



Community Advisory Group Meeting Minutes

Meeting Date: October 22, 2014, 6:00-8:00 PM
Project: IL Route 3 Intersection Improvements at W. Delmar Avenue and Pierce Lane

Meeting Location: Godfrey Village Hall
 6810 Godfrey Road
 Godfrey, Illinois 62035

Purpose of Meeting: Community Advisory Group Introductory Meeting

Invited To Attend: Community Advisory Group Participants,
 IDOT, TWM, CBB and EFK Moen

Attendees:

• Ken Aldridge	• Jim Lewis	• Cindy Stafford, IDOT
• Lisa Bodine	• Georgia Maneke	• Karen Geldert, IDOT
• Monica Bristow	• Mayor Mike McCormick	• Matt Meyer, IDOT
• Joe Domer	• Angela McDowell	• Frank Opfer, IDOT
• Steve Erwin	• Jerry Mecaskey	• Sara Chappell, IDOT
• Steven Fiedler	• Barry Macias	• Sheila Kimlinger, TWM
• Ron Peach (for Joe Hughes)	• Rich Read	• Michelle Schwierjohn, TWM
• Erik Kambarian	• Michael Tillman	• Srinivas Yanamanamanda, CBB
• Cass Kiefer	• Jed Wuellner	• Shelley Dintelman, EFK Moen
• Mary Jo Kratschmer		• Joanna Dardeen, EFK Moen

Additional Attendees:

• Michael Stumpf	• Joe Pflieger	
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Items discussed:

1. The IDOT Project Team and CAG Members were introduced.
 - a. Ms. Stafford welcomed everyone to the meeting and explained that IDOT makes an effort early in a project to gather input from the public; which is why this meeting is occurring. She asked that each person in attendance introduce themselves and state who they represent.
 - b. Ms. Stafford discussed who makes up the Project Study Group (PSG), including Federal Highway Administration (FHWA), IDOT Bureau of Design and Environment (BDE), IDOT District 8 and the Consultants (TWM, EFK Moen and CBB); and how information gathered during the Context Sensitive Solutions (CSS) process is used during the project design.



2. “What is the CSS process?”
 - a. Ms. Dintelman discussed the CSS process and how this process assists the PSG to design a project to better fit into its “context,” or surroundings.
 - b. She summarized what stakeholder meetings have previously occurred and offered future meetings to any of the CAG member’s stakeholder group.

3. “Who makes up the CAG?”
 - a. Ms. Dintelman discussed that IDOT comprises a CAG that represents a cross section of stakeholders affected by a project. She asked the CAG if everyone is in agreement that their information could be shared with stakeholders that they represent. The allowable information shared will be clarified when the CAG fills out the *Community Context Audit Form*.
 - b. She followed with guidelines that would be used for participation during the CAG meetings. There were no objections to the guidelines presented; although clarification was made that meeting minutes from stakeholder, CAG, and Public Involvement meetings could be shared with anyone.

4. Existing Conditions Project Information
 - a. Ms. Schwierjohn opened the project dialogue presenting the limits of the project and the existing conditions within these limits. The study area is limited to the IL Route 3 intersections at West Delmar Avenue and Pierce Lane, which are located approximately 550’ apart. Travel lane configuration and usage was also discussed. (See attached exhibit.)
 - b. She explained what Average Daily Traffic (ADT) is and presented a map showing current ADT and 20-year ADT projections along IL Route 3, West Delmar Avenue, Pierce Lane, Cook Street, Frontenac Place, and Ridgedale Drive. (See attached exhibit.)
 - c. She presented a map showing five years of crash data (2008-2012). This is the most current data available at this time. There were 64 reported crashes at the two intersections, and 46 were rear end type crashes. Ms. Schwierjohn explained that these findings are typical for signalized intersections due to drivers being distracted, vehicles following too close, vehicles traveling too fast to stop in time, and anticipation of gaps in crossroad traffic instead of reacting to the car directly ahead of them when making turns. (See attached exhibit.)
 - d. The CAG was asked if they had any questions related to the existing conditions:
 - i. Q. In regards to the crash analysis, how do these two intersections compare to others?
A. IDOT’s Bureau of Safety Engineering studies and produces reports known as 5% Reports to establish locations where safety improvements should be prioritized. Those reports indicate the sections and intersections that have the most injury related crashes and are in the top 5% statewide compared to sections and intersections of the same configuration. Per the

latest report, these two intersections were not listed as part of the 5% Selected Section or as a 5% Selected Intersection.

- ii. Q. Have delays at the intersections been looked into? At times, drivers may have to wait multiple cycles to advance through the signalized intersection.
 - A. The PSG is currently investigating traffic volumes and determining delays for vehicles at these two intersections.

5. Community Context Audit Form

- a. The *Community Context Audit Form* was handed out to the CAG, and Ms. Dintelman explained the different sections of the form.
- b. A question was asked, “How do people know that I am representing them?” Ms. Stafford stated that at the Public Information Meetings we can have a list of CAG members with contact information based on what each member lists on their *Community Context Audit Form*. Additional options are a list of CAG members and who they represent (with no personal information) included in a newsletter, or contacting Matt Meyer.

6. Breakout Session #1: Problem Statement Development

- a. Prior to the CAG breaking into their assigned groups, Ms. Dintelman explained that a problem statement summarizes the transportation issues and concerns within the project area, states the important aspects of the transportation system project area, and provides focus in developing the transportation solution for these intersections. A draft problem statement was then presented to the CAG for each group to discuss during a 10-minute breakout session. The groups were asked to focus on the PROBLEMS in the study area and not the SOLUTIONS, as the problem statement will dictate what should be solved with the project. They were also asked to decide if they were in agreement with the Draft Problem Statement and/or if changes are necessary.

Draft Problem Statement: “*The transportation related issues at the intersections of IL Route 3 with West Delmar Avenue & Pierce Lane are travel delays, confusing intersection design, the inability to accommodate for future traffic needs, and safety issues.*”

- b. Group 1 agreed that the draft problem statement encompassed their issues of confusion and safety for drivers and pedestrians.
- c. Group 2 thought that current traffic needs, pedestrian, and bicycle accommodations do not seem to be addressed in the problem statement.
- d. Group 3 also thought that there was a lack of bicycle and pedestrian needs/access.
- e. The Problem Statement was revised to include the CAG’s input that all agreed on:



Revised Problem Statement: *“The transportation (all modes) related issues at the intersections of IL Route 3 with West Delmar Avenue & Pierce Lane are travel delays, confusing intersection design, the inability to accommodate for current and future traffic needs, and safety issues. There is also a lack of continuous pedestrian and bicycle accommodations within the project area.”*

7. Education of Signalized Intersections and Roundabout Intersections
 - a. Ms. Kimlinger discussed the two main types of potential intersections (signalized and roundabouts) and their advantages and disadvantages.
 - b. The CAG was shown a FHWA video explaining the modern roundabout (<http://safety.fhwa.dot.gov/intersection/roundabouts/>).
 - c. She followed up with a discussion of the benefits of modern roundabouts vs. signalized intersections. Some of the key points for each are:
 - i. Signalized Intersections
 1. Driver familiarity with using signals
 2. Can provide for protected turning movements
 3. Can provide for protected pedestrian movements
 4. Emergency vehicles can override signals
 5. Future expansion more easily accommodated
 - ii. Roundabouts
 1. Improve Safety
 2. Reduces congestion
 3. Reduces maintenance costs
 4. Reduces pollution and fuel use
 5. Complements other community values
 - d. Ms. Kimlinger clarified that more time is being spent discussing the modern roundabout for educational purposes. All drivers are familiar with navigating a signalized intersection. The roundabout intersection has been around for some time, but they are a fairly new intersection option to the area.
 - e. The CAG was shown some aerial images of local modern roundabouts: IL Route 158 at IL Route 15 in Belleville, IL Route 160 at Poplar Street in Highland, 9th Street at Baugh & St. Clair Avenues in East St. Louis, and IL Route 162 at Lakeview Acres Road in Maryville.
 - f. The CAG was asked if they had any questions regarding the potential intersection types:
 - i. Q. How many roundabouts would be used for this project?
A. Two.
 - ii. Q. What is the timeline of the project?
A. A future slide will show the project schedule.
 - iii. Q. How would construction occur at these intersections?
A. No staging has been investigated at this time. It is too soon in the process for staging details.
 - iv. Q. Is there any simulation available?



- A. Simulations will be available at the next CAG meeting.
- v. Q. How many streets will be involved and do any of these roads have a “hands off” status?
- A. The primary purpose of the project is to improve the state route – IL Route 3 – and its intersections with West Delmar Avenue and Pierce Lane. Other streets may be reconfigured or modified in order to improve the operations of those intersections. Ultimately, it may be that six or seven streets are involved. All streets within the study limits will be considered.
- vi. Q. Will the Village change speed limits due to the roundabouts?
- A. Each road will fall under the responsibility of their jurisdiction. For example, if IDOT owns the roadway they are responsible for the speed limit. If the Village owns the roadway, the Village is responsible. A good roundabout design has a 20 mph approach. For adjustments approaching a signalized intersection, a speed study will be required.
- vii. Q. With roundabout intersections, will gaps be available for side streets outside the study area similar to signalized intersections?
- A. Mr. Yanamanamanda stated with his experience this is typically not a problem. He stated that the simulation can be extended to the D’Adrian Drive to see how the roundabouts affect gaps.
8. Breakout Session #2: Presentation of Conceptual Solutions and Breakout Discussion
- a. Ms. Kimlinger presented four potential solutions (no build, minor modifications, signal – realignment, roundabout) to the CAG for each group to discuss during a 10-minute breakout session. The groups were asked to discuss the conceptual solutions’ pros and cons.
- b. No Build concept discussion:
- The concept does not accommodate pedestrians and bicycles.
 - Not a feasible option.
 - Not a wise solution.
- c. Minor Modification concept discussion:
- The stacked eastbound left turn lanes are confusing and should be better defined.
 - The signal timing should be optimized.
 - Pedestrian and bicycles should be accommodated.
 - Provide a continuous right turn lane from westbound W. Homer M. Adams Parkway to Pierce Lane.
 - Widen/enhance shoulders for safety and bicycles.
- d. Signal – Realignment concept discussion:
- Creates bottleneck at Ridgedale Drive and West Delmar Avenue.
 - A big change without enough benefits.
 - Diminishes traffic through the business district on West Delmar Avenue.



- West Delmar Avenue has heavy traffic and may have to wait for extended periods.
 - Norwood Lane is a private street. Where would the jurisdiction line be? Most likely this line would be created by the extent of the improvements.
 - There is a left turn benefit for Norwood Lane.
 - Continuous lane from westbound W. Homer M. Adams Parkway to Pierce Lane.
- e. Roundabout concept discussion:
- Cook Street would need to be realigned.
 - Relocated Cook Street and the proximity to the church entrance. At this time there are no layouts for this.
 - Connect Cook Street to the east side of the west roundabout.
 - Roundabout may improve property values.
 - Aesthetics.
 - Positive vibe.
 - Pedestrian breaks (splitter islands between travel lanes for those crossing the street).
 - Traffic calming.
 - Possible impact, the wall at Frontenac Place.
 - Right-of-way concerns.
 - Adjustment of the bus stop.
 - Continuous lane from westbound W. Homer M. Adams Parkway to Pierce Lane.
9. Closing Remarks, Next Steps and Questions
- a. The project schedule was presented. Typically projects are divided in to three phases. Phase I includes Preliminary Engineering, Environmental Coordination, and Public Involvement and typically lasts 18-24 months. This phase is currently funded. Phase II includes Developing Plans and Land Acquisition and typically lasts 12-18 months. Phase III includes construction of the project and typically lasts 12-18 months. Phase II and III are not currently funded. This project is in Phase I and the Environmental Studies have been initiated with the State.
 - b. Meeting minutes will be sent to each CAG member based on the preferred method to stay informed listed on the *Community Context Audit Form*.
 - c. The PSG will move forward with the next steps of the design.
 - d. The next CAG meeting will be no sooner than a month. With the holidays, it is likely that it would be scheduled for early January but could be sooner. It was agreed that Wednesdays were a good day for future CAG meetings.
 - e. The Public Information Meeting will occur at some point during the first quarter of 2015.



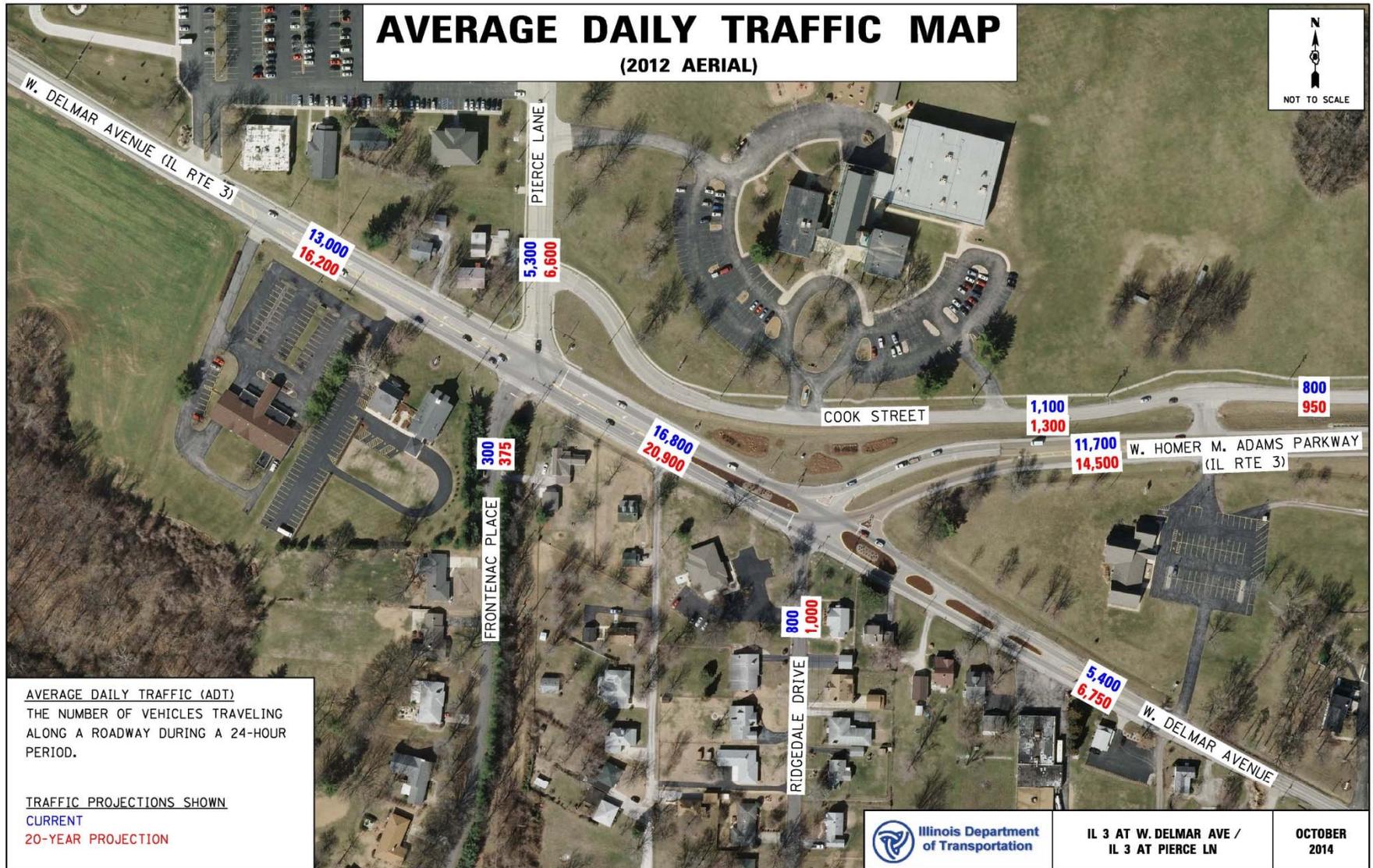
- f. The CAG members should follow up and share the information with their stakeholder groups. Future meetings were again offered to any of the CAG member's stakeholder group.
- g. A question was asked if PDFs of the concepts could be provided. The CAG members can email Matt Meyer at matthew.meyer@illinois.gov requesting information and he can provide documents to share.

Please contact Matt Meyer at matthew.meyer@illinois.gov for any additions or revisions to these meeting minutes within seven calendar days of receiving the minutes. If no responses are received by that date, the meeting minutes will be considered final.

Existing Conditions Overview



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