Community Advisory Group
Meeting Minutes

Meeting Date:	March 30, 2016, 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 Meeting #2
Invited To Attend:	Community Advisory Group Participants, IDOT, TWM, CBB and EFK Moen

Attendees:

• Lisa Bodine	• Georgia Maneke	• Cindy Stafford, IDOT
• Monica Bristow	• Mayor Mike McCormick	• Matt Meyer, IDOT
• Joe Domer	• John Shansey (for Angela McDowell)	• Frank Opfer, IDOT
• Steven Fiedler	• Rich Read	• Wenda Southerland, IDOT
• Stan Gooding	• Michael Tillman	• Sheila Kimlinger, TWM
• Joe Hughes	• Jed Wuellner	• Michelle Schwierjohn, TWM
• Erik Kambarian		• Srinivas Yanamanamanda, CBB
• Cass Kiefer		• Shelley Dintelman, EFK Moen
• Mary Jo Kratschmer		• Joanna Dardeen, EFK Moen

Items discussed:

1. The Project Study Group (PSG) and CAG Members were introduced.
   A. Ms. Stafford welcomed everyone to the meeting and thanked the CAG members for taking their time to be a part of the project. The purpose of this meeting was to come to a consensus on the preferred option for the intersection improvements. The PSG members introduced themselves.
   B. Ms. Dintelman asked the CAG Members to introduce themselves. She reviewed the CAG Rules with the CAG members.

2. Progress Since Last CAG Meeting
   A. Ms. Dintelman summarized the activities that have occurred since the first CAG Meeting held on October 22, 2014.

B. Additional stakeholder meetings were held with the RiverBend Growth Association, Frontenac Homeowners Association, and the City of Godfrey. She offered future meetings to any of the CAG member's stakeholder group.
C. Additional coordination with Federal Highway Administration (FHWA) and IDOT Central Bureau occurred.
D. Additional analysis of all options occurred including Traffic Analysis, Roadway and Intersection Design, Bicycle/Pedestrian Accommodations, Cost Estimates and Potential Property Impacts.

3. Community Context Audit Results

A. Ms. Dintelman discussed the Community Context Audit results based on the survey the CAG completed at the first meeting. The CAG members travel the project area every day and sometimes multiple times daily for work, shopping, recreation, and school.
B. The Community Characteristics the CAG felt the project area represented was a residential and commercial center with important cultural, social, and architectural features. The visual aspect of the project should be aesthetically pleasing. The project should preserve businesses, churches and schools. All of the roadways considered are commuter corridors. Congestion and traffic flow are a concern. The school children get to school by walking, bicycle, buses, or automobile. The CAG felt all modes of transportation had safety concerns.
C. Ms. Dintelman asked the CAG if they had any questions about the results or if the summary missed anything. The CAG members had no additions or objections to the results.
D. She stated that when comparing the Community Context Audit results and the Problem Statement, they are very much in line with each other.

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."*

4. Review of Intersection Options

A. Ms. Dintelman reviewed the study area. The project limits are just west of the IL Route 3/Pierce Lane intersection to just east of the IL Route 3/West Delmar Avenue intersection.
B. Ms. Kimlinger reviewed general pros and cons of signalized intersections and roundabout intersections.
C. Signalized Intersection:
    i. Pros (Advantages):
        - Driver familiarity
        - Can provide protected turning movements (green arrows)

- Can provide protected pedestrian movements (pedestrian push buttons)
- Emergency vehicles can override the signals
- Future expansion is more easily accommodated

ii. Cons (Disadvantages):

- Can increase delays (stops at red lights)
- Can increase rear end crashes (stops/starts)
- Crashes are more severe (a vehicle's speed could be potentially fast when the light is green; drivers traveling through intersection on a red light or yield green)
- More potential crash points (32 conflict points; multiple types of crashes can occur at an intersection)
- Ongoing maintenance costs (signal timing, electrical source, equipment maintenance)
- Dependent on electrical source to function

D. Roundabout Intersection

i. Pros (Advantages):

- Safety – number and severity of crashes reduced (35% reduction of crashes overall, 76% reduction of injury crashes, 90% reduction of fatalities) – 8 conflict points
- Safer for pedestrians due to slower speeds
- Reduces congestion – free flow traffic (vehicles yield when entering a roundabout)
- Reduces pollution and fuel use
- Quieter operations
- Reduced maintenance cost (new pavement and not reliant on an electrical source)

ii. Cons (Disadvantages):

- Driver unfamiliarity
- Larger initial cost (all new pavement)
- Generally larger footprint (based on a generalized intersection)
- Not easily adaptable for future lane widening

E. Ms. Kimlinger reviewed the intersection options for this study and summarized the CAG's comments from the first CAG meeting. She also summarized the PSG's comments for each option, land acquisition and construction costs, potential displacements, and a Level of Service comparison.

F. <u>Option #1: "No Build" Scenario – Maintain Existing Layout</u>

This option provides no improvements.

i. CAG Meeting #1 Pro Comments

- No comments

ii. CAG Meeting #1 Con Comments

- Not a feasible option
- Not a wise solution

- Does not accommodate bike and pedestrians

iii. PSG had no additional comments on this Option.

iv. Option Costs
- Land Acquisition = $0
- Construction Cost = $0

v. Potential Displacements
- None

G. Option #2: Signals – Minor Modifications to Existing Conditions

This option provides for an additional westbound lane along the north side of W. Delmar Avenue (IL Route 3) from W. Homer M. Adams Parkway to a point west of Pierce Lane. Striping modifications to the eastbound left turn lane to W. Homer M. Adams Parkway would occur. Signal timing would be evaluated. Some bicycle and pedestrian accommodations could be provided.

i. CAG Meeting #1 Pro Comments
- Improving signal timing should be included
- Right-turn lane from westbound IL Route 3 to Pierce Lane

ii. CAG Meeting #1 Con Comments
- Does not address eastbound IL Route 3 left-turn confusion *(The PSG would investigate options to reduce confusion)*
- Does not accommodate bike and pedestrians *(The CAG was informed that accommodations for bicycles and pedestrians could be provided)*

iii. PSG's Additional Pro Comments
- Option keeps the same intersection type (driver's expectation the same)
- Signals could be interconnected to reduce delays
- Pedestrian push buttons could be added for safety
- Less initial cost

iv. PSG's Additional Con Comments
- Ongoing monitoring of signal timing and coordination by IDOT
- Ongoing power costs (50% IDOT – 50% City of Godfrey) and signal maintenance costs
- A moderate amount of right-of-way required

v. Option Costs
- Land Acquisition = $420,000
- Construction Cost = $400,000

vi. Potential Displacements
- 2 residential parcels in the northwest quad of W. Delmar Avenue (IL Route 3)/Pierce Lane and the D'Adrian Professional Park business sign

Comment: Mr. Read stated the traffic does not back up on IL Route 3 past Pierce Lane, and a better solution would be to end the additional lane at Pierce Lane.

Response: Geometrically this must be done to transition the additional lane back to one lane west of the Pierce Lane intersection.

H. Option #3: Signals – Realign IL Route 3 as Through Route

This option realigns IL Route 3 to function as a through (continuous) route with an additional westbound lane along the north side of IL Route 3 from Homer M. Adams Parkway to a point west of Pierce Lane. W. Delmar Avenue east of the intersections would be realigned teeing into IL Route 3. Norwood Lane and Ridgedale Drive would connect to a frontage road that would tee into realigned W. Delmar Avenue. Cook Street would be realigned north and connect to Pierce Lane opposite of the D'Adrian Professional Park entrance.

i. CAG Meeting #1 Pro Comments
- Left-turn benefit for Norwood Lane (Drivers would be able to turn left onto IL Route 3 at a signal)
- Left-turn lane from eastbound IL Route 3 to Pierce Lane

ii. CAG Meeting #1 Con Comments
- Diminishes traffic through business district along the south side of existing W. Delmar Avenue. *The PSG discussed this comment and felt the business is a dentist office which an appointment is necessary.*
- W. Delmar Avenue had heavy traffic and may have to wait for extended periods. *The signals will be optimized.*
- Big change without big benefits
- Creates bottleneck at Ridgedale Drive and W. Delmar Avenue

iii. PSG's Additional Pro Comments
- Option keeps the same intersection type (driver's expectation the same)
- Signals could be interconnected to reduce delays
- Pedestrian push buttons could be added for safety
- Future expansion to 5-lanes possible
- Less initial cost

iv. PSG's Additional Con Comments
- No free flow lanes
- No direct access to IL Route 3 from Norwood Lane and Ridgedale Drive
- Ongoing monitoring of signal timing and coordination by IDOT
- Ongoing power costs (50% IDOT – 50% City of Godfrey) and signal maintenance costs
- Moderate amount of right-of-way required
- Potential for crashes remains due to signals
- Additional right-of-way needed for Cook Street to be realigned north and connect to Pierce Lane opposite of the D'Adrian Professional Park entrance.

v. Option Costs
- Land Acquisition = $525,000

- Construction Cost = $3,600,000 (higher due to new pavement)

vi. Potential Displacements
- 2 residential parcels in the northwest quad of W. Delmar Avenue (IL Route 3)/Pierce Lane and the D'Adrian Professional Park business sign

I. Option #4: Dual Roundabout

This option rebuilds the intersections entirely replacing them with single lane roundabouts.

i. CAG Meeting #1 Pro Comments
- May improve property values
- Aesthetics
- Positive vibe
- Traffic calming
- Continuous westbound lane from W. Homer M. Adams Parkway to Pierce Lane

ii. CAG Meeting #1 Con Comments
- Right-of-way concerns
- Possible impact to wall at Frontenac
- Cook Street would be realigned

iii. PSG's Additional Pro Comments
- Significantly reduce rear end and turning crashes
- Continuous free-flow through both intersections
- Ridgedale Drive and Frontenac Place maintains direct access to W. Delmar Avenue
- Norwood Lane maintains direct access to W. Delmar Avenue eastbound. Westbound traffic would utilize the roundabout at W. Homer M. Adams Parkway to turn around.
- Westbound bypass lane between W. Homer M. Adams Parkway and Pierce Lane is freeflow
- Minimal long-term maintenance costs
- Air quality, fuel consumption, and Pros (Advantages) listed on page 3.

iv. PSG's Additional Con Comments
- Additional right-of-way needed for Cook Street to be realigned north and connect to Pierce Lane opposite of the D'Adrian Professional Park entrance.
- Norwood Lane, residence, and churches within median strip between roundabouts have right-in/right-out access only (eastbound). *The PSG noted that this movement is safer as vehicles will not cross as many lanes when wanting to travel westbound.*
- Single lane roundabout not as easily adaptable if W. Delmar Avenue is widened to a five-lane section (there are no plans for this)
- Higher initial costs

v. Option Costs
   - Land Acquisition = $375,000
   - Construction Cost = $6,300,000 (higher due to 2 intersection rebuilds and all new pavement)

vi. Potential Displacements
   - 1 residential parcel in the southeast quad of W. Delmar Avenue (IL Route 3)/Frontenac Place

Question: Ms. Bristow asked how wide is the separation between the westbound W. Delmar Avenue lane and the continuous bypass lane between W. Homer M. Adams Parkway and Pierce Lane.

Answer: 6' to 8' wide median.

J. Ms. Kimlinger presented charts showing the Level of Service (LOS) of each of the options. She explained that LOS has nothing to do with safety but is a measurement of how well an intersection preforms on a scale of A to F with 'A' being the best and 'F' being failure. LOS of 'F' at a signalized intersection indicates a delay of greater than 80 seconds.

Existing Conditions (2014)				
Option	*Description*	*Intersection*	*AM LOS*	*PM LOS*
N/A	Existing Conditions (No Build)	W. Delmar Ave (IL Route 3) & Pierce Ln	B	B
N/A		W. Homer M. Adams Pky (IL Route 3) & W. Delmar Ave (IL Route 3)	B	C
Predicted Conditions (2036)				
Option	*Description*	*Intersection*	*AM LOS*	*PM LOS*
#1	No Build	W. Delmar Ave (IL Route 3) & Pierce Ln	C	B
		W. Homer M. Adams Pky (IL Route 3) & W. Delmar Ave (IL Route 3)	B	E
#2	Signal – Minor Modifications	W. Delmar Ave (IL Route 3) & Pierce Ln	B	B
		W. Homer M. Adams Pky (IL Route 3) & W. Delmar Ave (IL Route 3)	B	C
#3	Signal – Realign IL Route 3	W. Delmar Ave (IL Route 3) & Pierce Ln	B	B
		W. Homer M. Adams Pky (IL Route 3) & W. Delmar Ave (IL Route 3)	A	B
#4	Dual Roundabouts	W. Delmar Ave (IL Route 3) & Pierce Ln	B	B
		W. Homer M. Adams Pky (IL Route 3) & W. Delmar Ave (IL Route 3)	A	A

Question Mr. Gooding asked what the construction duration for each option.
Answer The PSG has not gotten this far with the detail design.

5. Traffic Modeling Simulations

A. Mr. Yanamanamanda presented traffic modeling simulations for each of the options. Each of the simulations were sped up to 4x the real speed. The predicted 20-year design (2036) evening rush hour traffic models were shown as this rush hour appears to be the worst case:

- Option #1 – LOS E/F
- Option #2 – LOS C. This option does not address eastbound morning rush hour traffic or lane transition issues.
- Option #3 – This option works well (LOS B), but 2 signalized intersections remain.
- Option #4 – LOS A/B. Traffic backs up on southbound Pierce Lane, although it will clear faster than a signal. Frontenac Place will have a bypass lane to access eastbound W. Delmar Avenue to help alleviate potential delays.

  During 2036 morning rush hour, northbound and westbound traffic exiting Frontenac Place may experience a delay entering the roundabout of approximately 1 minute. At other times the delay is approximately 20 seconds. On rare occasions, the delay could be as much as 2 minutes for Frontenac Place traffic to access westbound W. Delmar Avenue or northbound Pierce Lane. This delay is very occasional. During these times, a driver will have the option to use the bypass lane and turnaround at the east roundabout to access westbound W. Delmar Avenue or northbound Pierce Lane.

Question: *Is the predicted traffic a linear increase?*

Answer: *Traffic forecasting takes into account current and future development along with many other factors and is not linear.*

Question: *What is the general increase used for this project?*

Answer: *In general a 0.5% to 1.0% is used (after a look at the existing and predicted traffic counts the increase is approximately 1.0%). Mr. Yanamanamanda stated that he can provide an exact %.*

Comment: *A cursory review of the most up to date crash data available (2013) indicates the data is similar to the previous year's patterns.*

Question: *Will the cut through from Cook Street to IL Route 3 remain in place?*

Answer: *The improvements made to these two intersections should reduce the delays that are currently being experienced. Therefore, this should help reduce the need for drivers to avoid these intersections by using Cook Street to cut through. For ease of access to and from the school, this access will remain open.*

6. Group Discussion: Is there a Consensus on Intersection Type?
   A. Ms. Dintelman indicated the PSG feels the dual roundabouts is the best option. She reviewed that at the last meeting the CAG was close to agreeing to the dual roundabout option. She asked the CAG to breakup into their assigned groups to obtain consensus for each of the three smaller groups.
   B. After the group discussion, the three groups reconvened with their results presented by the group's elected representative.
      i. Group 1: Agreed Option #4 – Dual Roundabout with the following comments:
         - No issues with the concept.
         - Option 4 is preferred but the Frontenac representative has specific issue of project cost and the Norwood representative has a concern with headlights shining into houses. *Ms. Kimlinger said that the PSG could look at planting trees to create a barrier to block headlights.*
         - Group felt that if state transportation money is being spent that it should stay in the City of Godfrey.
      ii. Group 2: Agreed Option #4 – Dual Roundabouts with the following comments:
         - Solves most problems (traffic calming, bad signal timing)
         - Fewer "Cons" overall. Understand some may be more effected than others.
         - Plantings inside roundabouts should take sightlines into account.
      iii. Group 3: Agreed Option #4 – Dual Roundabouts with the following comments:
         - Group is concerned with merge points at bypass lanes
         - Look at closing connection between Cook Street and W. Homer M. Adams Parkway. This should be coordinated with the school at the Evangelical Church.
         - Best crash reduction stats

   Therefore, Option #4 – Dual Roundabouts is the CAG's consensus for a preferred intersection type.

7. Conceptual Bicycle & Pedestrian Accommodations
   A. Ms. Stafford discussed that there is an Illinois Law requiring all modes of travel, especially bicycle and pedestrian accommodations be given full consideration in the planning and development of transportation facilities, including the incorporation of such ways into State plans and programs. She explained a pedestrian and bicycle audit is conducted identifying generators that are plotted onto a map (ie. residential areas, parks, churches, schools, etc). Where facilities are warranted and when a local agency will share funding for the facilities, IDOT is to provide both bicycle and pedestrian accommodations. IDOT requires local participation of bicycle and pedestrian ways. The local agency is responsible for 20% of these costs as well as agreeing to maintain the facilities. If a local agency does not desire to participate in

the funding of the sidewalks or paths, the Department will design the roadway improvements so bicycle and pedestrian accommodations could be installed in the future.

IDOT Complete Streets Policy – Complete streets policies call for the development of infrastructure that incorporates all modes of travel, placing special emphasis on adequate pedestrian facilities and incorporating transit choices.

B. Ms. Schwierjohn presented an exhibit showing the existing sidewalks/future sidewalks in the project area. Accommodations currently exist along Cook Street, West Delmar Avenue and on Pierce Lane. The Village has been building sidewalk along Stamper Lane, and has plans to connect all the sidewalk along IL 111 all the way to Lewis and Clark Community College in the future. Current bicycle and pedestrian traffic generators within the area were also presented on the exhibit. Ms. Schwierjohn also showed an exhibit including conceptual bicycle and pedestrian accommodations for Option #4 as this was the option of consensus and the accommodations the Village of Godfrey would most likely cost share. She explained how a roundabout is navigated by a pedestrian or bicycle. She also explained that 6' wide sidewalks can provide 2-way pedestrian traffic or 1-way bicycle traffic.

C. Ms. Schwierjohn explained that Mayor McCormick wanted to make sure that the residents on the south side of W. Delmar Avenue have access to the recreational opportunity (continuous sidewalks) on the northwest side of the project area. Conceptual facilities are included along the south side between the roundabouts and to the west ending at the entrance to 1313 W. Delmar Avenue. The Village of Godfrey could extend this sidewalk further west or if IDOT would ever improve IL Route 3 west of this project additional sidewalk could be installed at that time.

D. Pedestrian accommodations would be reconstructed along Cook Street for the realigned configuration.

E. Accommodations would be reconstructed for the northwest quad of IL Route 3 and Pierce Lane affected by roundabout construction.

F. She also presented an aerial view of a similar dual roundabout located in Belleville, Illinois at the interchange of IL Route 15 and IL Route 158 showing the pedestrian facilities.

8. Closing Remarks, Next Steps and Questions

A. The project schedule was presented. The project is divided in to 3 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.

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.* The meeting minutes will include answers to the questions and concerns raised in this meeting.

C. The PSG will move forward with the next steps of the detailed design for Option #4.

D. The Public Information Meeting will be the next meeting to occur and the CAG is encouraged to attend. There is no date for this meeting.
E. 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.

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.