

City of Red Bud

COMPREHENSIVE PLAN UPDATE

October 2025

f-w.com

 Farnsworth
GROUP

CITY OF
RED BUD
ILLINOIS

Table of Contents

The Planning Process.....	4
Demographics & Trends.....	8
Community Engagement.....	14
Land Use.....	20
Transportation.....	32
Parks & Open Space.....	40
Shopping, Dining, & Business.....	46
Housing.....	50
Special Area Plans.....	54
Implementation.....	82



THE PLANNING PROCESS

SECTION 1

The Planning Process

This Comprehensive Plan serves as a strategic guide for the long-term development and growth of the City of Red Bud. Its primary purpose is to establish a vision for the future while providing a clear framework for achieving that vision. The plan prepares for community growth by addressing both new development opportunities and initiatives to enhance the City.

The plan ensures growth occurs logically, offering specific recommendations on how to achieve this. It also provides strategies to improve the quality of life for current and future residents. Moreover, it serves as a guiding document for city officials, staff, community development organizations, and private developers.

The planning process involved the following key tasks to produce a final document for the City:

1. The planning team hosted a project kick-off meeting with city staff to initiate the process. Initial steps included acquiring necessary GIS data, analyzing demographic trends, updating the existing land use map, and reviewing relevant documents. Key documents reviewed included:
 - City of Red Bud Zoning Map
 - Monroe-Randolph County Enterprise Zone Process Guide & Map
 - Red Bud City Code of Ordinances
 - Red Bud Façade Grant Program
2. Facilitating discussions with the community was a critical component of the comprehensive plan. To gain a deeper understanding of the City of Red Bud's needs, the planning team utilized four engagement methods:
 - Meetings with key stakeholders
 - A workshop with city officials
 - A public workshop
 - An online engagement platform

3. The team developed the document based on existing conditions and outlined strategies and recommendations for the following focus areas:

- Transportation
- Parks and Open Space
- Shopping, Dining, and Business
- Housing

To provide more detailed guidance for implementation, the plan also includes two specialized sections: Special Area Plans and Implementation Strategies.

- The four Special Area Plans focus on key development locations that are critical to Red Bud's success over the next 20 years.
- The Implementation Strategies section outlines priorities and provides a roadmap for completing projects, including suggested timelines and approaches for execution.

The final product is a Comprehensive Plan that includes a draft for feedback and a finalized version for review and adoption by the City of Red Bud.



Public Workshop Dot Exercise



Public Workshop Mapping Exercise



Public Workshop Presentation



Public Workshop Dot Exercise

DEMOGRAPHICS & TRENDS

SECTION 2

Demographics & Trends

The following tables display the population trends in Red Bud as well as other nearby cities and Randolph County in its entirety. These trends are displayed through total population dating back to 1960 and the percent change in population between each of the years displayed. It is worth noting that Red Bud has seen an upward trend in population growth throughout the time period displayed, unlike its peer cities and the county.

The tables on the following page display the age and gender characteristics in Red Bud as well as other nearby cities, Randolph County, the State of Illinois, and nationwide. While peer cities, the county, state, and US have all seen an increase in median age from 2000 to 2020, Red Bud has seen the smallest increase in age, with the population aging by only 0.7 years in this time frame.

Total Population				
	Red Bud	Sparta	Chester	Steeleville
1960	1,942	3,452	4,460	1,569
1970	2,559	4,307	5,310	1,957
1980	2,850	4,957	8,401	2,240
1990	2,918	4,853	8,194	2,059
2000	3,422	4,486	5,185	2,077
2010	3,668	4,302	8,586	2,083
2020	3,804	4,095	6,814	1,930

Table 1.1 Population 1960-2020										
Year	Red Bud	Δ	Sparta	Δ	Chester	Δ	Steeleville	Δ	Randolph	Δ
1960	1,942	-	3,452	-	4,460	-	1,569	-	20,988	-
1970	2,559	31.80%	4,307	.25%	5,310	19.10%	1,957	24.70%	31,379	49.50%
1980	2,850	11.40%	4,957	.15%	8,401	58.20%	2,240	14.50%	32,503	22.50%
1990	2,918	2.34%	4,853	-.02%	8,194	-2.46%	2,059	-8.08%	34,583	6.40%
2000	3,422	17.27%	4,486	-7.56%	5,185	-36.72%	2,077	.87%	33,893	-2.00%
2007	3,623	5.87%	4,300	-4.15%	7,795	50.34	2,035	-2.02%	32,760	-3.20%
2010	3,668		4,302		8,586		2,083		33,476	
2020	3,804		4,095		6,814		1,930		30,163	

Age Characteristics				
	Red Bud		Illinois	
	2000	2020	2000	2020
< 5	6.5%	6.8%	7.1%	5.9%
> 18	76.8%	76.7%	73.9%	77.5%
65+	19.9%	19.6%	12.1%	15.7%
Median	39.9	40.6	34.7	38.3

Table 1.2 Age Characteristics Peer City Comparison: 2000 Census							
Column 1	Red Bud	Sparta	Chester	Steeleville	Randolph	ILL	US
< 5	6.50%	6.20%	5.50%	5.40%	5.40%	7.10%	6.80%
> 18	76.80%	74.40%	77.60%	76.90%	77.90%	73.90%	74.30%
65+	19.90%	18.60%	19.70%	20.30%	42.40%	12.10%	12.40%
Median	39.9	39.3	39.7	39.8	37.6	34.7	35.3
Male	46.30%	45.50%	51.30%	46.40%	53.80%	49%	49.10%
Female	53.70%	54.50%	48.70%	53.60%	46.20%	51%	50.90%

Table 1.2 Age Characteristics Peer City Comparison: 2020 Census							
Column 1	Red Bud	Sparta	Chester	Steeleville	Randolph	ILL	US
< 5	6.80%	5.00%	2.70%	3.00%	5.00%	5.90%	6.00%
> 18	76.70%	79.90%	89.00%	77.20%	80.80%	77.50%	77.60%
65+	19.60%	20.60%	14.00%	23.60%	18.90%	15.70%	16.00%
Median	40.6	41.1	40.9	45.8	42.2	38.3	38.2
Male	45.50%	53.30%	69.40%	48.20%	56.20%	49%	49.20%
Female	54.50%	46.70%	30.60%	51.80%	43.80%	51%	50.80%

Table 1.3 Age Characteristics - Zip Code 62278: 2000 Census					
Age	Male		Female		Both
	% of males	% of all	% of females	% of all	% of all
0-9 years	13.80%	6.70%	11.90%	6.10%	12.80%
10-19 years	16%	7.80%	13.30%	6.90%	14.60%
20-29 years	10.90%	5.30%	10.90%	5.60%	10.90%
30-39 years	14.70%	7.10%	13.60%	7%	14.20%
40-49 years	15.80%	7.70%	14.30%	7.30%	15%
50-59 years	11.20%	5.40%	11.40%	5.90%	11.30%
60-69 years	8.80%	4.30%	9%	4.60%	8.90%
70-79 years	6.10%	3%	7.90%	4.10%	7%
80+ years	2.70%	1.30%	7.60%	3.90%	5.20%
All Ages	MALE	46.30%	FEMALE	53.70%	
Median Ages	36.7 years		40.1 years		38.4 years

Table 1.3 Age Characteristics - Zip Code 62278: 2020 Census					
Age	Male		Female		Both
	% of males	% of all	% of females	% of all	% of all
0-9 years	10.90%	5.30%	15.20%	7.80%	13.10%
10-19 years	14.60%	7.10%	7.10%	3.60%	10.70%
20-29 years	11.80%	5.70%	9.90%	5.10%	10.80%
30-39 years	9.30%	4.50%	11.10%	5.80%	10.30%
40-49 years	13.20%	6.40%	13.60%	6.8%	13.20%
50-59 years	15.30%	7.40%	12.20%	6.30%	13.70%
60-69 years	10.60%	5.20%	13%	6.60%	11.80%
70-79 years	9.30%	4.50%	11.30%	5.80%	10.30%
80+ years	5.10%	2.40%	7.20%	3.80%	6.20%
All Ages	MALE	45.50%	FEMALE	54.50%	
Median Ages	43.3		45		40.6

The following tables display educational attainment trends from the 2000 US Census and the 2020 US Census in Red Bud and peer cities, Randolph County, and the State of Illinois. There has been significant growth in high school graduates in Red Bud from what was once a data point where the City lagged behind or was in line with its peers to now exceeding the percent of graduates in some peer cities and the county. There has been smaller growth in bachelors and advanced degrees in Red Bud, especially in comparison to the State of Illinois.

Educational Attainment (Ages 25+)						
	Red Bud		Randolph County		Illinois	
	2000	2020	2000	2020	2000	2020
High School Graduate or Higher	77.4%	91.6%	71.3%	84.8%	81.4%	89.7%
Bachelors or Advanced Degree	14.4%	17.1%	8.6%	12.9%	26.1%	35.5%

Table 1.4 Educational Attainment: 2000 Census						
Educational Attainment (25+)	Red Bud	Sparta	Chester	Steeleville	Randolph	ILL
High School Graduate or Higher	77.40%	82.50%	72.50%	76.30%	71.30%	81.40%
Bachelors or Advanced Degree	14.40%	12.40%	11.20%	10.10%	8.60%	26.10%

Table 1.4 Educational Attainment: 2020 Census						
Educational Attainment (25+)	Red Bud	Sparta	Chester	Steeleville	Randolph	ILL
High School Graduate or Higher	91.60%	90.10%	70.30%	93.00%	84.80%	89.70%
Bachelors or Advanced Degree	17.10%	20.80%	8.30%	14.10%	12.90%	35.50%

The following tables display workforce industries in Red Bud and peer cities. While the occupation category of Red Bud residents has seemingly remained the same in the last 20 years, there has been a slight uptick in commute time, possibly indicating that residents are more willing to travel further into the Metro East area for work.

Table 1.5 Workforce Occupation: 2000 Census				
Workforce by Occupation	Red Bud	Sparta	Chester	Steeleville
Professional & Related	31.30%	24.90%	28.90%	26.40%
Service	16.50%	16.30%	21.10%	18.90%
Sales and Office	23.10%	25.70%	19.70%	22.50%
Farming, Fishing, & Forestry	.40%	.30%	.50%	.50%
Construction & Maintenance	12.90%	9.80%	8.40%	9.40%
Production, Transportation, & Moving	15.70%	23.10%	21.40%	22.40%
Commute Time (min)	23.8	17.6	14.8	17.7

Table 1.5 Workforce Occupation: 2020 Census				
Workforce by Occupation	Red Bud	Sparta	Chester	Steeleville
Management, Business, Science, Arts	29.38%	25.06%	19.80%	31.07%
Service	14.06%	17.50%	37.33%	17.17%
Sales and Office	25.91%	26.41%	18.30%	23.05%
Natural Resources & Maintenance	15.07%	6.84%	6.44%	4.75%
Production, Transportation, & Moving	15.58%	24.20%	18.12%	23.95%
Commute Time (min)	26	18.4	21.1	26

The following tables display housing trends in Red Bud in 2000 compared to 2020 and in comparison to peer cities, Randolph County, the state, and the US. Among the notable trends in the tables, it is worth noting the change in median mortgage status (60% increase in cost) and median gross rent (134% increase in cost) in Red Bud. The resident stability table indicates that residents of Red Bud and the surrounding area are more willing to not only stay in the community, but in their current home, for longer than they were 20 years ago. This could be due to a variety of reasons including, but not limited to: a high quality of life in Red Bud, unwillingness to enter an unstable housing market, retention of high school graduates, a lack of senior living facilities in surrounding areas, multi-generational living situations, and many more.

Housing Cost Comparisons						
	Median Value		Median Mortgage Status		Median Gross Rent	
	2000	2020	2000	2020	2000	2020
Red Bud	\$90,900	\$145,500	\$892	\$1,328	\$295	\$689
Randolph County	\$65,700	\$110,900	\$721	\$1,094	\$259	\$674
Illinois	\$130,800	\$202,100	\$1,198	\$1,198	\$353	\$1,038

Resident Stability (62278 Zip Code)		
	2000	2020
Same Home, 5+ years	63.9%	70.2%

Table 1.6 Housing Cost Comparisons: 2000 Census				
Area	Median Value	Median Mortgage Status	Median Gross Rent	Median Structure Built
Red Bud	\$90,900	\$892	\$295	\$1973
Randolph	\$65,700	\$721	\$259	TBD
Illinois	\$130,800	\$1,198	\$353	TBD
US	\$119,600	\$1,088	\$295	TBD

Table 1.6 Housing Cost Comparisons: 2020 Census				
Area	Median Value	Median Mortgage Status	Median Gross Rent	Median Structure Built
Red Bud	\$145,500	\$1,328	\$689	Between 1970-1979
Randolph	\$110,900	\$1,094	\$674	Between 1970-1979
Illinois	\$202,100	\$1,709	\$1,038	Between 1960-1969
US	\$229,800	\$1,621	\$1,096	Between 1970-1979

Table 1.7 Occupied Housing Statistics: 2000 Census					
Area	Average HH Size	Renter Occupied Housing Units	Owner Occupied Housing Units	1 Person Householder	% Vacant
Red Bud	2.4	22.10%	77.90%	28.40%	6.30%
Randolph	2.46	20.60%	79.40%	26.90%	9.30%
Illinois	2.63	32.70%	67.30%	26.80%	6%
US	2.59	33.80%	66.20%	28.00%	9%

Table 1.7 Occupied Housing Statistics: 2020 Census					
Area	Average HH Size	Renter Occupied Housing Units	Owner Occupied Housing Units	1 Person Householder	% Vacant
Red Bud	2.42	31.70%	68.30%	27.60%	8.30%
Randolph	2.33	26.60%	73.40%	26.70%	13.60%
Illinois	2.54	33.70%	66.30%	29.80%	9.10%
US	2.6	35.60%	64.40%	28.00%	11.60%



COMMUNITY ENGAGEMENT



SECTION 3

The Community Engagement stage of the planning process included four elements:

1. **Meetings with key stakeholders** City staff and the planning team identified several individuals with intimate knowledge of the City of Red Bud and the necessary elements to produce a successful Comprehensive Plan that looks years into the future. These meetings were the first form of feedback collected and were used to guide the remaining engagement strategies. Takeaways from this strategy were applied throughout this planning document.
2. **City officials workshop** Employees of the City of Red Bud were invited to participate in a workshop on the evening of August 26th, 2024. At the workshop, the planning team presented data and information collected as a part of the History & Demographics section of this plan. Additionally, the team collected feedback on the direction of the City, and gathered comments using a mapping exercise. The mapping exercise allowed attendees to make comments on printed versions of a map of the city. The exercise helped facilitate conversation and allowed attendees to think creatively about what they want from their community. Takeaways from this strategy were included in the Engagement Summary on page 14.
3. **Public workshop** The planning team invited the public to join a workshop held at Red Bud Elementary School on the evening of September 24th, 2024. It was attended by 28 individuals. Activities during the workshop included a presentation on emerging trends in planning and how they relate to Red Bud, a mapping exercise which helped facilitate conversation and allowed attendees to think creatively about what they want from their community, and a Dot Exercise. The Dot Exercise allowed workshop attendees to place a green or red sticker on various examples of planning trends. Green dots represented examples of what attendees want to see in Red Bud whereas red dots represented examples of projects that attendees want to keep out of their community.



Housing - Conventional Development
 Green (1)
 Red (6)



Housing - Active Adult
 Green (8)
 Red (0)



Housing - Rowhomes + Duplexes
 Green (8)
 Red (5)



Housing - Traditional Neighborhood
 Green (9)
 Red (0)



Housing - Affordable
 Green (10)
 Red (0)



Housing - Rural Residential
 Green (12)
 Red (0)



Housing - 'Hybrid' Neighborhood
 Green (5)
 Red (0)



Housing - Flats (Apartments)
 Green (4)
 Red (4)



Retail - Downtown Infill
 Green (9)
 Red (0)

4. **Online engagement** As an alternative to attending the in-person public workshop, residents of Red Bud were invited to use Wiki-mapping – an online engagement tool in which users could leave comments on specific points on a Google Map. The website was open from September 25th to November 10th, 2024. Users could select one of five different categories:

- Housing
- Infrastructure & Community Facilities
- Parks & Open Space
- Shopping, Dining & Business
- Transportation

260 individuals accessed the tool's website, just shy of 7% of the Red Bud population. Those individuals left a total of 185 comments. The comments were analyzed and interpreted, and included within the Engagement Summary on page 14. The Welcome Survey to the website asked two questions prior to accessing the map in order to provide more context to the planning team of the respondents' demographics.

What part of Red Bud do you live in?

- NE of Market/Main: 49 respondents
- NW of Market/Main: 27 respondents
- SE of Market/Main: 41 respondents
- SW of Market/Main: 50 respondents

How long have you live in Red Bud?

- Less than 5 years: 18 respondents
- 6 to 15 years: 42 respondents
- 16 to 30 years: 49 respondents
- More than 30 years: 39 respondents

The median respondent has lived in Red Bud for 18 years.



Retail - Urban Corridor Retail
 Green (11)
 Red (2) ..



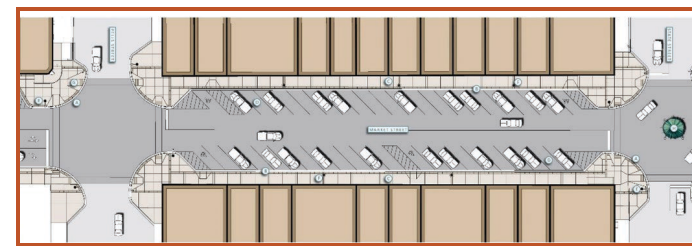
Retail - Murals
 Green (14)
 Red (0)



Transportation - Traffic Calming Roundabout
 Green (3)
 Red (5)



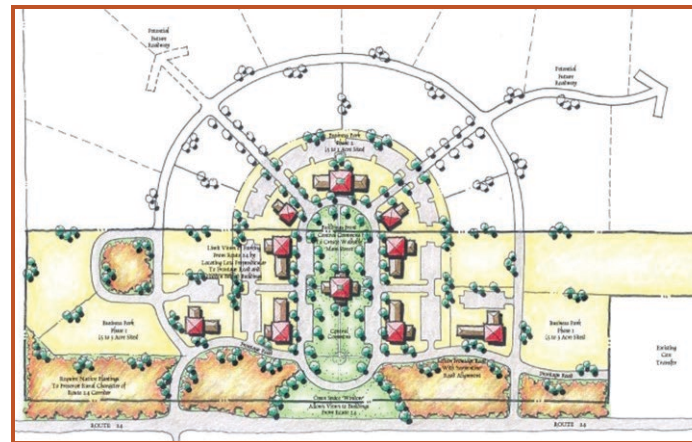
Retail - Rural Corridor Retail
 Green (0)
 Red (4)



Transportation - Streetscape
 Green (14)
 Red (0)



Transportation - Traffic Calming Raised Intersection
 Green (1)
 Red (0)



Retail - Gateway Mixed Use
 Green (4)
 Red (1) .



Transportation - Shared Street
 Green (23)
 Red (2) ..



Transportation - Traffic Calming Raised Intersection
 Green (3)
 Red (3)

Engagement Summary

Existing Perceptions

The most heavily mentioned perception throughout the public engagement process was concern over water quality. Among the detailed feedback were comments related to discoloration, poor taste, inability to use for human consumption, and the constant need for water softeners. This did not coincide with feedback the planning team received from city staff, where water systems were predominantly a sense of pride for the community.

Like much of the country, there is a need for additional housing in Red Bud. Interestingly, the feedback received was very diverse in what type of housing the community needs. The planning team received independent comments regarding affordable housing, rural residential, housing to accommodate a hybrid work style, bigger homes, entry-levels, and senior living which includes everything from nursing homes to neighborhoods geared, but not dedicated, to retirees that include smaller, one-story houses.

Speeding concerns were present, no matter the engagement method. The planning team heard feedback about roads throughout the community, but the comments were ever-present on three roads: Main Street, Market Street, and Locust Street. On both Main and Market, the concerns are focused on traffic on the edges of town where vehicles should be slowing down from 55 mph to 30 mph as they enter the municipal limits. On Locust Street, conversations with the public included residents using the road to evade Main Street and get to their destination quicker. In addition, there are concerns about the speeding as it relates to the schools present along the corridor and the heavier foot and bike traffic because of the schools. Those conflicting transportation modes create safety concerns that need to be addressed.

Opportunities

So much of the in-person conversation and virtual comments revolved around the idea of building upon a solid parks system. From Ratz Park to Lincoln Park to the facilities located at the elementary and high schools, residents are pleased that a community the size of Red Bud has these recreation options located in their city. Improving amenities located in these parks specifically, such as bathrooms, parking, shelters, bike racks, etc. is something that was consistently mentioned. Additionally, a community-wide trail system was well-regarded, connecting each of the parks mentioned above and circuitously providing access to as much of the city as possible.

Other transportation connections and access strategies were discussed, including extending roadways to better link existing neighborhoods on the east (e.g. Illinois Avenue, Kennedy Drive, Lockwood Drive) and the west (Steven Drive). Providing new sidewalk and upgrading existing sidewalk both within residential neighborhoods and extending to the edges of the city on both Main Street and Market Street was the most consistently mentioned opportunity among each of the public engagement methods.

Whether it is through existing facilities or the creation of new ones, there is a passionate group of individuals looking to bring more visitors into Red Bud from throughout the Metro East Region. This would be in the form of unique recreation destinations or the youth sports movement. This could benefit local downtown shops and restaurants, which independently represent opportunity to the city throughout the region.

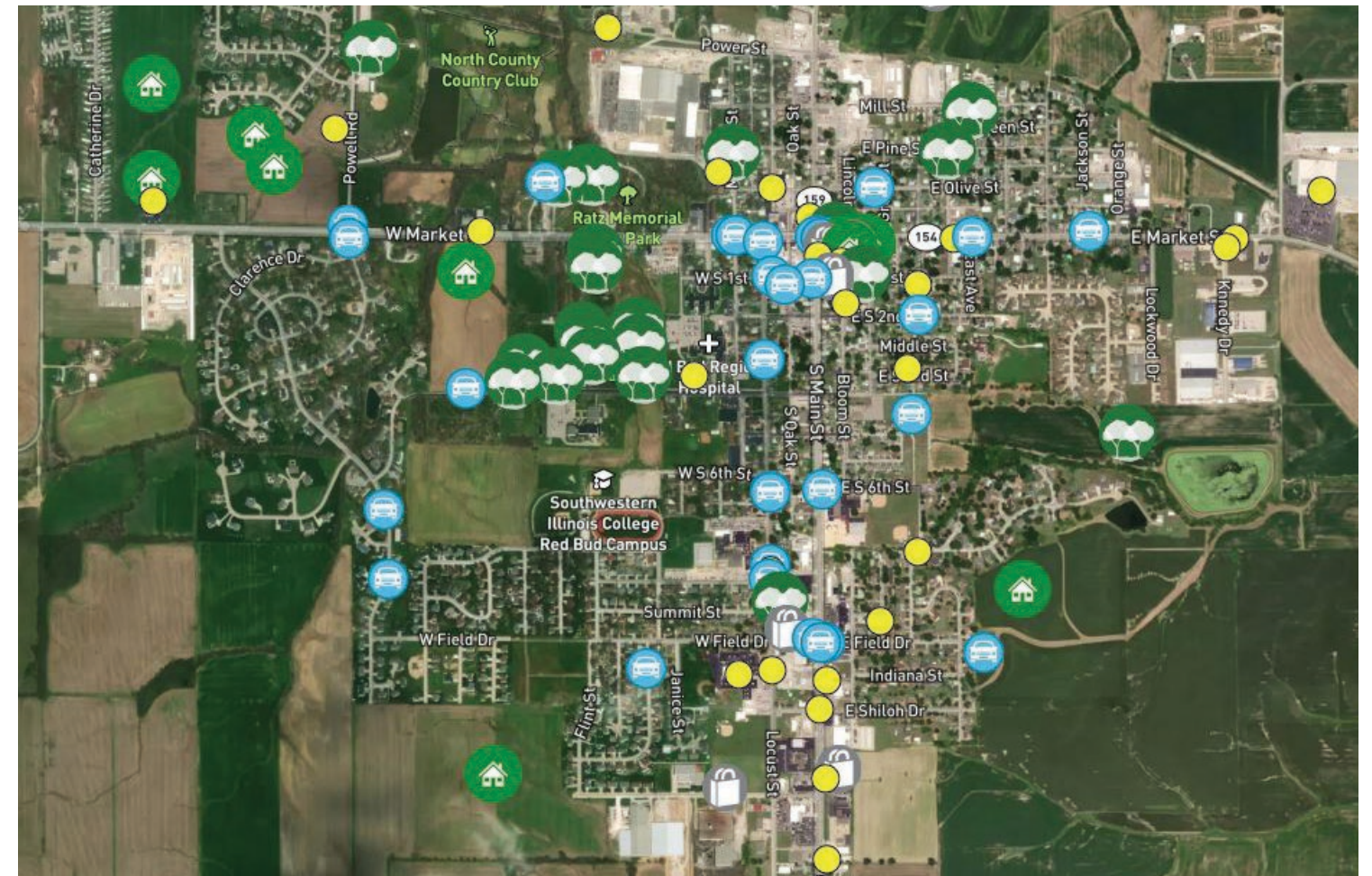
The majority of the public that participated in the planning process was open to growth of Red Bud. Even those that prefer to limit residential growth still view it as a necessary method to ensure success in the city. Residents are open to the idea of growth outside the current municipal

limits and specifically view the west side of town as a place to grow residential neighborhoods – away from existing industrial development and where additional traffic will not go through town on their way into the rest of the St. Louis region.

Challenges

While mostly built out, the northeast quadrant of the city has needs such as improved roads, added sidewalks, and maybe the most mentioned – city parks. There is a real feeling of disconnect and lack of access for this residential neighborhood even though it has good proximity to downtown in comparison to the other residential neighborhoods in the city. Improving the quality of life for these residents is seen as a priority by both those who live in and out of that neighborhood.

Unsurprisingly, there are frustrations about the intersection of Main and Market Streets in downtown. This four-way stop received the most negative complaints and concerns of any other topic within the community. While residents were open to providing potential solutions to many of their concerns during the engagement process, this topic was one that received nearly zero suggestions from the public on how to improve the problem. Issues worth addressing include, but are not limited to, traffic congestion during peak travel times, the relationship between vehicles and pedestrians, and the relationship between trucks and personal vehicles.



Online Engagement Alternative - Wikimapping

Area-Specific Recommendations

There was momentum at the public workshop regarding a number of area specific recommendations. The one that was discussed the most in-depth was about the downtown area beginning with a desire to potentially move the post office. The thought is that the space can be better utilized with additional infill development that matches the character of the downtown environment. This coincides with a desire to make the downtown area more of a gathering place, whether it is for special events or just typical evenings and weekends. A need for a true "town square" as opposed to a four-way stop was widely accepted as a top-tier want for people participating in the workshop session.

With conversations matriculating throughout the community regarding a potential bypass on the south side of town, the development on South Main Street becomes very important and contentious. While fast food chains will be welcomed by some individuals, others have concerns about travelers using the bypass instead of coming into the downtown space where they can frequent local businesses. The City will need to be very selective as to what gets developed on the south side of town as to not negatively impact the character of the community. Likewise, West Market Street is currently a critical entry into Red Bud and there is interest in an introduction of more thought-out commercial development in that area that can serve an additional purpose as a pleasant entryway into the community.

While the west side of town has two major park spaces in Ratz Park and Lincoln Park, there were plenty of conversations about the addition of new green space on the east side of the city, particularly south of the light industrial development on Lockwood and Kennedy Drives. This large-scale park could serve the east side of town and generated plenty of buzz at the public workshop.



City Officials Workshop Presentation



City Officials Workshop Mapping Exercise



Public Workshop Mapping Exercise



Public Workshop Dot Exercise

LAND USE

SECTION 4

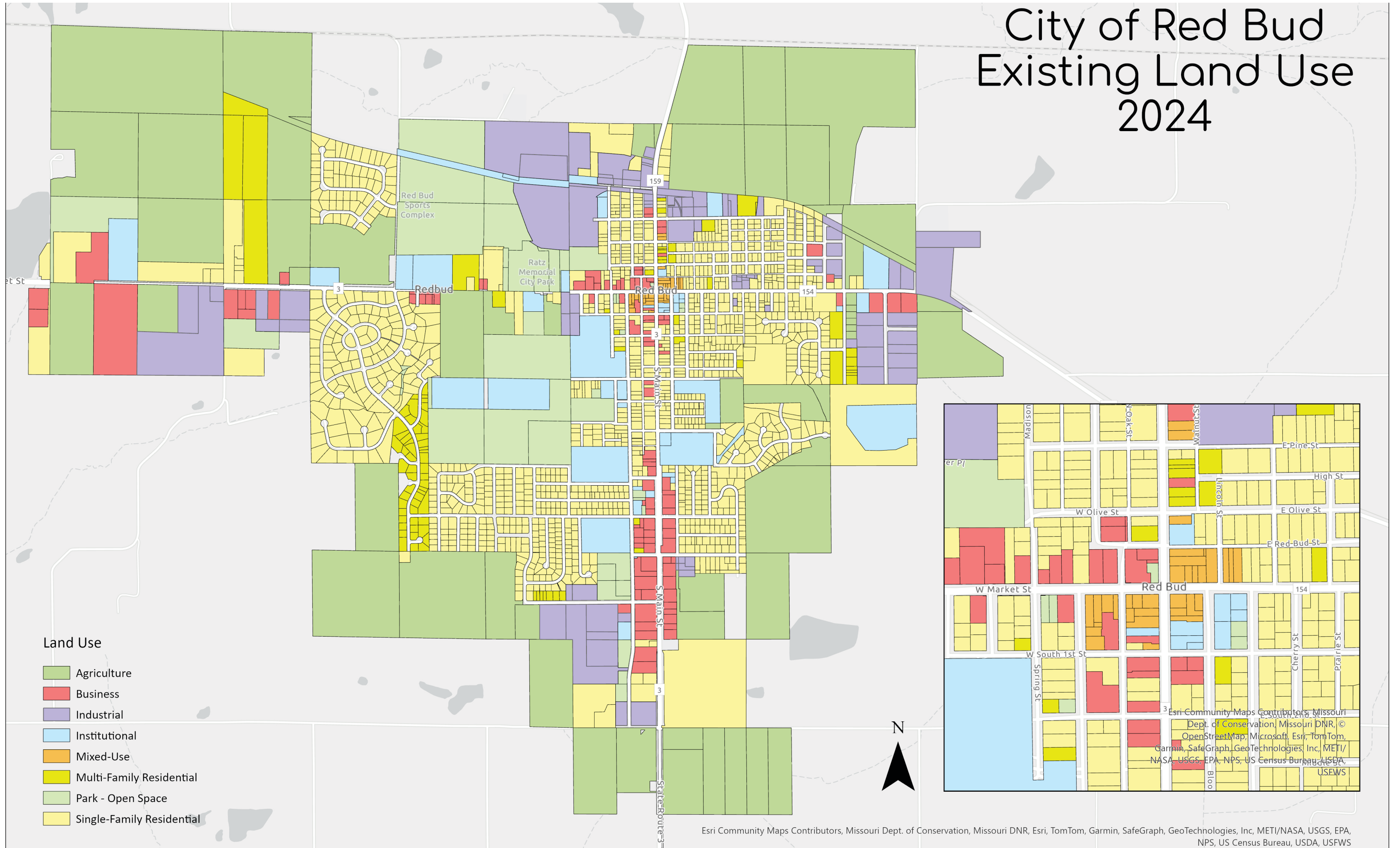
Existing Land Use

A land use survey was conducted for the entire Planning Area and is included on the following page. The planning team identified the current land use for each parcel located in the City and categorized it into Agriculture, Business, Industrial, Institutional, Mixed-Use, Multi-Family Residential, Single-Family Residential, and Park/Open Space.

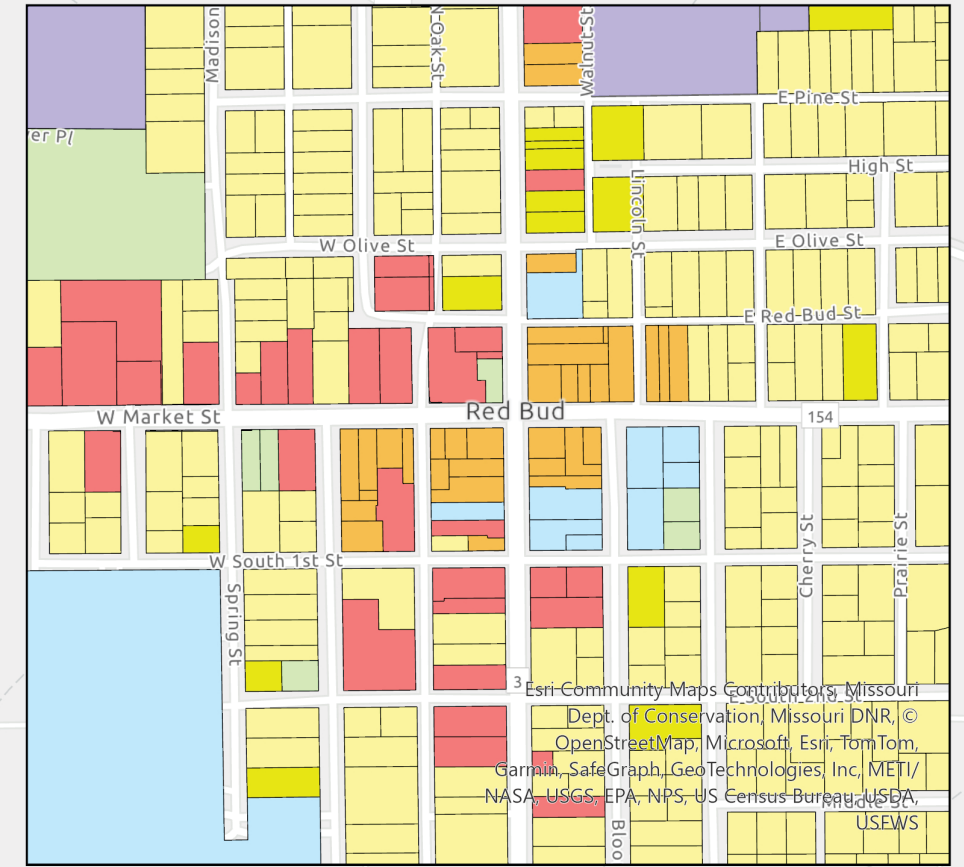
Unlike a zoning map, this land use map is meant to be a snapshot of the community as it stands today based on the current conditions of the property. The designations provide guidance to the density and character of individual parcels, neighborhoods, and the City as a whole.

The maps on the following pages represent the same data as is found on the complete land use map to the right, but present a better picture in terms of legibility of where specific land uses are found throughout the city.

City of Red Bud Existing Land Use 2024



- Land Use**
- Agriculture
 - Business
 - Industrial
 - Institutional
 - Mixed-Use
 - Multi-Family Residential
 - Park - Open Space
 - Single-Family Residential



Esri Community Maps Contributors, Missouri Dept. of Conservation, Missouri DNR, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USEWS

City of Red Bud 2024 Existing Land Use — Mixed-Use



City of Red Bud 2024 Existing Land Use — Multi-Family Residential



City of Red Bud 2024 Existing Land Use — Parks & Open Space

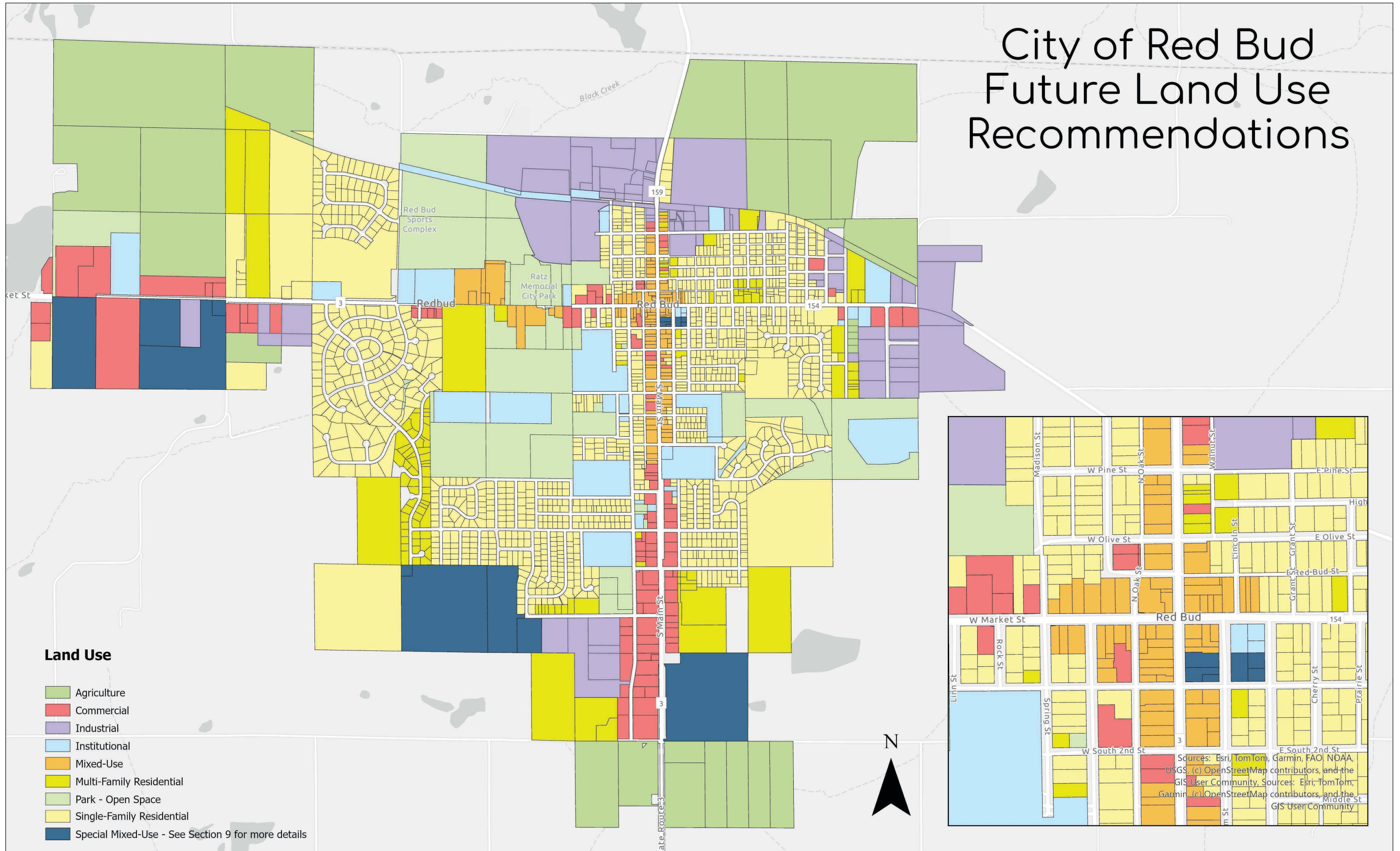


City of Red Bud 2024 Existing Land Use — Single-Family Residential



Downtown Inset

City of Red Bud Future Land Use Recommendations



Land Use

- Agriculture
- Commercial
- Industrial
- Institutional
- Mixed-Use
- Multi-Family Residential
- Park - Open Space
- Single-Family Residential
- Special Mixed-Use - See Section 9 for more details

Sources: Esri, TomTom, Garmin, FAO NOAA, USGS, (c) OpenStreetMap contributors, and the GIS User Community. Sources: Esri, TomTom, Garmin, (c) OpenStreetMap contributors, and the GIS User Community.

Page left blank intentionally.

TRANSPORTATION

SECTION 5

Existing Conditions



Main Street Looking South

Like most exurbs, Red Bud is a car-centric community. Motorized vehicles are used by most of the city's population to get from Point A to Point B, whether both destinations are located within Red Bud or there is travel into the greater region. While the city's compact layout supports alternative modes of travel, the infrastructure in place does not. In addition to the following areas of focus, roads and sidewalks should continue to be addressed through the maintenance schedule currently followed by the city.

Main Street / Market Street

Three state highways run through Red Bud, with a central point located at the heart of downtown at the intersection of Main Street and Market Street, commonly referred to as the "four-way stop."

- Illinois State Route 3 heads west and south out of the city from the four-way stop
- Illinois State Route 154 heads east out of the city from the four-way stop
- Illinois State Route 159 heads north out of the city from the four-way stop

These highways create an influx of vehicular traffic, as the roads are used as arterials by locals trying to get to their destination but also by commuters traveling through Red Bud on the way to their destination. The vehicular impact can be shown through the Average Annual Daily Traffic (AADT) on each street.

- West Market Street (Highway 3): 8,400 vehicles per day

- South Main Street (Highway 3): 8,700 vehicles per day
- East Market Street (Highway 154): 6,050 vehicles per day
- North Main Street (Highway 159): 5,050 vehicles per day

Besides those streets, the only other street that exceeds 1,000 vehicles per day is Locust Street, which sees 2,400 vehicles per day in the blocks between the high school and the hospital, but just 1,100 elsewhere along Locust Street. West Field Drive and Powell Road see 900 vehicles per day with the rest of Red Bud seeing fewer vehicles than that on its roads.

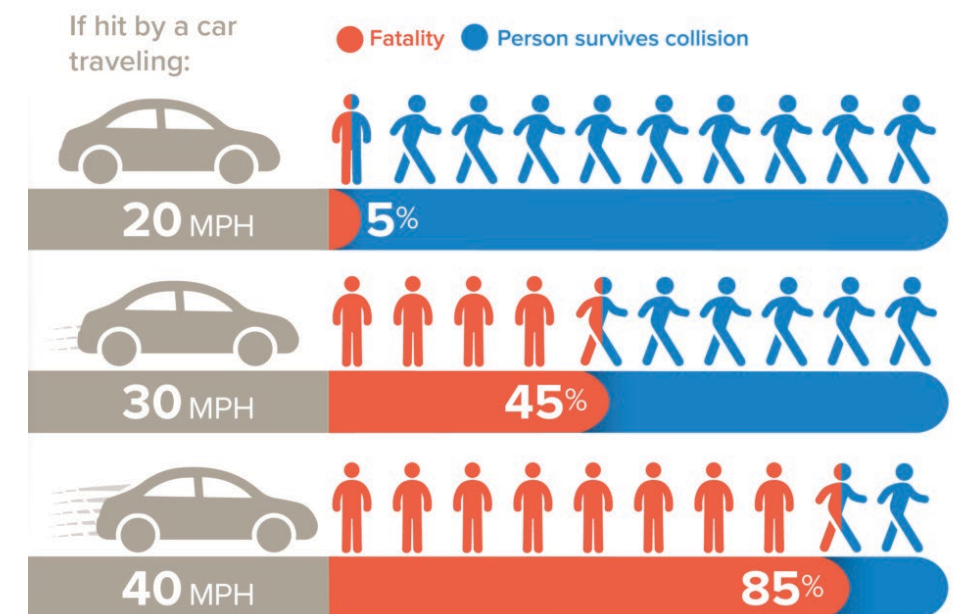
Because the State Highways are the four main access points into the city, speeding can be a problem on the edges of town. As people in vehicles adjust to a highway speed of 55 mph outside of the city to a speed limit of just 30 mph in the city, deceleration does not happen as quickly as what is needed to create a safe environment for all users.

- Local drivers using Main and Market Streets traveling at appropriate speeds are subject to the risk of rear-end crashes as speeding vehicles approach them from behind. This especially becomes an issue when drivers slow down or stop to turn right or left off Main and Market Streets to a side street.
- Drivers making turns from a side street on to Main or Market Streets need the appropriate amount of time to react to oncoming vehicles. A driver generally understands the amount of time they have to complete their turn onto Main or Market Streets given vehicles traveling at 30 mph. Any increase in speeds of oncoming vehicles decreases the available turning time and results in dangerous conflict points. This is especially true closer to downtown where on-street parking is more prevalent and sight lines are decreased.
- Non-motorized users such as pedestrians and cyclists often conflict with vehicles, and when those vehicles are traveling at higher speeds, the likelihood of death or serious injuries as a consequence of a crash increase dramatically. Drivers, especially those entering the city on a state highway, are not fully accustomed to sharing the road with pedestrians. This can lead to unsafe behaviors like close passing and abrupt turns. For pedestrians, competing with vehicles can be intimidating and risky. Size and speed disparity heightens the sense of competition, especially in locations such as Main and Market Streets where sidewalks are not always present.

In addition to speeding on Main and Market Streets, Locust Street has been identified as a street where speeding is prevalent and needs to be addressed. Speeding happens along this corridor due to two reasons and creates dangerous conflict points with an area that is more frequent with pedestrians than other areas of the city due to the schools located on Locust Street.

- Local drivers look to use Locust Street as an alternate route to avoid commuter traffic on Main Street, using it as a "shortcut." Because drivers tend to go out of their way to utilize this route, they feel the need to make up for time lost and exceed the speed limit as a result.
- Road geometries allow for speeding. Due to the straight corridor, infrequent stops, and road width, drivers get a false sense of security while driving at excessive speeds. The road width, in particular, is something that needs to be addressed. With on-street parking not always present and not marked throughout the corridor, this essentially creates 15-foot travel lanes in each direction (30-foot total road width). Greater lane widths have shown to directly relate to increased speeds. Interstate highways are designed with 12-foot lanes and designated truck and transit routes with 11-foot lanes. 10-foot lanes are typical for urban areas and can help manage speeds and promote safety.

The four-way stop at Main and Market Streets was the most identified challenge of transportation during the entire engagement portion of the planning process. The problems can be placed into three general categories.



National Traffic Safety Board (2017) Reducing Speeding-Related Crashes Involving Passenger Vehicles. Available from: <https://www.nhtsa.gov/safety/safety-studies/Documents/SS1701.pdf>

- **Conflicts between pedestrians and vehicles** Sidewalks are present in downtown along Main and Market Streets. However, the lack of physical barrier between the sidewalks and the road causes an uneasiness for pedestrians frequenting the local businesses in the area.
- **Conflicts between personal vehicles and large trucks** Industrial and commercial trucks require a larger turning radius than personal vehicles due to their wide loads and long trailers. This causes conflicts as vehicles pull up to the stop bar located close to the intersection of the four-way stop. As large trucks make either left or right turns, there are times when they cannot complete their turns without the stopped vehicles backing up to create more space for the trucks. This causes additional conflicts if there is a queue of vehicles behind the stopped vehicle.
- **Peak hour congestion** There is concern in the community about congestion at the four-way stop, specifically during peak hour travel times. This is typically from 7:00am to 8:00am and from 4:00pm to 6:00pm on weekdays. Queuing can lead to long wait times, irritable drivers causing dangerous driving methods, and an increase in emissions. Currently, the planning team views this congestion as typical for this type of intersection as it does not present any excessive issues that need to be addressed.

Street Connectivity

As subdivisions continue to build out in Red Bud, connectivity becomes even more important. Road stubs exist in several locations including Steven Drive/4th Street, Illinois Avenue, Lockwood Drive, and Kennedy Drive. Addressing these road stubs and creating

better connections among existing neighborhoods can help alleviate pressure off Main Street and Market Street that currently act as the access method for each of these areas of town.

Sidewalks

The existing sidewalk network in the city generally consists of the following:

- Both sides of Market Street from Rock Street to Orange Street
- One side of Market Street from Ratz Memorial Park to Rock Street
- Both sides of Main Street from Railroad Street to Brand Avenue
- One side of Main Street from Brand Avenue to Kaskaskia Drive
- One side of Field Drive
- One side of Locust Street from Market Street to Kaskaskia Drive
- Sporadically in downtown

Both expansion and maintenance of the sidewalk network in the city is desired, based on engagement with the public and city staff. Low traffic volumes in residential neighborhoods allow for fewer conflicts between pedestrians and drivers when traveling on the street, but dedicated sidewalks create a much safer environment. Areas where traffic volumes are greater (Main Street, Market Street, Locust Street, Field Drive) and sidewalk is not present on both sides of the street create concerns with non-motorized travel. Sidewalk on one side of the street is necessary and both sides of the street is highly encouraged.



Intersection of Main Street and Market Street Looking North



Market Street Looking West



Market Street Looking West



Crosswalk on Market Street



Sidewalk on Main Street



Sidewalk on Market Street



Sidewalk on Main Street



Sidewalk on Market Street

Strategies & Recommendations

1. As new developments are built, they should be required to have sidewalk and, depending on the size of the development, trails as part of their proposal and construction. This practice is becoming the standard and allows the city to plan for their sidewalk network as opposed to fixing the issue of lack of sidewalks in the years following. This strategy places responsibility on the developer to better the community they are building in.
2. Add sidewalk on Main and Market Streets where it is currently missing. This limits conflicts between vehicles and pedestrian and provides residents with greater access to the businesses along these roads but not in the heart of downtown.
3. Add sidewalk on the sides of Locust Street and Field Drive where it is not currently present. These are among the most heavily traveled locations in town by pedestrians and cyclists due to their proximity to the schools and having sidewalk on both sides of the road creates safe conditions for children and adults while emphasizing they cross at safe locations such as intersections and crosswalks, instead of jaywalking.
4. Downtown is the other location where pedestrians are most frequent and continued maintenance of the sidewalks in this area is very important, not only for transportation needs, but from an economic development perspective as individuals look for quality sidewalks so they can visit the local shops and restaurants in downtown.
5. Add sidewalk to existing residential neighborhoods. Considering the extreme lack of sidewalks here, this would likely take place over the course of many years and be worked into budgeting in small increments in addition to consistent attempts at appropriate grant programs.
6. Adopt a Complete Streets policy to match desires and trends in community of being a walkable place. A Complete Streets policy provides the city with a framework for executing future construction projects and is cost-efficient as it bundles improvements (adding sidewalks or bike lanes while repaving streets is more efficient than treating it as two separate projects).
7. Complete a streetscape plan for downtown to address safety concerns. In addition to being a more in-depth guide for how to address vehicle and pedestrian safety, a streetscape plan can also focus on landscaping, branding, and economic development. This plan can be funded using grant program dollars and is often required to

pursue construction grants for streetscape projects. The streetscape plan can further address the following potential strategies that focus heavily on the four-way stop at Main and Market Streets:

- » Mountable curbs / Painted curb bumpouts These options provide safer alternatives for both truck traffic and pedestrians at the four-way stop. They typically are a highly visible extension of the curb at an intersection where pedestrians can get a better view of oncoming traffic to better understand when they can cross the street. Similarly, the mountable curbs draw the eye of truck drivers to the crosswalks so that they can be more prepared for people crossing the street, reducing unforeseen conflicts. Mountable curbs also assist in reducing



Pedestrian Curb Bumpouts



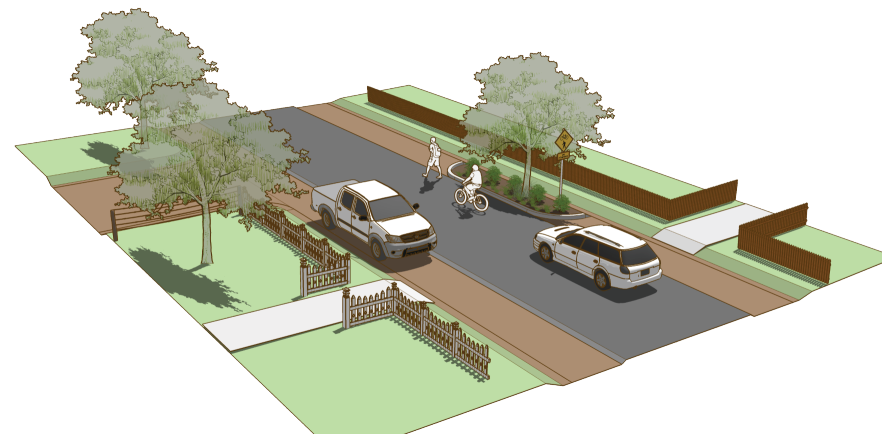
Mountable Curbs

infrastructure damage where trucks would traditionally impact the curb and sidewalk at the intersection and helps with maneuverability with those extreme turning radii.

- » Relocation of stop bars and crosswalks This strategy assists in reducing the number of conflicts between trucks and personal vehicles by increasing the amount of space available for trucks to turn.
 - » Coordination with IDOT Any road work completed on the state highways needs constant communication and assistance from IDOT. They can assist in streetscape plans, construction, or grants to improve the four-way stop and beyond.
 - » Tactical urbanism This strategy uses short-term, low-cost interventions to determine if long-term change is recommended. It involves using temporary materials and is a way to gather community feedback as to whether a permanent version of the project would be received well or be successful at the location. Methods include street paint, removable posts or bollards, and other inexpensive materials in comparison to permanent construction. Tactical urbanism demonstrates the potential positive and negative impacts of a project.
8. Connect Steven Drive to 4th Street on the west side, Lockwood Drive and Kennedy Drive to 4th Street on the east side, and Illinois Avenue to Theodore Avenue/Rock Hill Drive. This creates better connectivity between the residential neighborhoods and alleviates traffic at access points along Main and Market Streets.
 9. The addition of a Rectangular Rapids Flashing Beacon (RRFB) or HAWK (High-Intensity Activated Crosswalk) signal on Market Street at Ratz Memorial Park not only encourages walking and other modes of active transportation, but creates a safer system in which drivers yield to pedestrians. These signals can be equipped with audible signals and include varying degrees of signage depending on what is ultimately needed at the crossing. This location could also provide a highly utilized connection from Ratz Park to Lincoln Park.

10. Conduct various forms of traffic calming on Locust Street. Tactical urbanism can be a solution when determining which strategy is most effective.

- » Narrow travel lanes through strategic striping. Introducing painted pavement markings for on-street parking can reduce the travel lanes from 15-feet to 10-feet.
- » Raised intersections or pedestrian crossings increase pedestrian visibility while forcing vehicles to slow down due to the elevated level of the pavement.
- » Periodic speed humps force vehicles to slow down and lose momentum as they attempt to gain speed.
- » Roundabouts at key intersections slow vehicles but also reduce crash severity as potential colliding vehicles are making contact at 45-degree angles or less as opposed to 90-degrees.
- » Chicanes are gentle curves in the corridor created by introducing alternating curb bumpouts or even roadside planter boxes.
- » Creative street art at intersections or crosswalks act as a visual cue for drivers to slow down, signaling that there is something unique about this corridor.



Rural Complete Street



Neighborhood Roundabout



Raised Intersection



Tactical Urbanism Neighborhood Roundabout



Market Street Pedestrian Crossing to Safely Connect Ratz Park & Lincoln Park

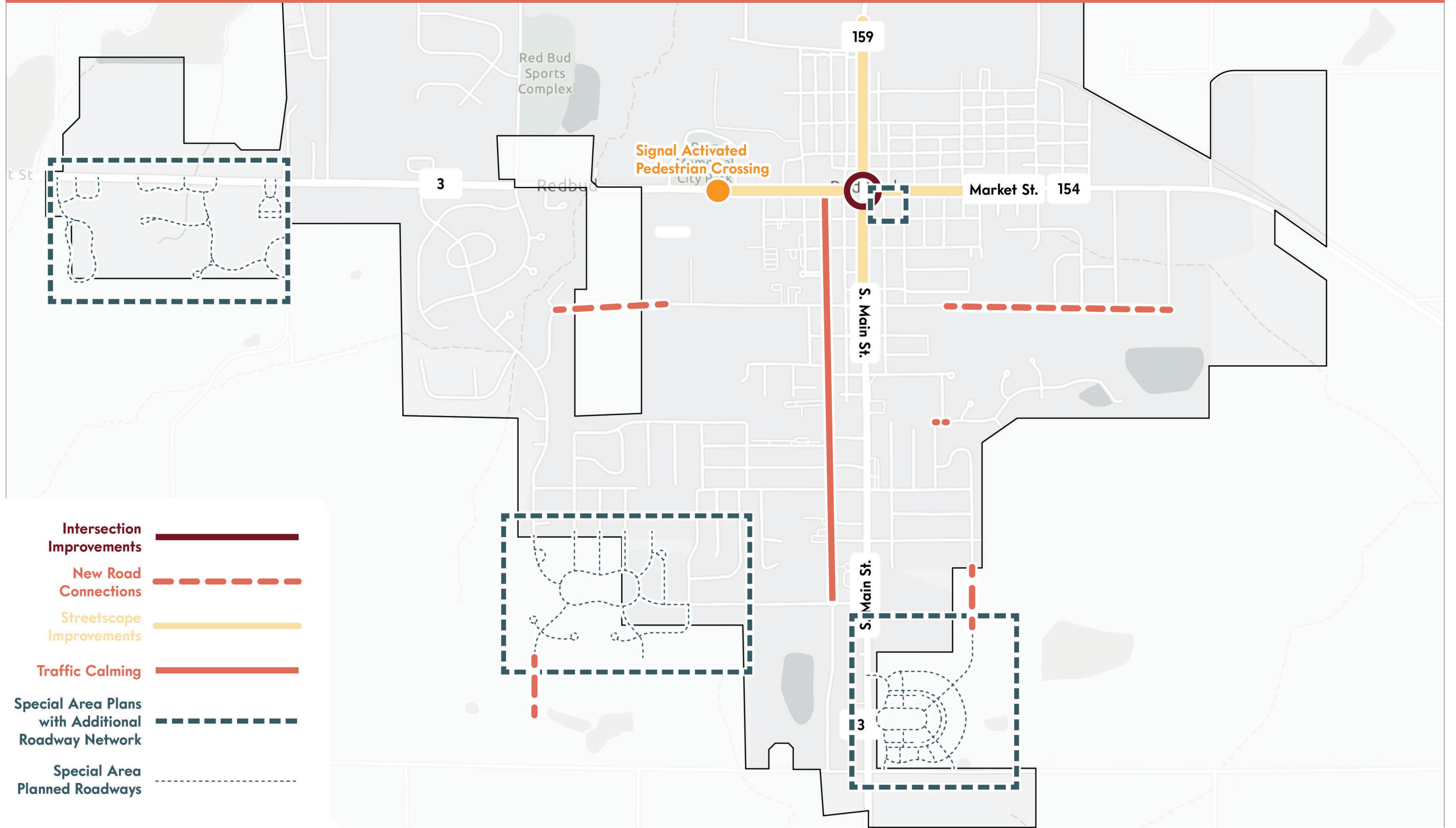


Speed Humps



Creative Street Art at Intersection with Bumpouts

Key Recommended Transportation Project Locations



Page left blank intentionally.

PARKS & OPEN SPACE

SECTION 6

Existing Conditions

The city of Red Bud takes pride in its array of parks, recreational amenities, and open green spaces that contribute to the high quality of life for its residents. These spaces serve as hubs for community interaction, leisure, and outdoor activities, further enhancing the town's charm and appeal. Red Bud's parks are divided into three distinct categories based on their size, purpose, and the range of amenities they offer.

- **Neighborhood Parks** Neighborhood Parks are small, localized parks meant to serve residents within specific neighborhoods. They are designed to be easily accessible, primarily on foot or by bike, and provide a modest range of amenities. These parks foster a sense of community and serve as gathering spots for nearby residents. Red Bud's Neighborhood Parks include:

- City Hall Park
- Community Garden
- L.V. Finley Memorial Park
- St. John's Lutheran School Playground
- St. John the Baptist Catholic School Playground
- Red Bud Elementary School Playground
- Lions Park



Lions Park

- **Community Parks** Community Parks cater to a broader audience, often serving the entire city. These parks are larger in size and equipped with a wider variety of amenities, attracting visitors who may access them by private vehicles as well as by foot or bike. Community Parks in Red Bud are:

- Ratz Memorial Park
- Lincoln Park

- **Special Parks** Special Parks focus on providing a single type of recreational activity or facility. These may include sports fields, walking tracks, or other amenities that cater to a specific purpose rather than serving as multi-use spaces. Examples of Special Parks in Red Bud are:

- Red Bud Junior High Baseball/Softball Fields
- Red Bud Sports Complex
- Red Bud High School Sports Fields
- North County Country Club

A spatial analysis of existing parks highlights areas in need of additional green space. Residential neighborhoods east of Polk Street and west of Country Club Drive and Catherine Drive are currently underserved. This is determined based on service area buffers commonly used in park planning:

- **Neighborhood Parks:** Service area radius of ¼ mile.
- **Community Parks:** Service area radius of ½ mile.



Ratz Memorial Park



Lincoln Park



Lincoln Park



Ratz Memorial Park

Strategies & Recommendations

1. **Expanding Green Space** To address the gaps in service, new green spaces have been proposed. Special Area 4 has been identified to provide park access for residents on the west side of the city. Meanwhile, the area south of the light industry along Lockwood Drive and Kennedy Drive, east of 4th Street's dead end, and north of Rock Hill Drive has been earmarked for a new large-scale Community Park.
2. **City-Wide Trail System** One of the most significant community desires identified through public and stakeholder engagement is the development of a city-wide trail network. The proposed system on page 39 aims to connect all parks in a cohesive network, enabling residents to access green spaces via foot or bike. The proposed trail system includes a mix of:
 - Off-street multi-use paths
 - Existing sidewalks
 - New separated sidewalks
 - Designated bike lanes



Marked Trail Crossing

This network not only enhances recreational opportunities but also offers practical transportation solutions. By connecting parks to schools, medical facilities, grocery stores, and workplaces, the trail system promotes active transportation options and encourages a healthier, more sustainable lifestyle.

3. **Park Upgrades and Maintenance** Continuous improvement of existing parks is essential to ensure they remain attractive and functional for residents. Suggested upgrades include:
 - Addition of public restrooms
 - Installation of pollinator gardens
 - Creation of walking paths within parks
 - Improved signage for navigation
 - Enhanced parking facilities
 - Increased ADA accessibility
 - Placement of benches and dog waste stations



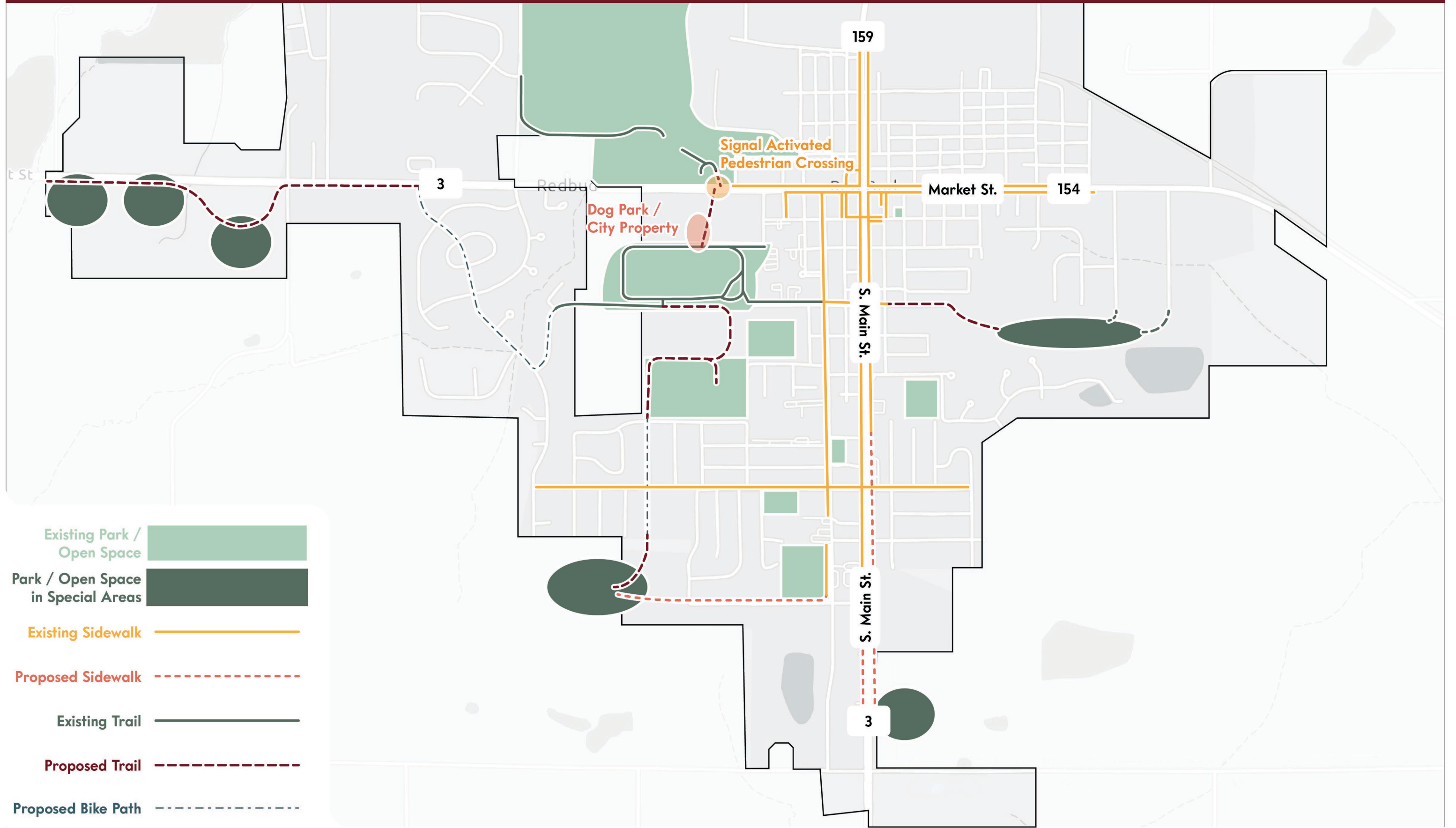
Multi-Use Trail

4. **Becoming a Regional Destination** With these developments, Red Bud aspires to position itself as a regional leader in parks and recreation. A well-designed park and trail system will not only serve local residents but also draw visitors from neighboring communities, boosting tourism and fostering regional connections.
5. **Pursue Grant Funding for Improvements to Lincoln Park.** The Open Space Lands Acquisition and Development (OSLAD) Grant through the Illinois Department of Natural Resources (IDNR) is recommended. Upgrades could include items such as a new walking trail, a shelter for group gatherings, a dog park, additional playground equipment, and native plantings. OSLAD applications are typically open from July through September each year.
6. **Creation of a new Dog Park.** Red Bud is a dog-loving community and the creation of a new Dog Park benefits the city in many ways. Among them are community building, health and wellness for both dogs and their owners, and city beautification. Land near Lincoln Park is most appropriate for a Dog Park as it is centrally located for shorter pedestrian (and dog) walking times and distances.



Dog Park

Existing and Proposed Park, Trail, and Sidewalk Network



Page left blank intentionally.

SHOPPING, DINING, & BUSINESS

SECTION 7

Existing Conditions

The majority of commercial development in the City of Red Bud falls into two main categories: compact downtown development and car-centric business development.

- **Compact Downtown Development:** This type of development is predominantly located near the intersection of Main Street and Market Street. It consists of two- and three-story buildings housing shops, restaurants, and office spaces on the first floor. Businesses also occupy buildings that appear to have been residential units just outside the downtown core. These businesses extend north to Railroad Street, south to 3rd Street on Main Street, and east to Rock Street on Market Street.

Compact downtown development is designed at a human scale, with buildings situated close to the street and parking either on the street or discreetly located behind buildings. This layout reduces conflict points between pedestrians and vehicles, creating a safer and more inviting environment for visitors.

- **Car-Centric Business Development:** This style is primarily concentrated along Main Street from Brand Avenue to Ohlwine Road. Examples include car dealerships, fast food restaurants, chain stores, banks, and gas stations. These businesses prioritize vehicle access, with large parking lots fronting the street and buildings set back further from the road.

While car-centric development benefits drivers and contributes to the city's tax base, it also creates challenges. Conflict points between vehicles and pedestrians are common, and the adaptability of these spaces is limited. If consumer preferences change, these businesses may struggle to transition to new uses, leading to potential economic fragility.

Red Bud is also home to multiple large-scale industrial employers, located mainly on the city's eastern, northern, and southern edges. These industries are essential to the local economy, employing both Red Bud residents and commuters from surrounding areas. However, the prevalence of commuting highlights a need for additional housing, especially affordable options. Expanding housing within Red Bud would support a more self-sustaining live-work dynamic, reducing reliance on commuting.



Existing Mural on Northeast Corner of Main Street and Market Street



Al Fresco Dining

Strategies & Recommendations

1. Focus industrial growth on the east and north edges of Red Bud, allowing for continued commercial and residential growth to occur to the west and south. Conflicts in industrial and residential zoning can be a concern and by continuing to expand industrial development in all directions of the city, potential residential development locations become both fewer and less desirable.
2. Improve gateways to the community utilizing the newly completed City branding. This creates a welcoming experience for people arriving in Red Bud. It is recommended that decorative signage and plantings are used to catch the eye of people traveling by vehicle either into or through the community.
3. Continue to support the chamber of commerce in attempts to promote and enhance downtown and other businesses. A Business Bootcamp, typically organized by the Chamber of Commerce or Economic Development Commission, walks participants through components of business planning, with the idea of making smarter business owners. The City of Monticello, Illinois is just one example of a small town with an existing Business Bootcamp model that can be modified to meet the needs of Red Bud.
4. Continue to add murals on the sides of downtown buildings. A new mural exists on the northeast corner of the four-way stop. Additional murals located on each side of South Oak Street at Market Street and each side of Lincoln Street and Market Street represent locations where artwork could beautify the Red Bud community and create a more welcoming and desirable environment.
5. Improve streetscapes in downtown including sidewalk buffers, plantings, wayfinding signage, building façade improvements, and crosswalk and parking striping. While often associated with transportation and also included in that section of this plan, streetscape improvements also increase the appeal of downtown which can invite more regional shoppers into the neighborhood.
6. When commercial development occurs on western and southern edges of the city along Market and Main Streets, utilize mixed use and walkable development styles. More detailed recommendations for these areas are included in Special Area 3 and Special Area 4.
7. Downtown development should match existing the architectural style of the neighborhood. Potential areas of focus are the site of the existing post office; existing housing structures just outside the downtown core; and the block of surface parking lot located between Red Bud Street, Oak Street, Olive Street, and Washington Street. New buildings should include two- and three-story buildings with commercial businesses located on the first floor and office or residential space on the upper floor(s). More detailed recommendations regarding the post office site are included in Special Area 1.



Commercial Development with Parking Behind Buildings



Murals - Paxton, Illinois



Downtown Mixed-Use Development

HOUSING

SECTION 8

Existing Conditions

While most of Red Bud's housing units are single-family, there also exists a diverse mix of additional residential options throughout the city, especially in comparison to similar sized communities in the Midwest.

In the residential neighborhoods immediately surrounding downtown in all directions, single-family homes are present with smaller lot sizes. As the community has continued to grow and develop, additional single-family homes have been built on larger lot sizes in expanding subdivisions to the south and west. However, there is a presence of multi-family housing types in various forms located throughout the city.

Downtown Red Bud has mixed-use buildings located on and surrounding the intersection of Main Street and Market Street. These mixed-use buildings predominantly have shops and restaurants located on the first floor and while some include office space on the second and third floor, there are also residential units on the upper floors of some buildings.

Country Club Drive on the west side of the city also features a mix of housing types, with smaller apartment complexes, townhomes, and duplexes all present. Additionally, condos and duplexes exist on both Kaskaskia Drive and Lockwood Drive in the city.

Strategies & Recommendations

It is important for all communities to plan for continued growth and an influx of new residential neighborhoods that are unique, marketable across all generations, and limit sprawling developments. Sprawl creates hardships for taxing bodies to extend and maintain new infrastructure, while simultaneously leading to develops which lack a 'sense of place' and not in unison with the strong character of the core of the city. This strategy is even more critical in Red Bud, where each of the following are true:

1. Existing developed land is compact and efficient, with residentially zoned land surrounding the focal point of downtown and amenities such as schools, parks, and medical facilities woven into the fabric of the community.

2. The City has three highways running through it on two main roadways (Main and Market Streets). A natural trend and expectation is that annexations and development continues to work its way out along those corridors, much like what exists in nearby communities such as Waterloo, Smithton, and Sparta. That process would be made with the thought that Main and Market Streets are the focal point of Red Bud. Instead, when annexations and development occur, it should be done with downtown as the focal point of the community.
3. As population shifts occur in St. Louis and the Metro-East region and changes take place in work-life balance and the introduction and continued use of remote work, exurbs become a desirable destination. Exurbs are areas with economic connections to cities such as St. Louis but located on the edge or just outside metropolitan areas. Exurbs are seeing high population growth with the introduction of remote work.

The planning process has identified the south and west sides of the city as potential locations for additional housing, which is detailed in Special Area 2, 3, and 4. These locations are away from existing industries on the north and east sides of the city, and also benefit from having access to nearby roads, utilities, and other infrastructure necessary for new development.

With an influx of housing comes additional traffic demands and with development occurring on the south and west sides of the city, that traffic may generally not be moving through the heart of the city and specifically the Main/Market intersection when traveling to and from the Metro-East and St. Louis regions. New housing in these areas provide a wonderful opportunity to create memorable neighborhoods that extend the charm of downtown to the edges of the city, or preserve the rural character found on the approaches into the city. Neighborhood planning techniques for these areas should consider the following:

Hybrid Neighborhood Design



Active Adult Neighborhood



Traditional Neighborhood Designs ('TND')

TNDs provide a higher density and mixture of housing types (single family + multi-family) within a single neighborhood. Single family lot sizes are often smaller (5,000 s.f. to 10,000 s.f.), and sometimes even utilize alley networks as found in turn of the century neighborhoods. Streets are often narrow (24-27'wide), are tree lined, and include sidewalks on both sides. Public open spaces in the form of parks, commons, and village greens are often found on the street side so they are easily accessible to pedestrians.

Conservation Open Space Designs ('Conservation Design')

Conservation design can be utilized to preserve the rural character, while simultaneously allowing for medium residential densities. While they can include a mixture of housing types, they generally accommodate single family lots that range from 9,000 s.f. to 20,000 s.f. Sensitive natural resources such as drainageways, hedgerows, property perimeters, woodlands, or steep slopes are left undeveloped and located within interconnected open spaces often found on the backside of homes. These open spaces often include pedestrian trailway networks. Housing is then clustered in areas without sensitive environmental resources to create highly livable and marketable neighborhoods.

Hybrid Neighborhood Design

A hybrid neighborhood incorporates elements of TND and Conservation Design to achieve higher densities, a mixture of housing types, and open spaces on both the front and rear sides of the homes. Often times, hybrid developments can generate higher densities than underlying zoning permits, while creating far more interesting and livable neighborhoods.

Pocket Neighborhoods

These types of neighborhoods provide a wonderful opportunity to incorporate elements of Traditional Neighborhood Design into smaller projects, or initial phases of larger projects. Pocket Neighborhoods organize small 'cottage style' homes around village greens. All homes have front porches, with rear loaded garages – thereby an active and social front side of the home as was found in turn of the century neighborhoods.

Active Adult Neighborhoods ('Over 55')

To retain the aging population in Red Bud, specific neighborhoods can be designed to allow people to age in place. Active Adult Neighborhoods provide higher densities and a mixture of uses that include single family, side by sides (duplexes), rowhomes, condominiums, and apartments. Some of these neighborhoods can often include assisted living facilities. Active Adult Neighborhoods should include a variety of amenities including sidewalks / trailways, small parks, sport courts, community rooms, and outdoor gathering spaces.

While much of Red Bud's focus is preparing for new development, the city should also prioritize continued improvement in established residential neighborhoods. The creation of incentive programs for home repairs, establishment of neighborhood pride groups, and encouragement of rehabilitation over demolition are all strategies to improve the existing housing stock. These methods help to ensure that the core of the city doesn't "hollow out" with current residents simply relocating to new developments on the edges of the city. Instead, established residents continue to live and improve the neighborhoods they call home in preparation for a new stage of life or for a resale to an incoming population seeking entry-level or affordable housing.

INFRASTRUCTURE AS A FOUNDATION FOR GROWTH

Infrastructure is the backbone of any thriving community. For small but growing municipalities, strategic investment in infrastructure — such as roads, water systems, and other utilities — is essential to support current residents while preparing for future growth. As population and economic activity increase, so does the demand on existing systems. Without proactive upgrades and expansions, communities risk service disruptions and diminished quality of life. Infrastructure projects not only address immediate needs but also lay the groundwork for sustainable development, attracting new residents, businesses, and investment.

ECONOMIC VITALITY AND COMPETITIVENESS

Well-planned infrastructure projects stimulate local economies by creating jobs, improving access to markets, and enhancing mobility. Businesses are more likely to invest in communities where transportation networks are efficient, utilities are reliable, and digital connectivity is robust. For small towns aiming to compete with

larger urban centers, infrastructure becomes a key differentiator. It signals readiness for growth and a commitment to long-term resilience. Moreover, infrastructure improvements often catalyze private development, encouraging mixed-use projects, housing, and commercial activity that further enrich the local economy.

QUALITY OF LIFE AND COMMUNITY WELL-BEING

Infrastructure directly impacts the daily lives of residents. Safe roads, clean water, accessible public spaces, and reliable public services contribute to a higher quality of life and foster civic pride. As communities grow, maintaining and enhancing these systems ensures that growth is inclusive and equitable. Infrastructure also plays a critical role in public health and safety — whether through stormwater management systems that prevent flooding or emergency services facilities that reduce response times. Investing in infrastructure is, therefore, an investment in the well-being and future of the community.

Conservation Design



Pocket Neighborhood



SPECIAL AREA PLANS

SECTION 9

Special Area Plans

Every community has locations that need a little extra attention. Maybe because of the existing poor conditions or the importance of the area to the future success of the community – and sometimes both. The following four Special Area Plans received extra focus from the planning team and come with detailed renderings of what the area could look like if implementation strategies are followed. These plans provide guidance to the City of Red Bud and can be utilized to promote excitement in town or even attract developers.

Special Area 1 - Downtown Redevelopment

Special Area 2 - South Rural Mixed-Use New Development

Special Area 3 - Southwest Residential New Development

Special Area 4 - West Market Street New Development

These specific areas respond to feedback gathered during the engagement phase of the planning process and address various needs in the community ranging from downtown gathering spaces to rural corridor commercial development and even creative rural single-family residential subdivisions.

Special Areas Overview



Maxar

Special Area 1 - Downtown Redevelopment

Existing Conditions

Downtown Red Bud is a successful commercial district with multiple locally owned shops and restaurants that is well-visited by people driving into the community as well as residents accessing the district by foot. Much of its success can be attributed to its density, architectural style, and relative lack of surface parking lots that can dramatically impact the urban experience in a negative way. The area's mix of amenities such as restaurants, bars, City facilities, the YMCA, and service buildings provide ample reason for people to frequent the space.

Beautiful two- and three-story buildings are located at the heart of Downtown and define the area nicely on the blocks between S Oak Street, Bloom Street, Market Street, and 1st Street. The lone exception is the Post Office building located on the northwest corner of Main Street and 1st Street, which, while centrally located in the city, represents a critical site and has a different architectural style that does not match the aesthetic of the downtown district.

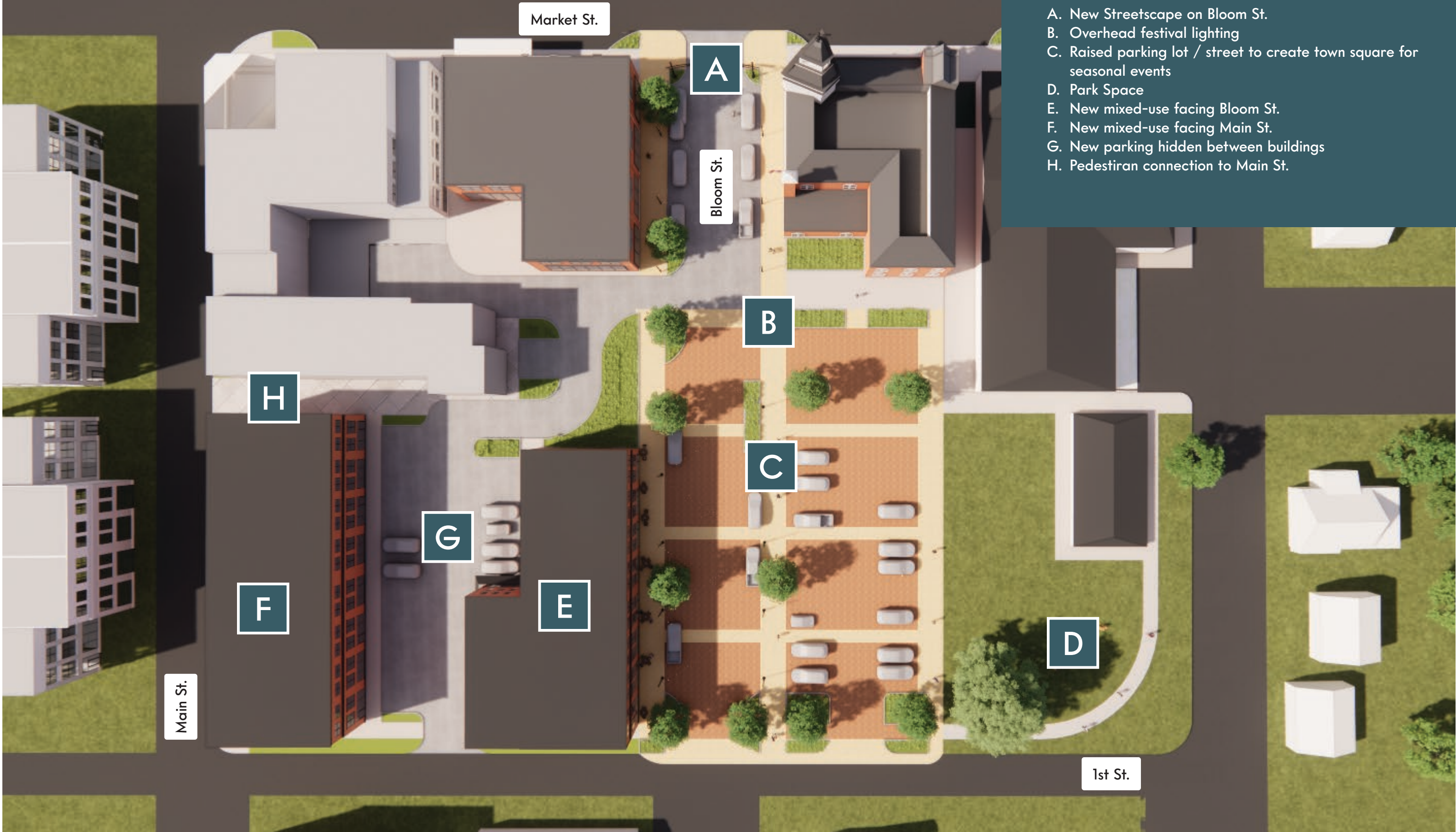
Throughout the planning process, the intersection of Main Street and Market Street was often referred to as "The Square." This name is pulled from the traditional small-town courthouse or central park square located in downtowns, but while a traditional town square is meant to be a gathering place for residents, either through special events or a typical evening weekend, Red Bud's "Town Square" does not match that description. Downtown needs a place that is inviting, and where pedestrians aren't competing with heavy truck traffic using the state highways. Bloom Street between Market Street and 1st Street, and its proximity to the gathering place for the popular Fireman's Picnic, is a natural fit for that "Town Square" atmosphere.



Site Plan

Legend

- A. New Streetscape on Bloom St.
- B. Overhead festival lighting
- C. Raised parking lot / street to create town square for seasonal events
- D. Park Space
- E. New mixed-use facing Bloom St.
- F. New mixed-use facing Main St.
- G. New parking hidden between buildings
- H. Pedestrian connection to Main St.



Aerial View Looking South Down Bloom Street



Street View Looking South Down Bloom Street



Aerial View Looking North down Bloom Street During Special Event at Night



Aerial View Looking North down Bloom Street During Special Event at Daytime



Aerial View Looking Northwest at Bloom Street and New Mixed Use Building



Aerial View Looking Northwest at Bloom Street and Park Space



View Looking Northeast down Bloom Street



View Looking Northeast of New Mixed Use Buildings on Former Post Office Site



Special Area 1 - Recommendations

Relocate the Post Office and redevelop the site as mixed use buildings to match the architectural style of the other buildings in downtown and on this block particularly. This includes commercial businesses on the ground floor with either residential or office space on the second floor. By fronting Main Street and Bloom Street, this site includes parking lots tucked behind the two new buildings. This fulfills the neighborhood's need for parking while also creating a more walkable environment where people feel protected as they walk beside buildings as opposed to wide open parking lots. It also provides the opportunity for unique al fresco dining experiences on Bloom Street and 1st Street that would be secluded from the heavy traffic along Main Street.

Reconstruct Bloom Street into a shared street or "woonerf" – a curbsless street that can be used by either vehicles to travel or park, or by people strolling around downtown. Alongside the existing parking lot on the east side of Bloom Street, this shared space could operate as a typical street segment during most days with travel lanes and on-street parking. The unique flexibility of the design allows it to be closed off in evenings and weekends for special events such as festivals, concerts, or Chamber of Commerce events promoting local businesses. Enhanced streetscape elements are infused throughout the space and include brick pavers, street trees, flowering plantings, festoon string lights, and a signature gateway arch at Bloom Street and Market Street. All of these elements will reinforce a 'pedestrian first' feel for a reimaged Bloom Street that can serve as the central gathering space for Red Bud.

Special Area 1 Inspirations

Overhead Festival Lighting



Shared Street / Parking Lot as Town Square



Woonerf / Shared Street



New Mixed-Use Infill Next to Historic Buildings



Special Area 2 - South Rural Mixed-Use New Development

Existing Conditions

Preparing for an influx of development on the edges of a small and growing city, particularly commercial development, is one of the most important things city staff can do when projecting into the future. In Red Bud, chain restaurants and other businesses continue to work their way down S Main Street while conversations continue regarding a potential bypass on the southern edge of the City. While these changes in infrastructure pose a threat to the heart of the City, they also open an opportunity for smart growth that appeals to people both locally and regionally.

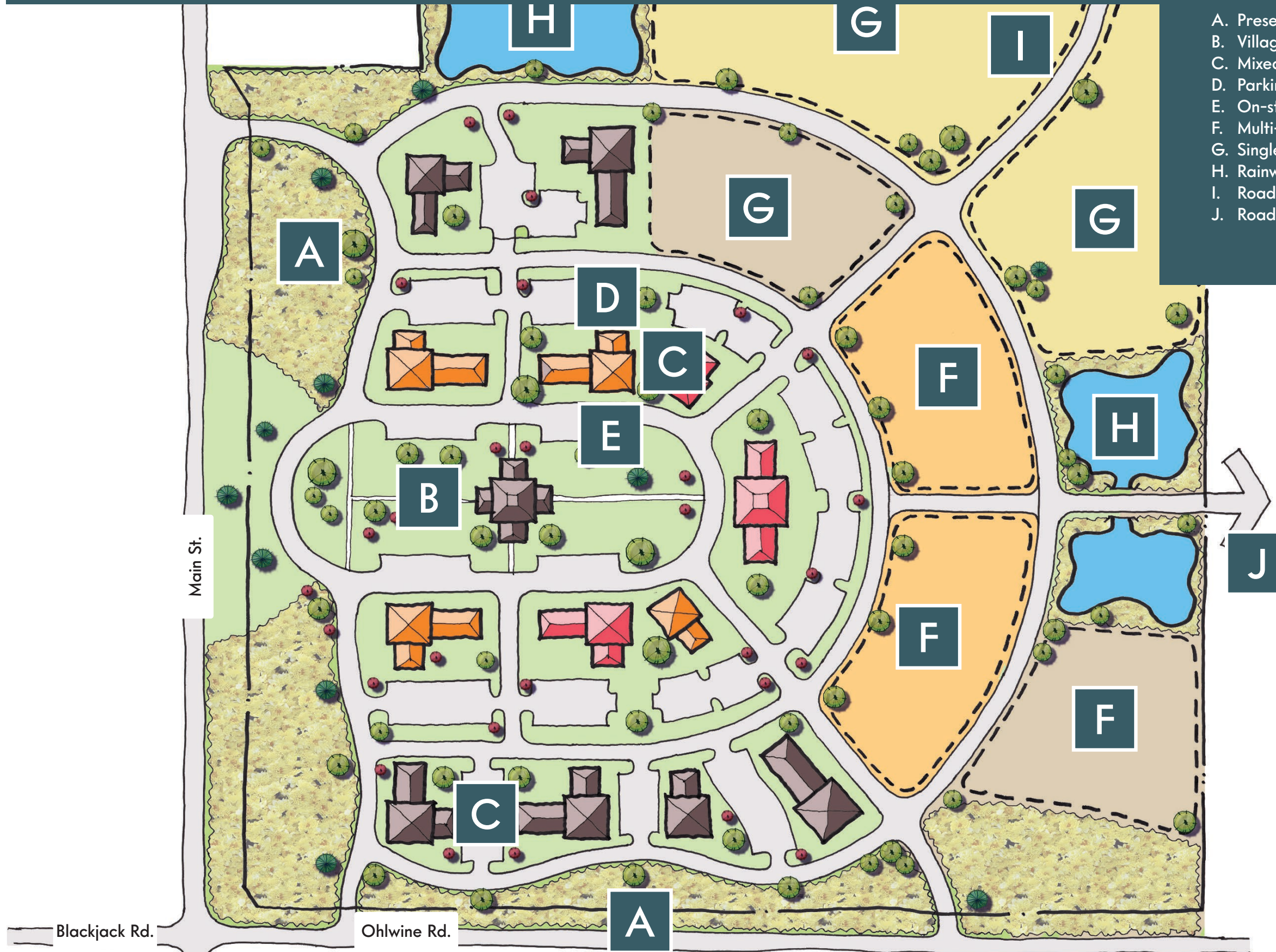
The site of this Special Area Plan is one parcel of land located on the northeast corner of Main Street and Blackjack Road/Ohlwine Road currently utilized as agricultural land. It provides an opportunity to show how future development can borrow strongly from the sound traditional town planning principles found in the downtown core of Red Bud, thus creating a memorable southern gateway into the city.



Site Plan

Legend

- A. Preserve rural character with buffer of native plantings
- B. Village Green
- C. Mixed-use retail, food / beverage, professional offices
- D. Parking lots behind / between buildings
- E. On-street parking to reinforce village character
- F. Multi-family residential
- G. Single family residential pocket neighborhood
- H. Rainwater management
- I. Road connection to Fieldcrest Drive
- J. Road stub for future development



Special Area 2 - Recommendations

Being the southern gateway into the city, this area should capture people's attention in a bold manner. This is accomplished by creating a highly visible 'village green' that is embraced by mixed use buildings (one and two story) that include retail, office, and food / beverage establishments. Parking should be accomplished with a combination of on-street parking, and surface parking lots located on the back side of buildings – thus creating a very walkable streetscape similar in nature to what is found in the heart of Red Bud.

Being cognizant of the rural character adjacent to this area, the plan also suggests sweeping buffers along the frontages of Main Street and Ohlwine Road to soften the transition from countryside to a proposed development. These buffers would include native plantings which could double as naturalized stormwater management areas.

The eastern third of the area provides a wonderful opportunity to integrate a variety of housing options to help with the housing scarcity in the city. More dense housing (flats, rowhomes, and duplexes) would occur closer to the mixed-use buildings, with less dense single-family neighborhoods along the north and west property lines.

Streets within this new development should take a cue from the historic core of the city and be loosely configured in an urban grid, include 5' wide sidewalks on both sides, and street trees. Multiple access points should occur on Ohlwine Road and Main Street, and a future road connection in the northeast corner of the site provides a direct connection to Fieldcrest drive, thus allowing a 'back door' entry into this new neighborhood.

Special Area 2 Inspirations

New Mixed-Use Development with 'Downtown' Scale



Shared Street / Parking Lot as Town Square



Single Family Residential Pocket Neighborhood



Village Green



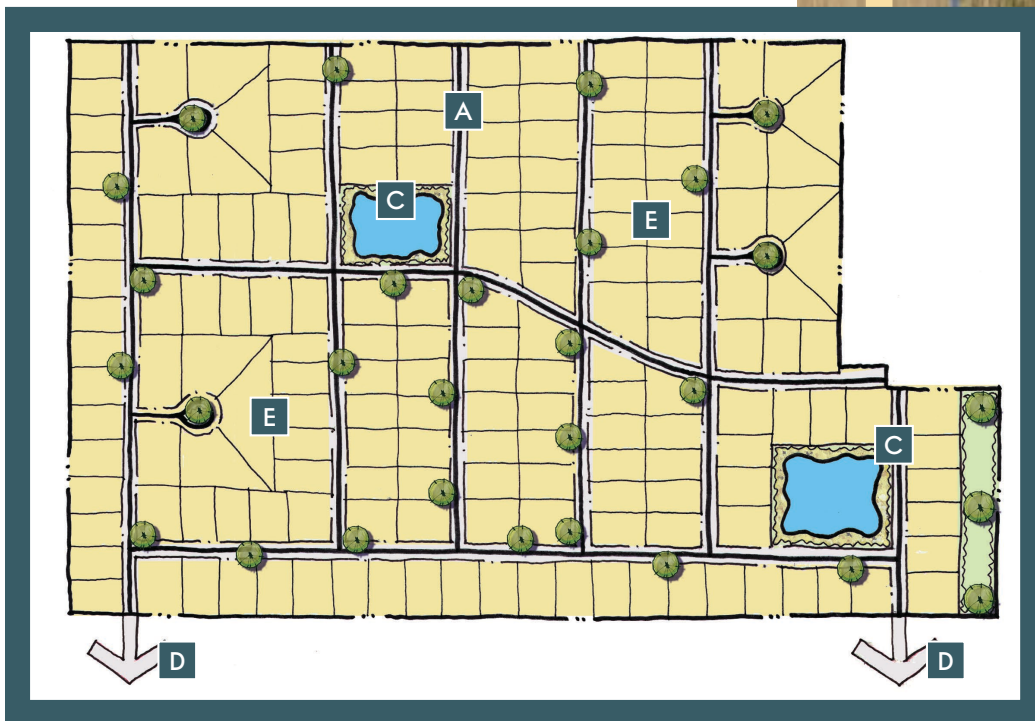
Special Area 3 - Southwest Residential New Development

Existing Conditions

Land southwest of the City has been identified throughout the planning process as appropriate to be annexed and developed for potential residential growth. The site for this Special Area Plan is generally confined by an extension of Country Club Drive on the west; the existing residential development to the north along Bayberry Lane, Boulder Drive, and Sandstone Drive; Flint Street and Secon Rubber & Plastics, Inc. to the east; and north of the single-family properties that front Blackjack Road on the south. Currently, this area is three separate parcels of land.

The site is located adjacent to some of the newer housing units in the City to the north and has light industrial uses to the east along Kaskaskia Drive. Red Bud Elementary School and the Junior High baseball fields are also located just to the east.

Previous developments intelligently and conveniently included road stubs at Country Club Drive, Bayberry Lane, Boulder Drive, Sandstone Drive, Monroe Street, and Kaskaskia Drive which should be utilized for any residential development being proposed on this site.



Site Plan



Legend

- A. Extension of existing roads into neighborhood
- B. Central park
- C. Rainwater management in open space
- D. Road extensions to south
- E. Single family lots
- F. Duplex lots
- G. Rowhomes

Special Area 3 - Recommendations

Two strategies can be taken to develop this Special Area with residential units. The first is through conventional zoning. Roads follow a fairly standard grid-like layout and lot sizes match that of the existing neighborhood to the north while maintaining uniformity with little green space. This method could potentially produce 172 total units, all as one product type – single-family homes.

The recommended strategy is with neighborhoods resembling the example shown on page 73. It gives the developer a density bonus, while the city receives additional open spaces and a variety of product types. The preferred site plan on the previous page could yield the developer upwards of 25 additional units with less infrastructure.

Rowhomes are located on the most southeast extent of the area, close to the existing industrial land uses along Kaskaskia Drive. Duplexes are located both between the rowhomes and single-family lots to the east and on the far northwest portion of the plan, adjacent to existing duplexes along Country Club Drive. Single-family lots make up the remainder of the developed land with a central park and other shared green space throughout the site.

Smaller lot sizes and shared green space such as the central park reduce private maintenance responsibilities while still providing opportunity to get outside and enjoy nature. A diverse mix of housing types as shown in the plan provide options for people of any stage in life, whether it be different ages, varying price points, or owning/renting. This allows residents to stay in Red Bud throughout their lifetime from school-age to retirement-age, with a housing mix to match whatever stage in their life they are in.

Special Area 3 Inspirations

Central Park



Duplex Units with Front Porches / Recessed Garages



Rowhomes Facing Pedestrian Courtyards



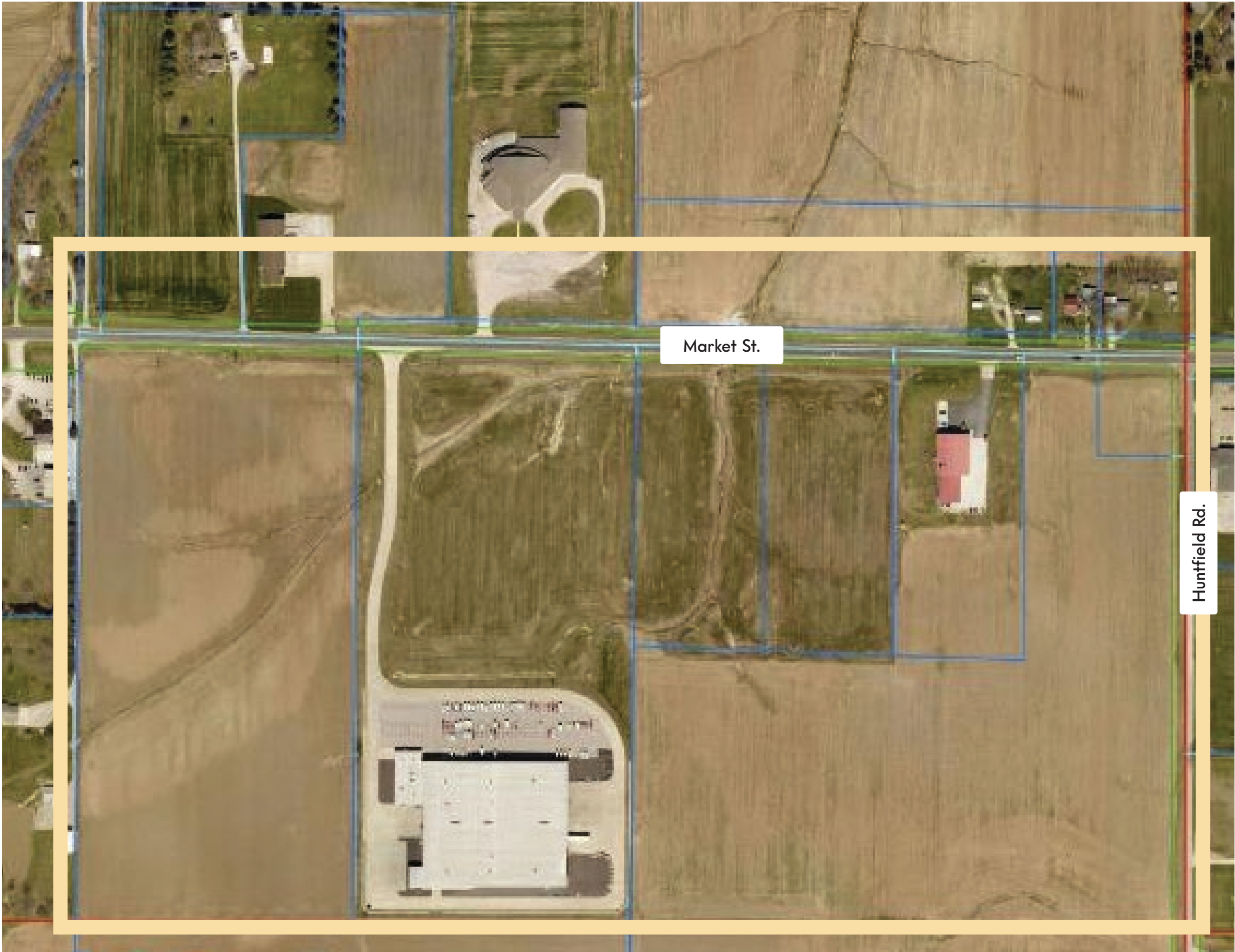
Single Family Units with Front Porches

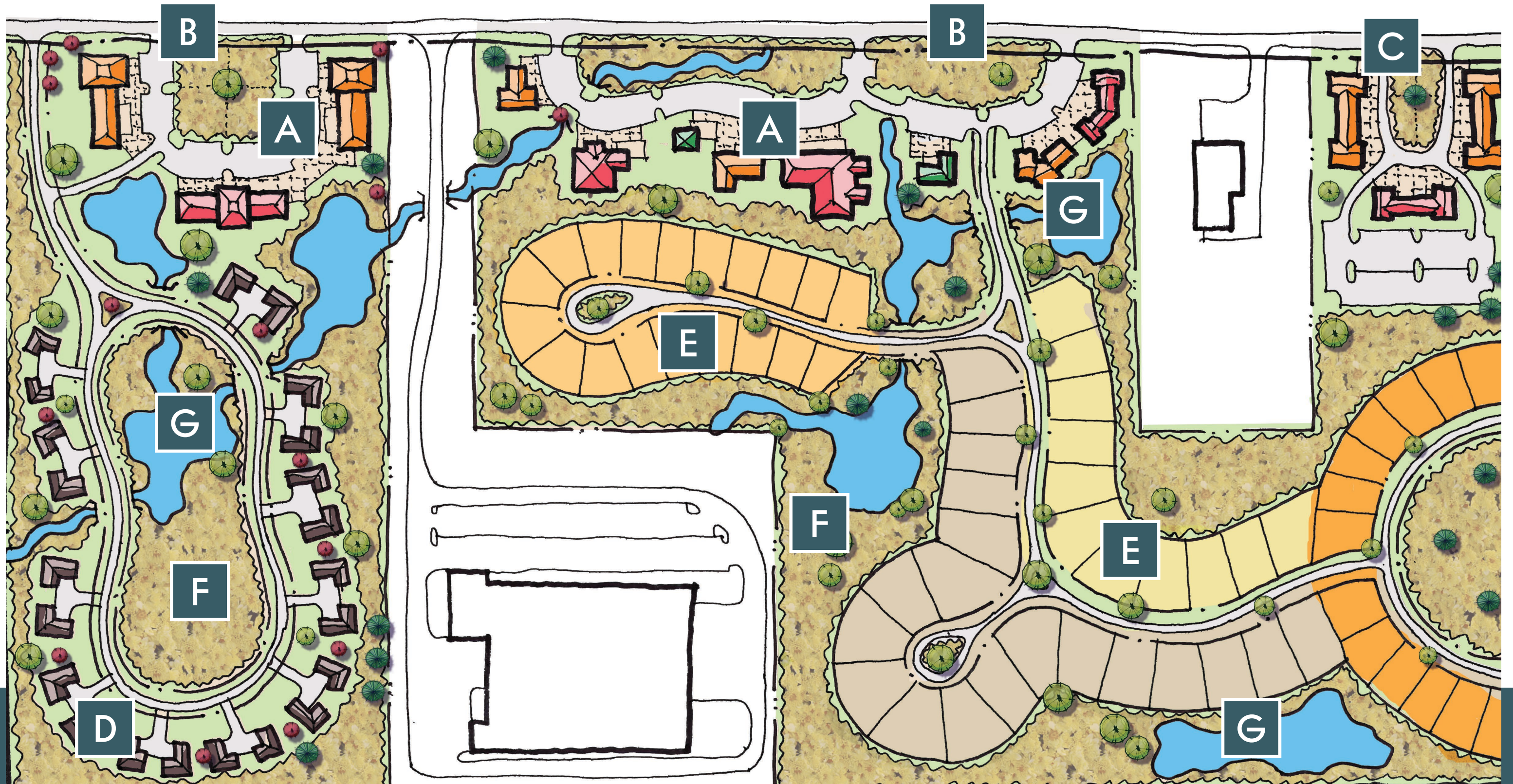


Special Area 4 - West Market Street New Development

Existing Conditions

Much like the South New Development on previous pages, the west side of Red Bud features land along Market Street prime for development. Located west of Huntfield Road surrounding the existing Ed Morse Red Bud Parts Center, south of the Red Bud Bible Church and east of the Lau-Nae Winery, this area serves as gateway into the City on Illinois State Route 3 and is the most heavily traveled road into the community. Once again, maintaining rural character while implementing new develop is a challenge that needs to be addressed. Commercial development is the most common along a road featuring high traffic volumes such as this location, with multi-family residential also typically located on the outer edges of a community. This area is also located near a newer residential subdivision along Country Club Drive, so a mixture of single-family homes is important to the site.





Site Plan

Legend

- A. Mixed-use retail with village character
- B. Open space along market street to preserve rural character
- C. Multi-family residential

- D. Cottage homes
- E. Single family lots
- F. Naturalized open space
- G. Rainwater management

Special Area 4 - Recommendations

To preserve the rural character of the area, naturalized open space can be found throughout this plan along Market Street and among each of the residential developments.

Mixed-use one-story development is recommended along Market Street to create an attractive western gateway into the city. Uses may include restaurants, specialty stores, retail, service, and office space. Large, naturalized buffers along Market Street help soften the transition from countryside to this proposed mixed-use development. This style of development maintains the integrity of the area immediately surrounding it and is an alternative to traditional strip mall-style development.

A diverse mix of residential development is recommended, with multi-family in the form of apartments or townhomes along Market Street as well as cottage homes located behind the mixed-use development on the western edge of the plan. Cottage homes predominantly serve two demographics of homeowners: first-time buyers and active adults/retirees looking to downsize. Cottage homes are often more affordable than traditional single-family homes due to their reduced size and private yards, but when paired with open space in the center of the development, provide ample opportunity to enjoy outdoors. The final recommended residential development is traditional single-family housing units located off Huntfield Road with connection to the mixed-use development on Market Street. These are located closest to the existing single-family development off Country Club Road just to the east of this Special Area.

Special Area 4 Inspirations

Agricultural Retail



Highway Retail with Village Character



Residential Neighborhood with Trailways in Open Spaces



Cottage Homes



IMPLEMENTATION

SECTION 10

IMPLEMENTATION

The Implementation Section of the Comprehensive Plan is intended to translate the vision and policy described in the Plan into actionable steps. It ensures these goals are not just aspirational, but achievable through specific actions, timelines, and responsibilities.

Understanding the Implementation Tables

Task

Describes the action to be carried out to successfully implement the Comprehensive Plan

Cost

- \$ - Tasks that can be completed using funding from one particular funding cycle
- \$\$ - Tasks to be planned for future funding cycle(s) using a long-term funding strategy
- \$\$\$ - Tasks that may require a significant outside funding source such as grants or partnerships

Timeline Priority

Not all goals can be achieved at once. Timeline priorities are determined based on urgency, impact, and available resources.

- Short-Term Work should be completed within five years from plan adoption
- Medium-Term Work should be completed between five and ten years from plan adoption
- Long-Term Work will likely take ten or more years to complete

Lead Responsibility

Identifies the city department, commission, or community partner responsible for completing the task. Assigning lead responsibility ensures accountability and helps avoid confusion that can often lead to more extended timelines.

Partners

Identifies city departments, commissions, or community partners that assist in completing the task. Tasks such as additional plans or design work can often be hired out to consultants.

TRANSPORTATION				
TASK	COST	TIMELINE PRIORITY	LEAD RESPONSIBILITY	PARTNERS
Draft and adopt a Downtown Streetscape Master Plan	\$	Medium-Term	City of Red Bud	Consultant
Implement traffic calming measures on Locust Street	\$\$\$	Medium-Term	City of Red Bud	Consultant
Implement traffic calming measures at four-way stop of Main Street and Market Street	\$\$\$	Long-Term	City of Red Bud	Consultant
Plan for and construct future road extensions (Steven Drive, etc.)	\$\$\$	Long-Term	City of Red Bud	Consultant
Enhance community gateways (branding, signage, landscape, etc.) at the four primary entry points into community	\$	Short-Term	City of Red Bud	Consultant
Implement Bloom Street Improvements	\$\$\$	Long-Term	City of Red Bud	Consultant
Draft and adopt a Complete Streets Policy	\$	Medium-Term	City of Red Bud	Consultant
Sidewalk additions / improvements	\$\$	Long-Term	City of Red Bud	-

PARKS & OPEN SPACES

TASK	COST	TIMELINE PRIORITY	LEAD RESPONSIBILITY	PARTNERS
Draft and adopt a Trails Master Plan	\$	Short-Term	Zoning-Code Administrator	Consultant
Implement a high-visibility crossing on Market Street to connect Ratz Park and Lincoln Park	\$	Short-Term	Public Works Department	Consultant
Continue implementing city park upgrades and maintenance strategies	Varies	Continuing	City of Red Bud	-
Identify parcels for future parks and create master plans	\$	Medium-Term	City of Red Bud	Consultant

SHOPPING, DINING, & BUSINESS

TASK	COST	TIMELINE PRIORITY	LEAD RESPONSIBILITY	PARTNERS
Relocate post office for redevelopment	\$\$\$	Long-Term	City of Red Bud	Consultant / Private Developers / Community Foundation
Research, identify, and incorporate appropriate business district, Enterprise zones, opportunity zones, etc.	\$	Short-Term	Economic Development Commission	Chamber of Commerce
Commission the creation of additional murals in downtown	\$	Short-Term	Community Foundation	City of Red Bud
Workforce Development	\$	Short-Term	Economic Development Commission	Education and Training

HOUSING

TASK	COST	TIMELINE PRIORITY	LEAD RESPONSIBILITY	PARTNERS
Evaluate and update the City's zoning code	\$	Short-Term	Zoning/Code Administration Department	Consultant
Evaluate and update the City's subdivision code	\$	Short-Term	Zoning/Code Administration Department	Consultant
Provide utility infrastructure to the Special Area Plan locations	\$\$\$	Short-Term	Public Works Department	Consultant
Utilizing the Special Area Plans included in this Comprehensive Plan, market and recruit to potential developers.	\$	Short-Term	City of Red Bud	Economic Development

INFRASTRUCTURE

TASK	COST	TIMELINE PRIORITY	LEAD RESPONSIBILITY	PARTNERS
Clean water & sewer water treatment plant	\$	Long-Term	Public Works Department	Consultant
Lead service line replacement	\$	Medium-Term	Public Works Department	Consultant
Water tower cleaning / repainting / maintenance	\$	Short-Term	Public Works Department	Consultant
Utility meter upgrade / replacement	\$	Medium-Term	Public Works Department	Consultant
Red Bud Business Park - Infrastructure development	\$	Short-Term	Public Works Department	Consultant
Red Bud Business Park - new substation	\$	Short-Term	Public Works Department	Consultant
Natural gas regulator	\$	Short-Term	Public Works Department	Consultant

Page left blank intentionally.



f-w.com

 **Farnsworth**
GROUP

CITY OF
RED BUD
ILLINOIS