Illinois Route 3 Connector CAG Meetings 2 and 3

ATTENDEES:	Shane Stock/Tank Trailer Cleaning	Pat Clark/Clark Trucking
	Mark Ostendorf/Fairmont City PD	Robert Betts/City of East St. Louis
	Jim Devall/SIUE	Roger Bowler/St. Louis Auto
	Tim Giger/GIR	Cindy Stafford/IDOT
	Lenny Batycki/GIR	Karen Geldert/IDOT
	Brian Horton/EWGCOG	Jason Watters/BLA
	Doug Pratt/Pratt Properties	Buddy Desai/CH2M HILL
	Dave Stewart/Pilot Travel Centers	Jeff Frantz/CH2M HILL
	Nicole Spencer/Clark Trucking	Libby Braband/CH2M HILL
	Denny Dennison/MWWI	Dan Sommer/CH2M HILL

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FROM: Buddy Desai/CH2M HILL

MEETING DATE: May 10, 2007

PROJECT NUMBER: 355281

On May 10, 2007, the Illinois Route 3 Connector Project's Community Advisory Group (CAG) Meetings 2 and 3 were held in combined format at the Gateway National Golf Links Clubhouse within the project Study Area. The agenda, sign-in sheet and a copy of the presentation used at the meeting are attached.

MEETING NOTES

The agenda included the following items:

1. Meeting #1 Review
2. Stakeholder Involvement Plan
3. Project Purpose & Need
4. Critical Success Factors
5. Individual/Group Exercise
6. What's Next?

Introductions

Buddy Desai welcomed everyone to the meeting, especially those attending for the first time, and initiated introductions. Buddy introduced the CH2M HILL team, Jason Watters from BLA and Cindy Stafford and Karen Geldert from IDOT. CAG members were then asked for self introductions.

After the introductions Buddy reviewed the meeting flow chart designed to provide the CAG members information on how each agenda item plays into the context of the meeting and the study overall. Buddy referred back to the meeting flow chart between agenda items.

1. Meeting #1 Review

Buddy Desai began by reviewing the project study area map, as many were new to the group. Buddy then gave a brief description of why a CAG has been assembled and what role the CAG will play in the project.

Buddy explained that IDOT had completed a Feasibility Study several years ago and that study contained some proposed alignments. Buddy assured the CAG that those alignments will be evaluated, but that there was essentially a "clean slate" when it comes to potential solutions. Several new alternatives may be developed as a result of the CAG helping develop the Purpose and Need for the project.

IDOT is incorporating their "Context Sensitive Solutions" approach to this project to give the community the opportunity to provide input on the solution.

Buddy briefly summarized the previous CAG meeting and the feedback received. He explained the context audit exercise that the attendees completed during the meeting, which resulted in the following observations:

1. The study area was described as a developing area, with potential brownfield redevelopment opportunities, a diverse population, and portions that are economically depressed
2. Congestion on local roads is not typically considered a problem
3. Congestion on the interstate(s) is considered a problem
4. There are a lot of accidents in this area
5. There is a need for an additional roadway(s) in this area
6. Redevelopment opportunities are not hindered by a lack of highway access
7. Accommodating future development in this area is important
8. The proposed Illinois Route 3 Connector would provide a more direct connection between neighboring communities and common destinations
9. At-grade train crossings cause delays, congestion, and safety problems in this area
10. Improved access to/from this area – for shopping, emergency response vehicles, social services, etc. – is important
11. Pedestrian accommodations/pedestrian safety is an issue in this area
12. Truck traffic on local streets is not considered a problem, but more a fact of life given the types of businesses in the area

Before moving on, Buddy requested that anyone who had not completed a Community Context Audit Form obtain one after the meeting and submit it.

2. Stakeholder Involvement Plan

Buddy Desai gave an overview of the Stakeholder Involvement Plan. Overall, this outlines a plan for involving the public. There are six main sections to the Stakeholder Involvement Plan:

- Purpose of the Plan
- Status of the Project Development Process
- History of Public Involvement related to this Project
- Description of the Affected Community
- Description of Overall Approach for Public Involvement
- Specific Steps and Timeline

The goal of the Stakeholder Involvement Plan is to get input from the community at the appropriate times. Buddy indicated he could provide the detailed Stakeholder Involvement Plan to anyone who was interested in viewing it. Also, postcards were available which gives the general public a chance to get on the project's mailing list to be notified of project updates and newsletters.

3. Project Purpose & Need

Jeff Frantz explained that the project Purpose and Need, or what can be referred to as Goals and Objectives, is a statement of what the current issues are in the project Study Area. Jeff simplified this concept by asking the group "what problem are we trying to correct with the proposed action?"

Jeff began by reviewing some of the needs for proposed action which were identified through engineering analyses and as a result of input from the CAG at the last meeting. These items are summarized below:

- System linkage and route continuity
- Safety
- Dependability of travel
- Economic development
- Multi-modal accommodations

These needs, identified by the CAG, as well as engineering/technical analysis performed by the study team were taken into consideration in the development of the draft Purpose Statement (P&N). The draft purpose is as follows:

> *The purpose of the proposed action is to improve traffic flow, network connectivity, and safety in the study area by creating more direct travel routes, re-establishing a local network of roads, and reducing delay at railroad crossings. Improving connections within the study*

area and to the greater metropolitan region may enhance multi modal and development opportunities for existing residents and businesses.

After presentation of the statement to the CAG, Jeff asked for general reactions to it.

Tim Giger noted that no other police, fire or ambulance representatives, other than the Fairmont City PD, were represented at the meeting. Since safety and dependability of travel are major drivers, he wondered if all local Fire Departments, Police Departments and Ambulance Services had been contacted for their support. Buddy indicated that Fire Departments and Ambulance Services had not been contacted to date, but will be as the study progresses.

Shane Stock asked what the current proposed route is and what consideration has been given to make sure that the construction phase will have low-impacts on existing businesses. Buddy indicated that currently there is no proposed route as the project is just entering the alternatives development stage. Buddy added that IDOT would work towards minimizing impacts to local residents and businesses with the design of the new facility and during construction.

Mark Ostendorf questioned the need for sidewalks in the area. He recognized that near Gateway International Raceway and Pilot Travel Center, sidewalks may be a good idea. However, he did not feel sidewalks would be taxpayer money well spent in the rest of the study area. Jeff Frantz responded that sidewalks will be evaluated when a preferred alternative is determined. Sidewalks may or may not make sense given the alternative that is selected.

Buddy added that the selected route has not yet been determined and that the project team needs the CAG's input in addition to the engineering and environmental analyses to help determine the preferred alternative. The project team needs to understand what the community feels is the most important so that they can provide the community with a quality, useful transportation facility.

Mark Ostendorf added that at-grade railroad crossings are a hindrance to their police department. He indicated that they frequently must wait on trains.

Shane Stock wanted to inform the group of a "Packers Facility Trust" that is in place to help with redevelopment in the southwest portion of the Study Area.

Roger Bowler indicated that at the last CAG, there was a map of alternatives on display. Buddy responded by reminding everyone that those alternatives were part of a Feasibility Study performed by IDOT several years ago. This project starts fresh with community involvement to help determine the issues affecting the area and to develop additional alternatives. The previous alternatives will be evaluated along with any new alternatives. Buddy also mentioned that the Feasibility study did not develop a Purpose and Need statement, so technically the alternatives developed in it may or may not address the P&N established for this study.

Cindy Stafford of IDOT added that the Feasibility Study performed years prior was simply to examine the possibility of an additional access route given the existing environmental issues at hand. It attempted to answer the question whether the current project was worth

pursuing. IDOT determined that it was, and it led to this current full environmental and engineering study.

Buddy indicated at the next CAG meeting, meeting number 4, there will be a map presented to the group with potential alternatives.

Mark Ostendorf asked if this project was in conjunction with other miscellaneous exploratory work in the area. Things like surveying and archaeological work have been going on for some time. Cindy Stafford indicated the work that people have witnessed in the last few years has actually been for the relocation of IL Route 3, which is separate of this project.

Mark then asked what methods have been used to account for when the McKinley Bridge re-opens. He felt that traffic on Illinois Route 203 will greatly reduce, perhaps reducing the number of accidents. Buddy explained that will be accounted for in traffic future analysis.

4. Critical Success Factors

Jeff Frantz followed the discussion of the P&N by reporting what the community, represented by the CAG, had previously indicated they would consider to be the key elements that make the project a success. What, besides access, does the new facility need to provide for the area? A major issue identified by the CAG is the need to reduce at-grade crossings with trains. This will help minimize delays caused by trains as well as address safety concerns with the train crossings. Where appropriate, the new facility should provide greater accessibility to pedestrians, public bus systems, bike trails and truck traffic. Overall, the facility must meet the needs of IDOT while maintaining harmony between affected interests in the community, including the environment.

Jason Watters emphasized that, as stated at the first meeting, the goal of the "Context Sensitive Solution" process is to gain consensus on the preferred alternative. This means that stakeholders generally agree on the selected solution and those who may not agree have been afforded a respectful opportunity to present their viewpoints. He stressed that "consensus" does not imply a voting process and does not mean everyone will agree with the final recommendations.

Jeff Frantz explained that several types of analysis are used to help determine the preferred alternative. These analyses include studies of resource issues such as wetlands, air quality, and traffic noise, as well as engineering studies of structures, roadway geometry, and hydraulic conditions. Jeff also listed and briefly explained several of the documents necessary to get the project approved.

5. Individual/Group Exercise

Libby Braband explained the individual exercise to the group. First, each member was asked to evaluate how much would they spend on each of the following criteria, if given $100 total. Each individual's amounts would be totaled to give the project team a better understanding of the member's priorities.

These items have been listed by order in which members would have spent the money, with the totals following:

Roadway Performance

- Accommodate truck traffic ($300)
- Minimize delays caused by trains ($245)
- Improve safety/reduce accidents ($180)
- Improved access/circulation WITHIN project area ($160)
- Accommodate special even traffic ($140)
- Multi-modal connectivity (bus, bike, other) ($25)
- Accommodate pedestrians (crosswalks, sidewalks) ($20)

Environmental/Social

- Minimize impacts to property ($100)
- Accommodate/facilitate planned development ($80)
- Protect natural resources ($50)

The findings suggest members place greater importance on accommodating truck traffic, minimizing delays caused by trains, and improving safety/reducing accidents.

Libby explained an additional exercise that asked the members to evaluate what critical success factor is most important to them. This will give the project team a better understanding of the CAG member's viewpoint of things that will make the project a success as the project moves forward. The order in which the members ranked the following critical success factors is as follows:

- Implementability/ability to construct in a timely manner
- Consensus on preferred alternative
- Clearly communicate decisions to the general public
- Identify and engage all stakeholders who have an interest in the project

Libby then asked that everyone be separated into 3 groups, and asked each group to spend $500 on the same issues from the individual exercise. All three group's spending would be totaled for final results. Results are listed below, with spending amounts following:

Roadway Performance

- Accommodate truck traffic ($500)
- Minimize delays caused by trains ($235)
- Improve safety/reduce accidents ($200)
- Improved access/circulation WITHIN project area ($145)
- Accommodate special even traffic ($120)
- Multi-modal connectivity (bus, bike, other) ($65)
- Accommodate pedestrians (crosswalks, sidewalks) ($10)

Environmental/Social

- Accommodate/facilitate planned development ($100)
- Minimize impacts to property ($85)
- Protect natural resources ($35)

Results for the group exercise are largely the same as the individual exercise. The three most important issues identified are accommodate truck traffic, minimize delays caused by trains, and improve safety/reduce accidents.

6. What's Next?

Buddy concluded the meeting up by explaining that the next step to this process is taking the information gathered at this CAG and finalizing the Purpose and Need Statement, or Goals and Objectives of the project. The project team will begin initial alternatives development and will have that on display at the next meeting, in the summer of 2007.

7. General Questions

Roger Bowler asked several questions at CAG Meeting #1 that could not be answered at the first CAG meeting. He referenced meeting minutes from the last meeting and asked if a response had been prepared yet, and asked for further clarification on others. Of most importance to him were questions relating to comments listed below:

1. How current traffic volumes on Illinois Route 203 compare to those prior to the closing of the McKinley Bridge?

   Response: Cindy Stafford indicated that she could check on the Traffic Volumes from the first question and respond in the meeting minutes. After the CAG meeting, the team determined that within the study area Illinois Route 3 traffic increased approximately 25% and Illinois Route 203 traffic increased approximately 10% after the McKinley Bridge was closed.

3. The CAG participants indicated there were no points of concentration of accidents along IL 203 or IL 3. Is this really the case?

   Response: Buddy stated that there has been a crash analysis performed and the crashes are generally located at intersections, which is to be expected.

   Jason Watters added that the team is currently following up with the Railroads and local police departments to see if there is a specific concern with accidents involving trains at the crossings.

10. How much traffic would be generated by potential growth in the area due to a new roadway?

    Response: Buddy explained that traffic will be projected over 20 years to see the full result of the roadway network. Buddy also added that traffic projections and modeling will incorporate the existing plus committed roadway network improvements, which includes relocated Illinois Route 3.

Buddy noted that the questions asked are in line with the questions that are traditionally asked and subsequently answered by the engineering team in the environmental document.

Tim Giger added that the opening of the McKinley Bridge may decrease traffic on IL 203, but will likely increase traffic on IL 3.

CAG members asked about the status of relocated IL Route 3, and Cindy Stafford indicated she is not directly involved with the project, but would respond in the meeting minutes. IDOT's subsequent response is:

> "The current *FY 2008-2013 Proposed Highway Improvement Program* includes approximately $87 million for archeology, land acquisition, new bridges, new roadway construction, utility adjustments, and railroad relocations for Relocated IL Route 3 near Venice. The Department is still negotiating with the five railroads involved to come to an agreement as to the scope of railroad relocations. "

Buddy finished the meeting by reminding everyone the goal of this project is to choose the alternative that meets Purpose and Need with the least impact on the environment. He further explained that the environment includes both the natural and human environments. Overall, IDOT wants to build a project that adds value to the community.

The meeting adjourned at approximately 10:30 AM.

Questions from Previous CAG Meetings

The following are questions derived from general comments made by the CAG members at CAG Meeting 1 on November 8, 2006. The numbers associated with the questions correspond to their original number in the "Questions and General Comments" section of the meeting minutes for CAG meeting 1. Numbers omitted from this section correlate to comments, not questions, and are documented in the minutes for the first CAG meeting.

1. How do current traffic volumes experienced on Illinois Route 203 compare to those prior to the closing of the McKinley Bridge?

   Response: Within the study area, Illinois Route 3 traffic increased approximately 25% and Illinois Route 203 traffic increased approximately 10% after the McKinley Bridge was closed.

9. Was the project intended to promote development within the Study Area?

   Response: Brooks Brestal stated that the basic purpose for this project is to provide an alternative route for the area to improve safety, mobility, accessibility, and to allow more direct travel routes. Brooks further indicated that construction of a new connector roadway could promote economic development within the Study Area but that is not the primary purpose for the project.

10. How much additional traffic would be generated by growth in the area?

    Response: Buddy and Kevin indicated that while we don't have an answer to that question right now, traffic modeling will account for future land use and subsequent increases in traffic volumes.

Illinois Route 3 Connector Project
Critical Success Factors

Individual Results:

- ***Roadway Performance***
  - ***Improved access/circulation WITHIN project area*** _____
  - ***Minimize delays caused by trains*** _____
  - ***Improve safety/ reduce accidents*** _____
  - ***Accommodate special event traffic*** _____
  - ***Accommodate pedestrians (crosswalks, sidewalks)*** _____
  - ***Accommodate truck traffic*** _____
  - ***Multi-modal connectivity (bus, bike, other)*** _____
- ***Environmental/Social***
  - ***Minimize impacts to property*** _____
  - ***Accommodate/facilitate planned development*** _____
  - ***Protect natural resources*** _____

1. Are there any CSFs not listed above that you would like to see added to the list?

2. If so, how would you prioritize the additional CSFs (low, medium, high priority

3. In addition to the project critical success factors, there are also study critical success factors. How would you rank the following in terms of importance (1 being lowest priority, 4 being highest)

_____Implementability/ability to construct in a timely manner

_____ Consensus on preferred alternative

_____ Identify and engage all stakeholders who have an interest in the project

_____ Clearly communicate decisions to the general public

Illinois Route 3 Connector Project
Critical Success Factors

GROUP RESULTS:

- ***Roadway Performance***
  - ***Improved access/circulation WITHIN project area _____***
  - ***Minimize delays caused by trains _____***
  - ***Improve safety/ reduce accidents _____***
  - ***Accommodate special event traffic _____***
  - ***Accommodate pedestrians (crosswalks, sidewalks) _____***
  - ***Accommodate truck traffic _____***
  - ***Multi-modal connectivity (bus, bike, other) _____***
- ***Environmental/Social***
  - ***Minimize impacts to property _____***
  - ***Accommodate/facilitate planned development _____***
  - ***Protect natural resources _____***
- ***Additional CSFs – CAG produced***
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Illinois Route 3 Connector Project

Community Advisory Group
Combined Meeting #2 & #3
May 10, 2007

Meeting #1 – November 8, 2006

Agenda

- Meeting #1 Review
- Stakeholder Involvement Plan
- Project Purpose & Need
- Critical Success Factors
- Group Exercise
- Next Steps

Meeting #1 Review

Study Area

Eagle Park Rd.
Gateway National Golf Links
PROJECT AREA
Canoble Canal
Gateway International Racetrack
203
TRR
3
First St.
Collinsville Ave.

Why has a Community Advisory Group been assembled?

- Guide development of a consensus solution for the Illinois Route 3 Connector Project
- Serve as a two-way communication link between project team and broader community
- Provide mechanism for key stakeholders to provide input to project throughout the process

Role of the CAG

- Communicate local issues related to the project study area
- Serve as communication link to broader population
- Review and provide input on project issues
- Actively participate in public involvement program

Project Process

- Clean slate: alternatives from 2004 study will be considered, but others will be evaluated as well
- Preliminary design of new connector roadway in the project area
- Applying IDOT's "Context Sensitive Solutions" policy to the project
  - Cost-effective transportation facilities
  - Balance mobility, community needs and the environment while focusing on safety
  - Involving stakeholders in project development early and continuously

Meeting #1 Group Exercise Results

- Area: developing, opportunity for redevelopment, diverse population, portions that are economically depressed
- Congestion on local roads not typically a problem
- Congestion on the interstate(s) is a problem
- There are many accidents in the area
- There is need for an additional roadway in the area
- Redevelopment opportunities are NOT hindered by a lack of highway access
- Accommodating future development in this area is important

Meeting #1 Exercise Results Continued

- Proposed IL Route 3 Connector would provide a more direct connection between neighboring communities/common destinations
- At-grade train crossings cause delays, congestion and safety problems in the area
- Improved access to/from this area – for shopping, emergency response vehicles, and social services – is important
- Pedestrian accommodations (sidewalks, etc.) and pedestrian safety is an issue in the area
- Truck traffic on local streets is not considered a problem – simply a fact of life given the business types in the area

Community Context Audit

- Intended to be help identify unique community characteristics
- Utilize CA information in defining the purpose and need
- Assures that transportation improvements align with community goals/local plans for future development

CAG Context Audit

- Words to describe the Study Area: ***Developing, Throughway, Growing, Brownfield, Diverse, Multi-Use, Potential, Portions that are Economically Depressed***
- Congestion on local roads is a problem in this area: ***Neutral***
- Congestion on the interstate(s) is a problem in this area: ***Agree***
- There are a lot of accidents in this area: ***Agree***
- There is a need for an additional roadway in this area: ***Strongly Agree***
- Redevelopment opportunities are hindered by a lack of highway access: ***Disagree***

CAG Context Audit, cont.

- Accommodating future development in this area is important: ***Agree***
- This route would provide a more direct connection between neighboring communities and common destinations: ***Agree***
- At-grade train crossings cause delays, congestion, and safety problems in this area: ***Strongly Agree***
- Improved access to/from this area – for shopping, emergency response vehicles, social services, etc. – is important: ***Agree***
- Pedestrian accommodations/pedestrian safety is an issue in this area: ***Agree***
- Truck traffic on local streets is a concern: ***Neutral***

Stakeholder Involvement Plan

Stakeholder Involvement Plan (SIP)

- The purpose of the SIP is to:
  - Identify means to garner public input
  - Define opportunities to explain the process
  - Develop an understanding of issues or concerns associated with the project
- Who are the stakeholders?
  - Residents/business owners in the project area
  - Churches/Schools within or near the project area
  - Residents of the City – outside the project area
  - Neighborhood advocates, not-for-profits
  - Elected Officials
  - Drivers who use the facility

What is in a SIP?

- Section 1 – Purpose of the Plan
- Section 2 – Status of the Project Development Process
- Section 3 – History of Public Involvement related to this Project
- Section 4 – Description of the Affected Community
- Section 5- Description of Overall Approach for Public Involvement
- Section 6 – Specific Steps and Timeline

Approach to Stakeholder Involvement

- Outreach
  - Letters to elected officials
  - CAG
  - Postcard Distribution
- Education
- Gathering Input
  - Direct feedback – CAG
  - Mean for providing comments
  - Public Meeting(s) – Phase 1B
- Opportunities for Direct Involvement
  - CAG
  - Public Meeting(s) – Phase 1B
- Pathways for Incorporating input into Decision-Making
- Feedback to Public about Decision- Making
- Monitoring/Updating Public Involvement Plan

Goals and Objectives

Objectives of the Proposed Action

- System Linkage and Route Continuity
  - *Cut through routes, lack of redundancy, need for a connecting link in the transportation system*
- Safety
  - *High crash rates on surrounding facilities, numerous access points contribute to rear-end and turning crashes, lack of internal circulation requires the additional access points*
- Dependability of Travel
  - *Impact of railroads on traffic flow, lack of grade separations, slow moving freight trains, nearby railroad yard, lack of alternate routes, impacts to local businesses during race events, emergency vehicle access*

Need for the Proposed Action (continued)

- Economic Development
  - *Creating economic development is not the primary purpose of the project, but representatives of the study area have identified improved mobility in the corridor as necessary for future economic development opportunities*
  - *Cannot capitalize on the benefits of the close access to the interstate system (I-55, I-64, I-70) because there isn't enough internal infrastructure support*

Need for the Proposed Action (continued)

- Multi-modal Accommodations
  - *Employees at area businesses rely on pedestrian access as a means to commute to work. Current roadway network is not pedestrian friendly; providing neither direct access to the large trail network in the East St. Louis area nor safe, continuous means to reach destinations within the corridor*
  - *May provide opportunities to enhance bus service in the project area, moving more people to local businesses, or providing better connection to other transit facilities just outside the study area*

Purpose of the Proposed Action

The purpose of the proposed action is to improve traffic flow, network connectivity, and safety in the study area by creating more direct travel routes, re-establishing a local network of roads, and reducing delay at railroad crossings. Improving connections within the study area and to the greater metropolitan region may enhance multi modal and development opportunities for existing residents and businesses.

Critical Success Factors

Critical Success Factors

- CSFs – Comparing Alternatives
  - Roadway Performance
    - Improved access/circulation WITHIN project area
    - Minimize delays caused by trains
    - Improve safety/ reduce accidents
    - Accommodate special event traffic
    - Accommodate pedestrians (crosswalks, sidewalks)
    - Accommodate truck traffic
    - Multi-modal connectivity (bus, bike, other)
  - Environmental/Social
    - Minimize impacts to property
    - Accommodate/facilitate planned development
    - Protect natural resources
- Other Project Critical Success Factors
  - Implementability/ability to construct in a timely manner
  - Consensus on preferred alternative
  - Identify and engage all stakeholders who have an interest in the project
  - Clearly communicate decisions to the general public

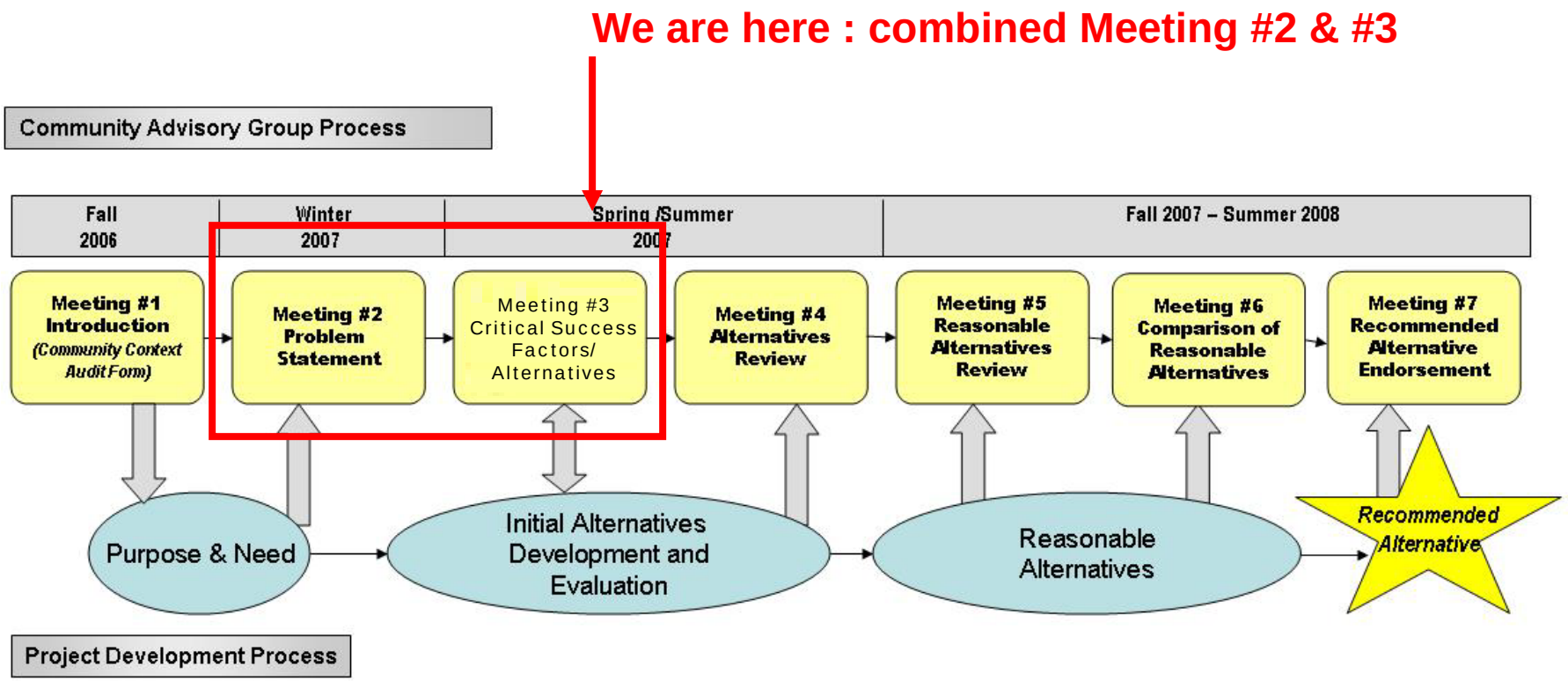
Elements Used in Decision Making

- Type of Analysis
  - CAG Input
  - Public Input
  - Resource Agency Input
  - Traffic Analysis
  - Safety
  - Environmental Impacts
  - Socio-economic Impacts
  - Cost
- Documents
  - Environmental Assessment
  - Wetland Impact Evaluation form
  - Combined Design Report
  - Section 7 documentation
  - Section 106 documentation
  - Noise technical memorandum

Group Exercise – Defining/Prioritizing Critical Success Factors

Next Steps

Tentative Meeting Schedule



Next Steps

- Finalize Purpose & Need
- Finalize Critical Success Factors
- Initial Alternatives Development
- Understanding Affected Environment
- Engage additional members of CAG
- Meeting #4 – Summer 2007