



Community Advisory Group Meeting Minutes

Meeting Date: August 26, 2015, 6:00-8:00 PM
Project: Green Mount Road
IL Route 161 to IL Route 177

Meeting Location: Southwestern Illinois College
2500 Carlyle Avenue
Belleville, Illinois 62221

Purpose of Meeting: Community Advisory Group Meeting #2

Invited To Attend: Community Advisory Group Participants,
IDOT, Lochmueller Group, EFK Moen

Attendees:

• Jim Ahring	• Cindy Stafford, IDOT	• Lorne Jackson, Lochmueller Group
• Michael Douglas	• Matt Meyer, IDOT	• Cindy Watters, Lochmueller Group
• Norm Etling	• Wenda Southerland, IDOT	• Shelley Dintelman, EFK Moen
• George Gress	• Frank Opfer, IDOT	• Joanna Dardeen, EFK Moen
• Tim Gregowicz	• Jennifer Hunt, IDOT	
• Bill Gorgan	• Brian Macias, IDOT	
• Ron Henderson	• Jnaye Fondren, IDOT	
• Wade Miller	• Porsha Key, IDOT	
• Lynwood Mueller		

Additional Attendees:

• Karen Denny		
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Items discussed:

1. IDOT Project Team and CAG Member Introductions
 - a. Mr. Matt Meyer of IDOT introduced himself, welcomed everyone, and thanked the CAG for their participation in the project. He asked that each person in attendance introduce themselves and state who they represent.
2. Mr. Meyer stated that everyone should have a packet of information that includes the agenda, the PowerPoint presentation along with a few exhibits. Mr. Meyer then went over the meeting agenda.
3. Project Study Group
 - a. The first item discussed was the Project Study Group (PSG). This group, includes the Federal Highway Administration (FHWA), IDOT Bureau of Design and Environment (BDE), IDOT District 8, and the Consultants (Lochmueller Group and



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EFK Moen). Mr. Meyer explained that their role is to review and analyze the environmental and engineering aspects of the project and incorporate the results of these analyses along with the public's input to design a suitable alternative for the project area.

4. Community Advisory Group
 - a. Mr. Meyer reviewed the CAG Participation Guidelines and the CAG's role in the CSS process.
 - b. Mr. Meyer expressed the CAG's input is important to the PSG. He explained that the while the input received from the CAG and the public is important and taken into consideration, ultimately the responsibility remains with the PSG for final decisions.
5. Project Summary and Existing Conditions
 - a. Ms. Cindy Watters opened the project dialogue reviewing information that was shared at the first CAG Meeting. Ms. Watters explained that the limits of the project along Green Mount Road begin at the intersection of IL Route 161 on the north and proceed southerly to the intersection of IL Route 177. The project limits will include the intersections of Green Mount Road/IL Route 161 and Green Mount Road/IL Route 177. Ms. Watters explained IDOT has jurisdiction of this one (1) mile section of Green Mount Road and IDOT can only improve their section of the roadway. Green Mount Road to the north and south of the project is St. Clair County's jurisdiction.
 - b. The existing typical section of Green Mount Road is 2-12 ft. travel lanes with 5 ft. paved shoulders on either side with ditches. The existing roadway right-of-way width is 100 ft.
 - c. Ms. Watters reviewed the exhibit showing existing 2013 Average Daily Traffic (ADT) and projected 2037 ADT along Green Mount Road, IL Route 161, Weatherstone Drive, the SWIC Entrance, and IL Route 177 (see attached exhibit). Ms. Watters explained that the ADT is the number of vehicles traveling along a segment of roadway in a 24 hour period. Ms. Watters noted that when determining future ADT, potential growth and development in the area is reviewed and taken into account to formulate the future ADT.
 - d. Ms. Watters reviewed the Level of Service (LOS) for the project limits and explained that LOS is a measure of how well an intersection preforms on a scale from A to F, with A – almost no delays and F – major delays/waiting in traffic. An exhibit showing existing 2013 LOS and projected 2037 LOS for the intersections of Green Mount Road/IL Route 161, Green Mount Road/Weatherstone Drive/SWIC Entrance, and Green Mount Road/IL Route 177 was explained. Currently, the intersection of Green Mount and IL Route 161 is performing at a LOS "C" with one "D" in the PM on the southern leg. The intersection of Green Mount Road/Weatherstone Drive/SWIC Entrance is performing at LOS "B" and "C" respectively along the northern and southern legs, and "D" along the western and eastern legs with one "C" along the eastern leg in the PM. The intersection of Green Mount Road and IL Route 177 is very congested and is performing at LOS "D", "E", and "F" along the various legs of



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- the intersection. The LOS F indicates that vehicles at this intersection are waiting 1-2 signal cycles to travel through the intersection and these conditions will only get worse in the future without an improvement. The projected 2037 LOS of all the intersections have LOS "F" occurring at one or more legs if no improvements are made (see attached exhibit). Ms. Cindy Stafford noted that IL Route 161 currently has two through lanes and this may be why the intersection of Green Mount Road/IL Route 161 has better LOS values than the other intersections.
- e. Ms. Watters presented an exhibit showing five (5)-years of crash data (2008-2012). During this period, there were 371 reported crashes along the one mile section of Green Mount Road. The highest type of crashes that occurred were 211 rear end crashes (57%) and 111 turning crashes (30%).
 - f. The intersection of Green Mount Road/IL Route 161 is on the Illinois 5% Selected Intersection list. This indicates that the intersection, when compared to similar intersections, is within the top 5% statewide for severe crashes. Ms. Watters and Mr. Meyer indicated various reasons for the higher number of crashes could be:
 - i. The northern and southern legs of the intersection have a lag-left signal phase; which means the through traffic proceeds prior to a left turn movement. This is an unexpected cycle for the traveling public and a potential cause of rear end crashes as the vehicle making the left turn movement begin to proceed into the intersection and then brake when the signal remains red.
 - ii. This intersection has a high volume of traffic.
 - iii. The western and eastern legs of the intersection are horizontally offset from each other enough to make it difficult to see oncoming traffic.
 - iv. A speed study was conducted by IDOT and over 50% of the vehicles traveling eastbound on the west leg of IL Route 161 are exceeding the speed limit.
- Mr. Meyer indicated IDOT is currently investigating short term signal improvements.
- g. Ms. Watters then presented the project schedule. After this second CAG meeting there will be one more CAG meeting and one additional Public Involvement Meeting. At this time, the construction phase of the project is funded in the FY 2016-2021 Proposed Multi-Model Multi-Year Transportation Improvement Program.

6. The Problem Statement Review

- a. Ms. Watters presented the Problem Statement developed by the CAG at the first CAG meeting:

"The large current and future volume of traffic on Green Mount Road from the intersections of Illinois Route 161 to Illinois Route 177 results in delays and safety problems for all users (vehicles, pedestrians, and bicycles) of the roadway in a developed area. These safety problems include: speed, visibility, and signal timing, among others."



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- b. Mr. Meyer reminded the CAG that it is important to review the Problem Statement when looking at proposed improvements to Green Mount Road to insure that the Problem Statement is being addressed with the proposed improvements.
7. *Community Context Audit Form Results*
- a. Ms. Shelley Dintelman presented the results of the *Community Context Audit Form* that the CAG filled out at their first meeting, summarizing and highlighting the higher rated responses (see attached summary).
8. *Typical Section*
- a. Mr. Lorne Jackson discussed the proposed typical sections. Mr. Jackson stated that the projected 2037 Daily Hourly Volume (DHV) for Green Mount Road is 2600. This DHV meets IDOT's criteria for a 6-lane section through the project limits. A 6-lane section would have the following impacts:
 - i. Significant right-of-way takings.
 - ii. A raised median between the northbound and southbound lanes, which would eliminate the left turn access to the residents along Green Mount Road.
 - iii. Vehicles making left turns from a bi-directional lane would cross three (3) lanes of traffic.
 - iv. The MetroLink and pedestrian bridge over Green Mount Road would be impacted.
 - v. Property Owners would be impacted.
 - vi. Higher Cost.
 - b. Mr. Jackson stated that the PSG reviewed the feasibility of developing a 6-lane section. The PSG reviewed the LOS that would be achieved with a 6-lane section. The LOS for a 5-lane and a 6-lane section were then compared and there was not a significant difference between the two sections. Due to these factors, the PSG recommends that a 5-lane section be further explored.
 - c. Mr. Jackson stated a 5-lane roadway section would:
 - i. Offer sufficient proposed traffic capacity/LOS.
 - ii. Be consistent with St. Clair County's improvements north of this project.
 - iii. Allow the bi-directional left turn lanes access to adjacent properties.
 - iv. Requires less right-of-way (ROW).
 - d. Mr. Jackson discussed the two typical section options for a 5-lane section: 5-12 ft. Lanes with Shoulders, Ditches, Shared Use Path and Sidewalks and 5-12 ft. Lanes with Curb and Gutter, Shared Use Path and Sidewalks.
 - i. The 5-12 ft. Lanes with Shoulders, Ditches, Shared Use Path and Sidewalks would create significant right-of-way impacts. This section of roadway would be approximately 145 ft. in width. Mr. Jim Ahring mentioned that the houses adjacent to Green Mount Road have septic tanks in their front yards that may be impacted with this design. Ms. Stafford stated that this type of impact, along with others would be reviewed in the decision process.



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- ii. Mr. Jackson discussed the 5-12 ft. Lanes with Curb and Gutter, Shared Use Path and Sidewalks typical section and stated that this typical section is approximately 93 ft. in width. Mr. Jackson stated that this roadway section could be accommodated within the existing right-of-way and would also fit under the MetroLink bridge. Some minor ROW may be needed for grading, drainage, and other roadway features.
- e. Mr. Meyer stated the typical sections are being presented with both the sidewalk and shared use path as a starting point for preliminary design. The typical sections will be refined as sidewalk and/or the shared path may not be needed on both sides of Green Mount Road.
- f. Mr. Jackson presented a 2037 LOS exhibit comparing a No-Build scenario to the proposed 5-lane improvements. The LOS for all of the intersections included in the project limits will be improved.

Q: What improvements would occur at the intersections of Green Mount Road/IL Route 161 and Green Mount Road/IL Route 177?

A: Both of these intersections will be evaluated with this project. IDOT will coordinate with the County to assure the improvements at the intersection of Green Mount Road/IL Route 161 will be designed to tie into St. Clair County's proposed improvements on the northern leg. The limits of the improvements at the intersection of Green Mount Road/IL Route 177 will be designed to the extent needed to tie back into the existing roadways.

9. Group Session #1: Typical Section

The CAG members were divided into groups to review the cross sections in more detail. Prior to the CAG breaking into their groups, Mr. Jackson explained there is an aerial map of the project limits and a transparent template of the 5-12 ft. Lanes with Curb and Gutter, Shared Use Path, and Sidewalks typical to lay on top of the aerial map. Mr. Jackson explained at this point it is unknown if the improvement would be centered along the centerline of Green Mount Road or shifted to the east or west, so the template can be placed anywhere along the roadway to provide a visual of the impacts on the area.

- a. Mr. Jackson noted that the sidewalk and/or a shared path may not be necessary along each side of Green Mount Road but the templates provide both of them to show their impacts.
- b. After the group session finished, the CAG reconvened to discuss their comments/questions and below is a summary of what was discussed:
 - The CAG members asked that the shared use path be considered on the west side of the roadway from Weatherstone Drive to the pedestrian overpass.
 - Several member agreed that it would be beneficial to construct as much of the infrastructure as possible while the funding is present.
 - Mr. Gregowicz would like to have a connectivity of bike trails outside the limits of this project to connect to the MetroLink Bike Trail.



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- From an emergency standpoint; curbs do not allow for cars to pull off for emergency vehicles and it was suggested that the typical section with shoulders be considered. EMS prefers that the vehicles do not move until police arrive on the scene of crash.
 - *Ms. Stafford stated roadways having shoulders with ditches can tend to make motorists drive faster where curb and gutter sections may slow motorists down.*
 - *Ms. Stafford stated as part of the environmental evaluation, the department needs to analyze how are people impacted (not just the features such as wetlands, endangered species, etc.) The curb and gutter section can predominantly fit into the existing right-of-way, while the ditch section cannot.*
 - *Ms. Stafford also stated that travel lanes will be closer to houses and a curb provides a physical barrier where a shoulder does not. Because of this, residents have preferred curb over shoulders in the past.*
 - *Mr. Meyer stated in addition to the current roadway cross section, an additional lane in each direction and a bi-directional turn lane will be available for emergency vehicles.*
 - *The majority of crashes occur at the intersections.*
- Consider designing the horizontal alignment west onto farmland then east onto SWIC to avoid properties.
 - *There is design criteria that needs to be followed in regard to the length of curves and their tapers. The criteria determines the distance needed to transition from curve to curve and this would need to be considered, but alignment shifts will be evaluated to avoid impacts where possible.*
- Could the typical section vary through the project limits (i.e. curb and gutter section and ditch section)?
 - *This project would be consistent to what St. Clair County's section is to the north from IL Route 161 to Frank Scott Parkway.*
 - *Mr. Jackson stated an internal investigation of a shoulder section would be conducted to determine further impacts.*
- Does this project address speed limits?
 - *The speed limit will remain as currently posted for this project.*
 - *The maximum speed limit for a curb and gutter section is 45 mph. As stated before, curb and gutter sections tend to encourage motorists to slow down.*
 - *To lower the speed limit, a speed study would need to be conducted to determine if vehicles are driving slower.*
 - *It is up to law enforcement to assure the speed limit is followed.*



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- When the intersection of Green Mount Road/Weatherstone Drive/SWIC Entrance was previously improved, the east side of the intersection was improved but the west side was not. The west side is not ADA compliant.
 - *All signals will be improved with this project and all sidewalks, curb ramps, and signals will be ADA compliant.*
 - Currently, when trucks drive on Green Mount Road there is vibration that can be felt in the Weatherstone subdivision; what will happen with 5-lanes?
 - *Ms. Stafford stated that improving the pavement surface could help reduce these vibrations.*
 - *Mr. Jackson stated that landscaping does offer a visual barrier but unfortunately, is not a noise buffer.*
 - *Ms. Jennifer Hunt stated that a noise study will be required with this project and this will determine what, if any, additional measures will be provided.*
 - If development is proposed within the project limits, what would the developer be required to do?
 - *The developer would need to present their improvements to IDOT and IDOT would have to approve what is being constructed. If the development would require improvements to the roadway, the developer would need to pay for the engineering and construction of these improvements.*
 - c. Mr. Meyer stated that the PSG recommends 5-12 ft. Lanes with Curb and Gutter, Shared Use Path and Sidewalks. Mr. Meyer asked if there is a consensus from the CAG for this section to be carried forward. Consensus from the CAG was reached and the 5-12 ft. Lanes with Curb and Gutter, Shared Use Path, and Sidewalks will be carried forward.
10. Bicycle and Pedestrian Accommodations
- The IDOT Complete Streets Policy requires accommodations for bicyclists and pedestrians to be considered when there are generators within the project area.
- a. Mr. Jackson indicated that there are several pedestrian generators near and within the project limits (i.e. Shops, restaurants, neighborhoods). Therefore IDOT must investigate providing bicycle and pedestrian accommodations.
 - b. IDOT does require local participation for some bicycle and pedestrian accommodations. The two local agencies within the project limits are the City of Belleville and St. Clair County. IDOT has met with those agencies and they are both willing to consider participating in bicycle and pedestrian accommodations given funding availability.
 - c. Mr. Jackson presented the Bicycle and Pedestrian Accommodations exhibit to the CAG. This bicycle and pedestrian accommodation design is a preliminary concept



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and can be further developed. He explained the solid blue lines represent proposed sidewalk, the solid green lines represent proposed shared use path, the dashed green lines represent existing multi-use trails, and the dashed red lines represent existing pedestrian crosswalks. He noted that there are existing bicycle and pedestrian accommodations present but they are not connected. The idea of this bicycle and pedestrian accommodation concept is to connect them.

Q. How wide are sidewalks?

A. Sidewalks are typically 5 ft. wide.

- d. Mr. Wade Miller stated that the residents of Weatherstone subdivision would tend to use the sidewalk to access the bike trails south of their subdivision and would prefer the sidewalk be proposed on the west side of Green Mount Road from Weatherstone Drive to the MetroLink Trail instead of the east side. Mr. Meyer stated that residents along the east side of Green Mount Road, north of the MetroLink, would need access to pedestrian/bicycle facilities on the west side as well.
- e. Mr. Meyer clarified the exhibit is a concept plan and further refinement will be necessary. He noted that it is possible the sidewalks and the shared use path would be provided on both sides of Green Mount Road. Mr. Gregowicz stated the City of Belleville would not be opposed to sidewalks on both sides of Green Mount Road.
- f. Mr. Jackson stated there is enough width under the MetroLink bridge, behind the piers, for bicycle/pedestrian facilities on both sides of Green Mount Road. Retaining walls would be necessary to construct these facilities.

11. Group Session #2: Bicycle and Pedestrian Accommodation

- a. The CAG was broken into their two groups to review and discuss the proposed bicycle and pedestrian accommodations concept plan. The groups were asked to review the conceptual plan for gaps in the facilities and to mark their preferences on the conceptual plan.
- b. Comments included consider providing a sidewalk on the west side of the roadway from Weatherstone to the MetroLink structure and to include a walkway/stairs to access the MetroLink structure on the west side of Green Mount Road, as well.

12. Closing Remarks, Next Steps and Questions

- a. Ms. Watters closed the meeting with the following discussion:
 - i. The CAG material will be posted to the project's website:
<http://www.idot.illinois.gov/projects/green-mount-road>
 - ii. The third CAG meeting will be held in late winter. At this meeting, a preferred Alternative Design including the intersection improvements will be presented.
 - iii. The second Public Informational Meeting will be held after the third CAG meeting.
 - iv. If there are questions or comments for Mr. Meyer, IDOT's Project Manager:
 - An email may be sent to matthew.meyer@illinois.gov
 - Written responses may be mailed to:
 -



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Attn: Matthew Meyer

- v. The CAG was reminded to talk with their stakeholders about the meeting and to direct them to the project website. If there are questions from the CAG member's stakeholders make sure that the questions are passed along to Mr. Meyer.

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.