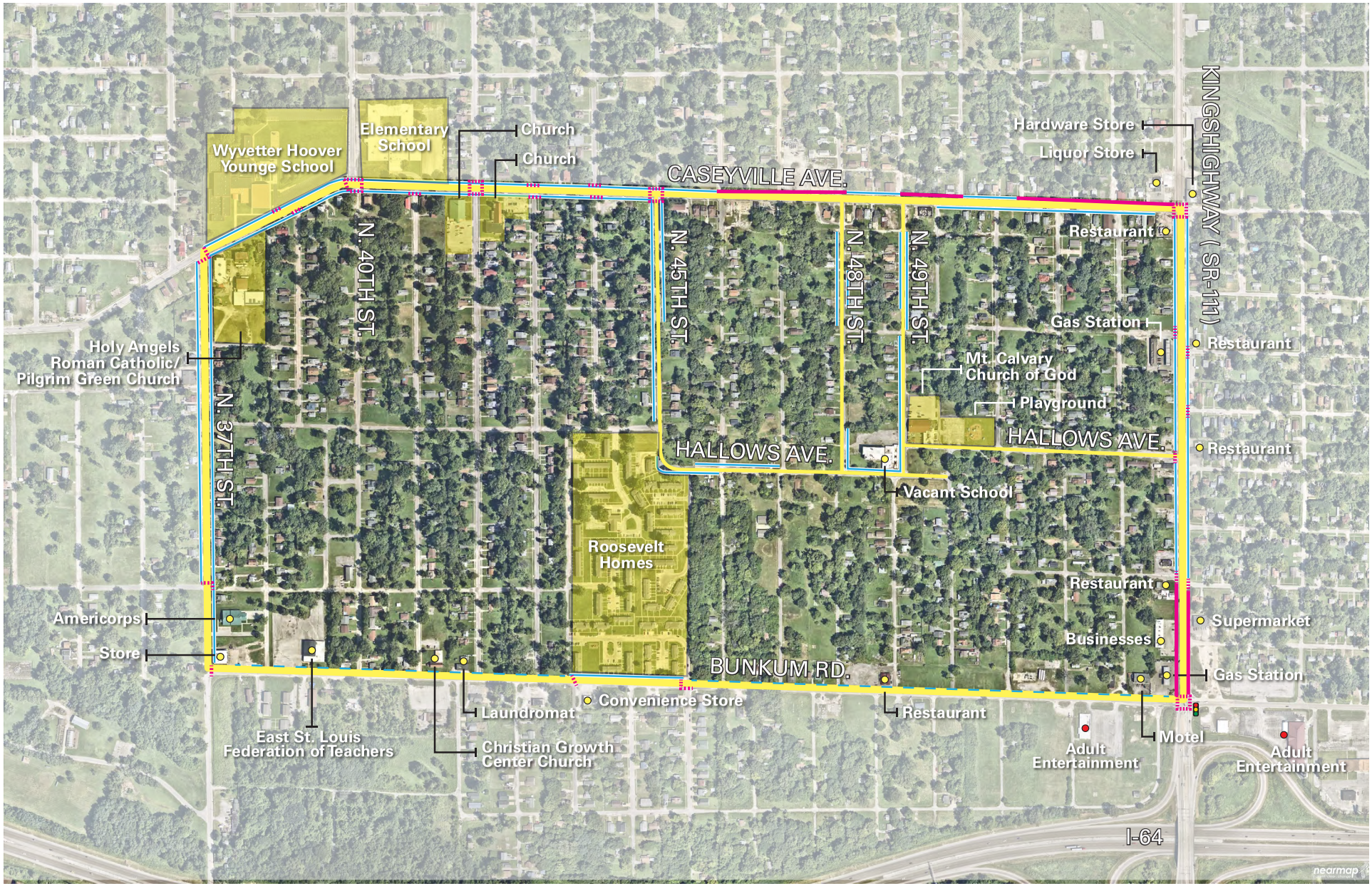
- Address illegal dumping throughout the study area by developing a web-based dump site database
- Strategies for creating safer parks:
  - » Locate programmed activities near the park perimeter
  - » Bring food concessions along the park edge
  - » Maximize human presence
  - » Create programming and physical design
  - » Develop activities beyond those organized sports facilities & playgrounds
  - » Offer a variety of tours or events
  - » Address safety perceptions



Example of conditions recognized throughout the Study Area

Complete Streets and Crime Prevention Through Environmental Design (CPTED) Audit

Washington Park, East St. Louis



Existing Conditions

- Point of Interest
- Existing Sidewalk
- Shoulder Only

Recommendations

- Sidewalk improvement
- Crosswalk Markings

CASEYVILLE AVENUE

Caseyville Avenue is a two- to three-lane roadway and has sidewalks for most of the length included in the study area. Of the roadways evaluated, Caseyville Avenue has the second most consistent sidewalk network, while still having sections missing at various segments. These missing segments or areas in need of repair are typically found fronting vacant parcels, storefronts, or inactive structures. To the northwest section of the study area, there are several major points of interest along Caseyville Avenue. These destinations include Wyvetter Younge School, United Lutheran Christian Elementary School, Pilgrim Green and Holy Angels Roman Catholic Church, Unity Lutheran Church, and St. Mark Missionary Baptist Church. Along Caseyville Avenue, all except the intersections at N. 37th Street and Kingshighway have unmarked crosswalks. There are faded crosswalk markings near the schools and churches. There are street lights along Caseyville Avenue placed predominantly on electrical poles at intersections.

CPTED Principles

- Natural Surveillance
- Community Connectivity
- Image Maintenance and Management
- Legitimate Activities Support
- Threshold Capacity
- Natural Access Control
- Territorial Reinforcement

- **Pedestrian Safety:** Provide clear crosswalk markings, pedestrian signage, and roadway markings. Reduce turn radius to discourage high-speed turns and provide better visibility to people walking in the crosswalk.
- **Tactical Urbanism:** Potential location for intersection mural to bring the community together and improve pedestrian safety near schools, churches, and along bus route.

- **Pedestrian Safety:** Provide clear crosswalk markings, pedestrian signage, and roadway markings.

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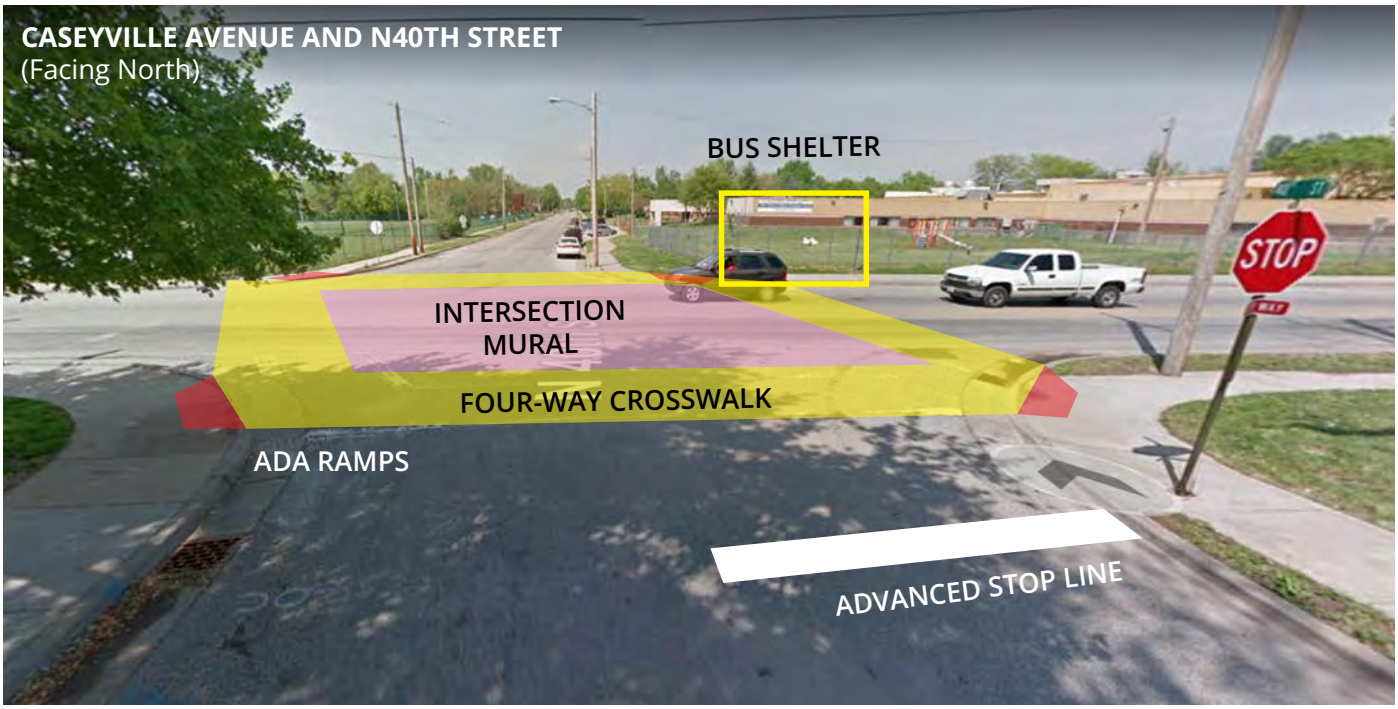
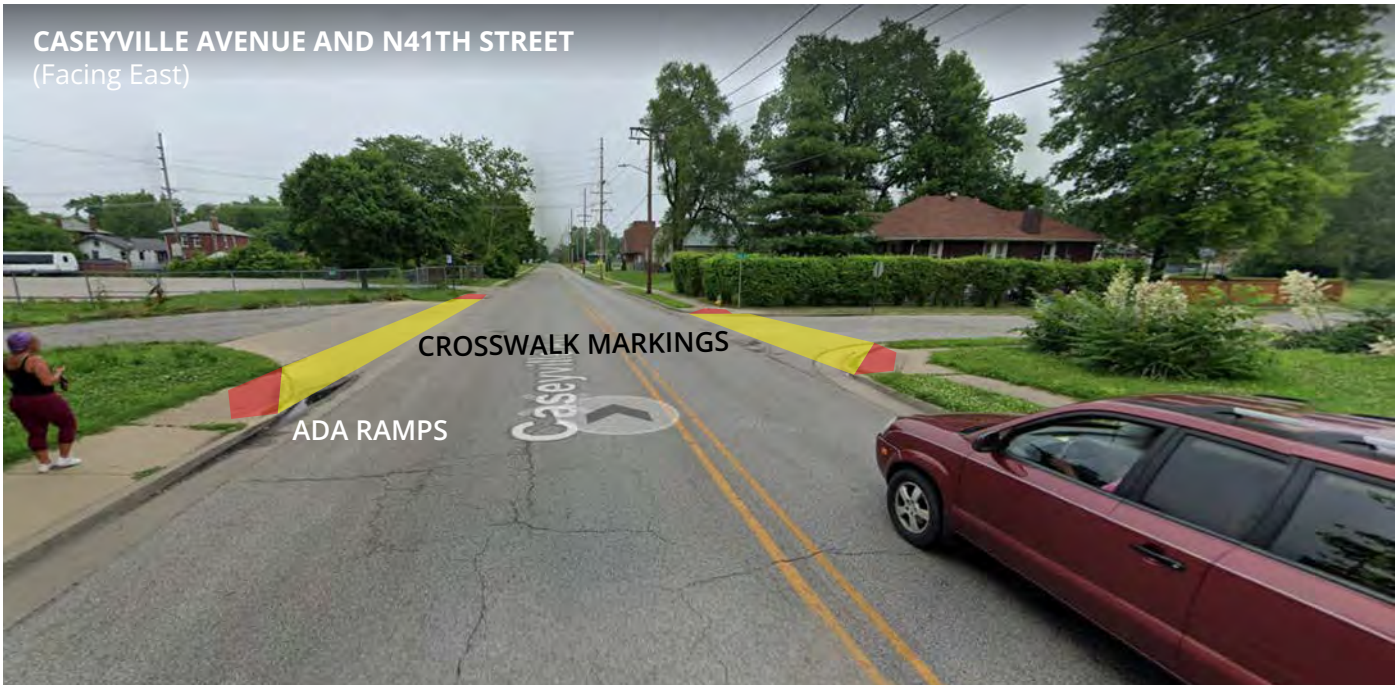


- **Pedestrian Safety:** Provide clear crosswalk markings, pedestrian signage, and roadway markings.
- **Tactical Urbanism:** Potential location for intersection mural to bring the community together and improve pedestrian safety near schools and along bus route.



- **Pedestrian Safety:** Provide clear crosswalk markings, pedestrian signage, and roadway markings.

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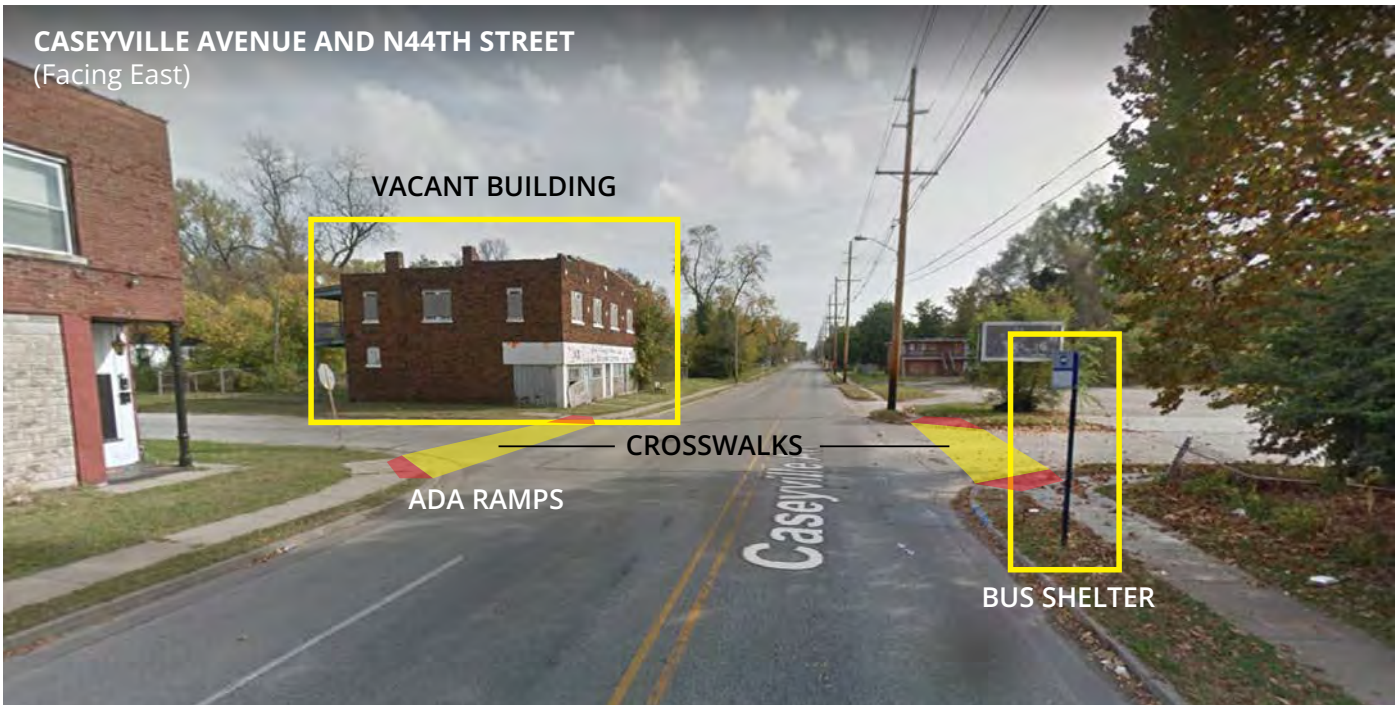
- **Image Maintenance and Management:** Properly maintaining and managing a space that indicates active involvement of, and guardianship and ownership among legitimate users.

- **Pedestrian Safety:** Provide clear crosswalk markings and pedestrian signage.
- **Image Maintenance and Management:** Work with property owner to address neglected property.
- **Natural Surveillance**: The placement of physical features, activities, and people in a way that maximizes visibility. Designing landscapes that allow clear, unobstructed views of surrounding areas.



- **Natural Surveillance and Community Connectivity:** Maintain and activate neglected properties.
- **Natural Access Control:** Clear access points help the community navigate.
- **Image Maintenance and Management:** Improving street and sidewalks conditions and providing a bus shelter to create identity and visibility.

- **Pedestrian Safety:** Provide clear crosswalk markings and pedestrian signage.

- **Pedestrian Safety:** Work with business owner to maintain clear, free pedestrian path.
- **Image Maintenance and Management:** Work with property owners to maintain properties and address overgrown vegetation.

- **Pedestrian Safety:** Work with business owner to maintain clear, free pedestrian path.
- **Roadway Maintenance:** Repair existing pavement and slope for proper drainage.
- **Natural Surveillance**: The placement of physical features, activities, and people in a way that maximizes visibility. Designing landscapes that allow clear, unobstructed views of surrounding areas.
- **Geographical juxtaposition:** An area's surrounding environment can influence criminal behavior and safety in that space and vice-versa.

- **Pedestrian Safety:** Maintain and repair existing sidewalk. Install new sidewalk where missing.
- **Green Infrastructure:** Repair pavement and consider pervious pavers to allow natural drainage.
- **Image Maintenance and Management:** Work with property owners to maintain properties and vacant building.
- **Geographical Juxtaposition:** An area's surrounding environment can influence criminal behavior and safety in that space and vice-versa.

- **Pedestrian Safety:** Maintain and repair existing sidewalk. Install new sidewalk where missing.
- **Image Maintenance and Management:** Work with property owners to maintain properties and overgrown vegetation.
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- **Roadway Maintenance:** Repair existing pavement and slope for proper drainage.
- **Natural Surveillance:** The placement of physical features, activities, and people in a way that maximizes visibility. Designing landscapes that allow clear, unobstructed views of surrounding areas.

- **Image Maintenance and Management:** Work with property owners to maintain properties, provide additional lighting to address security and safety.
- **Natural Surveillance:** The placement of physical features, activities, and people in a way that maximizes visibility. Designing landscapes that allow clear, unobstructed views of surrounding areas.

Complete Streets and Crime Prevention Through Environmental Design (CPTED) Audit

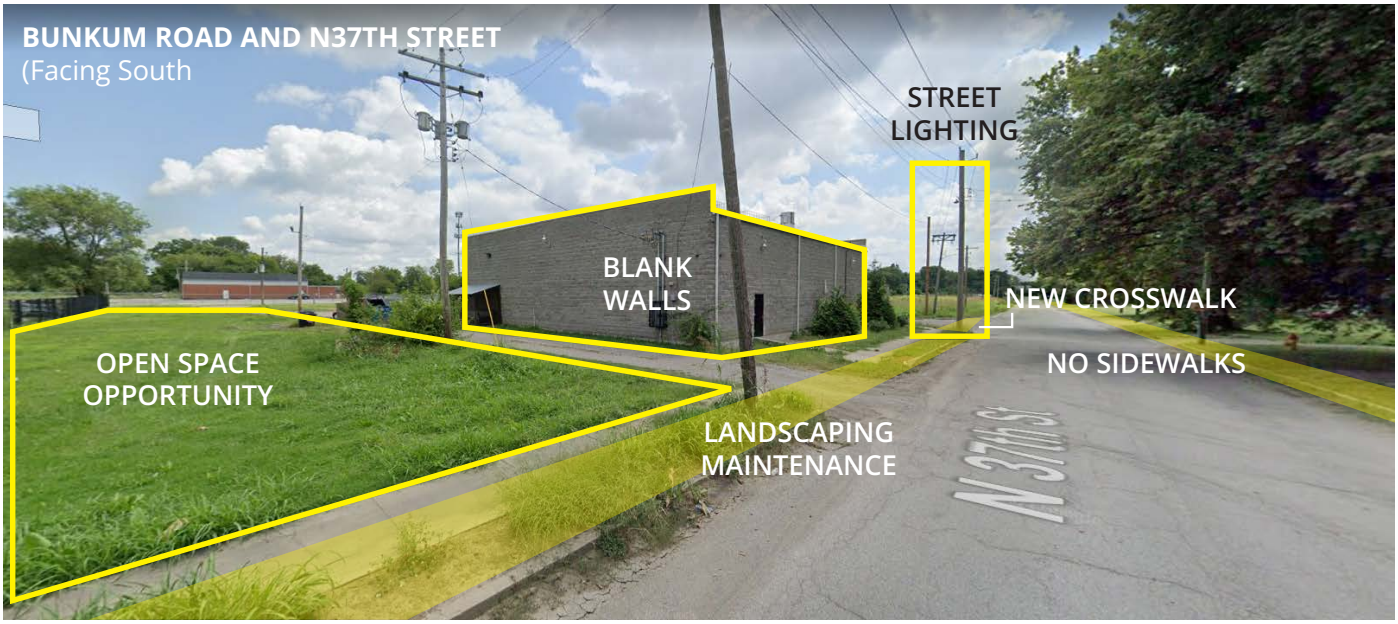
Bunkum Road, Washington Park, East St. Louis

BUNKUM ROAD

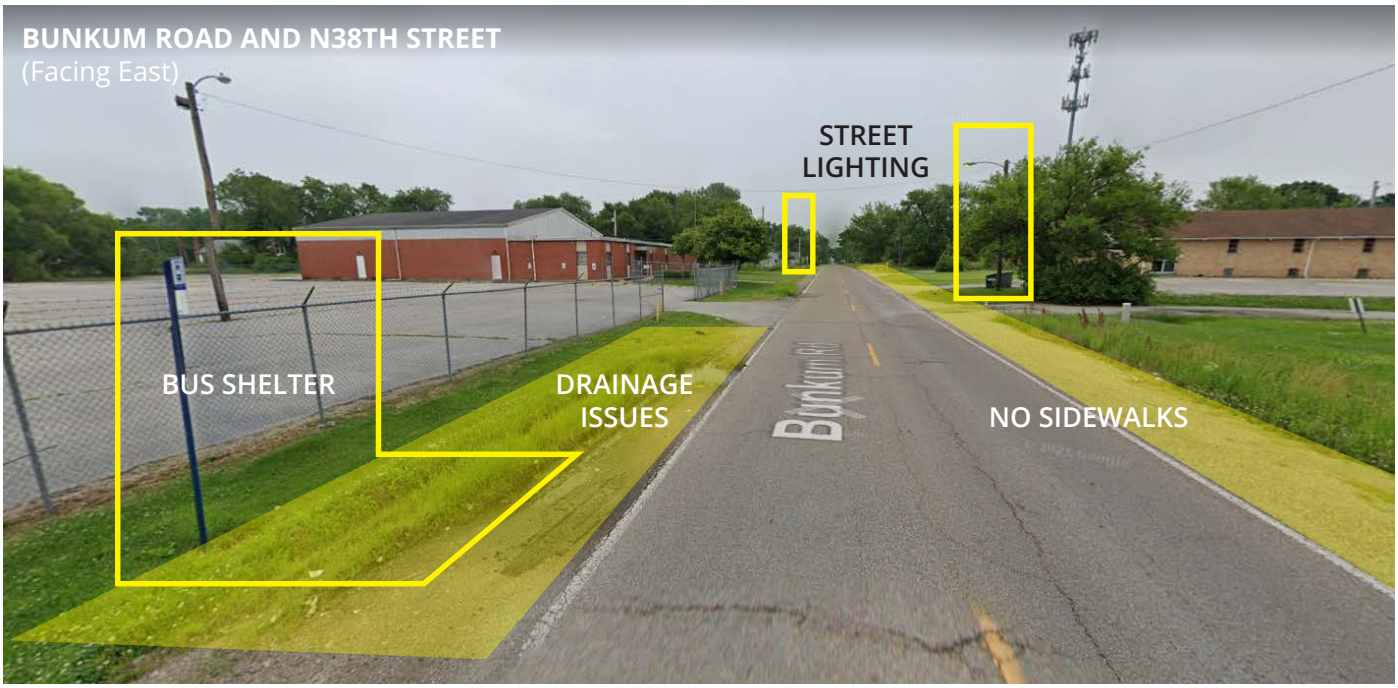
Bunkum Road is a two-lane road running east to west in the study area. Most of Bunkum Road does not have sidewalks and only has a narrow shoulder. MetroBus Route 6 runs along Bunkum Road between N 37th Street and Kingshighway, connecting residents to the Washington Park light rail station. There are several active commercial businesses as well as vacant commercial properties along Bunkum Road, including two churches, a convenience store, a restaurant, hotel, gas station, and two adult entertainment clubs. There is only one signalized intersection in the study area at the intersection of Bunkum Road and Kingshighway. All other intersections along Bunkum Road are controlled with stop signs.

CPTED Principles

- Natural Surveillance
- Image Maintenance and Management
- Natural Access Control
- Territorial Reinforcement
- Community Connectivity



- **Pedestrian Safety:** Maintain and repair existing sidewalk. Install new sidewalk, street lighting, and crosswalk where missing.
- **Image Maintenance and Management:** Work with property owners to maintain properties and activate blank walls. Look to activate potential open space.



- **Pedestrian Safety:** Install new sidewalk, street lighting, and bus shelter where missing. Address drainage issues to provide clear, free pedestrian path.
- **Green Infrastructure:** Repair pavement and consider pervious pavers to allow natural drainage.

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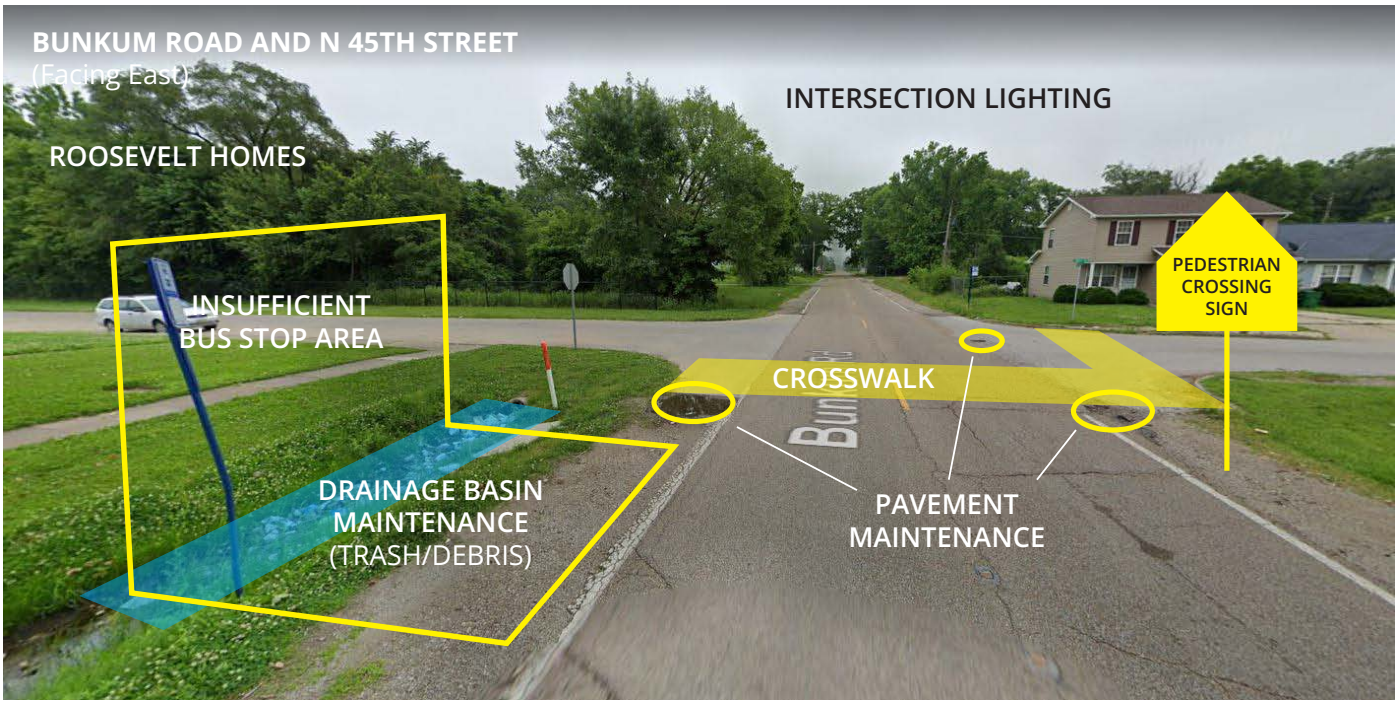

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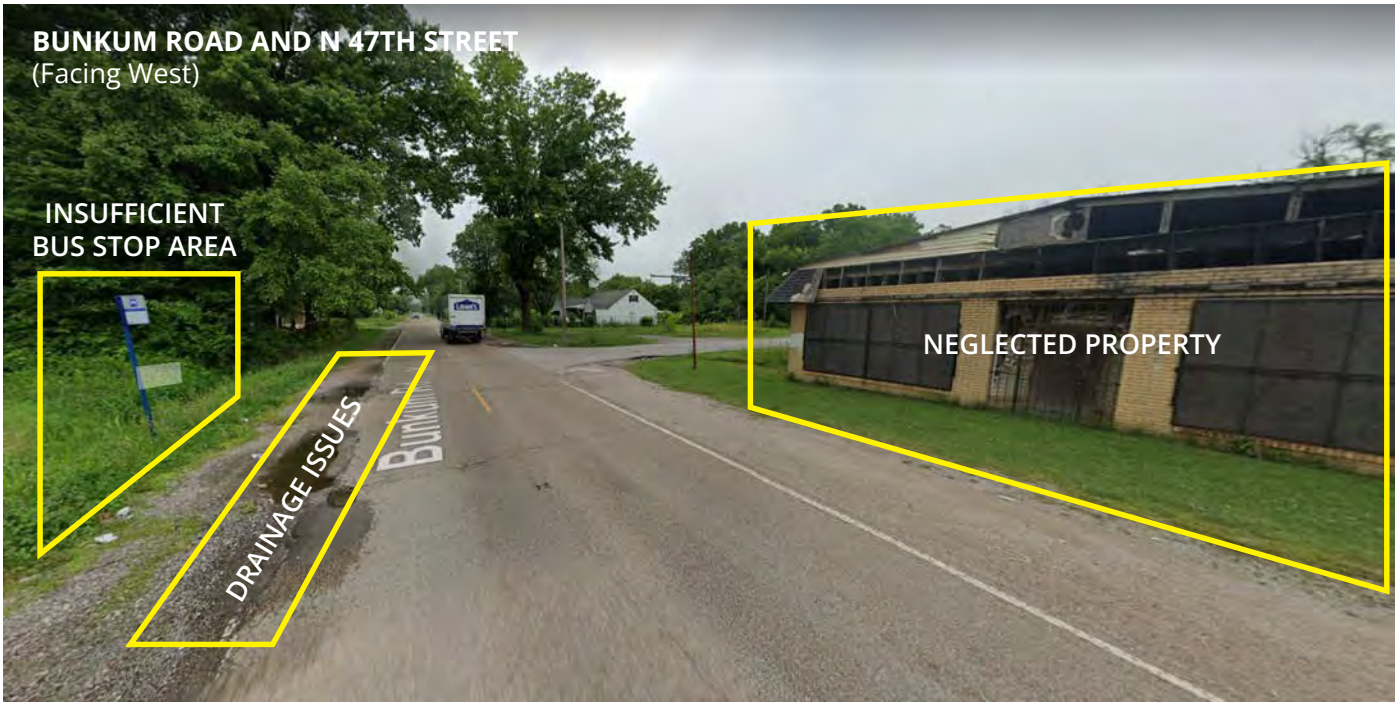
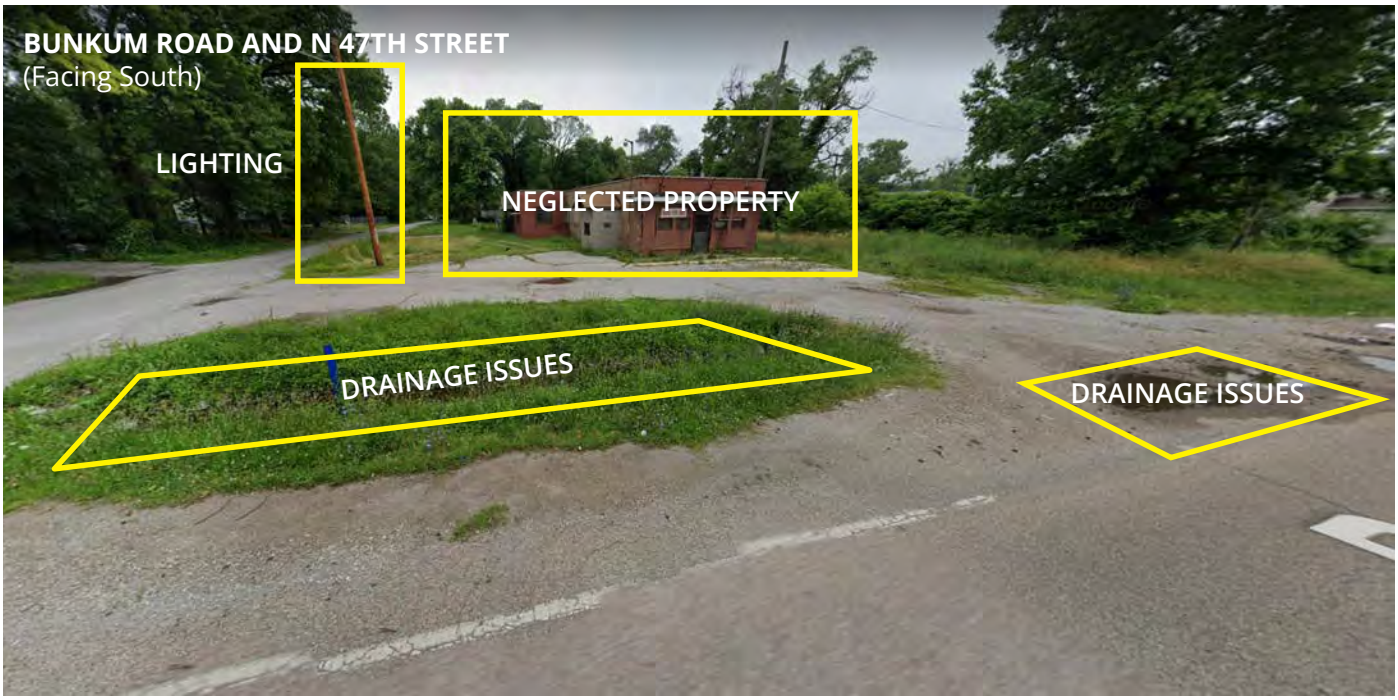


- **Pedestrian Safety:** Maintain and repair existing pavement. Install new sidewalk, street lighting where missing. Install new bus shelter.
- **Image Maintenance and Management:** Work with property owners to maintain vacant property.
- **Green Infrastructure:** Repair pavement and consider pervious pavers to allow natural drainage.



- **Pedestrian Safety:** Install new sidewalk, street lighting, roadway markings, and signage. Address drainage issues to provide clear, free pedestrian path.
- **Roadway Maintenance:** Repair existing pavement and slope for proper drainage.
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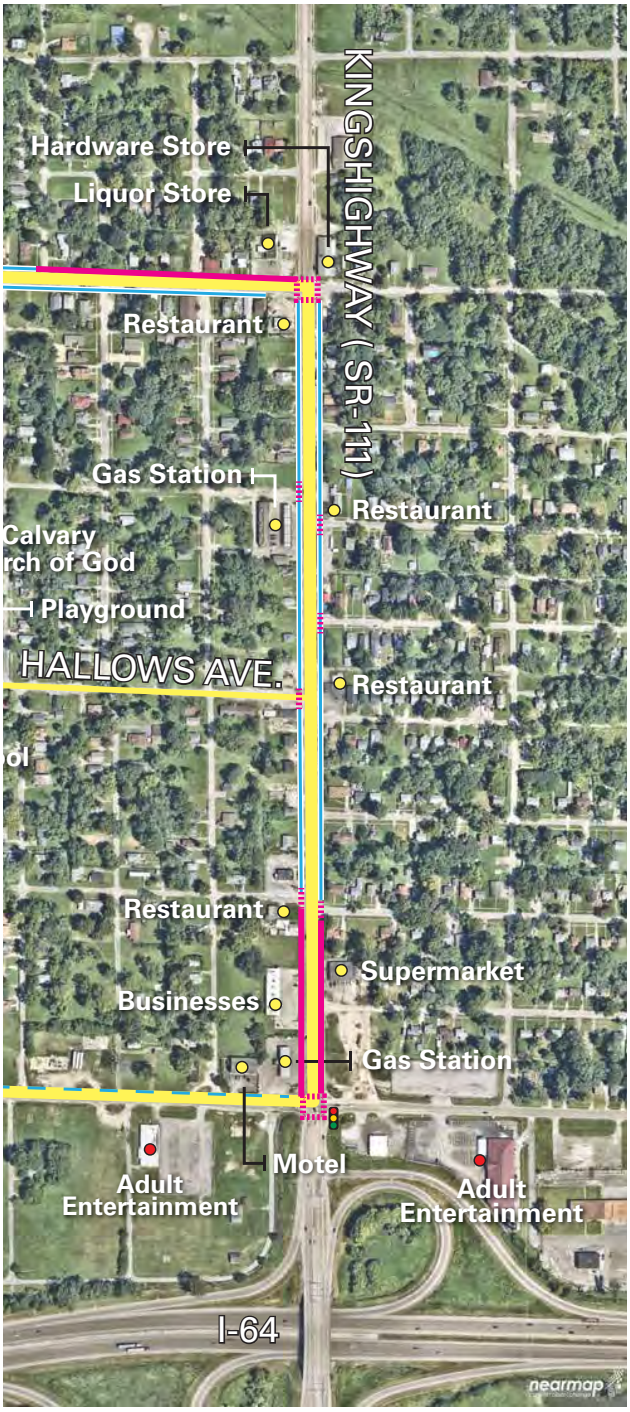
- **Pedestrian Safety:** Install new sidewalk, street lighting, roadway markings, and signage. Address drainage issues to provide clear, free pedestrian path.
- **Image Maintenance and Management:** Work with property owner to maintain overgrown vegetation.
- **Green Infrastructure:** Repair pavement and consider pervious pavers to allow natural drainage.



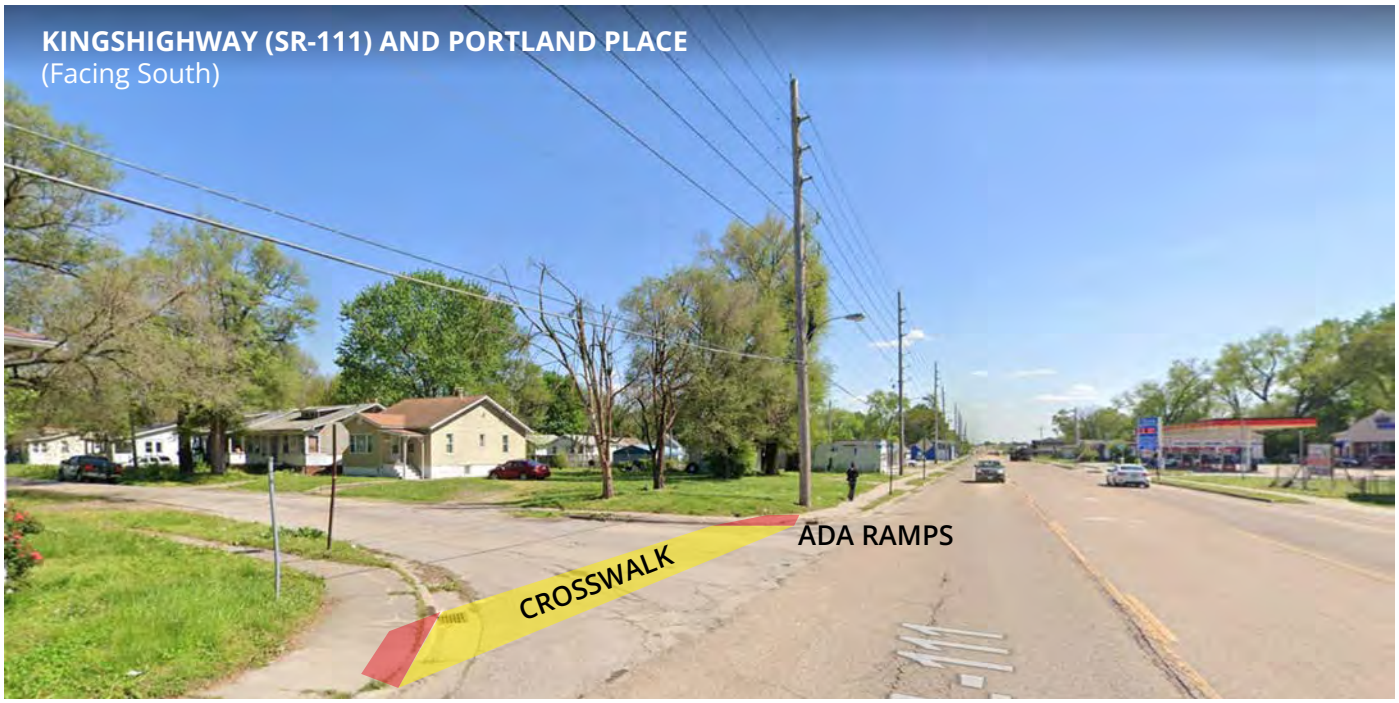
KINGSHIGHWAY

Kingshighway is the largest roadway in the Study Area consisting of three travel lanes, one lane in each direction and a center turning lane and a posted speed limit of 30 miles per hour. The roadway is also identified as Illinois State Route 111, and under the jurisdiction of the State of Illinois. There are sidewalks on each side of the roadway with several gaps in the pedestrian path to the south approaching the intersection at Bunkum Road. The only crosswalks within the study area that traverse Kingshighway are at the intersections of Caseyville Avenue and Bunkum Road. Kingshighway is lined largely with businesses including two gas stations, restaurants, and other commercial properties as well as several residential properties. The MetroBus 6 line runs along Kingshighway for the entire Study Area, from Bunkum Road to Caseyville Avenue. The posted speed limit on Kingshighway in the Study Area is 30 miles per hour.

CPTED Principles

- Natural Surveillance
- Image Maintenance and Management
- Natural Access Control
- Territorial Reinforcement
- Community Connectivity

- **Pedestrian Safety:** Install new sidewalk, street lighting, roadway markings, and signage.



- **Pedestrian Safety:** Install new crosswalk, roadway markings, and signage.

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- **Image Maintenance and Management:** Work with property owner to maintain vacant property.

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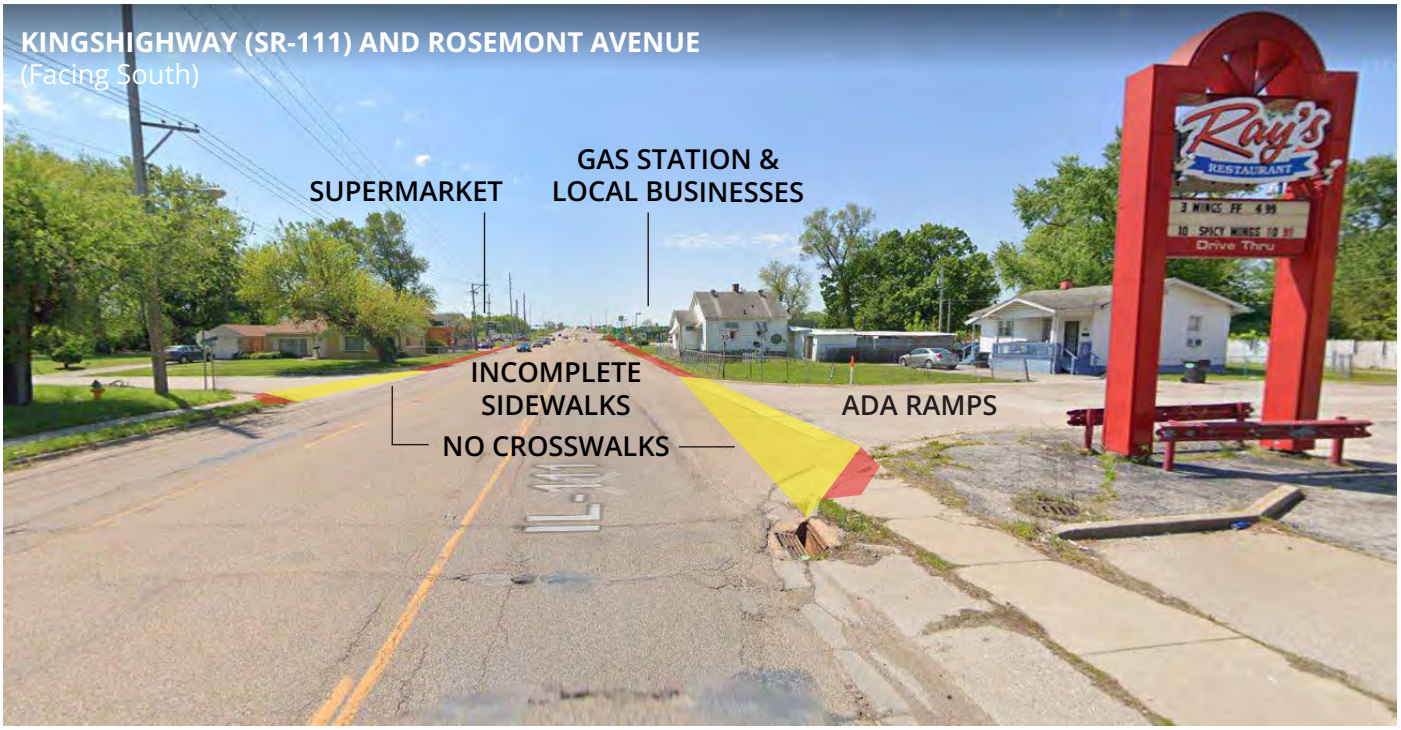
- **Geographical Juxtaposition:** An area's surrounding environment can influence criminal behavior and safety in that space and vice-versa.

- **Pedestrian Safety:** Install new crosswalk.

- **Pedestrian Safety:** Install new street lighting, roadway markings, and bus shelter.
- **Natural Surveillance and Community Connectivity:** Maintain and activate neglected properties.
- **Territorial Reinforcement:** Establish clear boundaries using vegetation.



- **Pedestrian Safety:** Install new sidewalk, street lighting, crosswalks, and roadway markings.

- **Pedestrian Safety:** Install new crosswalk markings and accessible ramp to provide complete pedestrian network.

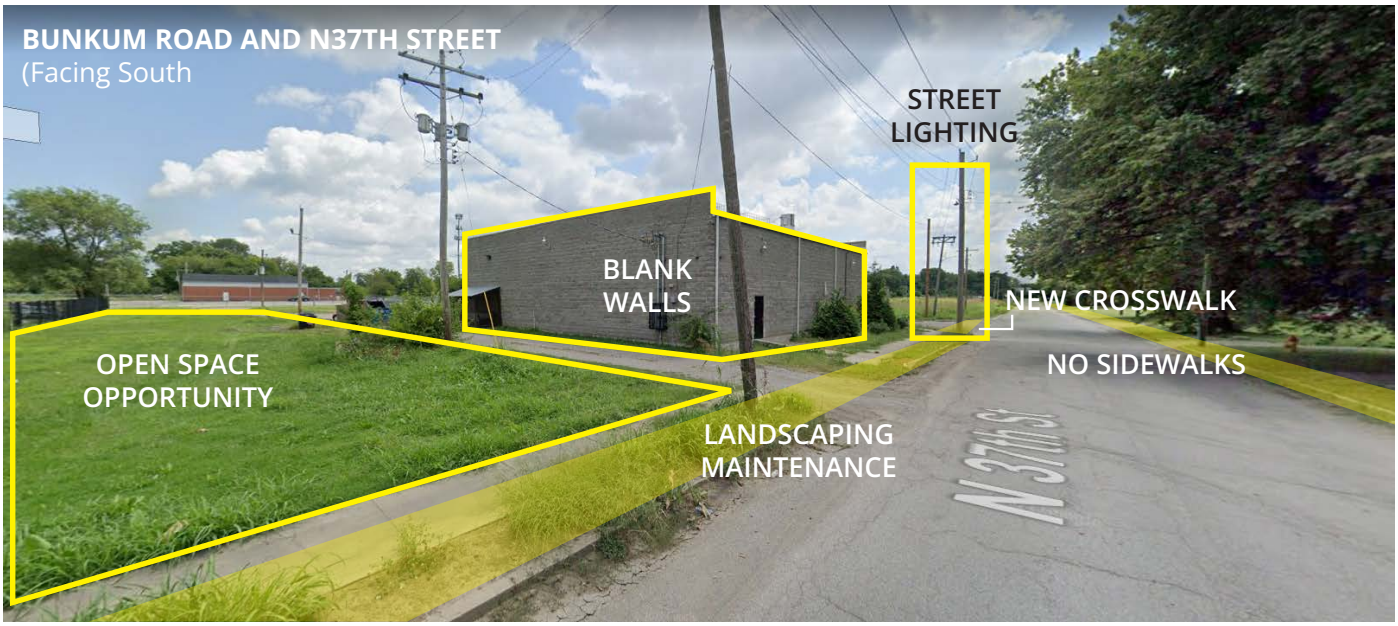
37TH STREET

Bordering the western edge of the Study Area is 37th Street, which is a two-way, two-lane roadway. Most of the properties along this section of 37th Street are residential uses, with several commercial or institutional uses including a store and the Americorps building at the intersection of Bunkum Road, and churches and a school at the corner of Caseyville Avenue. The eastern side of 37th Street has a complete sidewalk running from Bunkum Road to Caseyville Avenue. The western side of 37th Street has nearly a complete sidewalk, with only one block lacking a sidewalk on the southern end of this section approaching the intersection at Bunkum Road. The MetroBus Route 6 line runs along 37th Street where it turns at the intersection of Bunkum Road and crosses 37th again at Caseyville Avenue.

CPTED Principles

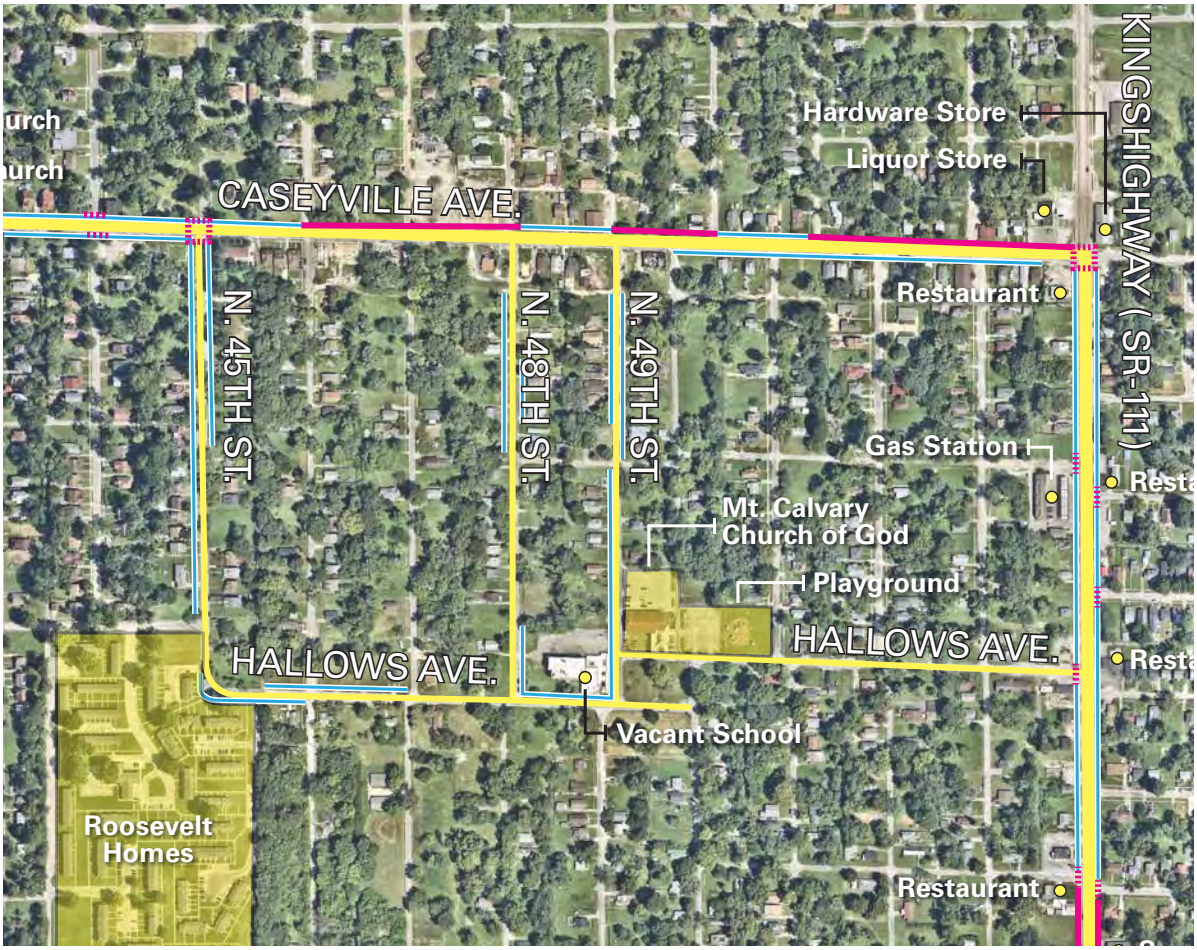
- Natural Surveillance
- Image Maintenance and Management
- Threshold Capacity
- Natural Access Control
- Territorial Reinforcement
- Community Connectivity

- **Pedestrian Safety:** Install new crosswalk.
- **Image maintenance and management:** Properly maintaining and managing a space that indicates active involvement of guardianship and ownership among legitimate users.



- **Pedestrian Safety:** Maintain and repair existing sidewalk. Install new sidewalk, street lighting, and crosswalk where missing.
- **Image Maintenance and Management:** Work with property owners to maintain properties and activate blank walls. Look to activate potential open space.

- **Pedestrian Safety:** Provide clear crosswalk markings, pedestrian signage, and roadway markings.
- **Tactical Urbanism:** Potential location for intersection mural to bring the community together and improve pedestrian safety near schools, churches, and along bus route.

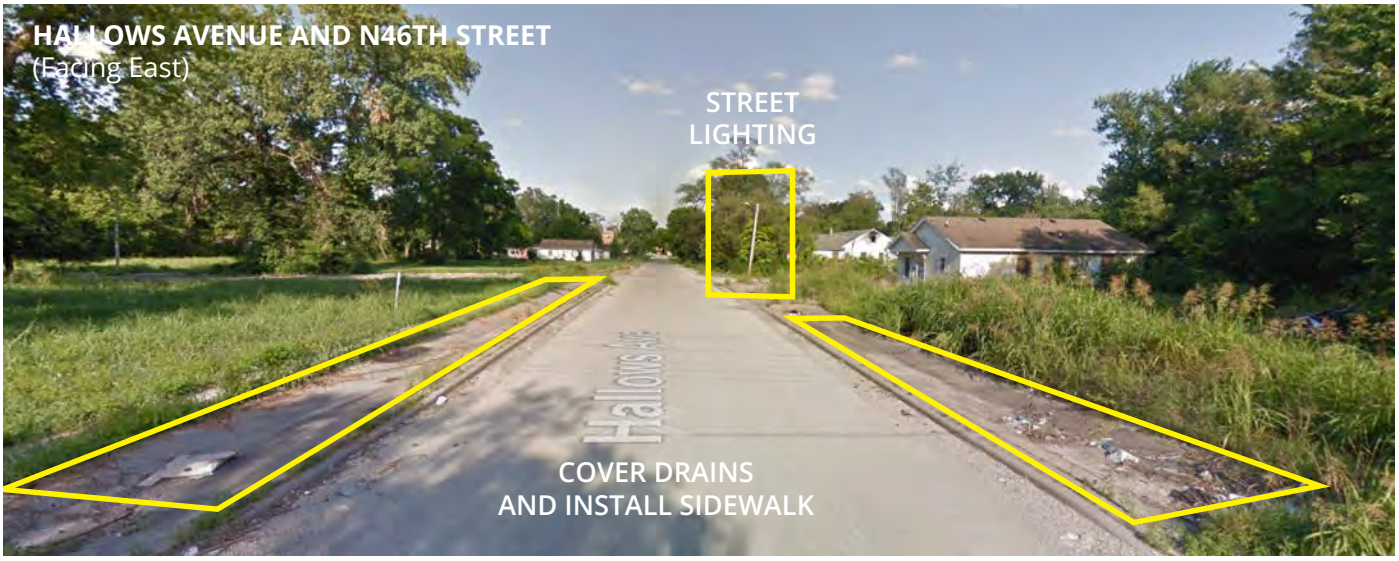


HALLOWS AVENUE, N45TH, N48TH, AND N49TH STREETS

Within the interior of the study area are Hallows Avenue, N45th, N48th, and N49th streets. These roadways cross through the residential portions of the study area. Hallows Avenue and runs east/west, turning into N45th Street as it intersects with the Roosevelt Homes residential complex. Some of these roadways have sidewalks while others only have small shoulder areas. Issues noticed throughout this area include insufficient pedestrian paths, drainage issues, roadway and vegetation maintenance, and sparse street lighting. In addition, near the Mt. Calvary Church of God there is a vacant school building.

CPTED Principles

- Natural Surveillance
- Image Maintenance and Management
- Threshold Capacity
- Natural Access Control
- Territorial Reinforcement
- Community Connectivity



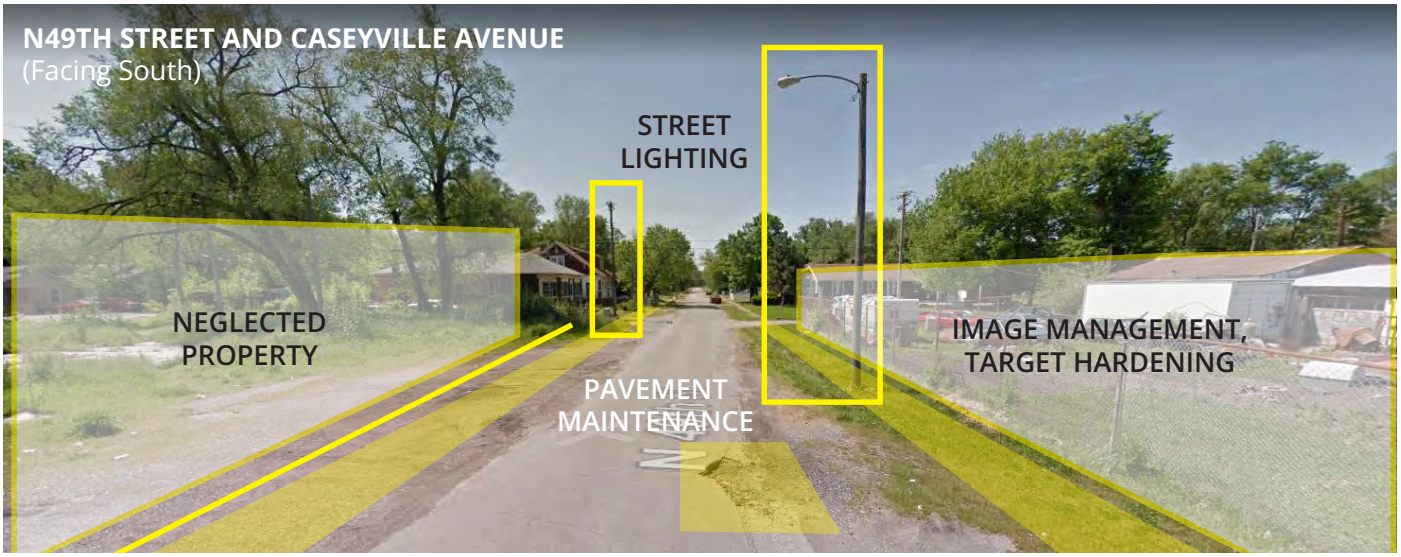
- **Pedestrian Safety:** Install new sidewalk and street lighting. Address drainage issues to provide clear, free pedestrian path.
- **Image Maintenance and Management:** Work with property owner to maintain neglected property and vegetation.

- **Pedestrian Safety:** Install new sidewalk, crosswalk markings, and replace faded signage. Address drainage issues to provide clear, free pedestrian path.
- **Roadway Maintenance:** Repair existing pavement.
- **Image Maintenance and Management:** Maintain and activate vacant school building.
- **Green Infrastructure:** Repair pavement and consider pervious pavers to allow natural drainage.
- **Geographical Juxtaposition:** An area's surrounding environment can influence criminal behavior and safety in that space and vice-versa.

- **Pedestrian Safety:** Maintain sidewalk and street lighting.
- **Image Maintenance and Management:** Work with property owner to maintain neglected property and vegetation.

- **Pedestrian Safety:** Install new sidewalk and street lighting. Address drainage issues to provide clear, free pedestrian path.
- **Roadway Maintenance:** Repair existing pavement.
- **Image Maintenance and Management:** Work with property owner to maintain neglected property and vegetation.

- **Pedestrian Safety:** Install new sidewalk and street lighting.
- **Maintenance:** Maintain landscaping and overgrown vegetation.
- **Image Maintenance and Management:** Work with property owner to maintain neglected property and vegetation.



- **Pedestrian Safety:** Install new sidewalk and street lighting.
- **Roadway Maintenance:** Repair existing pavement.
- **Image Maintenance and Management:** Work with property owners to maintain neglected property and vegetation.

- **Pedestrian Safety:** Install new sidewalk and street lighting.
- **Maintenance:** Maintain landscaping and overgrown vegetation.
- **Territorial Reinforcement:** Work with property owner to establish natural boundaries.

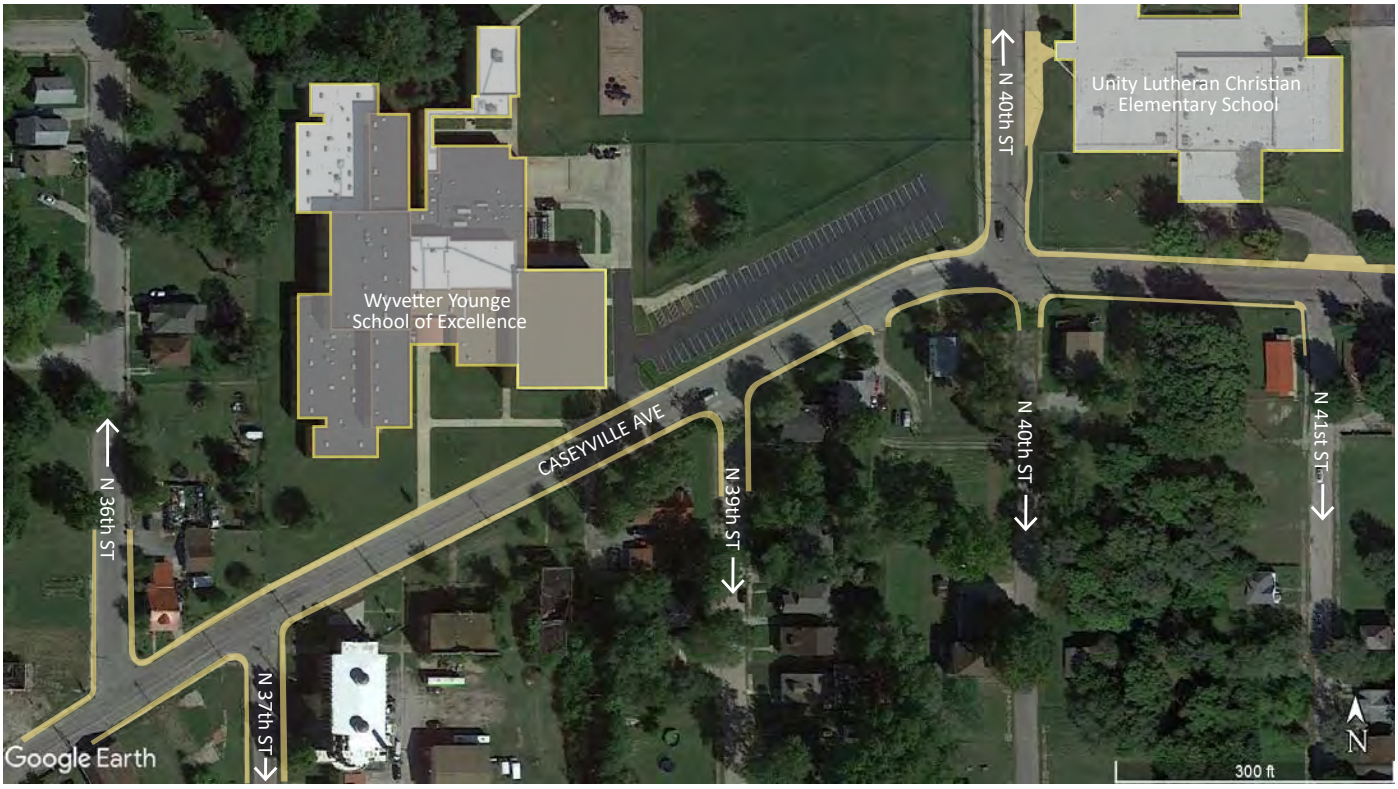
- **Pedestrian Safety:** Install new sidewalk and street lighting.
- **Image Maintenance and Management:** Connect community to the public space, work with community to address vacant school property.
- **Territorial Reinforcement:** Work with property owner to establish natural boundaries.

TACTICAL URBANISM

After reviewing the existing conditions throughout the Study Area, the following location is ideal for a "lighter, quicker, cheaper" or low-cost, high impact approach or tactical urbanism project. As such, the proposed renderings below demonstrate how and where phase 2 BRIC funding can be applied to maximize traffic safety, personal safety, and mobility along one of the study area's most important corridors. Once completed, the project will enhance social connectivity, improve bicycle and pedestrian safety and mobility for children en route to two schools, and enhance safety at the existing bus stops. We'd also like to recommend that before and after surveys be done to evaluate its overall effectiveness.

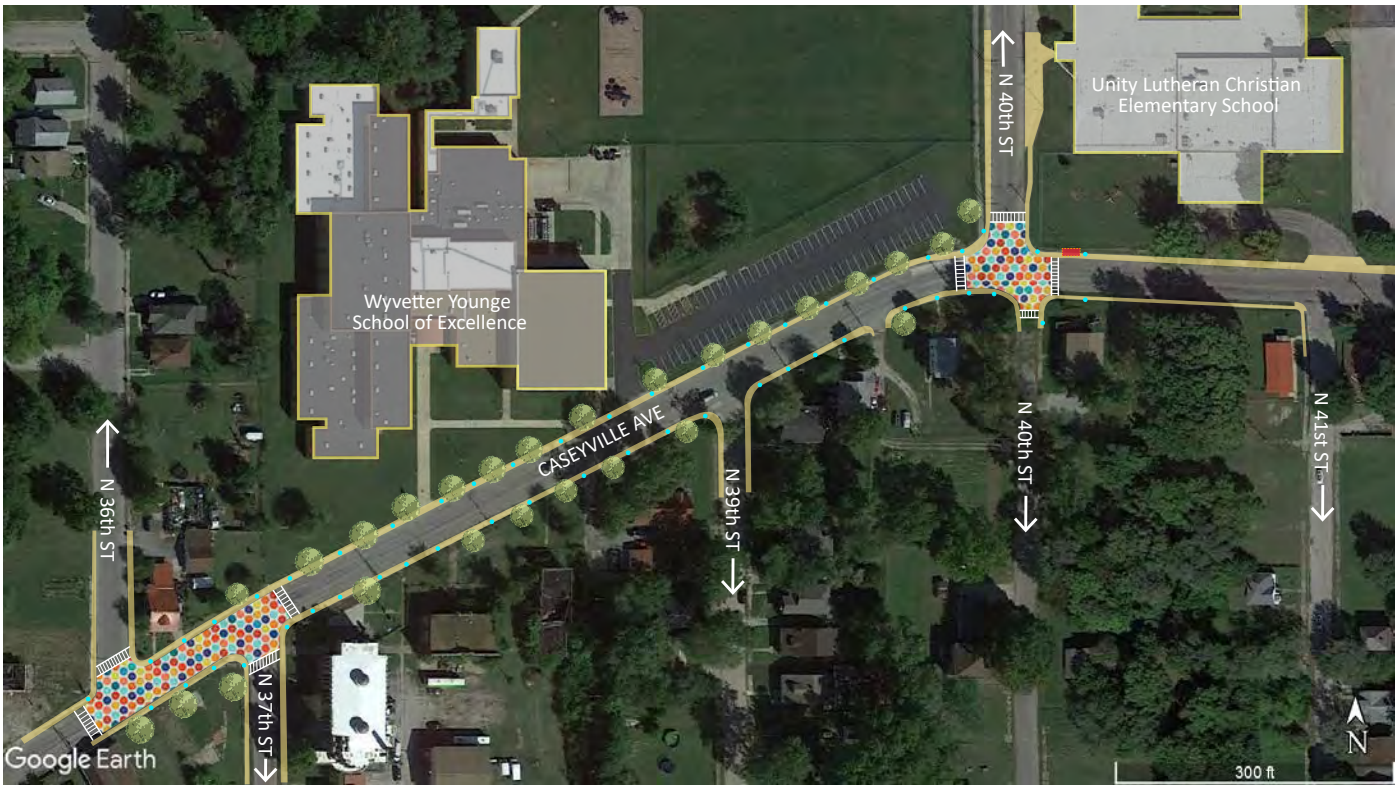
Caseyville Avenue and N40th Street - Existing Conditions street view

Caseyville Avenue and N40th Street - Proposed street view rendering



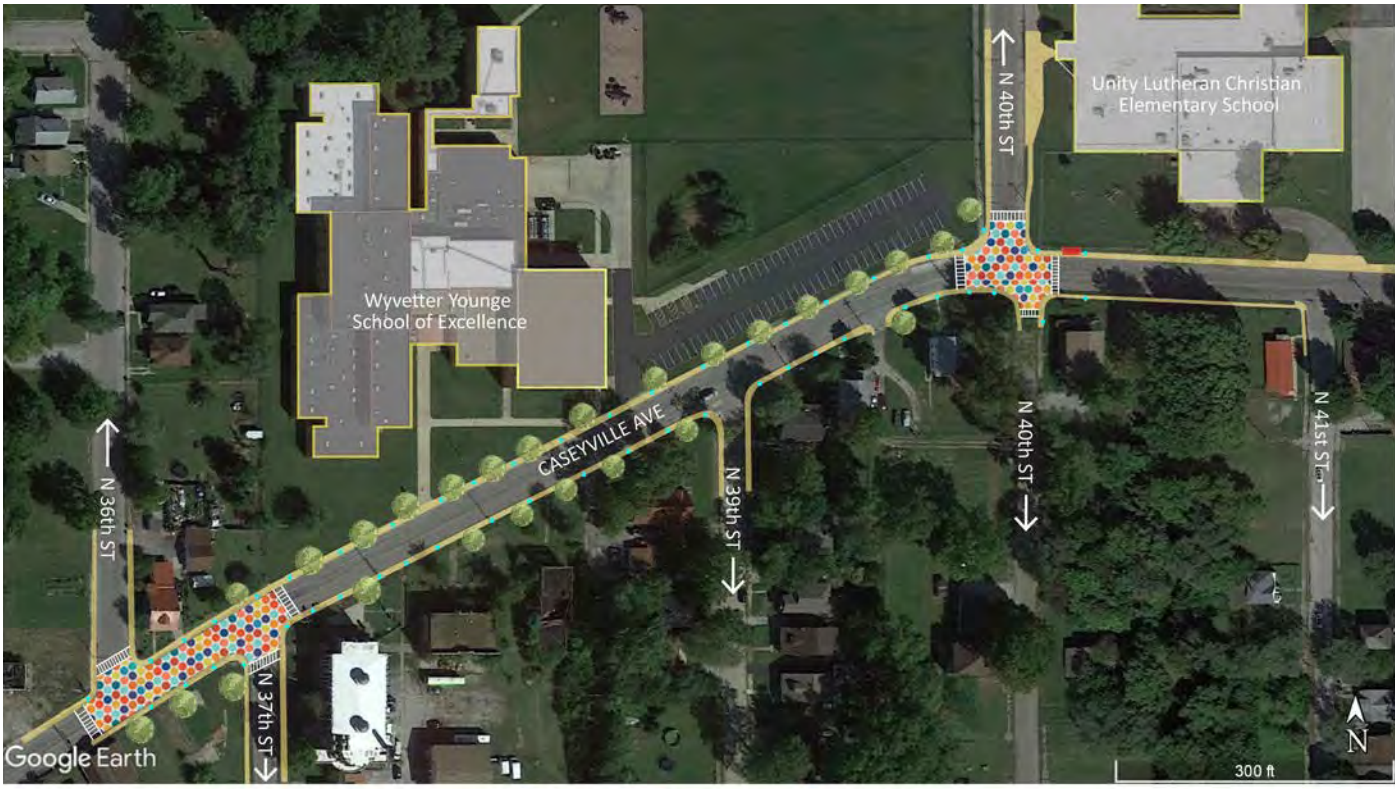
Existing Sidewalk

Caseyville Avenue and N40th Street - Existing Conditions Plan View



Existing Sidewalk Proposed Intersection Trees Bus Shelter Street Lights

Caseyville Avenue and N40th Street - Proposed Plan View



Existing Sidewalk | Proposed Intersection | Trees | Bus Shelter | Street Lights

Using tactical urbanism, creating vibrant patterns at the interection to slow down the speed of vehicular traffic near institutional areas.

Enhancing the sidewalk zone by providing a shaded street and adequate lighting

Providing a bus shelter near an elementary school will ease the movement for the users.

Caseyville Avenue and N40th Street - Proposed Plan View details

CONCLUSION

After review of the Study Area, the Project Team identified both specific and general opportunities for improving safety through the lenses of Complete Streets and CPTED. Some of these recommendations are longer term and more costly solutions, for example the installation of new sidewalks where none exist. While other strategies, including but not limited to crosswalk markings, roadway signage, coordination with community members, and tactical urbanism could be accomplished quickly and at a lower cost. In addition to infrastructure within the jurisdiction of East St. Louis, some of the issues identified in the Study Area require coordination with state departments for issues along Kingshighway or with private property owners where neglected and vacant properties exist.

The Project Team recommends establishing a Complete Streets and CPTED working group of community members, business owners, institutional leaders, and local officials to review the proposed recommendations and develop a prioritization plan. This would include the tactical urbanism recommendation as well as long term strategies to improve the safety for the community within the Washington Park neighborhood.

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