

**Community Advisory Group (CAG)
Meeting #2
August 29, 2012**



Illinois Department of Transportation

Tonight's Meeting Agenda

- Orientation
- Context Audit Summary
- Stakeholder Involvement Plan (SIP) discussion
- Highway Classification, Access, and Mobility
- Crash Report Summary and Discussion
- Traffic Model Summary and Discussion
- Problem Statement
- General Discussion / Action Items /
Next CAG Meeting

Orientation

Introductions

- Project Study Group (PSG)
 - Illinois Department of Transportation
 - Piasa Collaborative JV Team
 - AMEC Environment & Infrastructure, Inc.
 - Bernardin, Lochmueller & Associates, Inc.
- CAG members
 - Please refer to roster in your binder

Project Binder – New Material

- Tonight's PowerPoint Presentation
 - Results of Context Audit
- Updated CAG Roster
- CAG Meeting #1 Summary

Context Audit Summary

Purpose of the Context Audit

- Identify various characteristics that define the study area
- Identify transportation issues within the study area
- Will aid in defining the transportation problem(s) to be addressed and the Purpose and Need
- Designed to consider:
 - Area's history and heritage
 - Environmental conditions
 - Community goals
 - Tie community values into transportation improvements

Context Audit Summary Results

Q: What is your preferred method of contact?

A: E-mail (18)

Q: How often do you use the roadways in the study area and for what purpose?

A: Multiple trips daily (11) including:

- Work
- School
- Shopping
- Medical appointments
- Police patrol
- Drive residents to appointments, etc.
- Recreational / entertainment

Context Audit Summary Results

Q: 1. Are there any community activity centers/gathering places in the study area?

A. Community Activity Centers:

- Alton Square Mall (7)
- Lewis and Clark Community College (7)
- Churches (5)
- Parks (5)
- Alton High School (4)
- Schools (4)
- Beverly Farm (3)
- Alton-Wood River Sportsman Club (2)
- Village of Godfrey Town Hall (2)
- Golf courses
- Nautilus Fitness Center
- Retail on Homer Adams
- Josephine's Tea Room
- Hospitals

Context Audit Summary Results

Q:2. Are there any open spaces, bicycle trails or greenways in the study area?

A. Open spaces, bicycle trails, greenways:

- Glazebrook Park (5)
- Other parks (4)
 - Homer M. Adams
 - Rock Springs*
- Bike trails (4)
 - Oakwood in Alton
 - Elm in Alton
 - Former Golf Course
- Golf courses (2)
 - Rolling Hills Golf Course*
 - Robert Wadlow
- Sportsman Club
- Farm property

* *Outside of Study Area*

Context Audit Summary Results

Q: 3. Are there any seasonal events or celebrations that may be affected by improvements to the roads in the study area (i.e. festivals, concerts, sporting events)?

A. Seasonal Events/Celebrations:

- Festivals and events at the Lewis and Clark Community College (6)
 - Baseball
 - Soccer
 - Basketball
 - Softball
- Parks
- Events at Glazebrook Park (5)
- Halloween parade (2)
- Alton Memorial Day parade
- Jazz in the Park
- Rock Spring Park
 - Christmas
- Gordon Moore Park
 - National Tournaments
- Village of Godfrey Park & Recreation Calendar
- Fair at Alton Square Mall
- Godfrey Maze
- Beverly Farm family weekend

Context Audit Summary Results

Q: 4. Are there features that provide a “gateway” to the area?

A. Gateways:

- Clark Bridge* (3)
- Lewis and Clark Community College (2)
- US Route 67 (2)
- Illinois Route 255
- Riverfront*
- River Road*
- River Bluff*
- Illinois Route 140*
- Illinois Route 111
- Proposed multi-modal center

** Outside of Study Area*

Context Audit Summary Results

Q: 5. How do commuters currently utilize existing roadways?
What would affect or improve their travel through the area?

A. How commuters use existing roadways:

- Some roadways heavily traveled (4)
 - US Route 67 (Martin Luther King Drive and Godfrey Road)
 - Humbert
 - Homer Adams
 - West Delmar
- No good connection to Illinois Route 255 @ Seminary Road from US 67
- Commuters looking for best ways to get to Illinois Routes 255 and 367
- US 67 most heavily used
- Predominantly personal vehicles
- Transit is underutilized

Context Audit Summary Results

Q/A: 5. (continued)...

Affects or improves travel:

- Synchronize signals (4)
- Completion of Illinois Route 255
- Having several options for travel through retail areas
- More roundabouts
- Two lane US Route 67 north of Pearl Street
- Alternatives to alleviate traffic on Humbert and Godfrey Roads
- Improve aesthetics
- Crosstown Road

Context Audit Summary Results

Q: 6. Where in the study area are there aesthetically pleasing places?
Describe feature or element?

A. Aesthetically pleasing places:

- Lewis and Clark Community College (10)
- Coal Branch Creek
 - Mature trees
 - Water-based ecosystem
- Parks (5)
 - LaVista*
 - Glazebrook
- Riverfront*
- North Alton
 - Plants
 - Street lights
- Humbert Road
 - East side
- Rural areas
 - Seminary Road
 - Seiler Road
 - Airport Road
- Throughout study area
 - Trees
 - Ponds
 - Shrubs
- Great River Road
- Landscaped “Welcome to Godfrey” signs

* *Outside of Study Area*

Context Audit Summary Results

Q: 7. Are there areas of historical significance in the study area?

A. Historical significance/landmarks:

- Lewis and Clark Community College (9)
 - Historical church
- Benjamin Godfrey Mansion (5)
- Beverly Farm
- North Alton Confederate Cemetery (2)
- Charles Lindbergh Mail Relay Station (at Godfrey Village Hall)
- Western Military Academy
- Upper Alton – Robert Wadlow Statue*
- Monticello College
- Ted's Harley Davidson

* *Outside of Study Area*

Context Audit Summary Results

Q: 8. Are visitors attracted to any particular part of the study area?

A. Visitor Attractions:

- Lewis and Clark Community College (7)
- Glazebrook Park (4)
- Josephine's Tea Room (3)
- Alton Square Mall (2)
- Beverly Farm (2)
- Riverfront Berm Highway (2)*
 - Eagle days
- Commercial along Homer Adams Parkway and Godfrey Road (2)
- Parks
- Hotels on Beltline Road*
- Downtown Alton area*
- Ted's Harley Davidson
- Rock Spring Park*
- Great River Road*

** Outside of Study Area*

Context Audit Summary Results

Q: 9. Are there any traffic safety issues along roadways where you live or travel?

A. Traffic safety issues:

- Traffic congestion (11)
 - Homer Adams Parkway
 - Godfrey Road
 - Humbert Road
- US Route 67 – south of Illinois Route 111 (Godfrey Road and Martin Luther King Drive) (3)
 - 4 lane to 2 lane
 - 18 wheelers
 - Traffic lights
 - Left turns crossing oncoming traffic
 - Uncontrolled bottleneck areas
 - No continuous sidewalks
- Humbert Road (3)
 - Lack of turn lanes

Context Audit Summary Results

Q/A: 9. Traffic safety issues (continued):

- Homer Adams Parkway
 - Aggressive left turns on red
 - Jay walkers
- Traffic volumes on roads that connect to IL Route 255
- Trains (Humbert, N. Alby, Tolle, Pearl)
- Belle/State intersection
- Seiler Road: Seminary to Humbert
- North Alby: Near Humbert
- Seminary Road
- West Delmar: Congestion at rush hour
- Deer
- Godfrey fire stations: Hard to get out

Context Audit Summary Results

Q: 10. Do you think improvements to existing roads would change your community (for better or worse)?

A. Improvements to change community:

- Better (8)
 - More north-south connections
 - More efficient traffic flow on Godfrey Road and Homer Adams Parkway
 - Safer
 - Access for transit
 - Open up undeveloped areas
 - Attract development
- Need better connection from US Route 67 to IL Route 255 at Seminary Rd.
- Four lane US 67 north of IL Route 111
- Beverly Farm residents/pedestrian safety
- Increase property taxes

Context Audit Summary Results

Q: 11. Are there areas identified for new development that you are aware of?

A. Proposed development:

- IL Route 255 Interchanges (5)
- Multi-model facility at former Wadlow Golf Course (3)
- Humbert Road (3)
 - Re-zone commercial
- Godfrey Road
 - Near Lewis and Clark Community College (residential)
- Airport Road
- Crosstown Road
- TIF Districts
 - Godfrey
 - Alton
- US Route 67 (four lanes)

Context Audit Summary Results

Q: 12. Is redevelopment underway or planned in the study area?

A. Planned or underway redevelopment:

- Multi-modal facility (5)
- Along IL Route 255 (4)
- Along US Route 67 (2)
- Crosstown Road (2)
- Alton Square Mall
- Beverly Farm
- TIF Districts
 - Godfrey
 - Alton
- Enlarge study area to include all of College Avenue and Berm Highway*
 - Police station
 - Two hospitals

** Outside of Study Area*

Context Audit Summary Results

Q: 13. Are there other unique or valuable features in the study area that should be considered during the study?

A. Other areas to be considered:

- Lewis and Clark Community College (2)
- Beverly Farm
- Closed landfill along N. Alby St.
- Robert Wadlow Golf Course
- Benjamin Godfrey House
- Alton Square Mall
- Preservation of open space
- Prevent urban sprawl
- Additional access to Illinois Route 255
 - N. Alby St. connection
- River Road*

** Outside of Study Area*

Context Audit Summary Results

Q: 14. Are there areas of recurring traffic congestion and delay?

A. Areas of recurring traffic congestion:

- Humbert Road (5)
 - Near Alton High School
- Homer Adams Parkway (4)
 - Seminary to Buckmaster Road
- Godfrey Road
 - Numerous entrances
 - Before / after school
 - Events at Lewis & Clark Community College
- Railroad crossings (3)
 - Tolle Lane
 - Other Roads
 - Godfrey Road
- Roundabout on College Street (3)
 - School days morning and evening

Context Audit Summary Results

Q/A: 14. Areas of recurring traffic congestion (continued):

- Alby Street (2)
 - Near Humbert
- Martin Luther King Drive (2)
 - Evenings
- West Delmar Street (2)
- Illinois Route 3
 - Pierce Lane
 - Godfrey Road
- State Street
 - Elm Street
 - Delmar Street
 - Homer Adams Parkway

Context Audit Summary Results

Q: 15. Are there areas that need new or improved signals (i.e. traffic, directional, or pedestrian)?

A. Areas that need new or improved signals:

- Godfrey Road (7)
 - At Pearl Road
 - At Airport Road
 - Crosstown Road
 - Add more frontage roads
- Homer Adams Parkway (4)
 - Synchronize signals along entire route
 - Pedestrian signals
 - Morning Star
- Synchronize signals along all arteries
- State Street at Elm Street

Context Audit Summary Results

Q: 16. Are there roadways in the study area frequently used by farm equipment operators?

A. Roadways that are used by farm equipment:

- Seminary Road (5)
- Airport Road (5)
- Seiler Road (4)
- Godfrey Road (4)
 - North of Airport Road
- Pierce Lane (3)
- Humbert Road (3)
- Illinois Route 111 (2)
- Winter Lane (2)
- West Delmar (2)
- Montclair Avenue

Context Audit Summary Results

Q: 17. Indicate the transportation-related issues you have experienced in the study area.

A. Transportation-related issues include:

- **Traffic congestion / backups (16)**
 - Godfrey Road
 - South of IL Route 111
 - Martin Luther King Drive
 - Homer Adams Parkway
 - Near Alton High School
 - Seminary Road to Golf Road
 - IL Route 3 at Pierce Lane
 - College Street Roundabout
 - West Delmar Intersections
 - Humbert Road at subdivisions
- **Access/Difficulty navigating (9)**
 - No Crosstown Road in Godfrey
 - Humbert Road to Delmar Avenue
 - Railroad crossings
 - Airport Road
 - **US Route 67 to IL Route 255 @ Seminary Street**
 - Godfrey Road near fire station

Context Audit Summary Results

Q/A: 17. Transportation-related issues (continued):

- Traffic crashes (6)
 - Humbert at Alton High School
 - Seiler Road
 - Godfrey Road near fire station
- Sight distance problems (5)
 - Godfrey Road
 - Seiler Road at Wenzel Road
 - Humbert Road
 - At Roach
 - Curves
 - Seminary Road
 - Hills
 - 20th Street at Piasa Street
 - Wall

Context Audit Summary Results

Q/A: 17. Transportation-related issues (continued):

- Safety issues (5)
 - Godfrey Road at MLK Drive
 - Narrow roadway
 - No shoulders
 - Frequent flooding
 - Speeds
 - No bike paths
 - Stamper Lane
- Poor roadway conditions (4)
 - Godfrey Road
 - Unsafe for cyclists
 - Stamper Lane
 - Harris Lane
 - Seiler Road
- Wildlife hits (3)
 - Deer
 - Throughout area
 - Along Humbert Road
 - Martin Luther King Drive near hospital
- Traffic noise (1)
 - Motorcycles
- Other (1)
 - Railroad
 - Alby Road
 - Tolle Road
 - Humbert Road

Context Audit Summary Results

Q: 18. Review transportation-related features.

Feature	Most Important	Important	Somewhat Important	Not Important	Comment
Sidewalks	9	6	2		
Street lighting	3	10	4		
Pedestrian crossings (crosswalks, bridges, tunnels)	9	6	1	1	
Greenways (spaces along creeks, streams and rivers)	2	7	7	1	
Bicycle lanes, paths or facilities	5	5	6	1	
On-street parking		1	10	4	
Landscaping		10	6	1	
Transit connections (connections to bus, train)	3	6	6	2	
Transit shelters or stations	1	4	8	3	
Other?	1				Ingress & Egress Control

Context Audit Summary Results

Q: 19. Review resources features.

Feature	Most Important	Important	Somewhat Important	Not Important	Comment
Air Quality	4	9	2	1	
Community and social resources (community facilities, services, events)	4	8	5		
Ecology and natural resources	3	11	1	1	
Economics and business	16	2			
Energy	3	9	4	1	
Farmland	3	12	3		
Floodplains	1	9	4	3	
Historical and archaeological resources	2	10	5		
Land use	6	10	1		
Noise and soundscapes		10	5	1	
Parks and recreation	6	7	4		
Soils and geology		8	7		
Waste management / services		7	7	1	
Tribal resources		3	7	5	
Vegetation / plants		5	7	2	
Visual resources / aesthetics	3	9	3	1	
Water Quality	6	8	3		
Wetlands	1	8	6	1	
Other?	1				Residential preservation

Context Audit Summary Results

Q: 20. Additional comments.

- Finish Illinois Route 255
- Build Crosstown Road
- Synchronize signals on Homer Adams Parkway
- Add more bike paths

Context Audit Summary Results

This is what we've heard from you....

- Congestion
- Continuity / Connectivity
- Character / Context

Questions?

Stakeholder Involvement Plan

Do you have any questions or
comments???

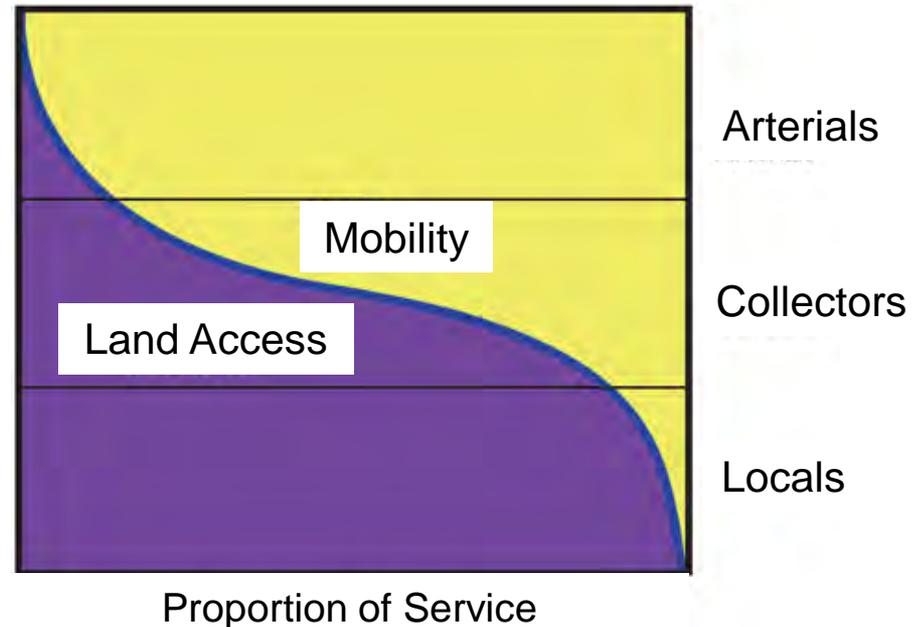
Highway Classification Access vs. Mobility

Examples of Road Function

The planning and design of every road project should involve the determination of the *function* of that road.

Classification	Function
Arterial	<ul style="list-style-type: none"> • High Mobility • Low Access
Collector	<ul style="list-style-type: none"> • Balance of Mobility and Access
Local	<ul style="list-style-type: none"> • Low Mobility • High Access

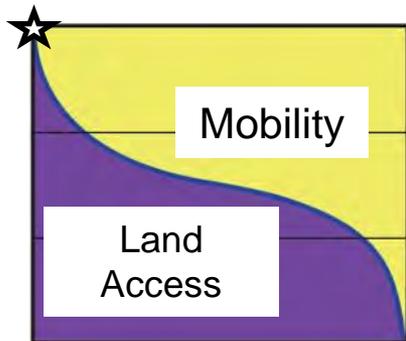
Access vs. Mobility



Examples of Road Function

Freeway Arterial

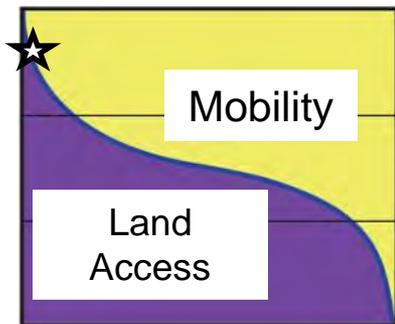
- Highest type of arterial
- Fully-controlled access
- Function focuses on mobility
- Higher speeds



Examples of Road Function

Expressway Arterial

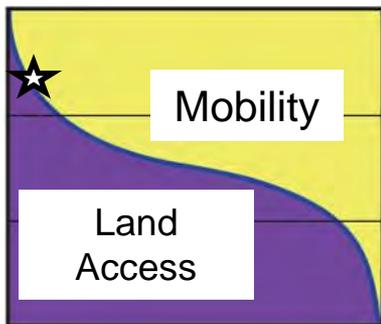
- High-level arterial
- Limited access
- Function still focuses on mobility
- Higher speeds



Examples of Road Function

Arterial

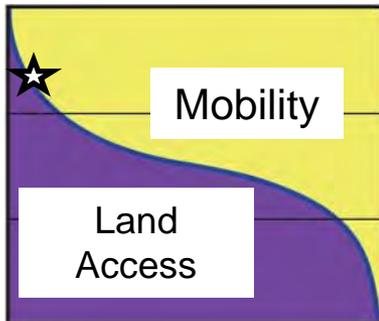
- Often limited access
- Function focuses on mobility but allows for some access
- Speeds can be high, but lower at access points



Examples of Road Function

Arterial

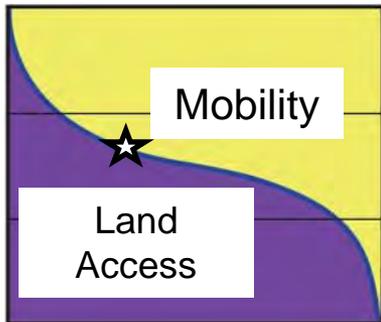
- Often limited access
- Function focuses on mobility but allows for some access
- Speeds can be high, but lower at access points



Examples of Road Function

Major Collector

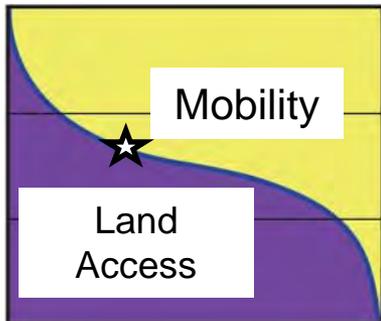
- Function is blended between mobility and access
- Speeds vary depending on access



Examples of Road Function

Major Collector

- Function is blended between mobility and access
- Speeds vary depending on access

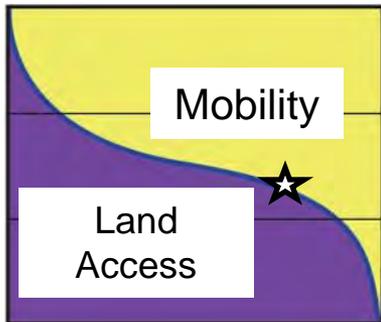


Seiler Rd.

Examples of Road Function

Minor Collector

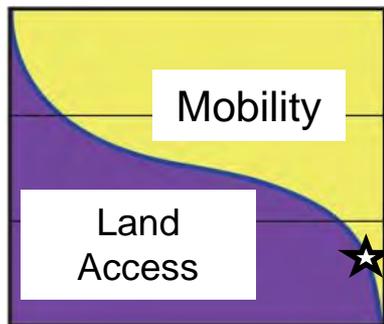
- Function is blended between mobility and access
- Speeds generally lower but vary depending on access



Examples of Road Function

Local

- Function focuses on access
- Speeds are low
- Characterized by end destinations: (subdivisions, business parks)



Road Function in this Study Area

- Need to know what the problems are
- Need to understand the context of the community
- Determine appropriate roadway function that addresses the problems and is in line with the context of the community

Questions?

Crash Report Summary

Crash Analysis – Study Area

- Crash Study area roughly bounded by:
 - Seiler Road (on the north)
 - Seminary Road (east)
 - Homer Adams Parkway (IL 3) (south)
 - Godfrey Road (IL 111/ US 67) (west)
- Crash Analysis time frame: five years (2006-2010)
- Crash Data gathered for 17.3 miles of roadway
- 1508 crashes during five-year period
(*300+/- per year*)
- 420 injuries and 8 fatalities during period

Crash Analysis - Factors

- Roadway and Roadside Features
 - Horizontal and vertical curvature (sight distance issues)
 - Roadside Obstacles (Poles, Bridge Abutments, Slopes, etc.)
 - Intersection layout
 - Turn Lanes, Medians and Driveways
 - Traffic Control, Speed Limit, Traffic Signals and Signing
- Roadway Traffic Volumes
- Accident Type
- Weather Conditions (dry, wet, snow or ice)
- Time of Day (daylight, twilight or night)

Crash Analysis – Areas of Concern

- Most Critical Intersection Crash Locations
 - Godfrey Road (IL 111/ US 67) at:
 - Martin Luther King Drive, Tolle Lane
 - Homer Adams Parkway (IL 3) at:
 - Seminary Road, Washington Avenue, Humbert Street, Golf Road, Buckmaster Lane, Alton Square Mall Drive, Alby Street, Godfrey Road
- Most Critical Segment Crash Locations
 - N. Alby between Big Arch Rd and Wesley Way
 - Humbert between:
 - Pebble Creek Drive and Randolph Street
 - Randolph Street and Union School Road
- Fatal Crashes
 - No pattern identified within study area

Crash Analysis - Details

- Overall Study Area Crash Data for 5-years = 1508 crashes
 - Rear End = 39% (582), Turning = 23% (347), Angle = 12% (179)
 - Hit Animal = 11% (166), Fixed Object = 8% (120)
 - All Other Crashes Combined = 7% (114)
- Crash Types out of Normalcy for Study Area
 - Rear End Crashes *Homer Adams (48%)*
 - Turning Crashes *Godfrey (33%)* and *MLK Drive (31%)*
 - Angle Crashes *N. Alby (28%)* and *Humbert (25%)*
 - Animal Crashes *Humbert (20%)*, *Seminary (37%)* and *Union School (63%)*

Crash Analysis – Causes/Countermeasures

- Crash Types: Cause and Countermeasures

- Rear End Crashes

- **Causes:** *Congestion*, not enough lanes, no dedicated turning lanes, inadequate turn lane/taper length, sight distance issues, too many driveways, small corner turning radii, roadside distractions, inadequate signal timing.
- **Countermeasures:** *Add lanes or add new roadway*, improve sight distance, consolidate driveway entrances, provide access control, increase corner turning radii, minimize roadside advertising signs and distractions, improve signal timing, improve warning signage.



Crash Analysis – Causes/Countermeasures

- Crash Types: Cause and Countermeasures



- Angle and Turning Crashes

- **Causes:** *Congestion*, not enough lanes, no dedicated turning lanes, high opposing traffic volumes, inadequate number of through lanes, inadequate gaps in opposing traffic, high number of access points/driveways, inadequate signal timing, sight distance issues.
- **Countermeasures:** *Add lanes or add new roadway*, widen roadway, provide alternative routes or methods of travel to reduce volume, provide access control, consolidate driveways, provide adequate signal timing, improve sight distance, improve warning signage.

Traffic Model Summary

What is a traffic model?

- Computer Model of a roadway network within a given area
 - East/West Gateway Council of Governments (EWGCOG) built and maintains the model for the St. Louis Metropolitan Area
 - Broken into different communities and land use zones
 - Zones are connected by the roadway network (major roads)

A picture is worth 1000 words!



What is a model used for?

- Used to see how changes to existing roadways affect surrounding roadways (ex. shut down the Clark Bridge)
- Used to see how new roads affect traffic on surrounding roadways (ex. IL 255)

Improving the Model

- EWGCOG's model is high level and based on regional growth and funded roadway improvements
- Project Study Group refined the model in the Alton-Godfrey area based on inputs from the City/Village (Business District/TDD/Growth Estimates)
- Added other known improvements (IL 255 and other roadway improvements)

How We Use the Model

- When we begin evaluating corridors, engineers will add potential improvements to existing roadways or new roadways
- Evaluate how well they improve the transportation system in the year **2040**
- Evaluate how potential improvements address the Problem Statement

Problem Statement

Problem Statement

- Develop a bullet list of problems
- Evaluate the list against known information and comments made by the group
- Tie the bullet list together into one or two sentences that will become the Problem Statement

The Problem Statement is the backbone of the report or study being performed.

Problem Statement

- The transportation problems in the Alton-Godfrey study area relate to:
 - Congestion on street system
 - High crash rates on several roadways
 - Lack of good access/connectivity to IL 255
 - Concerns over numerous at-grade railroad crossings
 - Lack of pedestrian and bicycle facilities

Problem Statement

“The transportation problems in the study area relate to traffic congestion, poor or mismanaged access and insufficient roadway continuity and connectivity, which contributes to delays and crashes. Traffic is often delayed by trains at the numerous at-grade rail crossings. These improvements need to consider the community’s desire to preserve the character of the community, to enhance the safety of the public, to promote more pedestrian/bike facilities and to maximize the economic benefit of IL Route 255.”

General Discussion / Action Items / Next CAG Meeting

Thanks for your participation in the Alton-Godfrey Transportation Study