

**Alton-Godfrey Transportation Study
May 3, 2012 Public Meeting Summary**

- Eighty-five (85) people attended the meeting, which was held at the Alton High School Commons. Of those who signed in at the greeting table, most were residents of Alton or Godfrey.
- In attendance at the meeting were District 8 staff from Studies and Plans, Environmental, and Land Acquisition. Consultant team members from AMEC; Bernardin Lochmueller & Associates; and Horner & Shifrin were also in attendance.
- After signing in, meeting attendees were given a Factsheet handout that described the purpose of the public meeting; explained why IDOT is conducting the study; showed a project timeline; and gave an overview of the Context Sensitive Solutions (CSS), NEPA, and Community Advisory Group (CAG) processes. A map illustrating the study area was also featured in the handout. A comment form was provided in the handout to each meeting attendee.
- Exhibits available for review by meeting attendees included the following:
 1. Purpose of the public meeting
 2. NEPA overview
 3. CSS process
 4. Regional map (showing the study area within a regional context)
 5. Study area features
 6. Study area land use
 7. Existing (2010) and projected (2040) traffic volumes
 8. Critical crash locations
- To gauge interest in and solicit volunteers for the Community Advisory Group (CAG), a table was staffed by IDOT personnel with knowledge of the CAG process. At this table, meeting attendees could view an exhibit that explained the requirements of participating in the CAG, discuss the CAG process, and fill out an application form to serve as a volunteer member of the CAG. Twelve application forms were filled out by meeting attendees.
- Ten comment forms were received at the public meeting, with one additional comment form received in the subsequent 14-day comment period, as follows:
 1. Commenter believes that funding allocated for the study is wasteful, public meeting was not informative, and state puts too great a focus on Chicago-area improvements. Commenter agrees that improvements are needed in the area such as completing IL 255 and constructing a new bridge over the Mississippi River. Commenter suggests a new roadway from the US 67 interchange at IL 255 south to Alton, as well as secondary improvements.
 2. Commenter suggests improving intersections at IL Routes 3 and 111, and IL Route 3 at Alton Square Mall. Signal timing improvements should be made.
 3. Commenter supports the study and states that improvements or a new roadway facility will benefit emergency response.
 4. Commenter suggests improving intersection of IL Route 3 and Pierce Lane.
 5. Commenter believes that it is hard to justify a study that looks at forecasted future conditions and anticipated future needs due to state's financial situation. Commenter believes that existing facilities are sufficient.

6. Commenter states that daytime signal timing on Homer Adams Parkway needs to be improved.
 7. Commenter states concern that a new roadway connecting to Pierce Lane could result in high traffic volumes on Pierce Lane, which could negatively impact Graystone, Summerfield, and D'Adrian subdivisions.
 8. Commenter believes a cross-town road would help reduce traffic volumes on both Godfrey and Humbert roads, and should be considered a priority. Commenter also states that Godfrey Road's current configuration of traffic signals and 40 MPH speed limit is not conducive to higher traffic volumes particularly after IL Route 255 is completed.
 9. Commenter states he would volunteer for CAG if asked.
 10. Commenter states that US 67 should be widened.
- In addition to these individual written comments, a "comment board" station was utilized at the public meeting. This consisted of a large flip chart paper tablet which was printed with the question "What transportation issues in the Alton and Godfrey area should be considered by the study team?" It was staffed by a study team member who interacted with meeting attendees and wrote their concerns on the flip chart. These comments and concerns can be summarized as follows:
 - Concerns about congestion and safety at US 67 and College intersection; Homer Adams Parkway; and Delmar west of Godfrey Road.
 - Connect IL 255 to the Clark Bridge
 - Provide a more direct route from IL 255 to Humbert Road
 - Provide a more direct route from Godfrey to the St. Louis, Missouri area and other destinations outside the study area
 - Light rail and transit is needed, such as bus routes past Alton High School
 - US 67 should be four lanes from 9th Street to Godfrey Road