

WELCOME!

OPEN HOUSE FOR ROUTE 3 BUSINESS AND PROPERTY OWNERS



THANK YOU FOR ATTENDING TONIGHT!

The purpose of tonight's open house is to learn more about the aRT3 plan, review proposed traffic safety strategies, and share your feedback with the planning team.

OVERVIEW OF THE aRT3 PLANNING STUDY

With a focus on traffic calming and place making, the aRT3 planning study involves identifying locations for enhancements, such as art installations and other transportation features, along the Route 3 corridor and its neighboring areas bordering the right-of-way. The study also recommends transportation improvements to address safety for various modes of transportation (including vehicles, semi-trucks, and other modes of transportation).

The aRT3 planning study area encompasses the 8.5-mile stretch of Illinois Route 3 from the McKinley Bridge to Interstate 270. The planning process began in 2024 and will end in late 2025.

The transportation purpose of this study was to evaluate conceptual safety options. This study will be a resource to help inform upcoming work by IDOT and other partners in planning and projects.

The anticipated outcomes of the planning study will be a plan to:

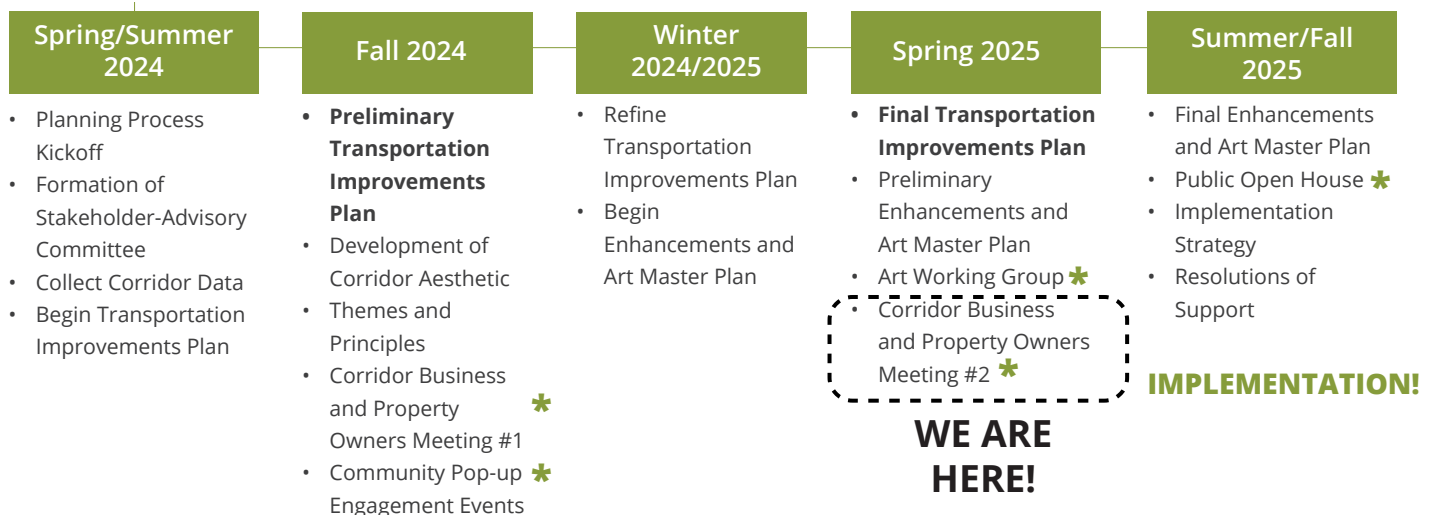
- Enhance the image of Route 3.
- Improve transportation safety along Route 3.
- Attract infrastructure funding for Route 3 improvements.
- Foster economic development and job creation.

America's Central Port is facilitating a 'Planning and Research' grant from the Illinois Department of Transportation (IDOT) to conduct the planning study.

The name "aRT3" honors the Route 3 corridor and the significance of existing art along the corridor. While improving transportation safety will be a key objective, the plan will also concentrate on elevating the image of Route 3 through art and enhancements.

Thanks for coming!

Be sure to talk with the planning team and review all the boards!



Visit www.aRT3Plan.com and tab 'Meetings' to view current documents and materials.

Open House Comment Form



NAME: _____

STREET ADDRESS: _____

CITY / STATE / ZIP CODE: _____

Q: WE'VE HEARD IN PREVIOUS COMMUNITY DISCUSSIONS THAT *SPEEDING* IS A KEY TRAFFIC SAFETY CONCERN ON ROUTE 3. DO YOU AGREE THAT IMPLEMENTING TRAFFIC CALMING MEASURES FOR ROUTE 3 SHOULD BE A PRIORITY? (CHOOSE ONE)

☐

Strongly Agree

☐

Agree

☐

No Opinion

☐

Disagree

☐

Strongly
Disagree

Q. TRANSPORTATION: AFTER REVIEWING THE TRANSPORTATION SAFETY STRATEGIES, PLEASE SHARE YOUR THOUGHTS ON THE PREFERRED AND ALTERNATIVE OPTIONS.

Q. ART AND ENHANCEMENTS: AFTER REVIEWING SOME OF THE INITIAL CONCEPTS ON ART AND ENHANCEMENTS, WHAT EXCITES YOU MOST ABOUT THE OPPORTUNITIES YOU'VE SEEN?

Q: ARE THERE ANY OTHER COMMENTS OR FEEDBACK YOU WOULD LIKE TO SHARE WITH THE PLANNING TEAM?

Welcome to the

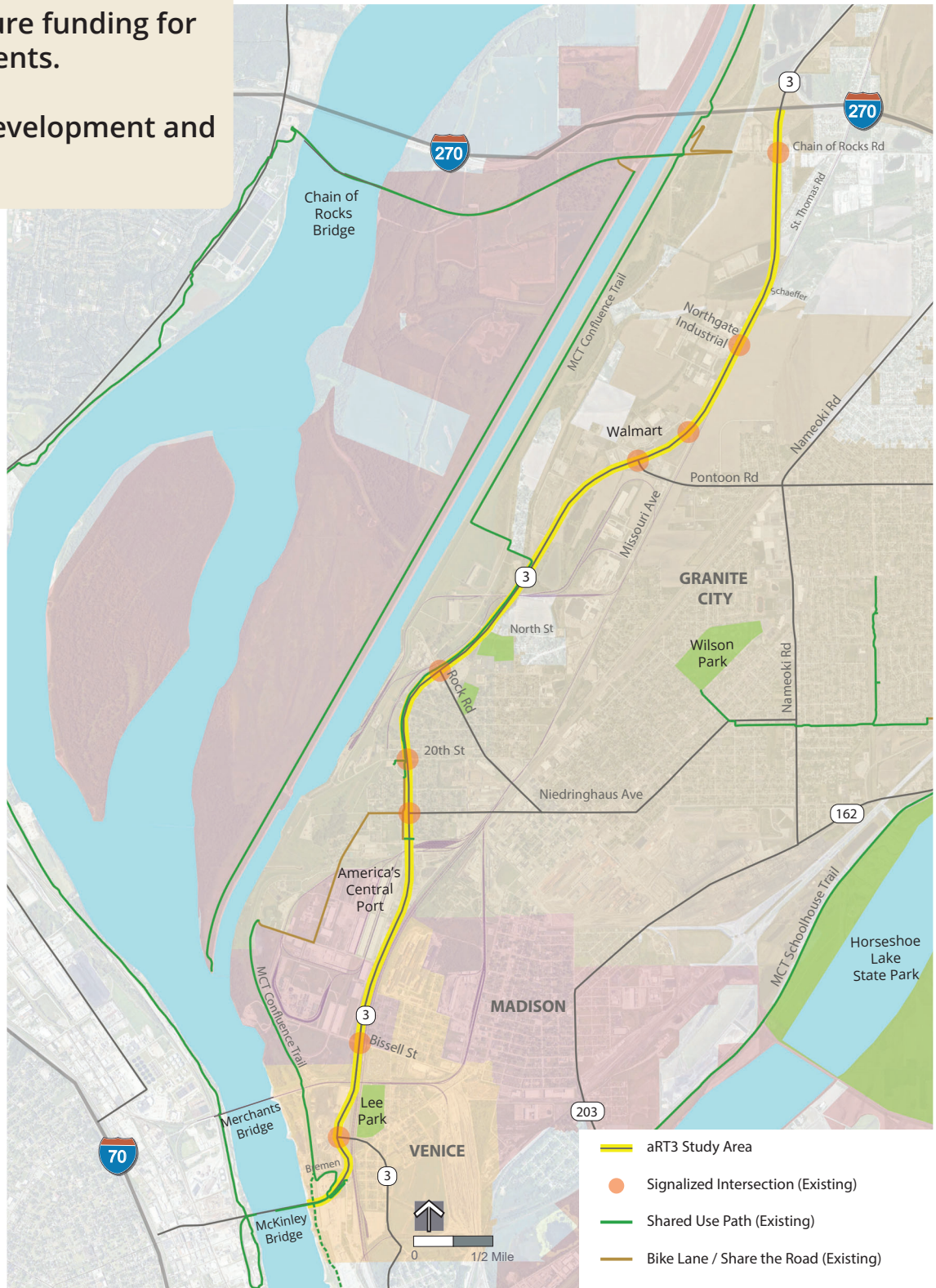
aRT3

PLANNING STUDY

OPEN HOUSE!

WHAT IS THE aRT3 STUDY?

- Enhance the image of Route 3.
- Improved transportation safety along Route 3.
- Attract infrastructure funding for Route 3 improvements.
- Foster economic development and job creation.



Use the color dots below to label where you live or work.

Live

Work

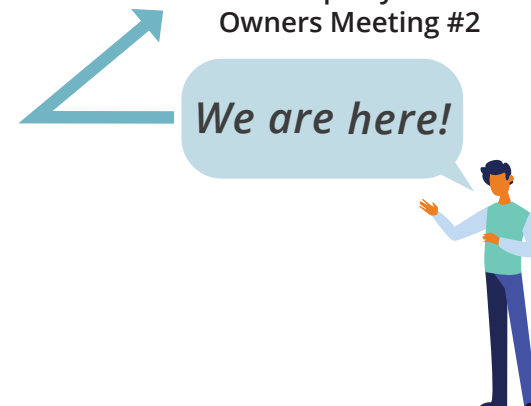
Schedule

The planning process for the aRT3 Plan is expected to take approximately 18 months, kicking off in Spring 2024 and concluding in Fall 2025.

✱ = Public Engagement



Spring/ Summer 2024	Fall 2024	Winter 2024/ 2025	Spring 2025	Summer/ Fall 2025
Planning Process Kickoff	Preliminary Transportation Improvements Plan	Refine Transportation Concepts	Final Transportation Improvements Plan	Final Enhancements and Art Master Plan
Formation of Stakeholder-Advisory Committee	Development of Corridor Aesthetic	Begin Enhancements and Art Master Plan	Preliminary Enhancements and Art Master Plan	✱ Public Open House
Collect Corridor Data	Themes and Principles		✱ Art Working Group	Implementation Strategy
Begin Transportation Improvements Plan	✱ Corridor Business and Property Owners Meeting #1		✱ Corridor Business and Property Owners Meeting #2	Resolutions of Support
	✱ Community Pop-up Engagement Events			IMPLEMENTATION!



Why This Segment of Route 3?



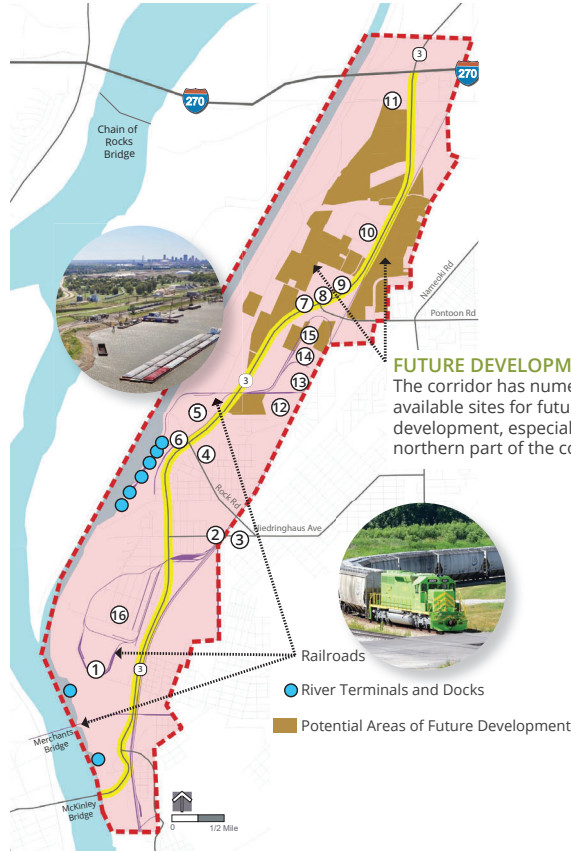
TOURISM



Route 3 is an important transportation link for regional tourism, attracting visitors from across the region, nation, and even internationally. It provides a vital route for travelers to access tourism destinations in both Illinois and Missouri.



ECONOMIC DEVELOPMENT



FUTURE DEVELOPMENT
The corridor has numerous available sites for future development, especially in the northern part of the corridor.

TRANSPORTATION HUB

The corridor is served by multiple modes of transportation serving the regional economy, including multiple river facilities, railroads, and over 2,500 trucks per day on Route 3. Truck traffic represents almost 20% of all traffic volumes on Route 3.

JOB AND MAJOR EMPLOYERS

This segment of Route 3 (highlighted area) has a total of **4,500 jobs** and close to **20% of the total manufacturing jobs** in Madison County according to 2021 Census data.

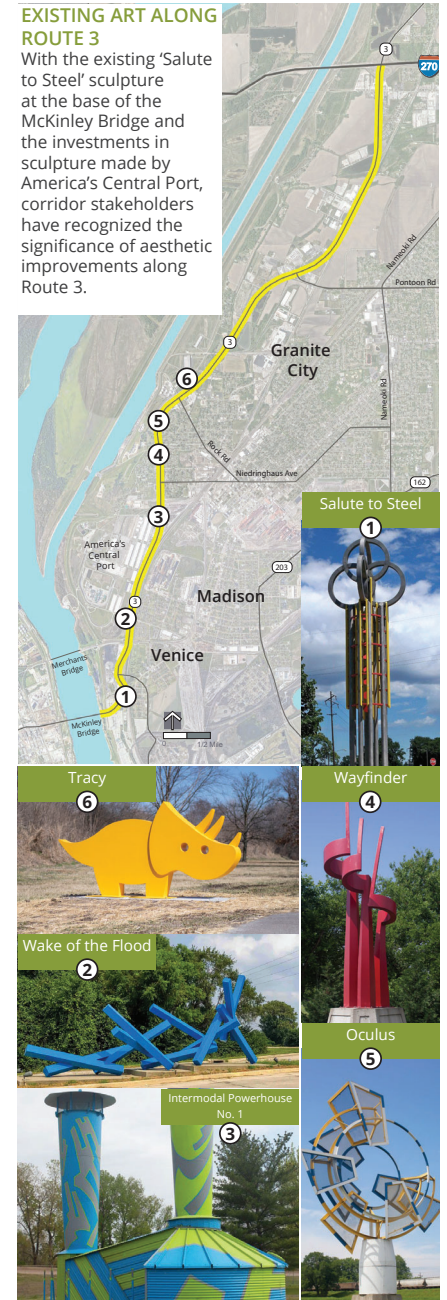
- | | | |
|-----------------------------|---|--------------------------------|
| 1 Green Plains | 8 Walmart | 14 Precoat Metals- MMC |
| 2 ASF-Keystone/Amsted Rail | 9 VEGA Transport | 15 GEODIS Contract Logistics |
| 3 Baily International | 10 Northgate Business and Industrial Park | 16 America's Central Port |
| 4 Dynamic Transit | 11 Riechmann Transport | |
| 5 Friedman Industries, Inc. | 12 Kraft Heinz-Granite City | |
| 6 Lewis and Clark Marine | 13 Wieland Recycling | |
| 7 Weber Chevrolet - Ford | | |



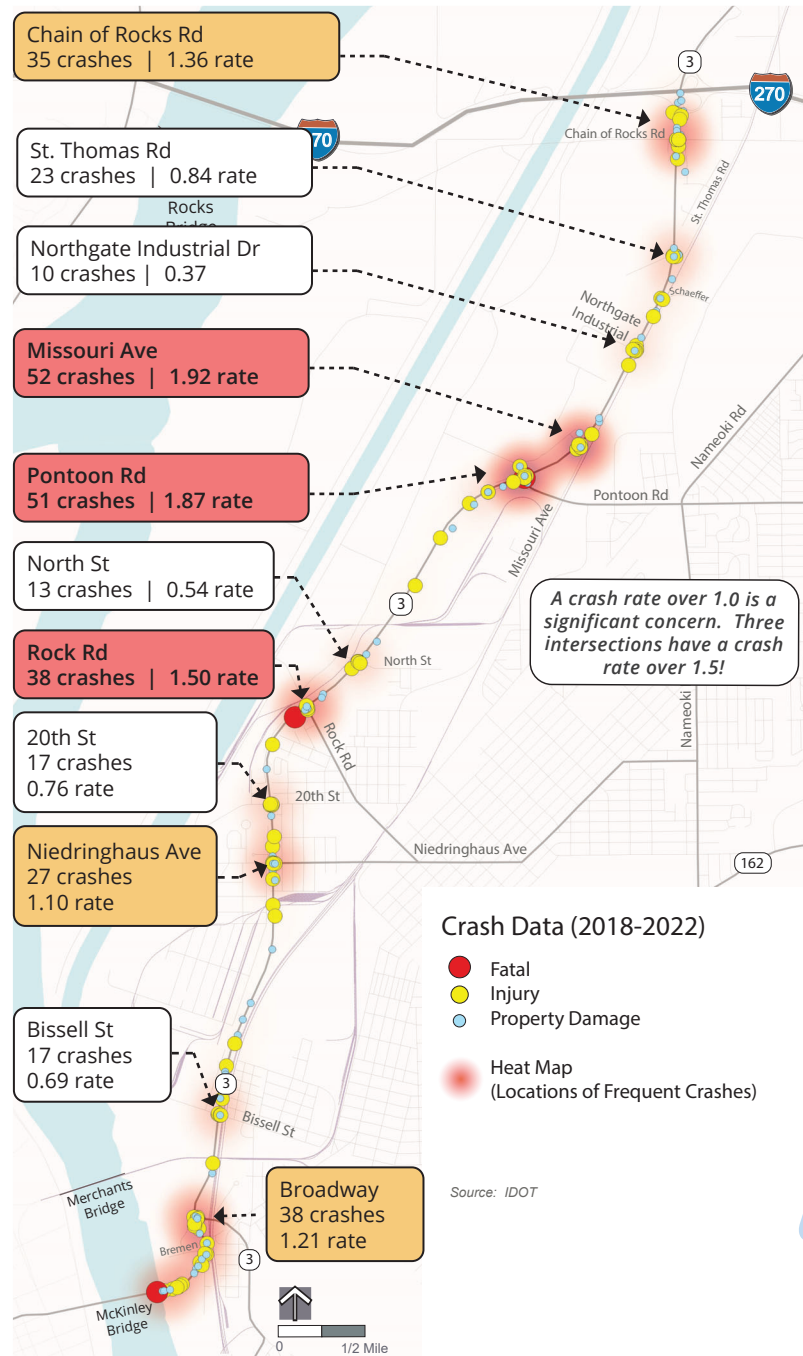
EXISTING ENHANCEMENTS

EXISTING ART ALONG ROUTE 3

With the existing 'Salute to Steel' sculpture at the base of the McKinley Bridge and the investments in sculpture made by America's Central Port, corridor stakeholders have recognized the significance of aesthetic improvements along Route 3.



Crash Data: Areas of Concern



Map: Crash Data (2018-2022)

Detailed Crash Data

Intersection	Daily Entering Vehicles				Total Crashes 2018 to 2022	Crash Rates (Crashes / Million Entering Vehicles)	Top 3 Crash Types			Top 3 Crash Causes		
	North Leg ADT	South Leg ADT	East Leg ADT	West Leg ADT			1	2	3	1	2	3
Broadway	12000	14300	8200	0	17250	38	1.21	Turning	Rear End	Sideswipe Same Direction	Disregarding Traffic Signals	Following too Closely
Bissell St	11700	12000	1700	1450	13425	17	0.69	Turning	Sideswipe Same Direction	Rear End	Failure to Reduce Speed	Failure to Yield Right of Way
Niedringhaus Ave	11300	11700	2250	1600	13425	27	1.10	Rear End	Turning	Sideswipe Same Direction	Failure to Reduce Speed	Disregarding Traffic Signals
W 20th St	10500	11300	1900	700	12200	17	0.76	Fixed Object	Angle	Rear End	Failure to Reduce Speed	Failure to Yield Right of Way
Rock Rd	13000	10500	3800	525	13912.5	38	1.50	Turning	Rear End	Angle	Following too Closely	Failure to Reduce Speed
North St	13000	13000	350	150	13250	13	0.54	Turning	Rear End	Sideswipe Same Direction	Failure to Reduce Speed	Failure to Yield Right of Way
W Pontoon Rd	10300	13000	5650	900	14925	51	1.87	Turning	Rear End	Sideswipe Same Direction	Failure to Reduce Speed	Failure to Yield Right of Way
Missouri Ave	14600	10300	4350	500	14875	52	1.92	Turning	Rear End	Angle	Failure to Yield Right of Way	Failure to Reduce Speed
Northgate Industrial Dr	14600	14600	0	500	14850	10	0.37	Rear End	Turning	Fixed Object	Failure to Reduce Speed	Disregarding Traffic Signals
St Thomas Rd	14300	14600	1000	100	15000	23	0.84	Turning	Rear End	Angle	Following too Closely	Failure to Reduce Speed
W Chain of Rocks Rd	10900	14300	1950	950	14050	35	1.36	Rear End	Sideswipe Same Direction	Angle	Failure to Reduce Speed	Following too Closely

* Crash Data was obtained from IDOT at gis-idot.opendata.arcgis.com

Top Crash Causes

- Failure to Reduce Speed
- Disregarding Traffic Signals
- Failure to Yield Right of Way

The intersections of Pontoon Rd and Missouri Ave had 103 crashes between 2018 - 2022. **Pontoon Rd** ranks in the **top 5% of intersections in the 8-county St. Louis region** for priority safety improvements.



East-West Gateway Council of Governments

Gateway to Safer Roadways

St. Louis Regional Safety Action Plan

CDJ
COMMUNITY DEVELOPMENT

exce
ENGINEERING & CONSTRUCTION

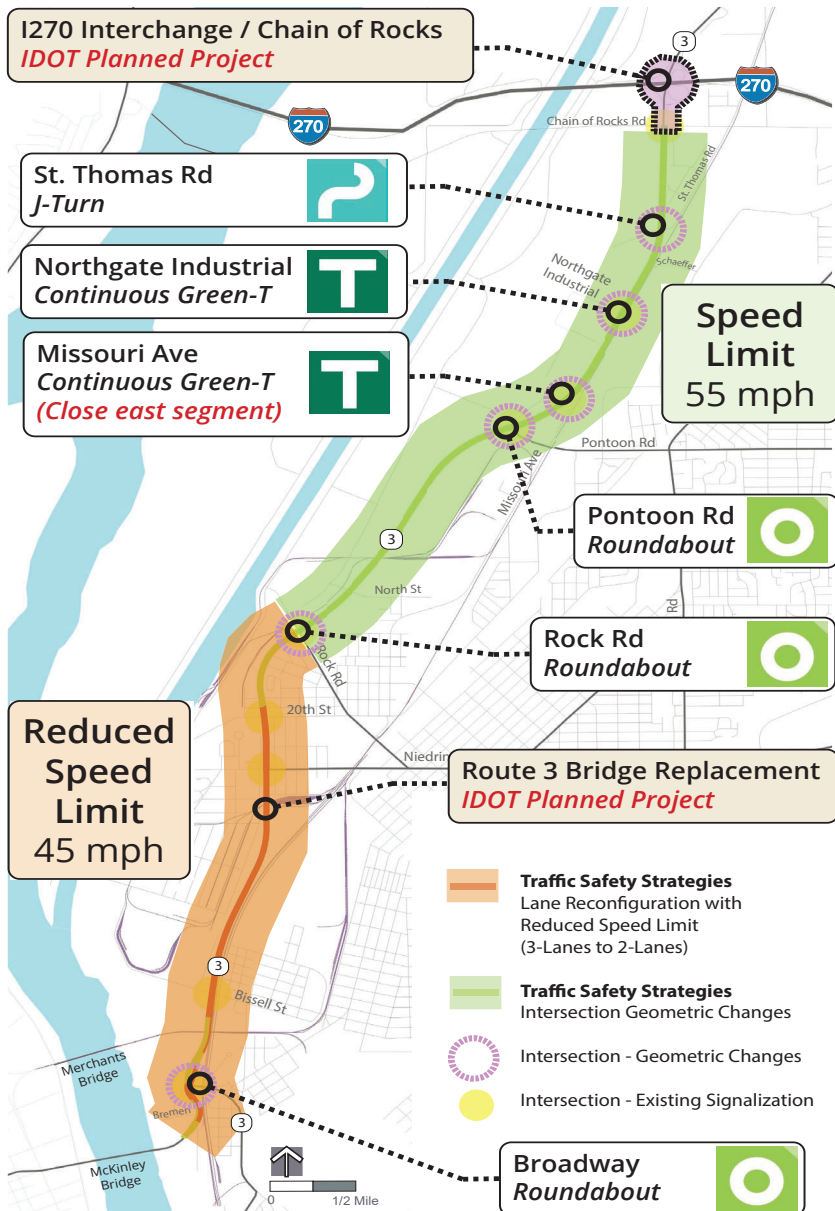
EQUITABLE CITIES

June 2024

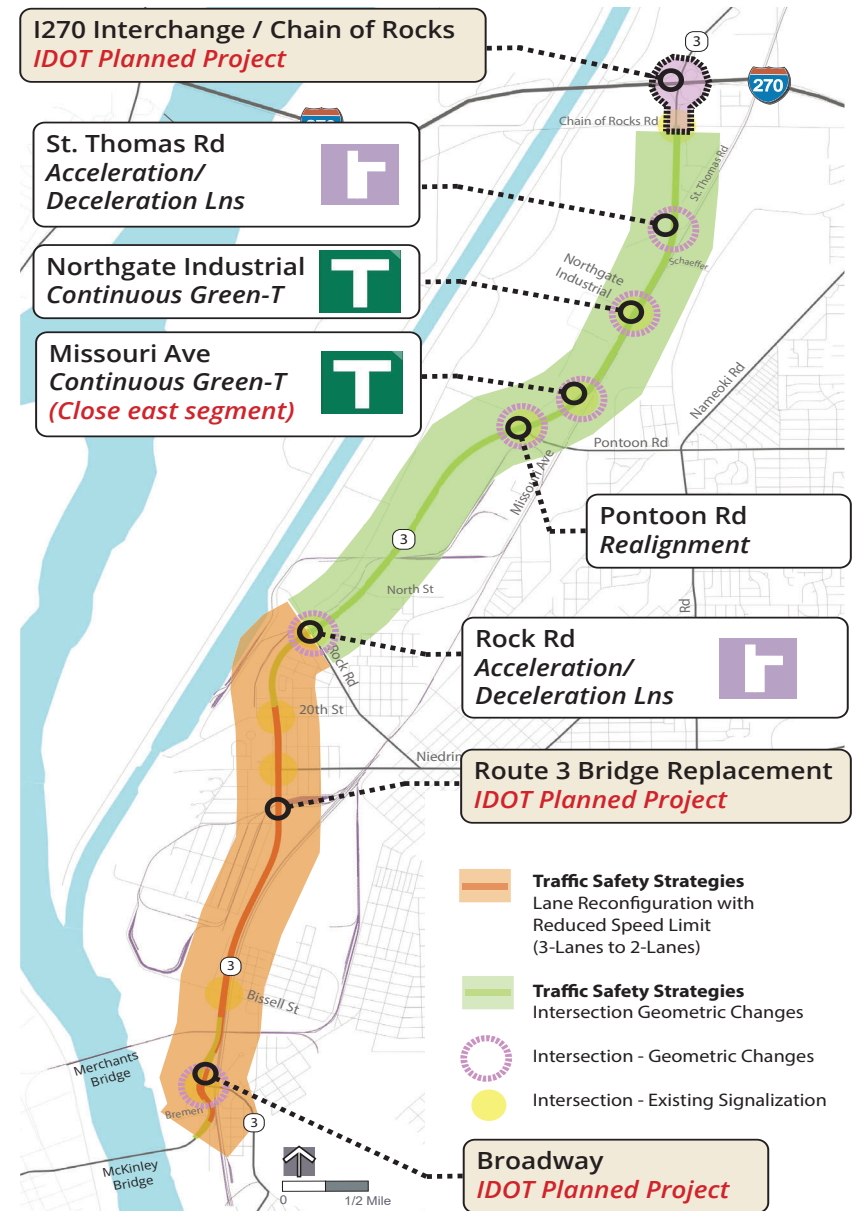
aRT3
PLANNING STUDY

Traffic Safety Strategies

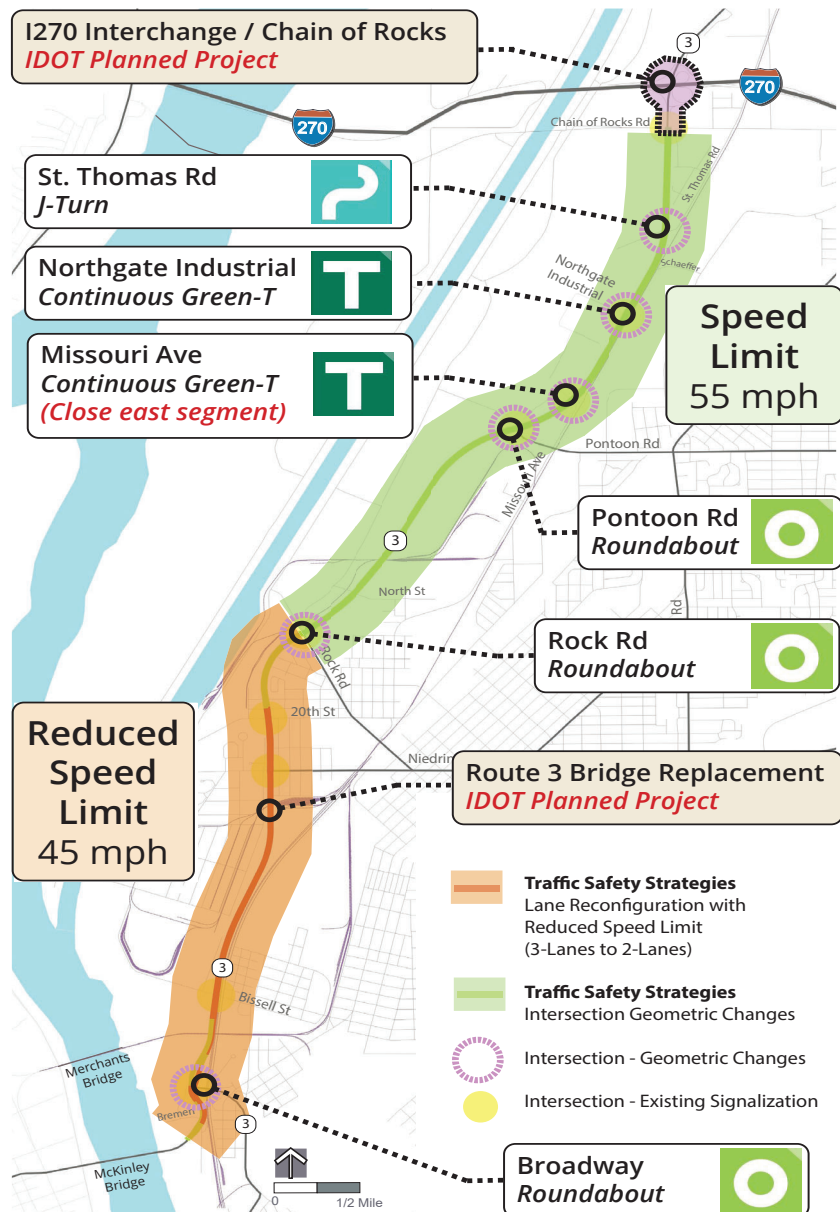
Transportation Recommendation: Preferred Option



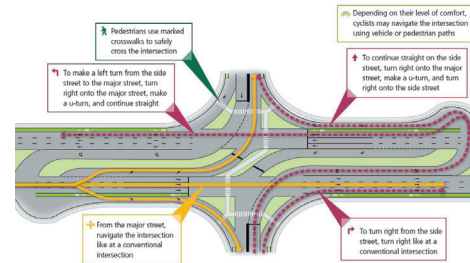
Transportation Recommendation: Alternative Option



Transportation Recommendation: Preferred Option



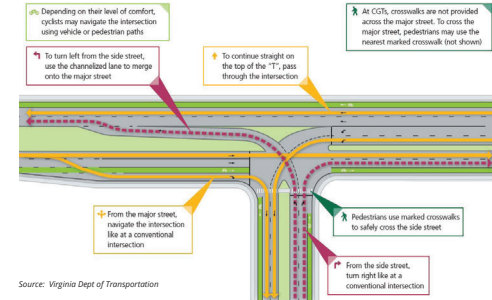
Evaluated Intersection Options Restricted Crossing U-Turn (RCUT) / J-Turn



BENEFITS: J-Turn

- Reduces fatal and injury crashes by approximately **63%** (FHWA data).
- Lowers number of conflict points from 42 to 24.
- Remove risk of far-side right-angle collisions.

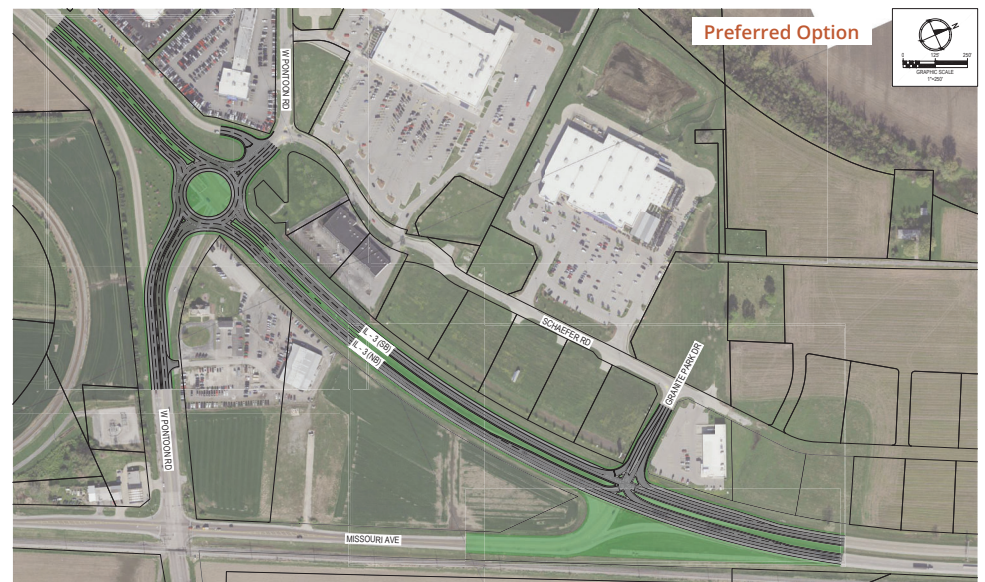
Evaluated Intersection Options Continuous Green-T



BENEFITS: Continuous Green-T

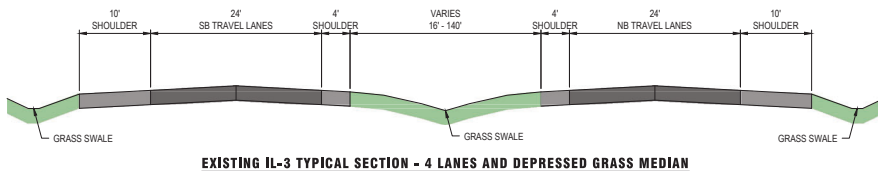
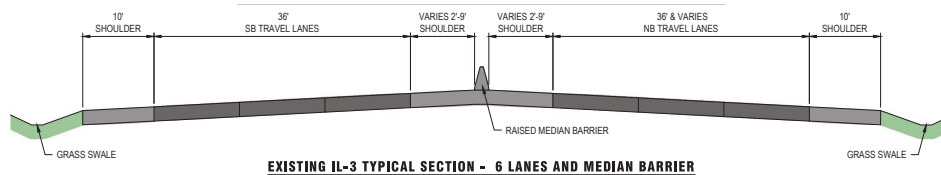
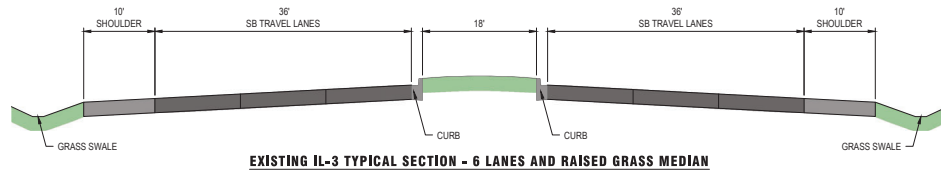
- Reduces Total crashes by **4%** (FHWA data).
- Reduces Fatal & Injury crashes by **15%** (FHWA data).
- Reduces Rear-End, Angle, & Sideswipe crashes by **8%** (FHWA data).
- Remove risk of far-side right-angle collisions.
- Lowers number of conflict points.
- Left-turning vehicles have channelized lanes, which reduces the potential of Angle crashes.
- The NB direction along Route 3 is in free-flow, which reduces the number of signal phases, reducing intersection delays.

Conceptual Intersection Layout: Roundabout and Continuous Green-T Pontoon Road and Missouri Avenue

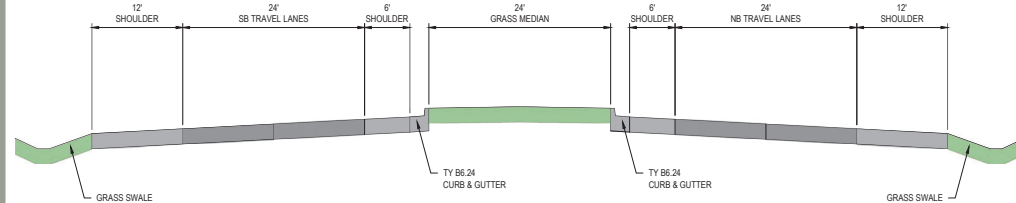


Traffic Safety Strategy: Lane Reconfiguration

Existing Conditions McKinley Bridge to Rock Road



Proposed Conditions (Conceptual) McKinley Bridge to Rock Road



IL-3 ROAD DIET
CONCEPTUAL DESIGN

Existing traffic volumes don't require 3-lanes. A "lane reconfiguration" to 2-lanes would help calm (slow) traffic.



Transportation: Recommended Next Steps

Intersection Design Studies and Phase 1 Alignment Study

The next step to advance the conceptual designs is to do Intersection Design Studies (IDS) at the proposed intersections and a Phase 1 Alignment Study for the lane reconfiguration. The studies should incorporate recent (2024) IDOT improvements at Route 3 and 20th Street, as well as planned improvements to the Route 3 bridge over Chicago Street near the Port.

I-270 and Route 3 Intersection Opportunities

Many of the plan recommendations will be enhancements that will be evaluated later in this study, however, pedestrian accommodations at the intersection of Chain-of-Rocks and Route 3 and coordination with transit stops are an important transportation component.

Broadway Intersection

Future planning of the Broadway intersection by IDOT should evaluate the potential benefits of a roundabout at this location, as well as a shared-use path that could connect the Confluence Trail and McKinley Bridge to the City of Venice. This connection between Venice and the Confluence Trail is an important link at both the local and regional levels.

The transportation purpose of this study was to evaluate conceptual safety options. This study will be a resource to help inform upcoming work by IDOT and other partners in planning and projects.



Art & Enhancement Opportunities

Enhancement and Art Opportunities



Mural



Parcel or Right-of-Way

These areas could be one or more of several types of opportunities, including:



Landscape



Art / Sculpture



Infrastructure



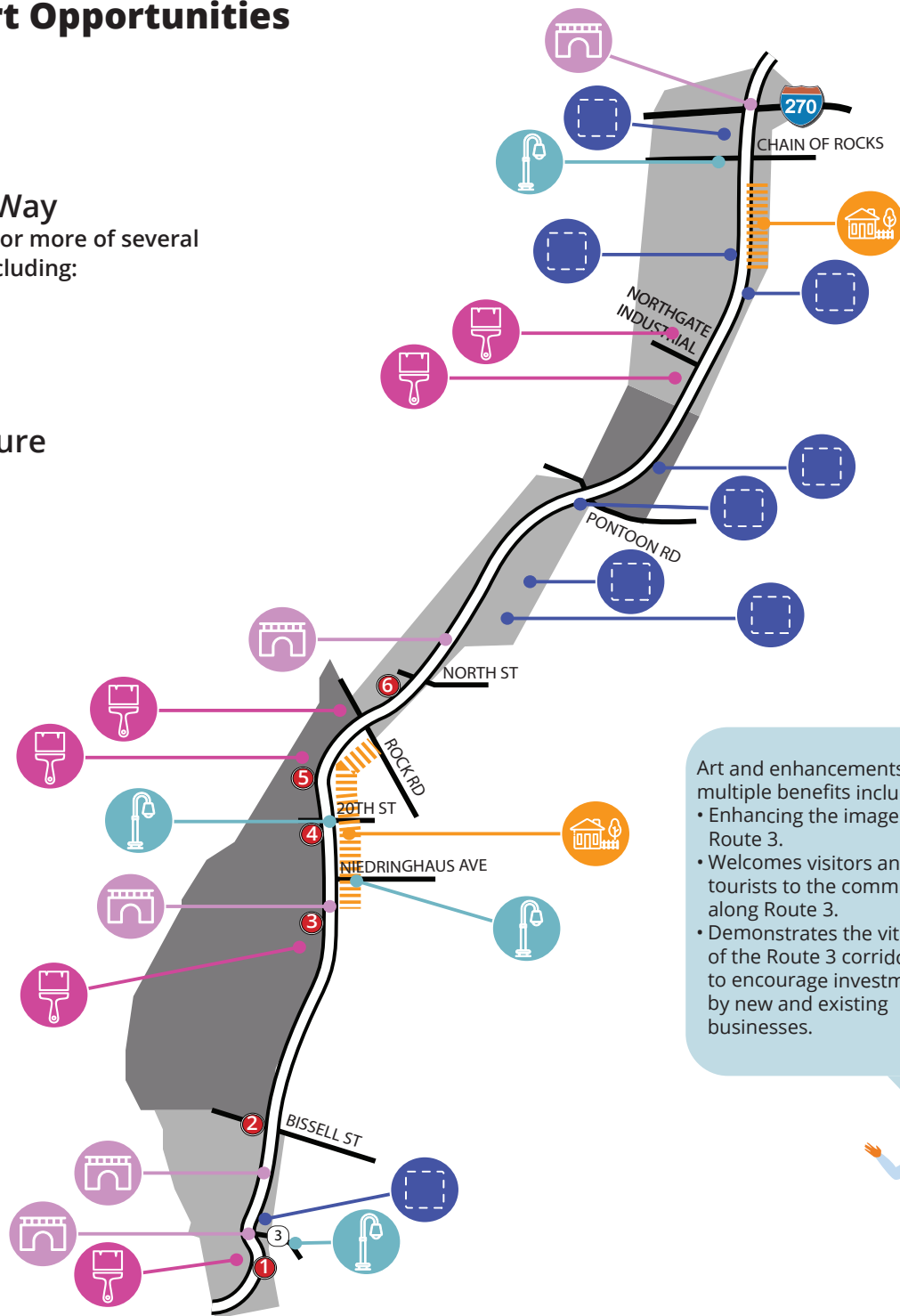
Residential Edge



Streetscape



Existing Sculpture



Art and enhancements have multiple benefits including:

- Enhancing the image of Route 3.
- Welcomes visitors and tourists to the communities along Route 3.
- Demonstrates the vitality of the Route 3 corridor to encourage investment by new and existing businesses.



Precedent Examples

PUBLIC ART ACROSS THE U.S.

Communities across the United States are actively commissioning new public art. Below is a sampling of projects from across the country that represent different approaches, styles, media and even durations. Each project was commissioned for a specific location and with specific goals in mind.

Vote for your 3 favorite photos, using the dot stickers on the photos themselves, that you think are visually interesting and represent the type of art and enhancement you think would be successful along Route 3.



Rebirth, ITRAIcons

Naturally Iowa, Mark Bauer



Power of the Titans, Key Detail



North Carolina Sunflowers



IDOT Operation Habitat



North Carolina Bridge Plantings



Pheasants on the Highway,
Gary Greff



Treeomonisha,
John Henry



Beckoning,
Albert Paley



Cadillac Ranch,
Ant Farm



Route 66
Monument



Turtle Park, Bob Cassilly



Light Channels, Bill Fitzgibbons



Seaway Drive, Ed Irmen

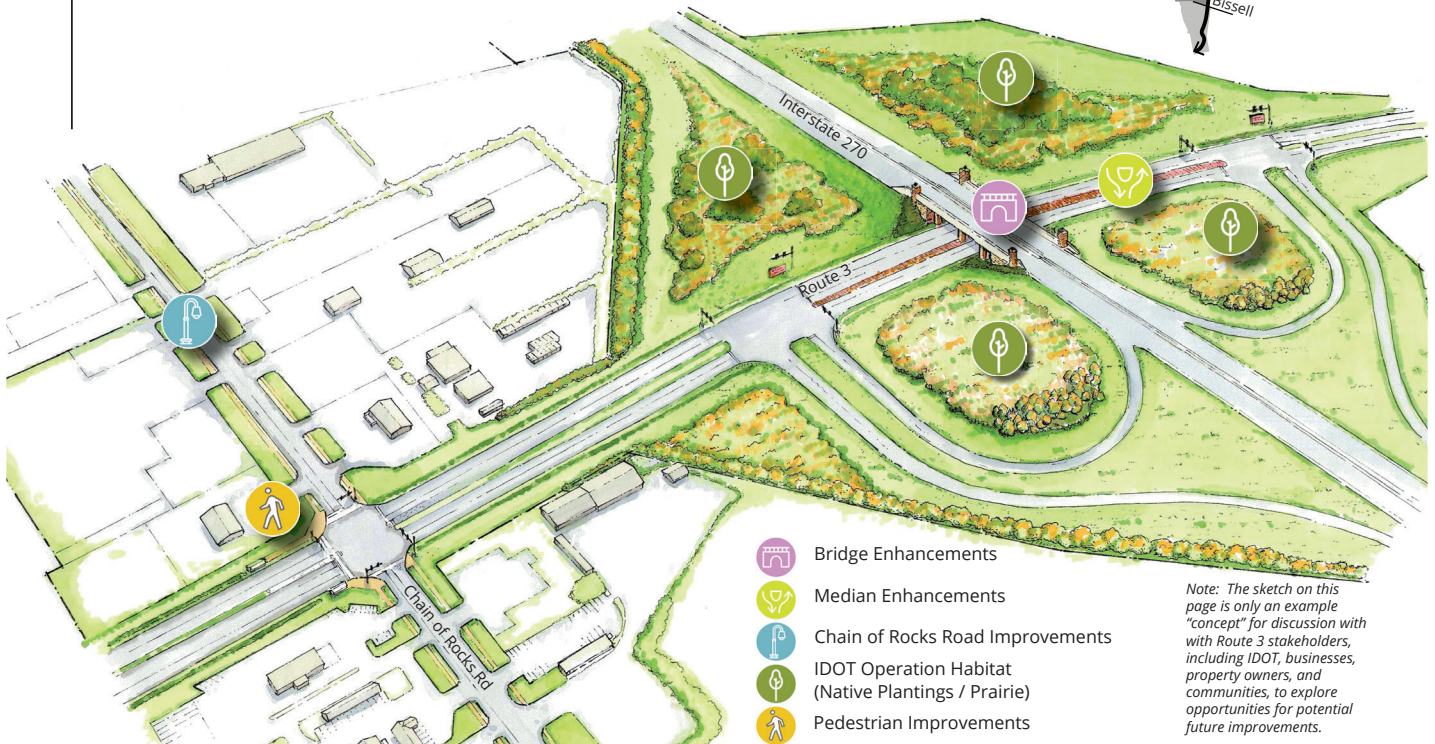
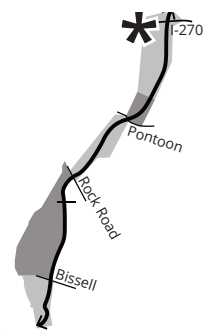


Railroad Switch, Vicki Scuri



A Walk in the Park, Andy Cross

I-270 and Route 3

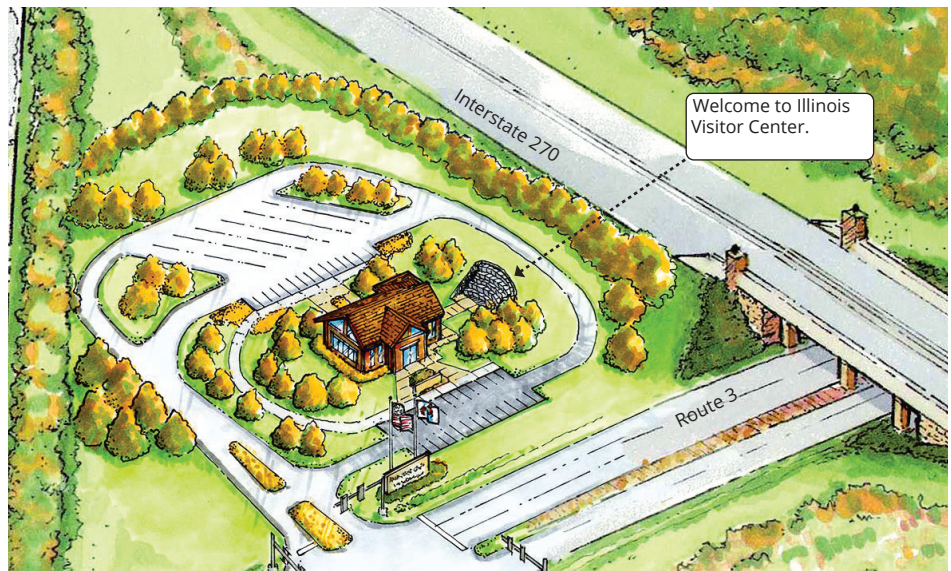


Note: The sketch on this page is only an example "concept" for discussion with Route 3 stakeholders, including IDOT, businesses, property owners, and communities, to explore opportunities for potential future improvements.

I-270 and Route 3: With Visitor Center

The intersection of Interstate 270 and Route 3 serves as the first entry point into Illinois for visitors from the west, making it a key gateway to Illinois, Madison County, Granite City, and the Route 3 corridor.

A visitor center at this intersection would provide a welcoming entrance to Illinois and Madison County while highlighting the Route 3 corridor as an important tourism destination.



Note: The sketch on this page is only an example "concept" for discussion with Route 3 stakeholders, including IDOT, businesses, property owners, and communities, to explore opportunities for potential future improvements.



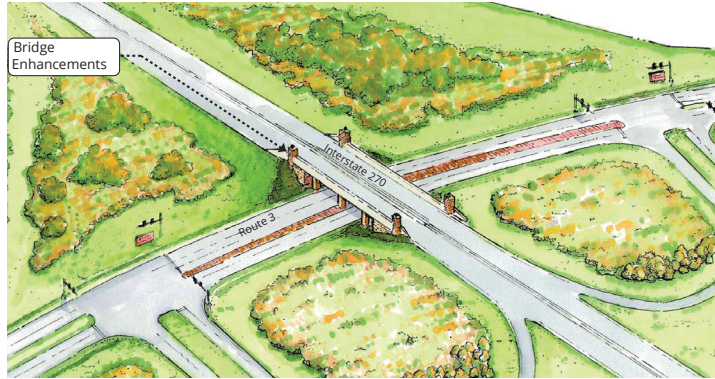
I-270 and Route 3

I-270 and Route 3: Bridge Enhancements

The intersection of Interstate 270 and Route 3 serves as the first entry point into Illinois for visitors from the west, making it a key gateway to Illinois, Madison County, Granite City, and the Route 3 corridor.

The design aesthetics of the I-270 bridge over Route 3 is an opportunity to create a welcoming entry into Madison County.

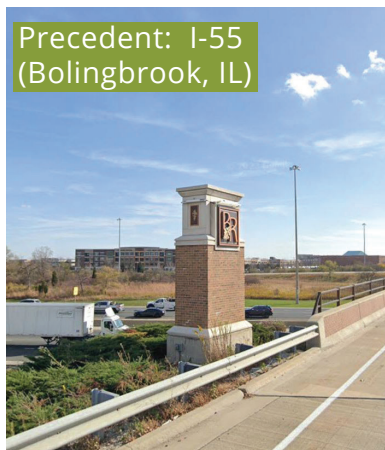
The images below show precedent examples of bridge enhancements from other locations along Illinois interstates.



Precedent: I-57 (Champaign, IL)



Precedent: I-55 (Bolingbrook, IL)



Precedent: I-255 (Madison & St. Clair Counties)



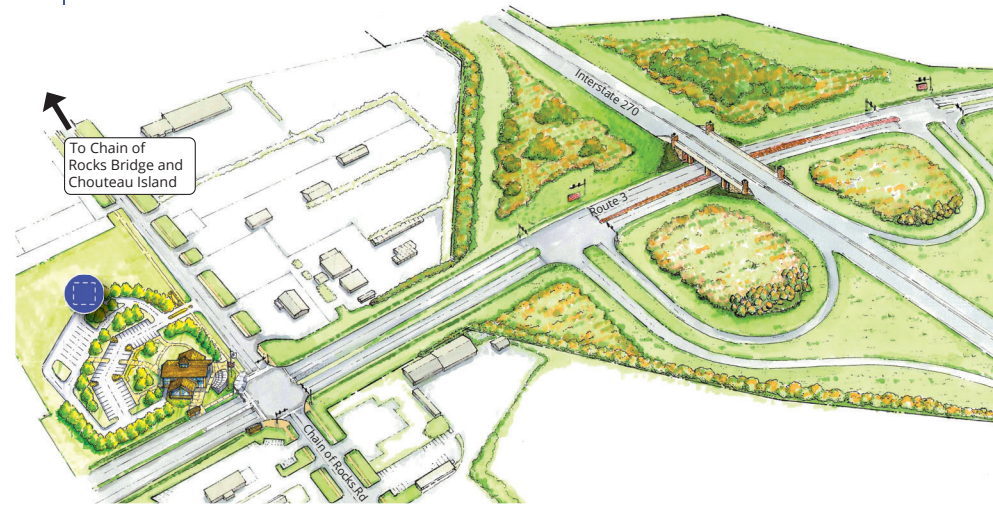
As the gateway to Illinois, the aesthetics of the I-270 bridge over Route 3 can create a welcoming entry into Madison County.



I-270 and Route 3: With Visitor Center (Alternate Location)

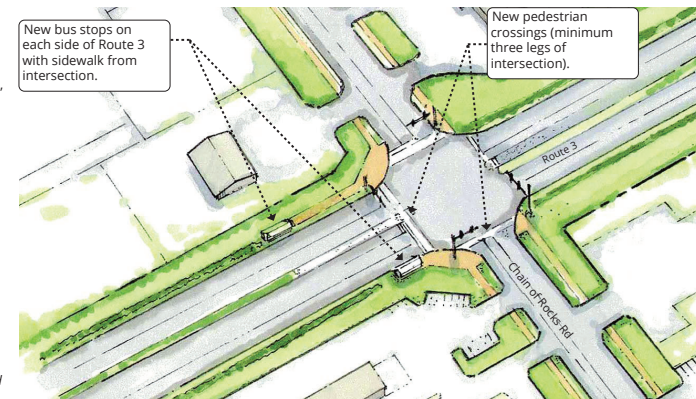
An alternative location for the visitor center is at the intersection of Chain of Rocks Road. While not visible from the Interstate, a site along Chain of Rocks Road could serve as a gateway, anchoring the intersection and enhancing the sense of arrival to Chain of Rocks Bridge and Chouteau Island. (The 2001 Chouteau Island Master Plan recommended a visitor center closer to the Chain of Rocks Bridge.)

A key factor in site availability. A minimum of five to six acres would be needed, and the existing property along Chain of Rocks Road is privately owned. While this concept envisions the visitor center at the southwest corner, the other corners could also be suitable if property becomes available.



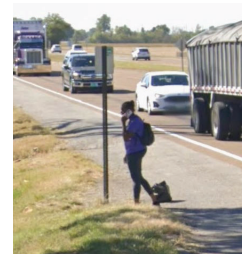
I-270 and Route 3: Pedestrian Crossing and Bus Shelters

The existing bus stops at the Chain of Rocks intersection are frequently used, however, the existing intersection lacks crosswalks, pedestrian signals, and sidewalks. Future improvements should include crosswalks, pedestrian signals, sidewalks, and new bus shelters.

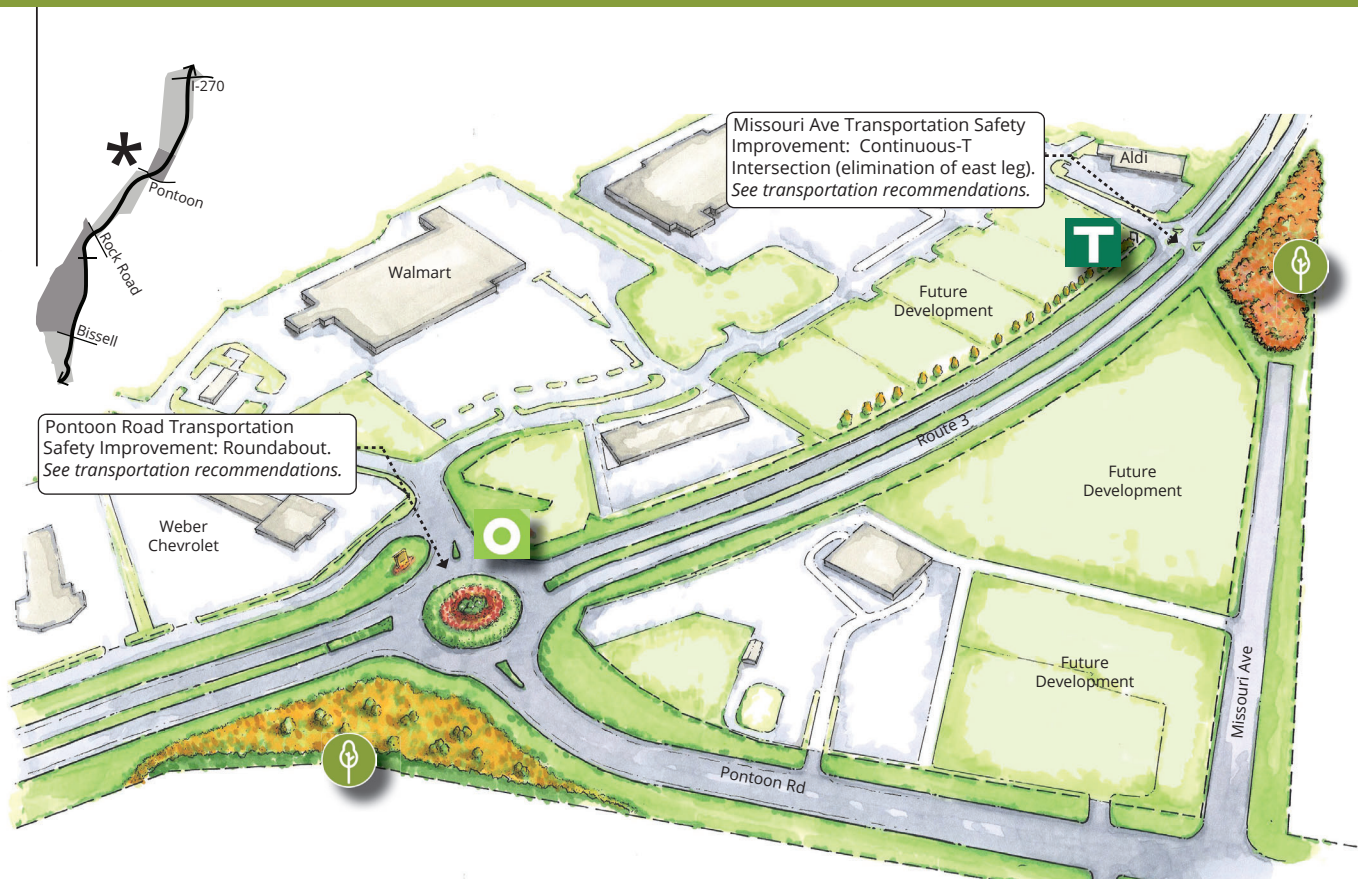


Bottom Left and Center: The existing bus stops at the Chain of Rocks intersection are frequently used. However, the intersection lacks existing crosswalks and the bus stops must be accessed using the shoulder of Route 3.

Bottom Right: Example of an enhanced bus stop.



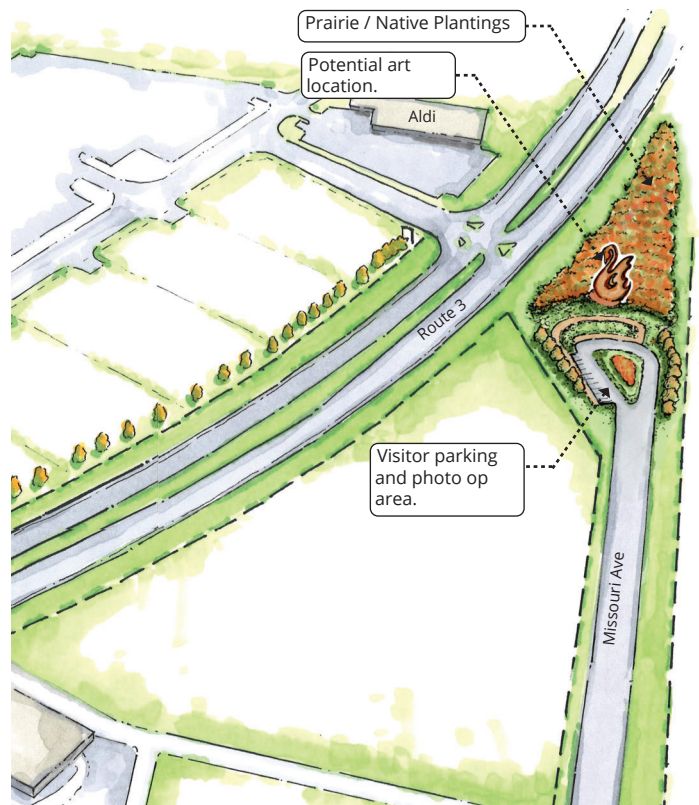
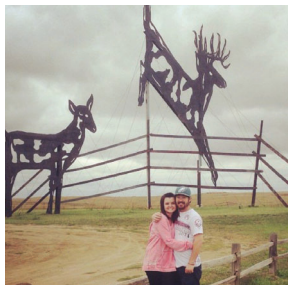
Pontoon Rd and Missouri Ave



Pontoon Road and Missouri Avenue: Sculpture

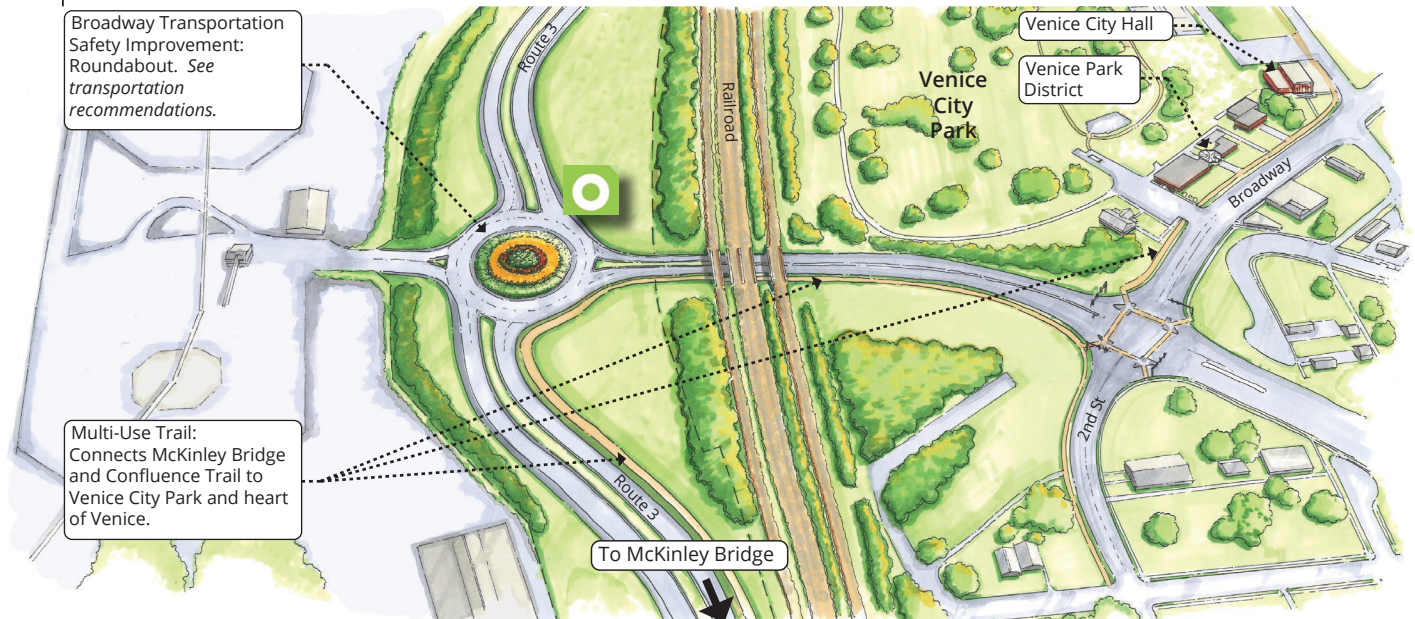
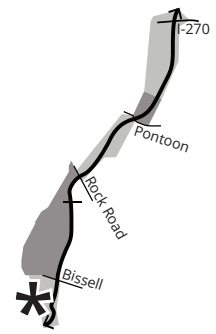
This location is an opportunity to have a visitor parking area for visitors and tourists to get photos with the sculpture.

The photos below are from the Enchanted Highway in North Dakota which includes a series of large sculptures along 32 miles of Highway 21. The sculpture locations are popular with visitors for photos and "selfies."



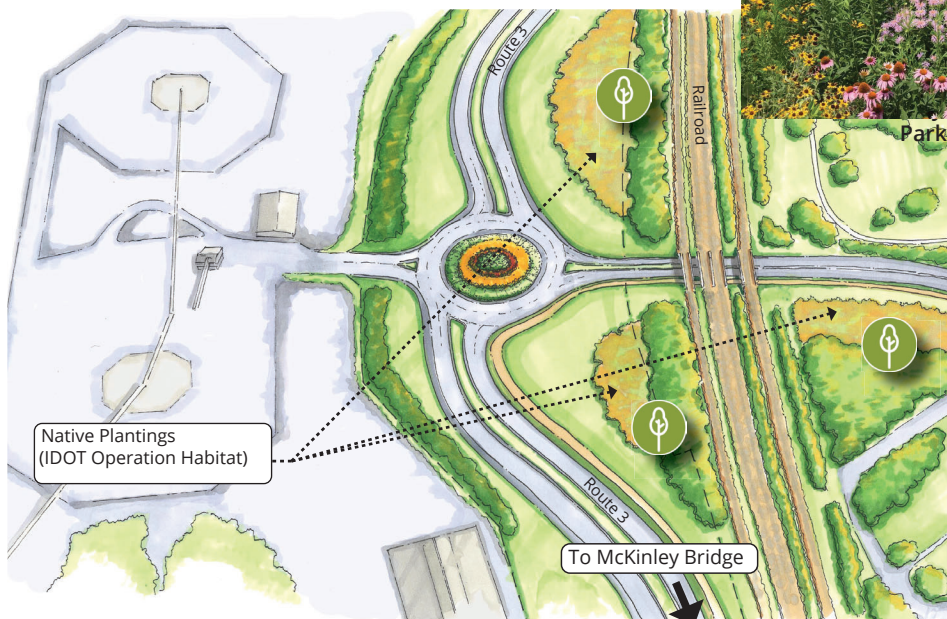
Broadway Interchange

The proposed roundabout at Broadway will facilitate the opportunity for a shared use path that will help connect the MCT Confluence Trail with the heart of Venice and the Schoolhouse Trail (Connecting the Confluence Trail and the Schoolhouse Trail is a regional trail priority).

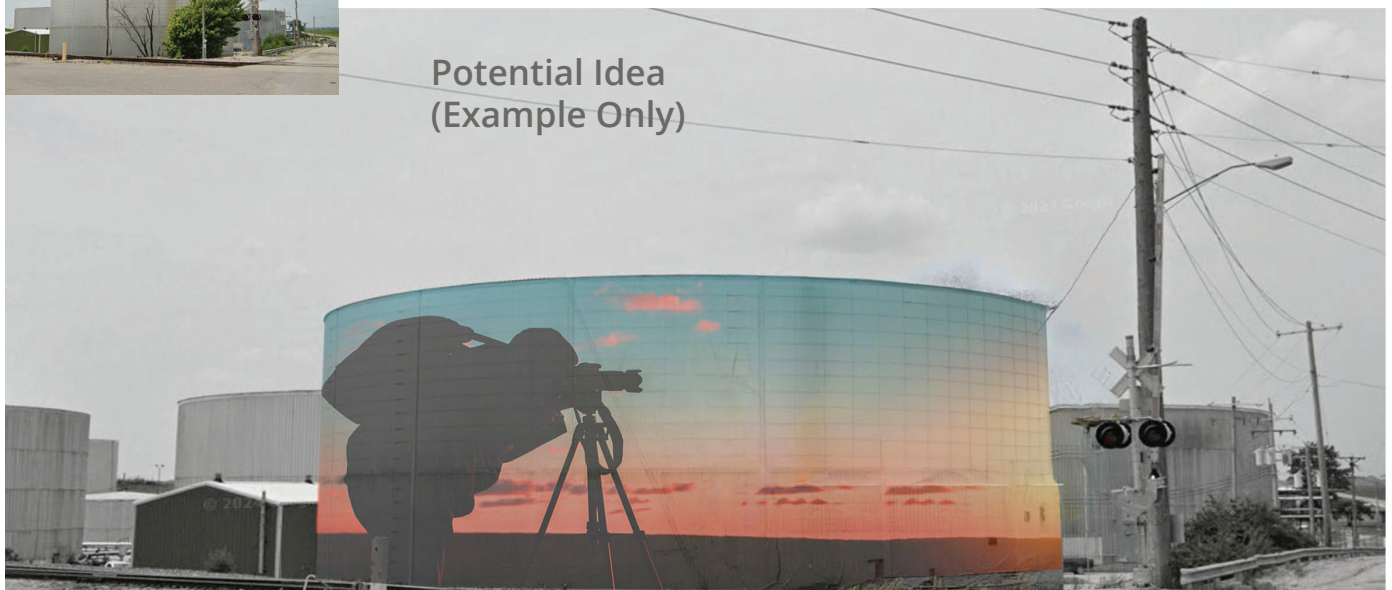
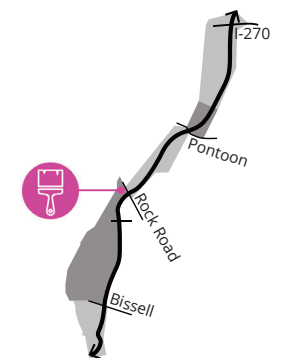
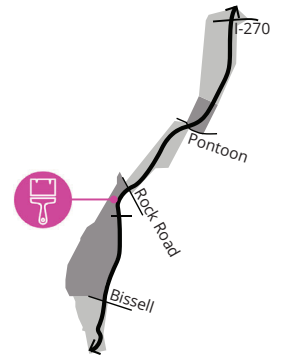


Broadway Interchange: Native Plantings

The Broadway interchange area includes large expanses of right-of-way that would be ideal for native plantings (such as those promoted by IDOT's Operation Habitat) offering benefits like attractive roadsides and reduced mowing needs.



Mural Opportunities



Rock Rd

Conceptual Intersection Layout: Roundabout



ROCK RD - ROUNDABOUT CONCEPTUAL LAYOUT

Conceptual Intersection Layout: Deceleration Lanes

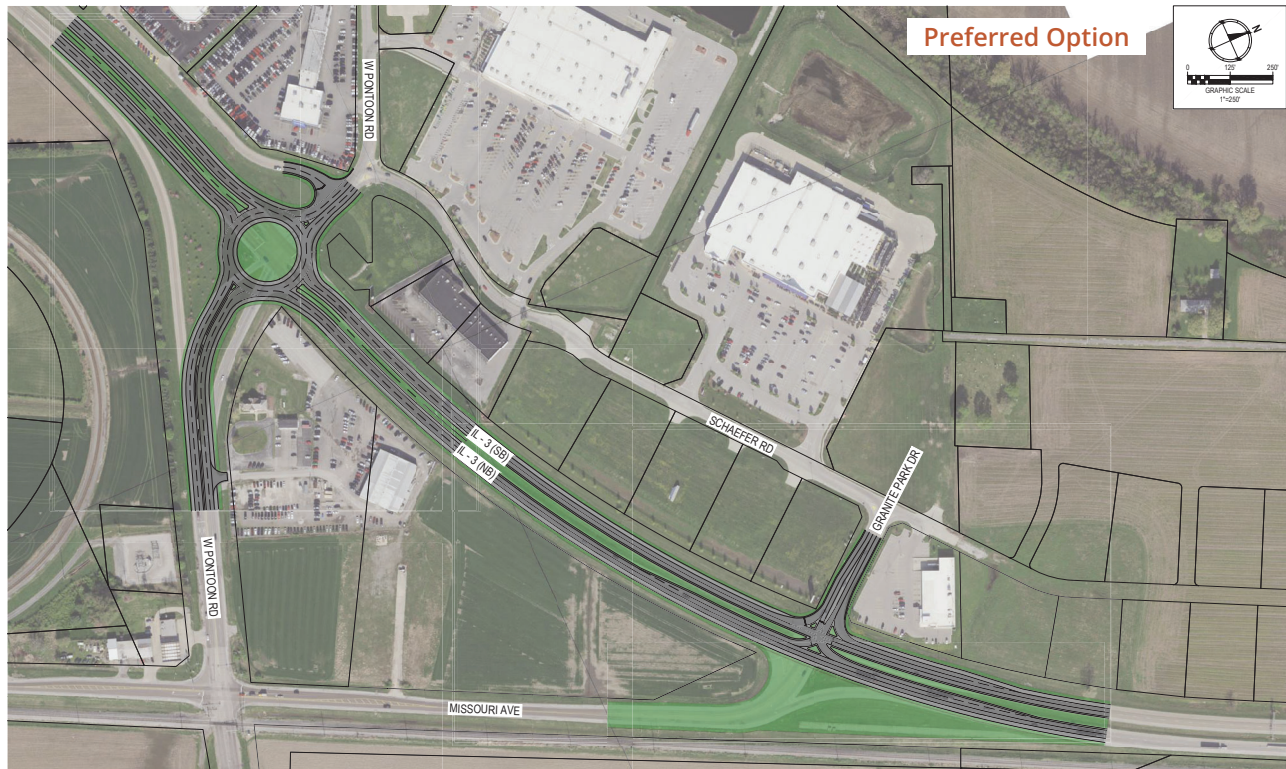


OATES
ASSOCIATES

ROCK RD - DECELERATION LANES CONCEPTUAL LAYOUT

Pontoon Rd & Missouri Ave

Conceptual Intersection Layout: Roundabout and Continuous Green-T Pontoon Road and Missouri Avenue

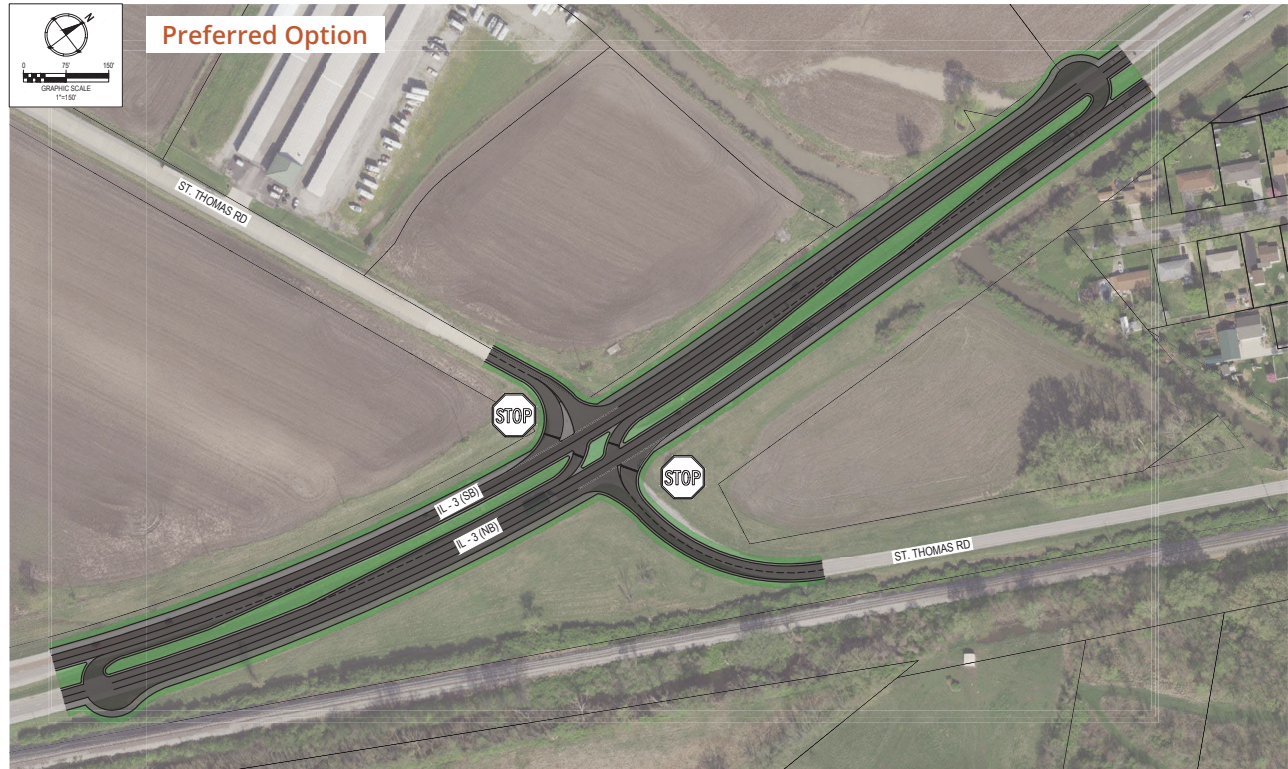


Conceptual Intersection Layout: WB Leg Realignment and Continuous Green-T Pontoon Road and Missouri Avenue



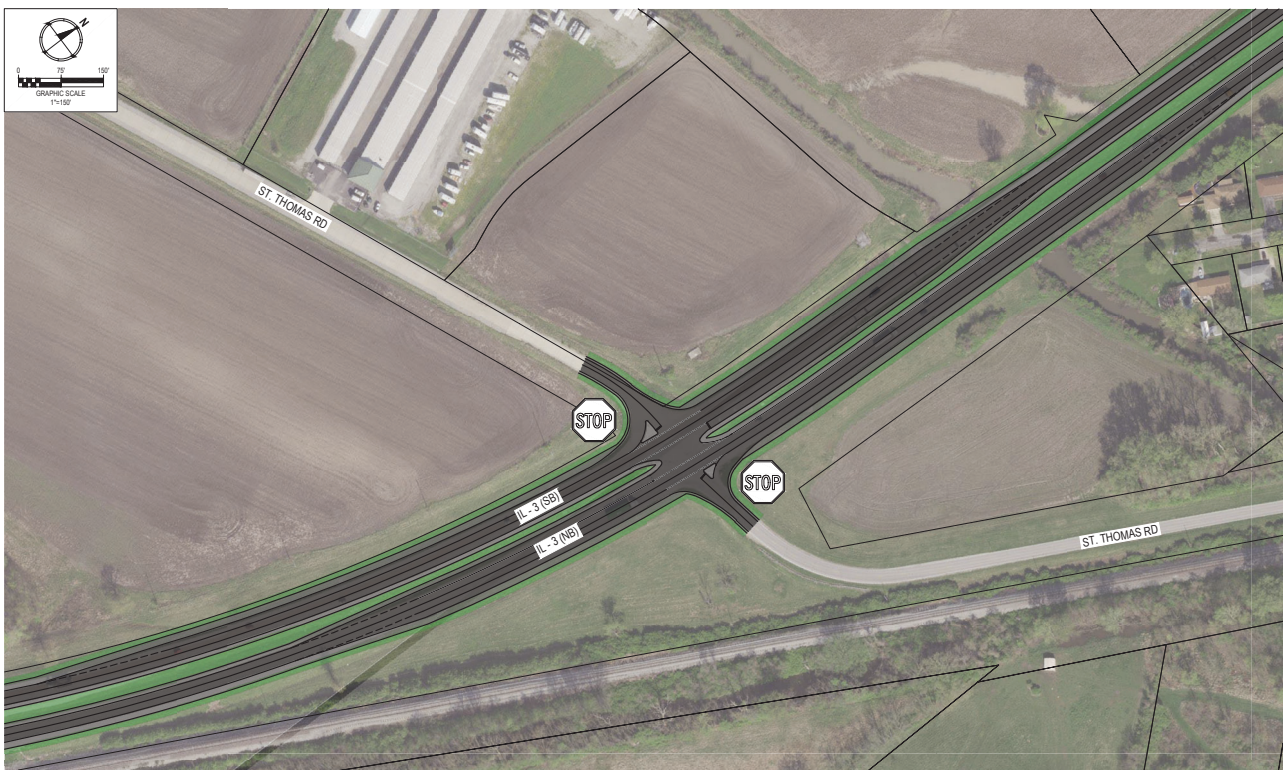
St Thomas Rd

Conceptual Intersection Layout: J-Turn St Thomas Road



ST THOMAS RD - J-TURN
CONCEPTUAL LAYOUT

Conceptual Intersection Layout: Deceleration Lanes St Thomas Road



ST THOMAS RD - DECELERATION LANES
CONCEPTUAL LAYOUT