Community Advisory Group (CAG Meeting # 2)

October 20, 2026 | East St. Louis Public Library

Planning and Environmental Linkages (PEL) Study

IL Route 15 and Bond Avenue in East St. Louis

Illinois Department of Transportation

Introductions

Illinois Department of Transportation

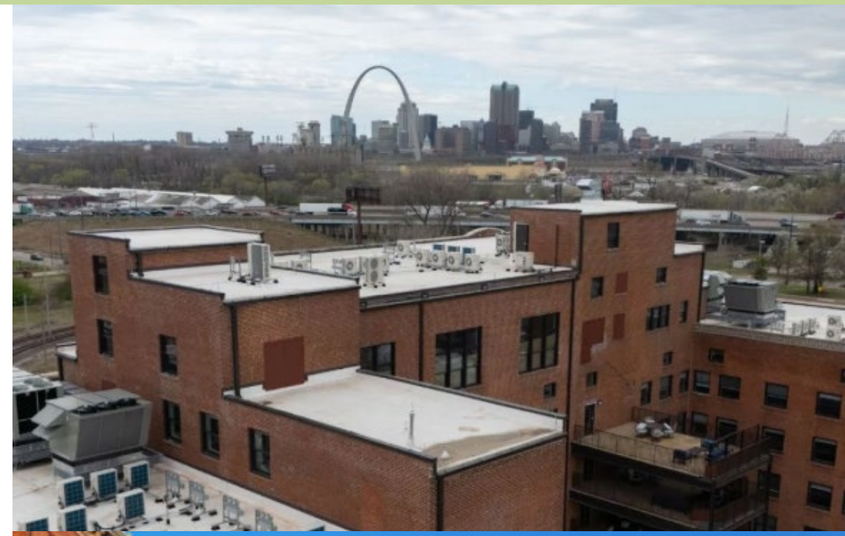
Kaskaskia Engineering Group, LLC

added dimension PUBLIC ENGAGEMENT

CDM Smith

Agenda

- Study Overview
- CAG #1 and Focus Groups Summaries
- Existing Conditions
- Draft Purpose and Need Statement
- Screening Process
- Next Steps





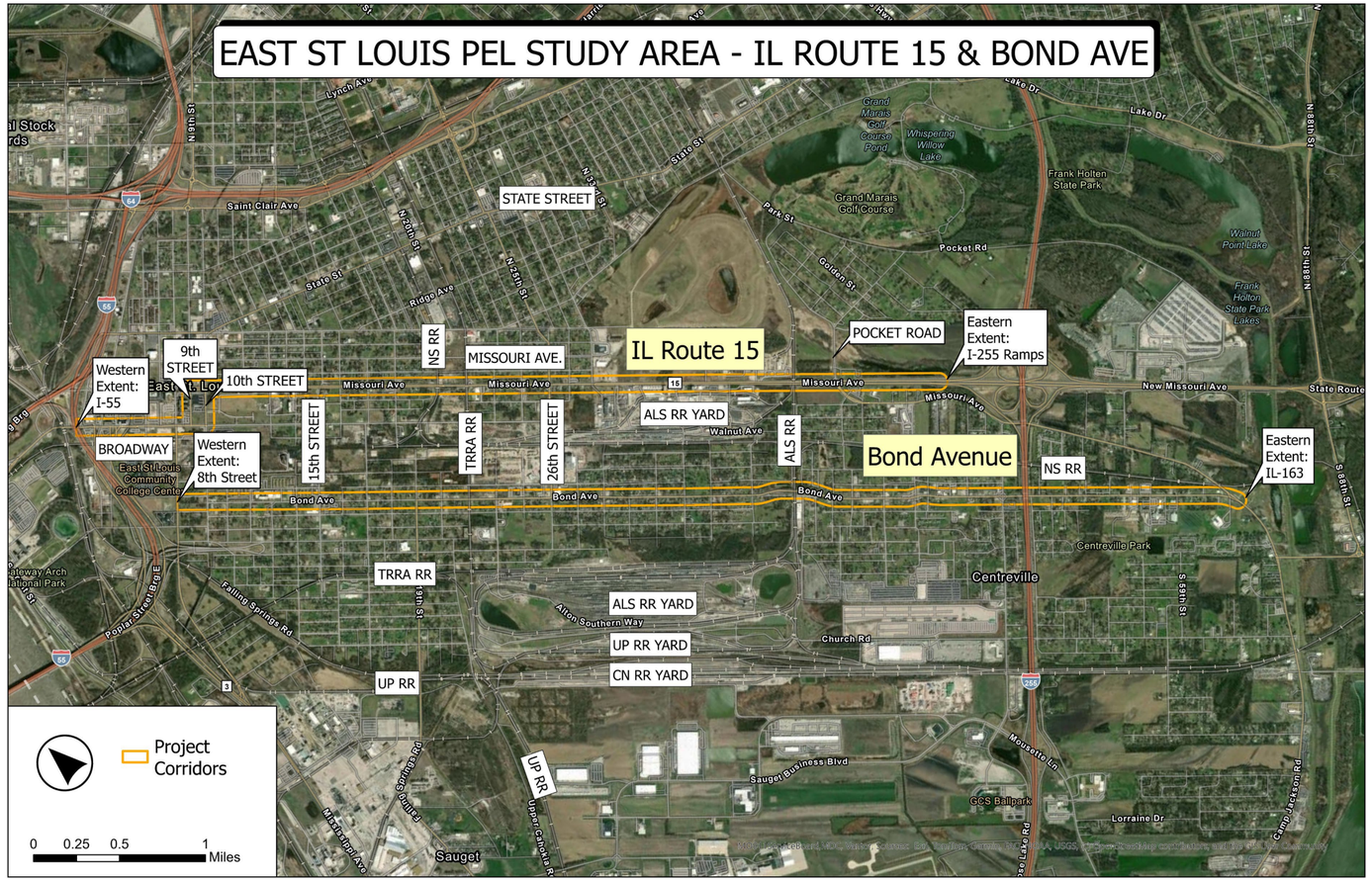
What is a PEL?

A PEL (Planning and Environmental Linkage) is a **collaborative** approach involving local and State DOTs, Federal agencies, and resource agencies that links transportation planning to the environmental review process while considering **environmental, community,** and **economic goals** early in the process.

Why use a PEL?



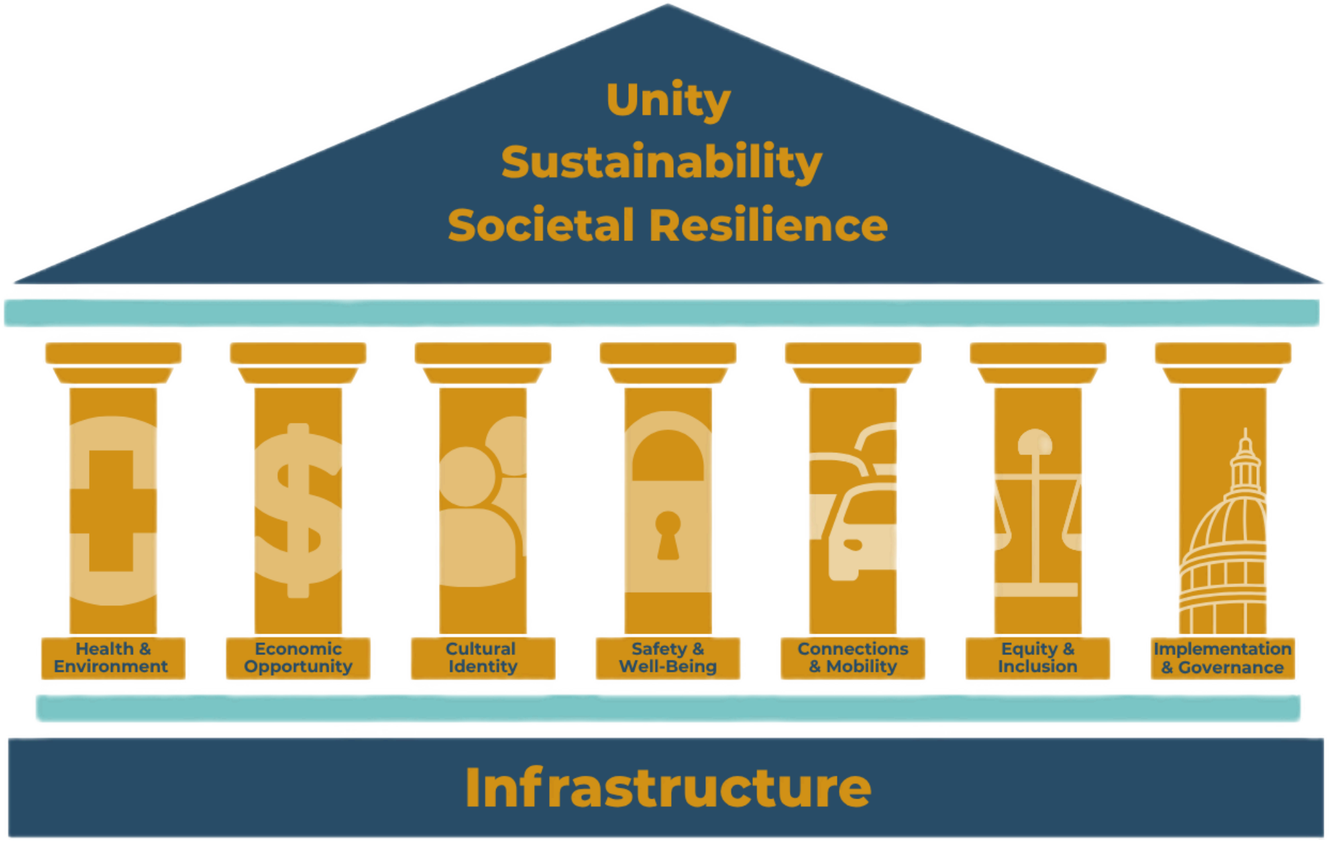
Study Overview



- Study Limits:
  - IL Route 15 between I-255 and I-55
  - Bond Avenue between IL Route 163 and 8th Street
- Corridor includes intersections, at-grade railroad crossings, paved shoulders/concrete curb, and sidewalks
- Provide conceptual options vetted by the public for future transportation improvements and a long-term vision for IL Route 15 and Bond Avenue

Guided by Livability Framework

- A living document
- Used to measure, plan, and improve the quality of life in a community
- Provides for a collaborative, inclusive, and community-centered planning process
- Available on the project website and updated as the project progresses



What is a CAG?

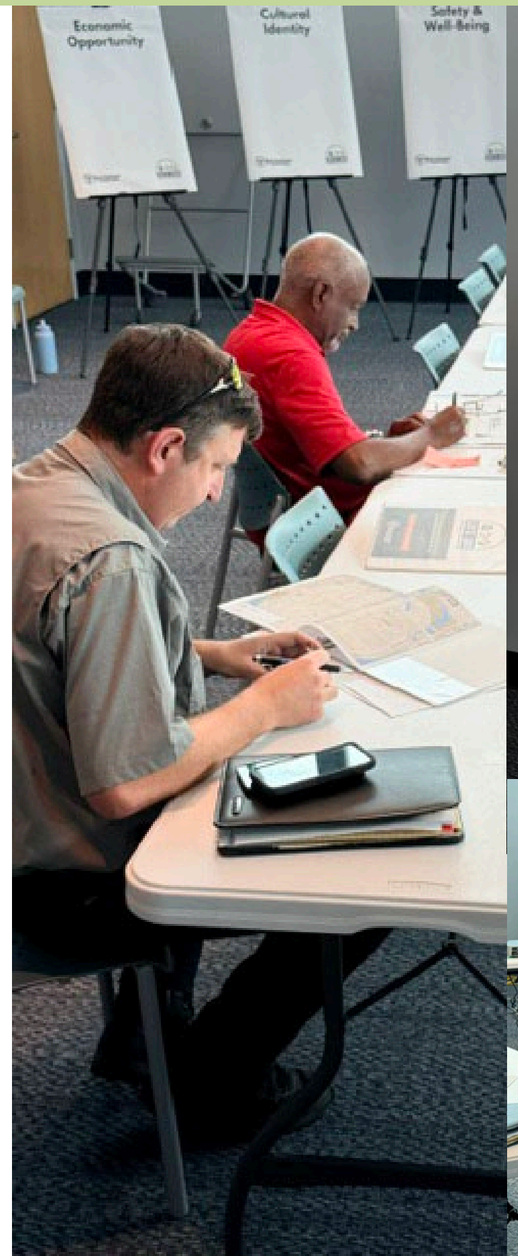
A **diverse** group of voluntary stakeholders identified by elected community leaders and the Illinois Department of Transportation (IDOT) to represent the project study area and serve as a **liaison** between IDOT, the community, and roadway users.

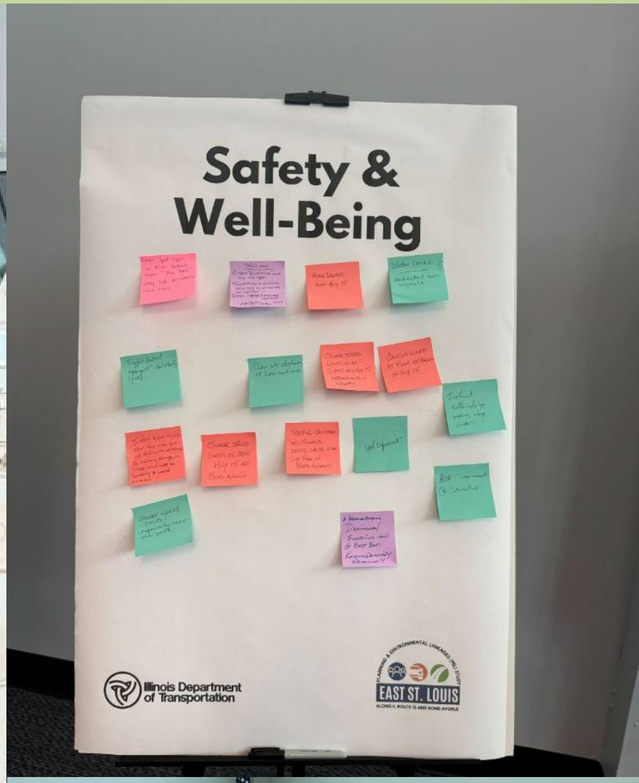
A CAG works with IDOT to:

- **Identify stakeholder interests and values**
- **Develop improvement options**
- **Evaluate the potential effects of those options on community resources**

CAG Meeting #1 Recap

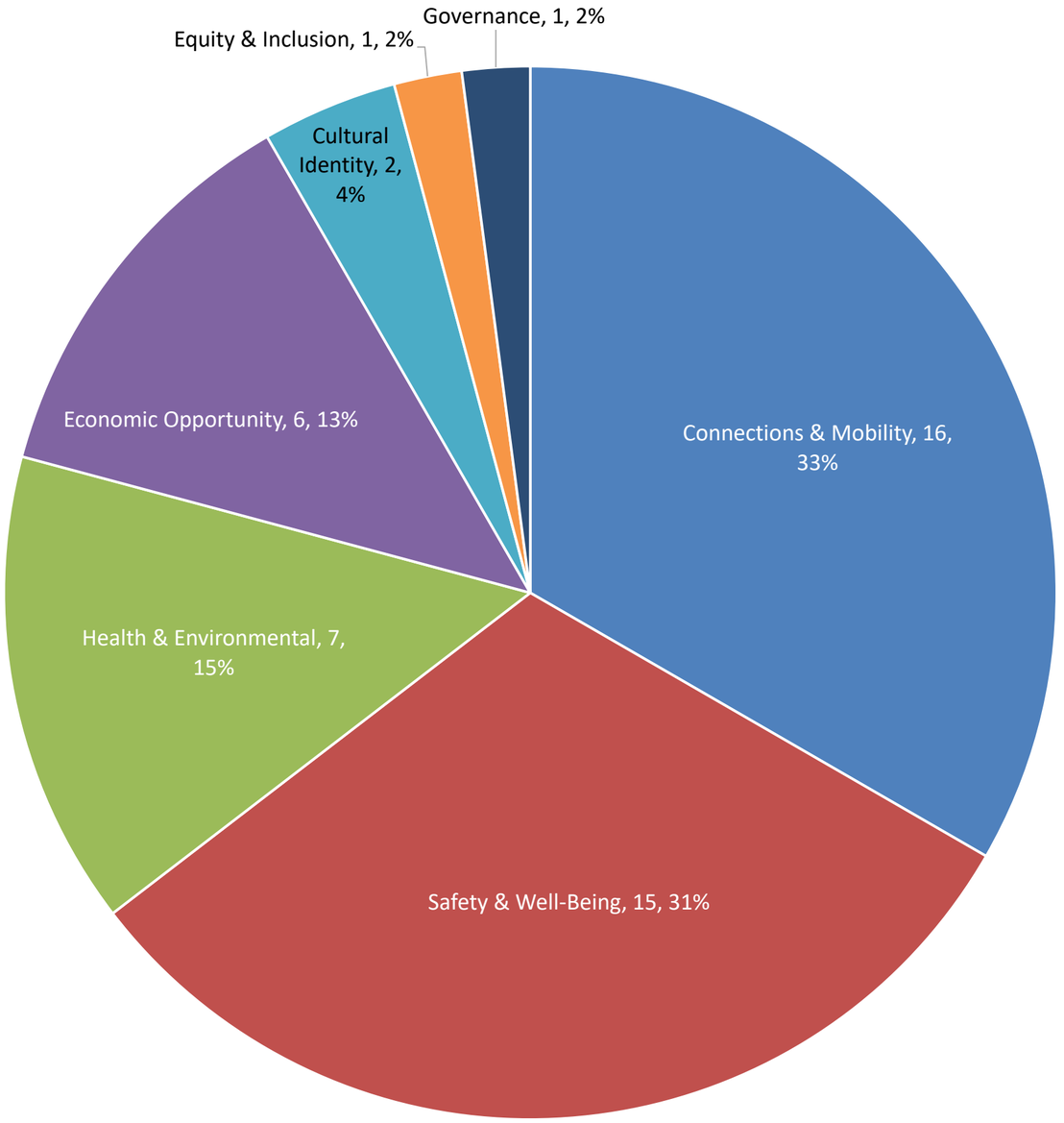
- Introduction of the Study
- Existing Conditions overview
- Workshop to discuss corridor's issues and needs







CAG #1 Meeting Recap



Focus Groups

- Rush Gardens Senior Living (Completed)
- Residents at 15th Street & Piggott Avenue (Completed)
- City Manager and City Staff (Completed)
- Lessie Bates Neighborhood Association (Scheduled)
- Religious Organizations (TBD)
- Business Owners/Trucking Companies/Developers (TBD)

Focus Group #1 Recap

Rush Gardens Senior Living
20 participants

- **Neighborhood Traffic:** Heavy trucks & commuter traffic divert from IL 15 onto residential streets.
- **Speeding:** Excessive vehicle speeds through neighborhoods.
- **Pavement Conditions:** Heavy truck traffic contributes to pavement deterioration & potholes.
- **Pedestrian Accessibility:** Missing sidewalks, crosswalks, and ADA ramps.
- **Traffic Improvements:** Residents suggested roundabouts, speed cameras, and additional speed limit signage to improve traffic operations and safety.
- **Economic Development:** Interest in attracting grocery stores, restaurants, coffee shops, and recreational facilities.
- **Community Character:** Residents emphasized preserving neighborhoods, celebrating East St. Louis history and culture and restoring community pride.

Focus Group #2 Recap

15th Street / Piggott Avenue Residents

11 participants

- **Neighborhood Cut-Through Traffic:** Creating safety, noise, and pavement problems.
- **Interstate Connectivity:** More direct connection between IL Route 15 and the interstates.
- **Railroad Delays:** Need for grade separation was suggested for consideration.
- **Traffic Operations:** Potential roundabouts to encourage through traffic to remain on IL Route 15.
- **Pedestrian and Bicycle Safety:** Missing sidewalks and lighting, limited bicycle facilities.
- **Transit and ADA Accessibility:** Need for accessible pedestrian routes and bus stops w/ seating and shelters.
- **Neighborhood Revitalization:** Removing deteriorated structures, streetscapes, and attracting grocery stores and other businesses.

Focus Group #3 Recap

City Staff
13 participants

- **Traffic Safety and Operations:** Speeding, truck traffic, and intersection concerns; evaluate traffic calming and roundabouts.
- **Railroad Delays:** Frequent blockages affect mobility and emergency access; consider grade separation and alternate alignments.
- **Drainage and Infrastructure:** Address roadway flooding, deficient drainage, pavement conditions, and opportunities for green infrastructure.
- **Truck Routing and Connectivity:** Improve industrial and interstate access while reducing truck intrusion into residential neighborhoods.
- **Neighborhood Preservation:** Protect homes, parks, and community institutions; minimize displacement and further neighborhood division.
- **Pedestrian and Bicycle Safety:** Improve sidewalks, bicycle facilities, trails, lighting, and connections to regional networks.
- **Economic Development and Revitalization:** Support industrial growth along IL 15, residential reinvestment on Bond Avenue, and attractive gateways.

Virtual Public Meeting #1 Recap

Monday, October 19th

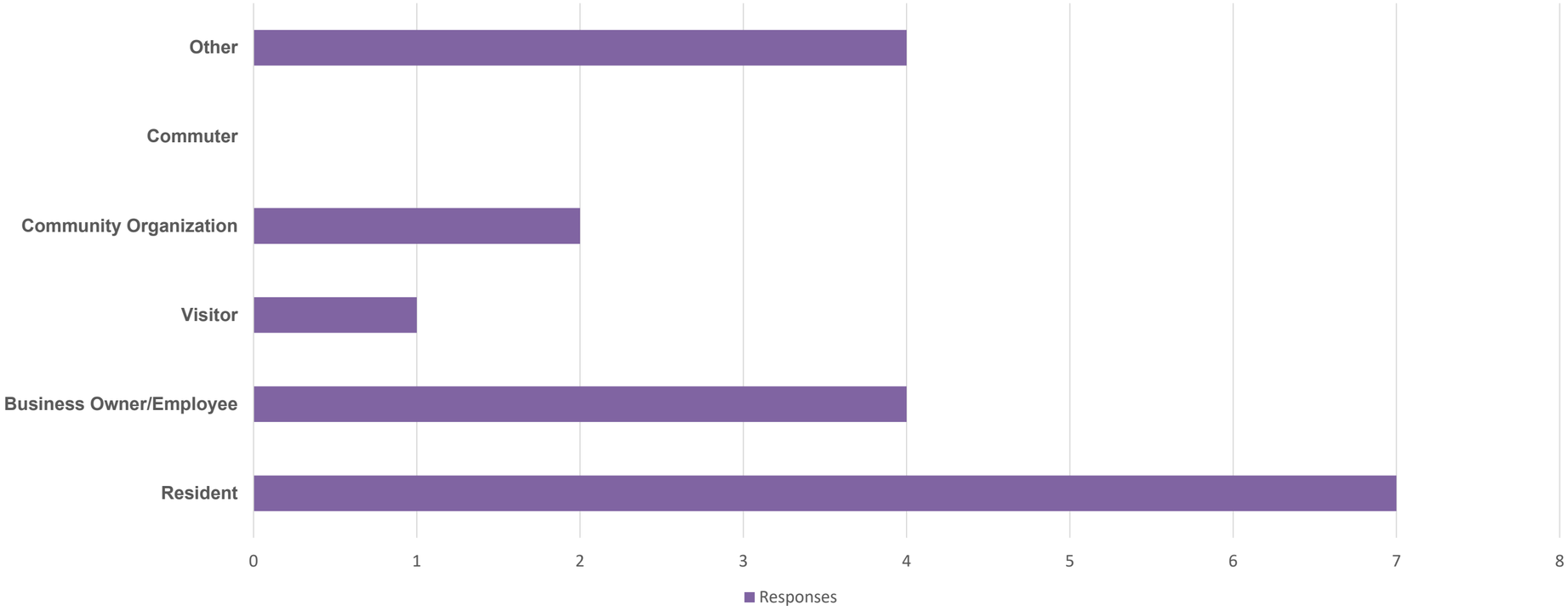
9 Polling Questions

45 Registered, 33 Attended

Follow-Up

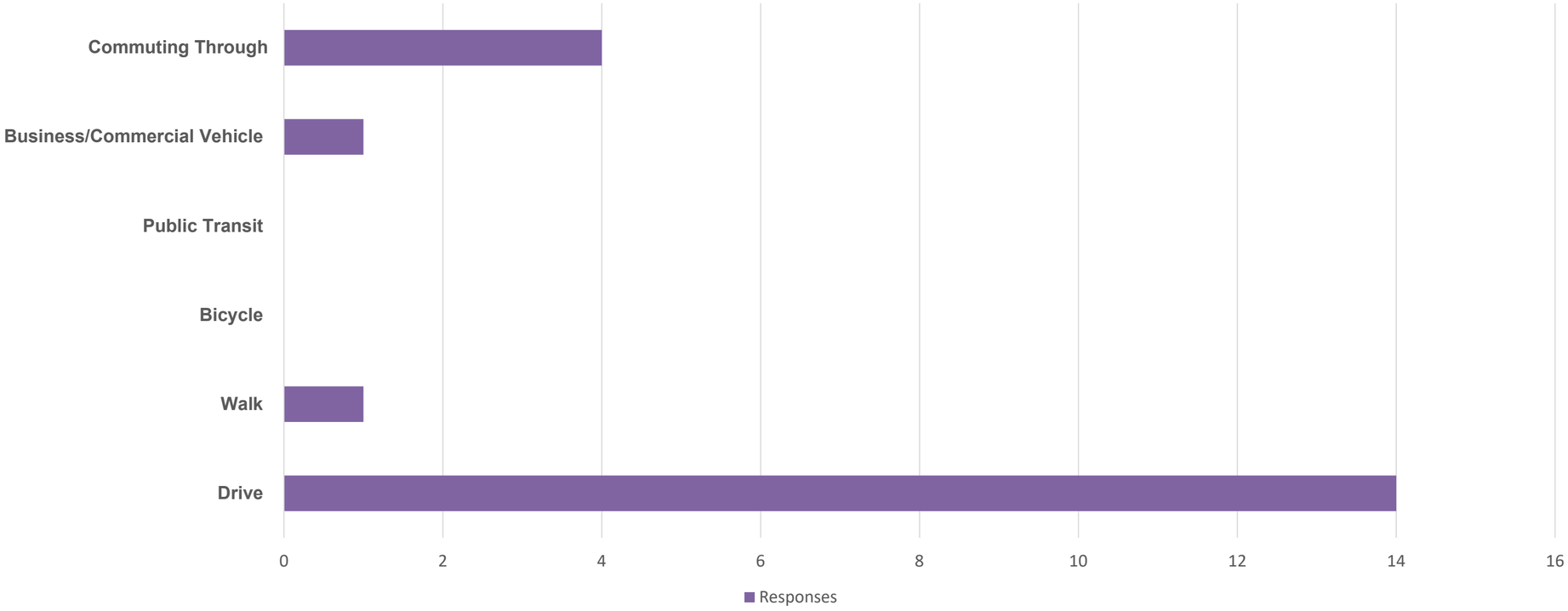
Virtual Public Meeting #1 Recap

What best describes your connection to the area? (Single Choice)



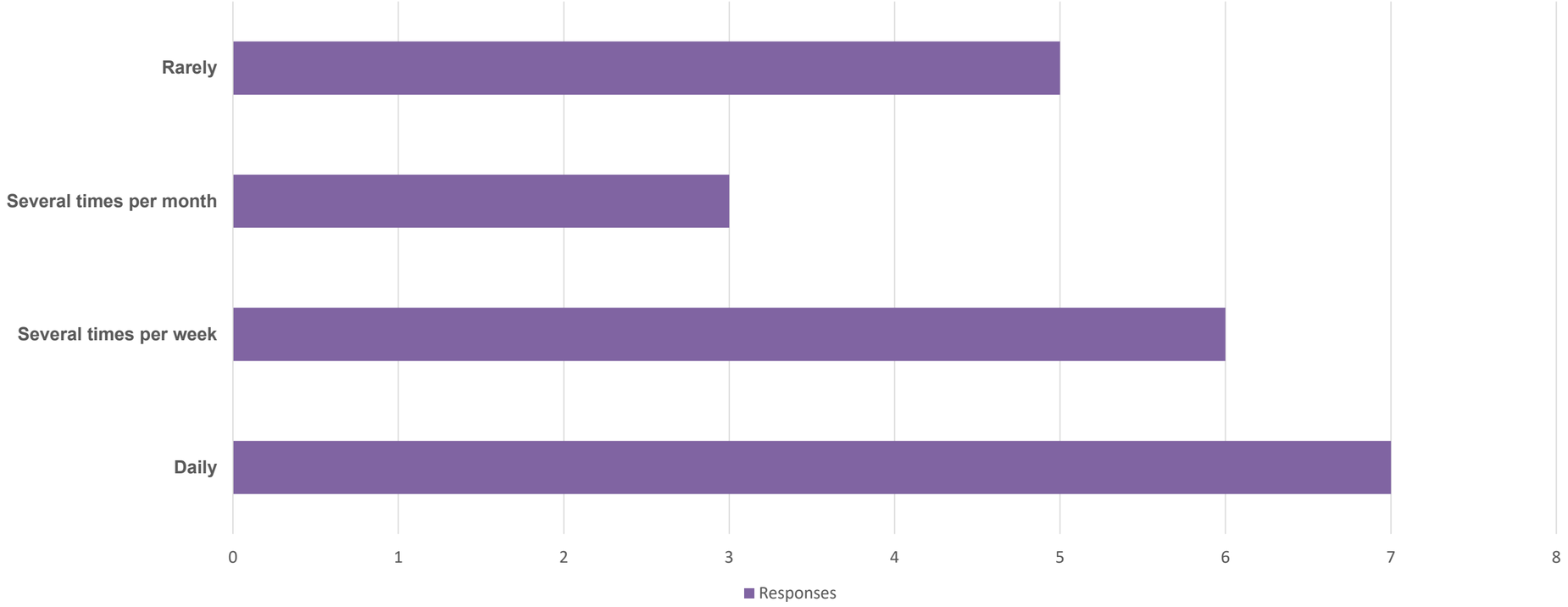
Virtual Public Meeting #1 Recap

How do you primarily use IL Route 15 or Bond Avenue? (Single Choice)



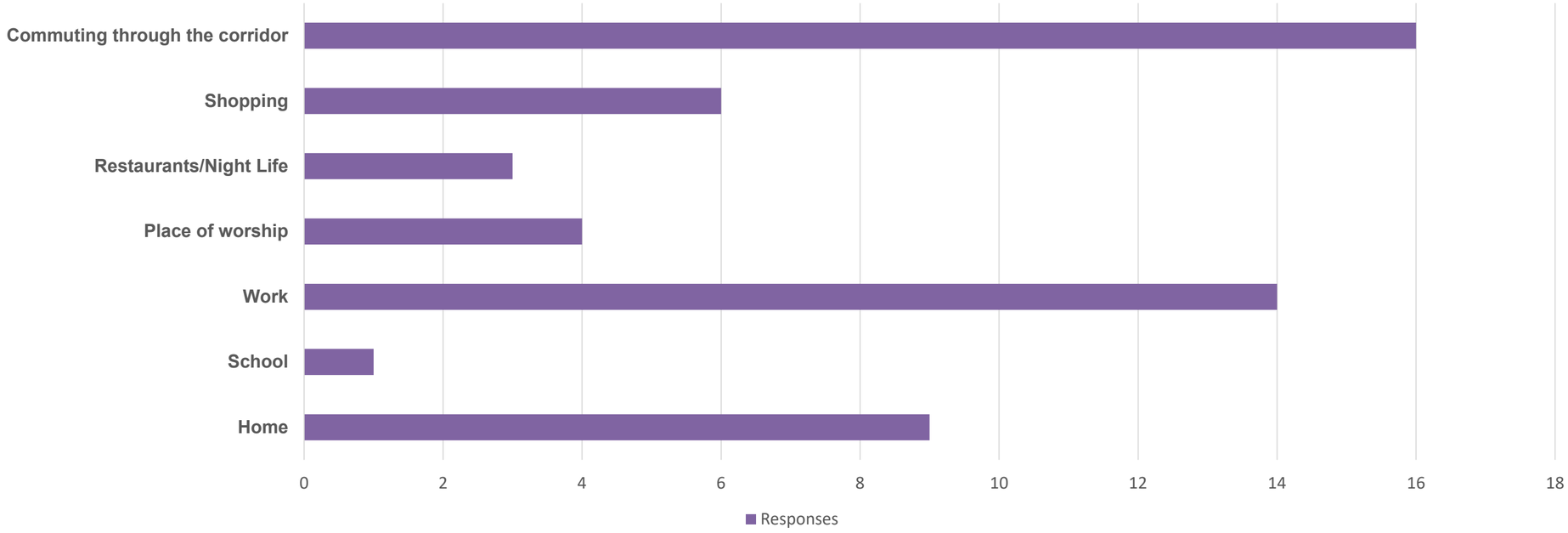
Virtual Public Meeting #1 Recap

How often do you travel along IL Route 15 or Bond Avenue? (Single Choice)



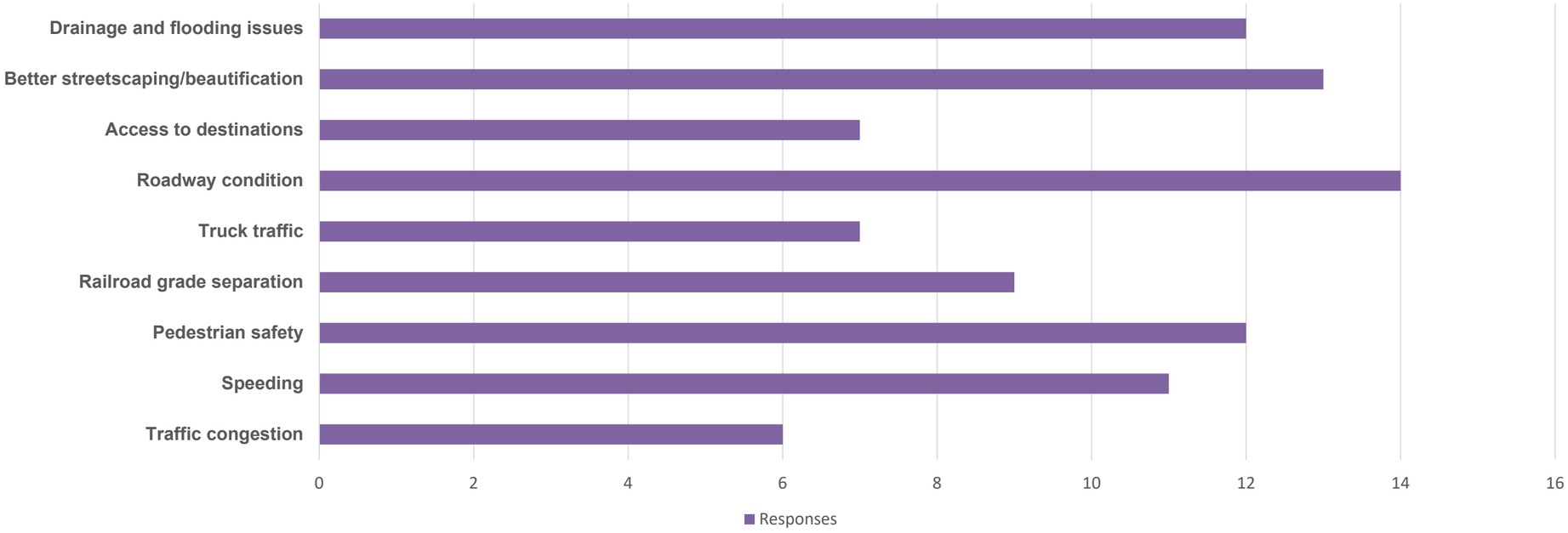
Virtual Public Meeting #1 Recap

Which of the following best describes your typical destinations or reasons for traveling along the corridor? (Multiple Choice)



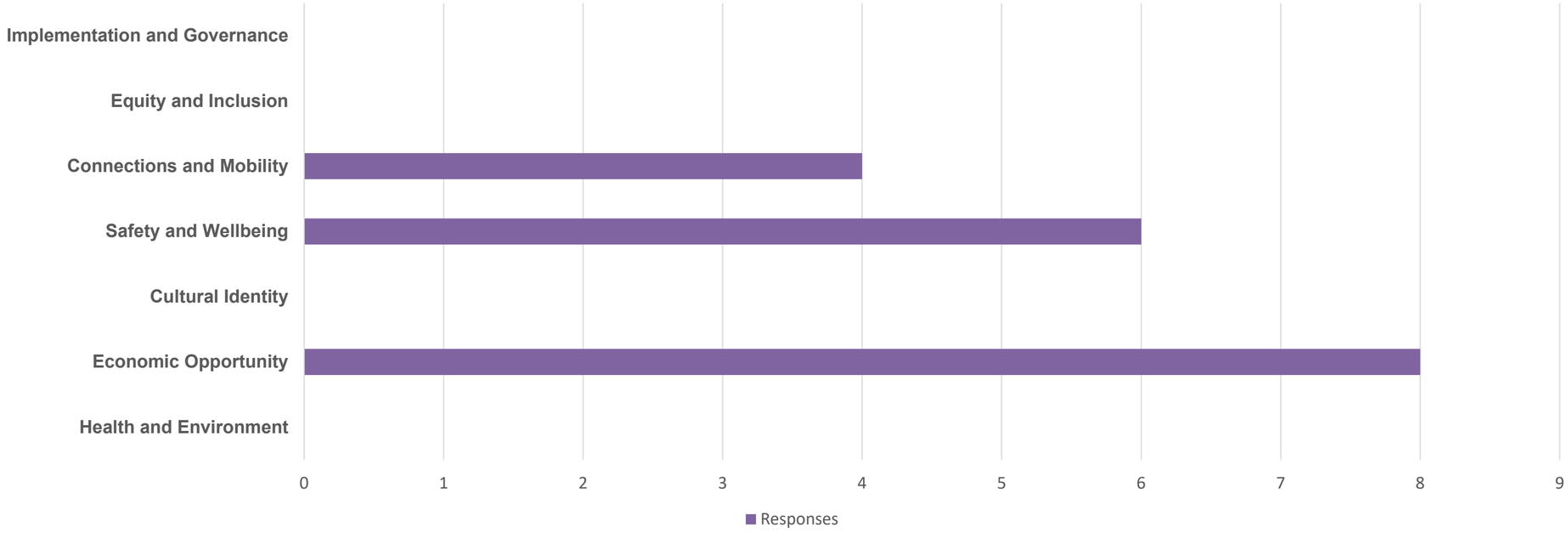
Virtual Public Meeting #1 Recap

In the simplest terms - what are your biggest concerns on the corridor today? Or the largest needs? (Multiple Choice)



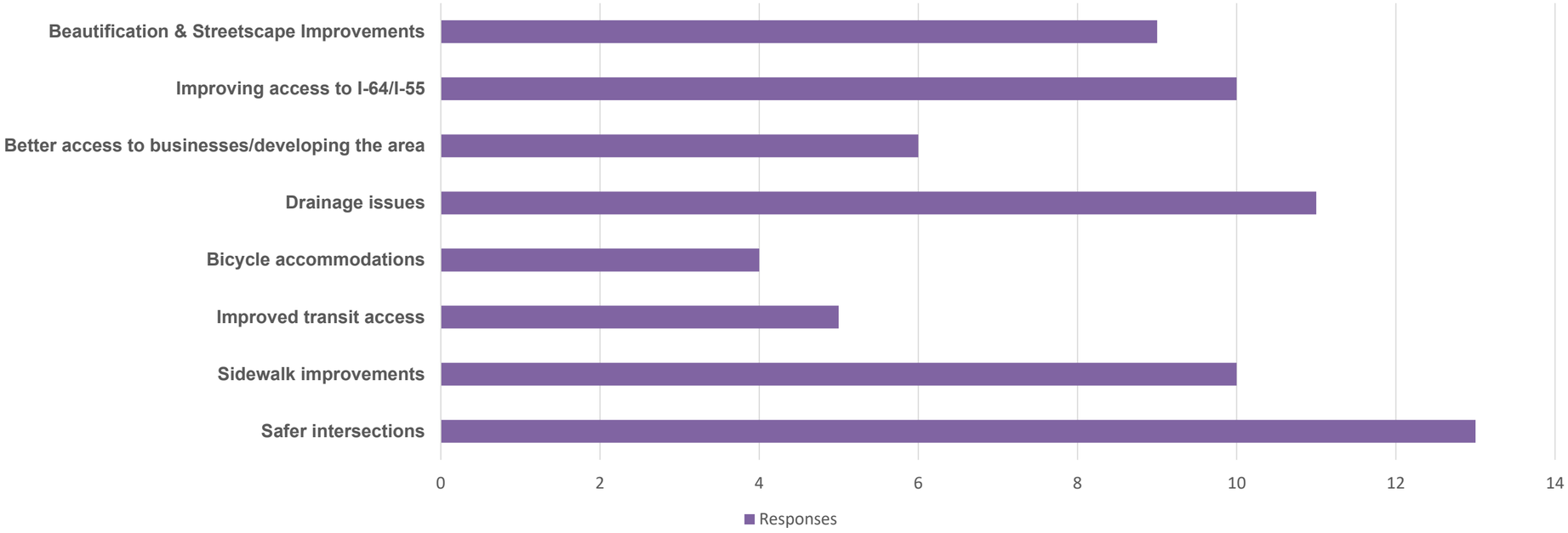
Virtual Public Meeting #1 Recap

Based on this explanation, what do you feel is the pillar that is most important to you? (Single Choice)



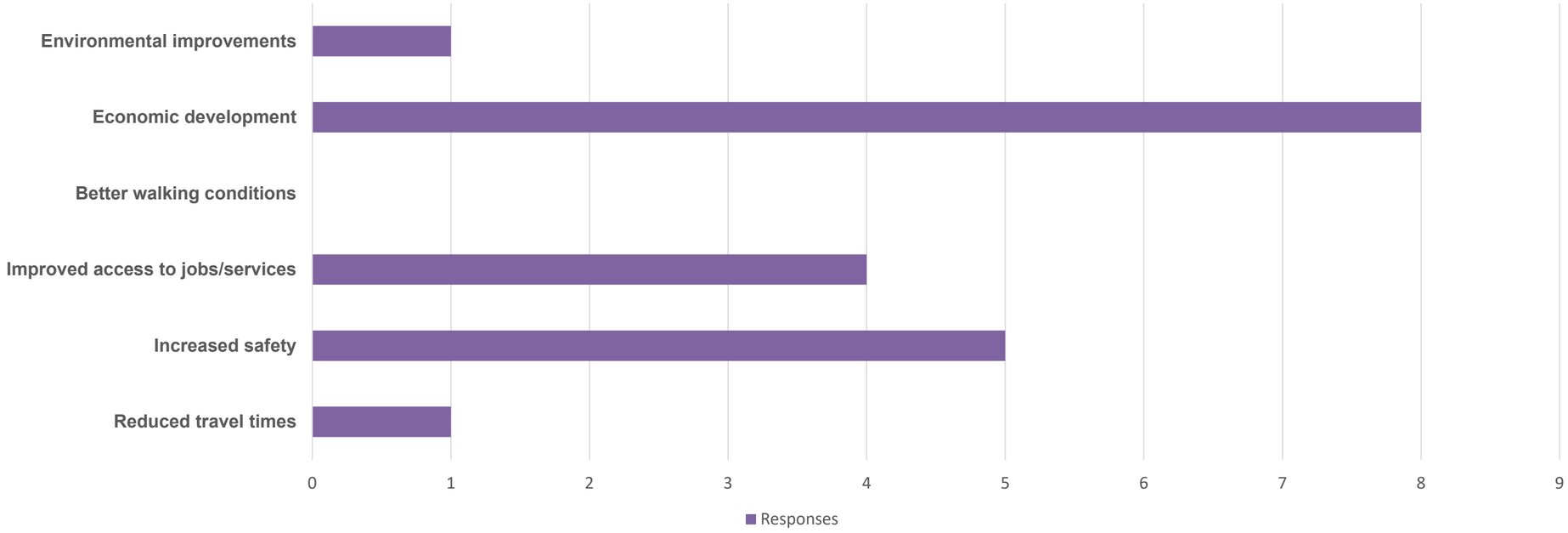
Virtual Public Meeting #1 Recap

In your opinion, which of the following should be the highest priority for future improvements? (Multiple Choice)



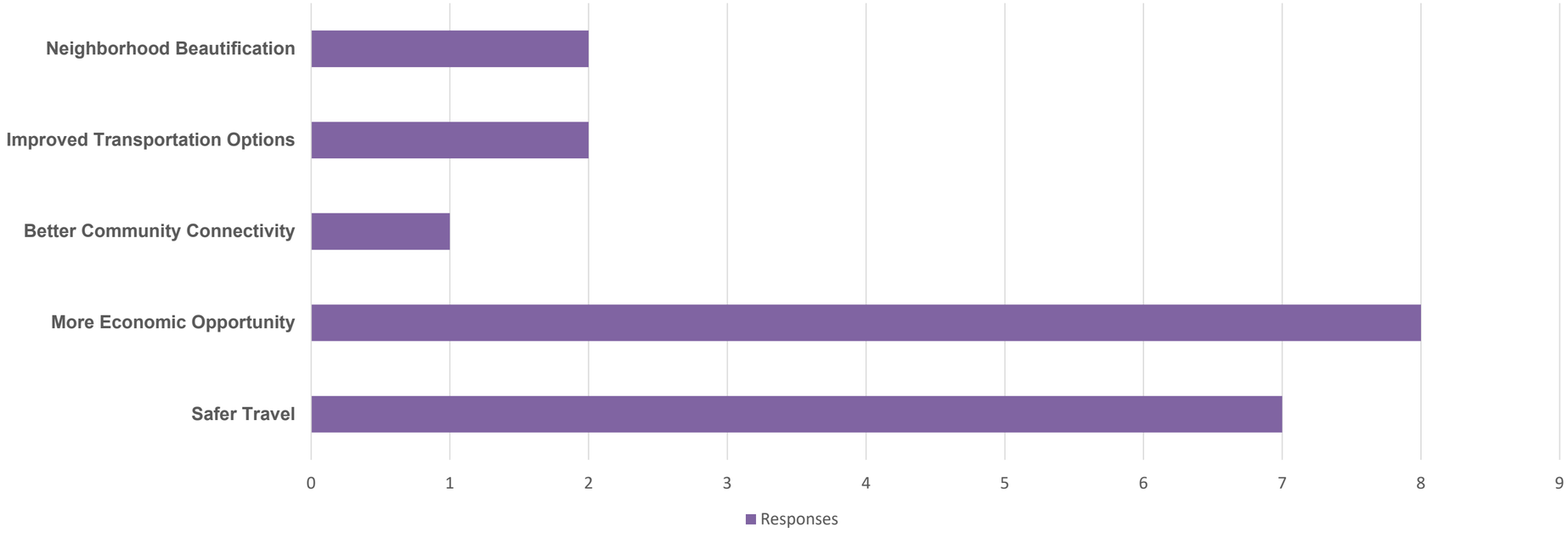
Virtual Public Meeting #1 Recap

What benefit would make the greatest positive impact on your daily life?(Single Choice)



Virtual Public Meeting #1 Recap

When you think about the future of this corridor, which outcome is most important to you? (Single Choice)

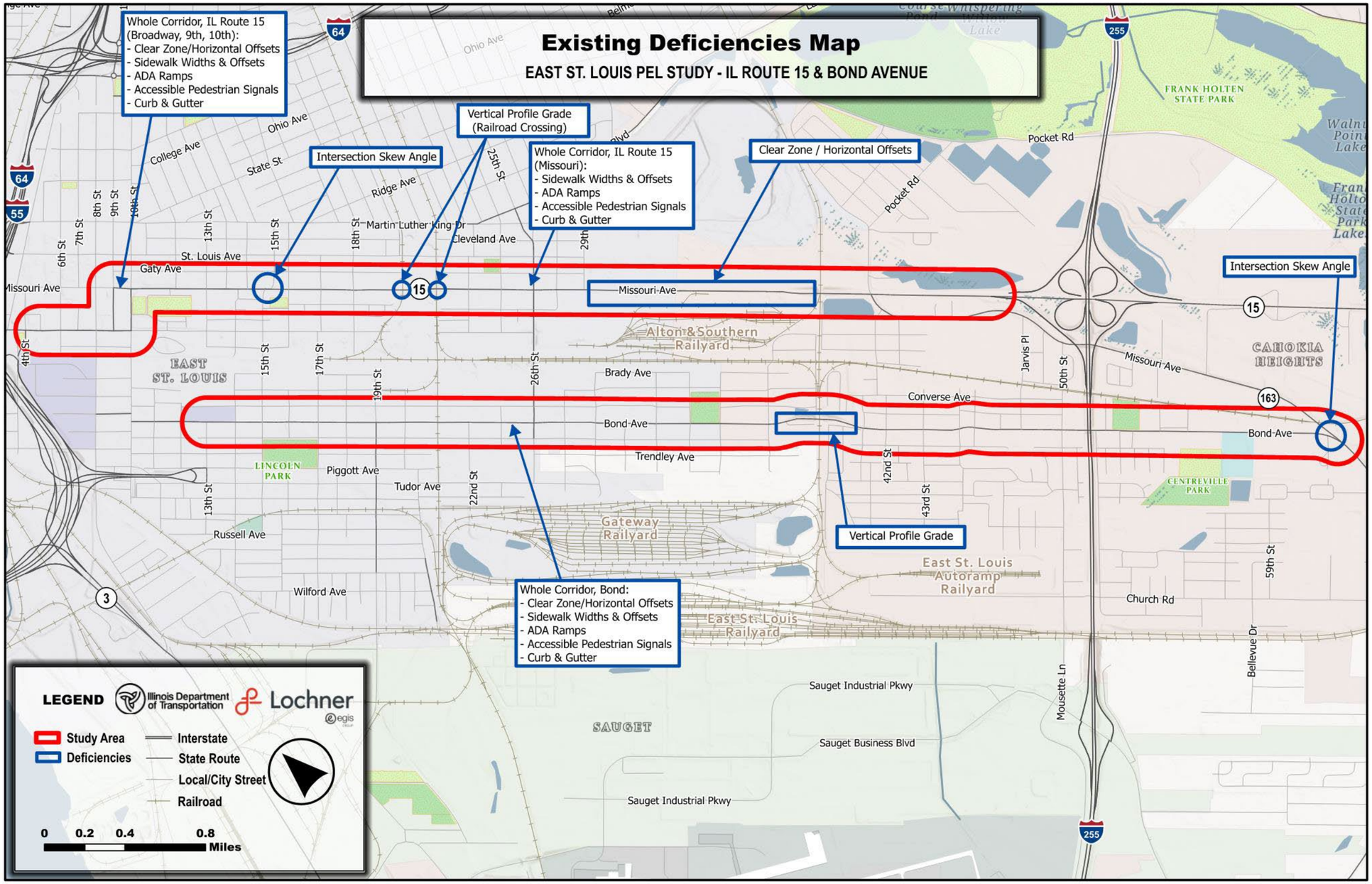


Participant Input

Are there additional transportation issues, safety concerns, or community priorities we should consider?

Community Advisory Group (CAG) Meeting # 2

IL Route 15 and Bond Avenue in East St. Louis



Not meeting current standards:

- Intersection skew angles
- Vertical profile grade
- Clear zone/Horizontal offsets
- Sidewalk Widths/offsets
- ADA ramps
- Accessible Pedestrian Signals
- Curb and Gutter

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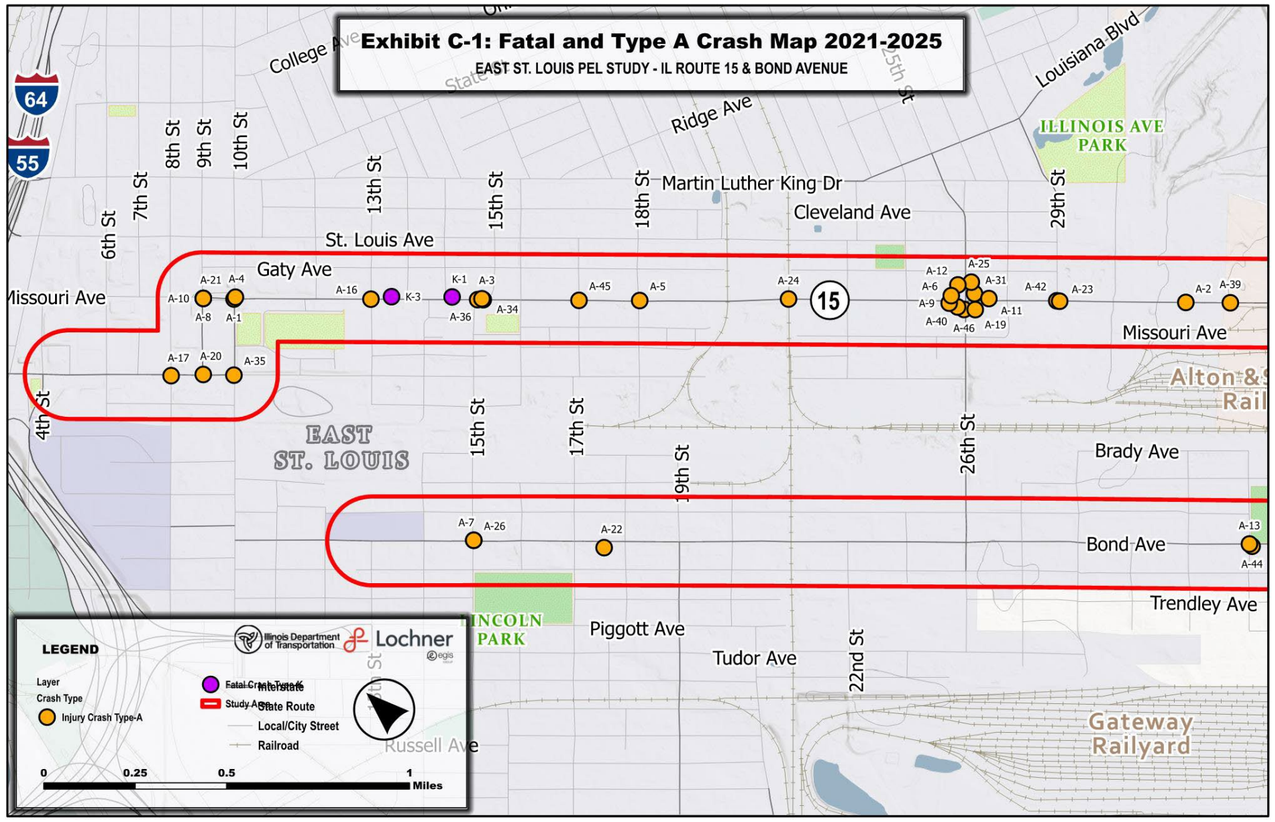

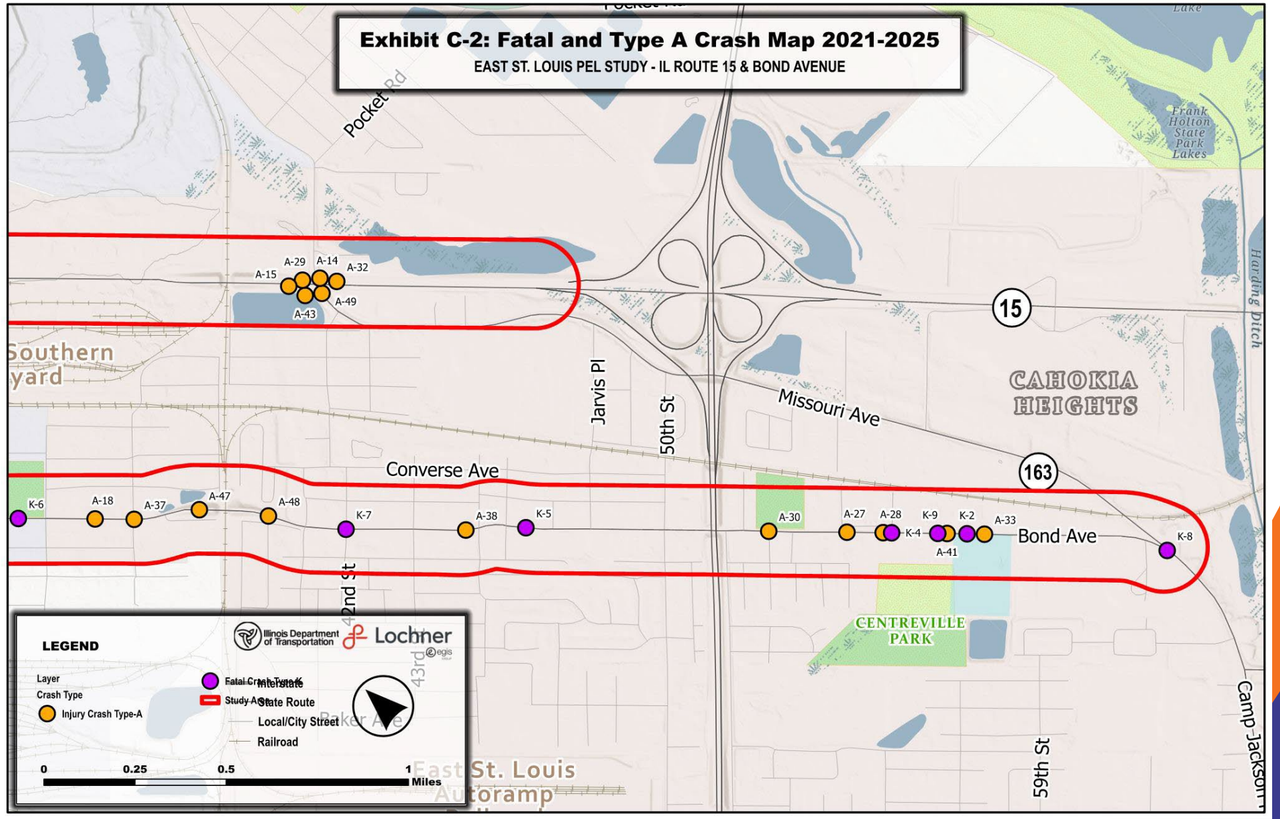

Five-year Study Period (2021-2025)

- 507 crashes
- 9 fatalities
- Highest crash location – IL Route 15/Missouri Avenue and 26th Street (72 crashes)
- Highest concentration of fatalities - Bond Avenue between I-255 and IL Route 163 (4 fatalities)

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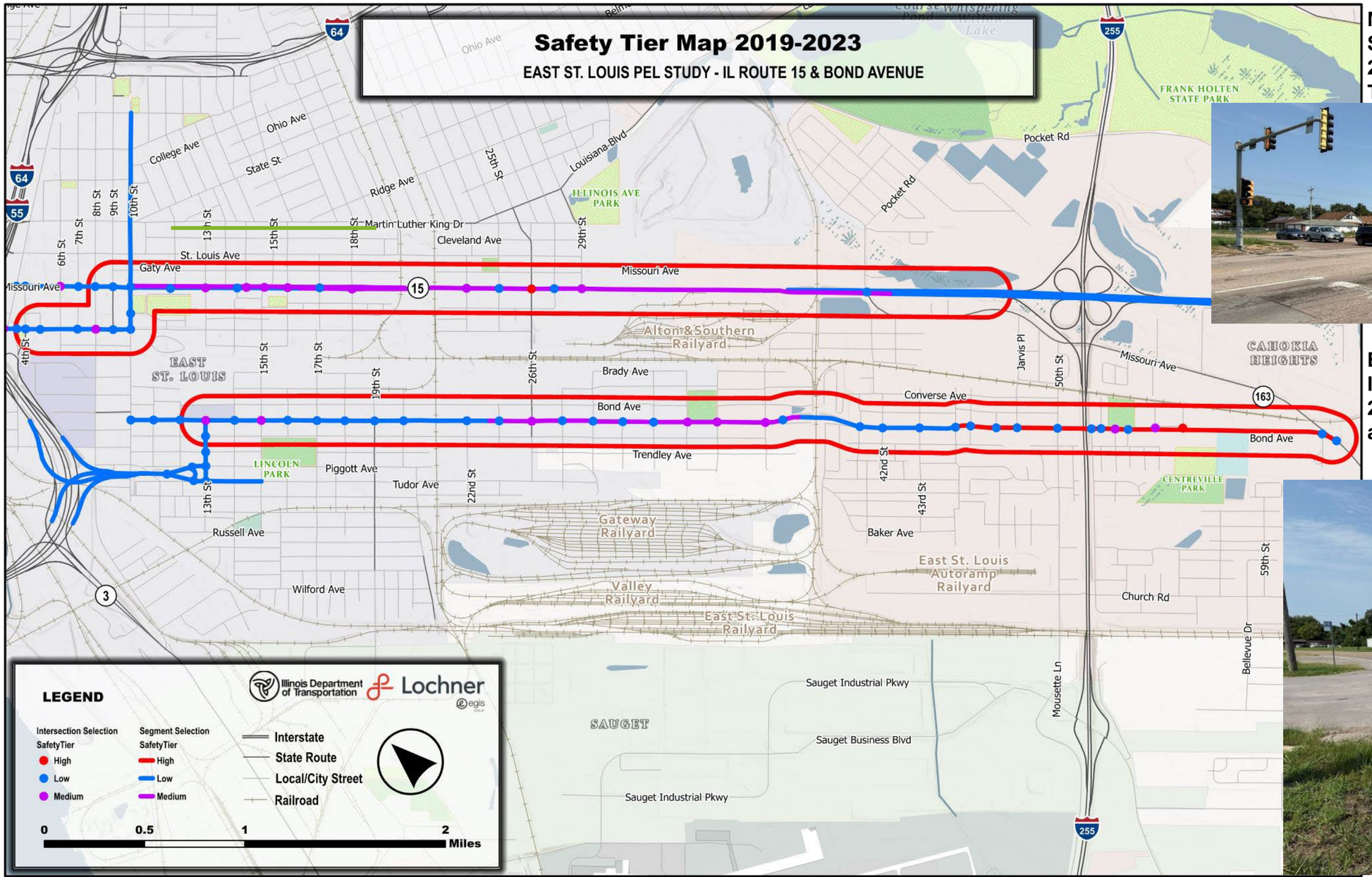
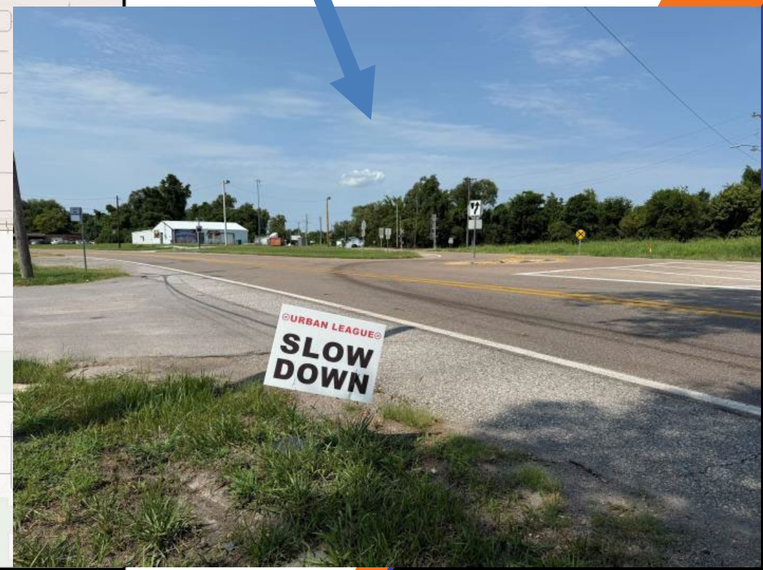


Missouri Avenue (IL Route 15) and 26th Street Intersection – 72 crashes between 2021-2025; 9 Type-A crashes – High Safety Tier



Bond Avenue (I-255 to IL-163) Intersection – 32 crashes between 2021-2025; most fatal crashes (4 fatalities) & and 5 Type-A crashes) – High Safety Tier



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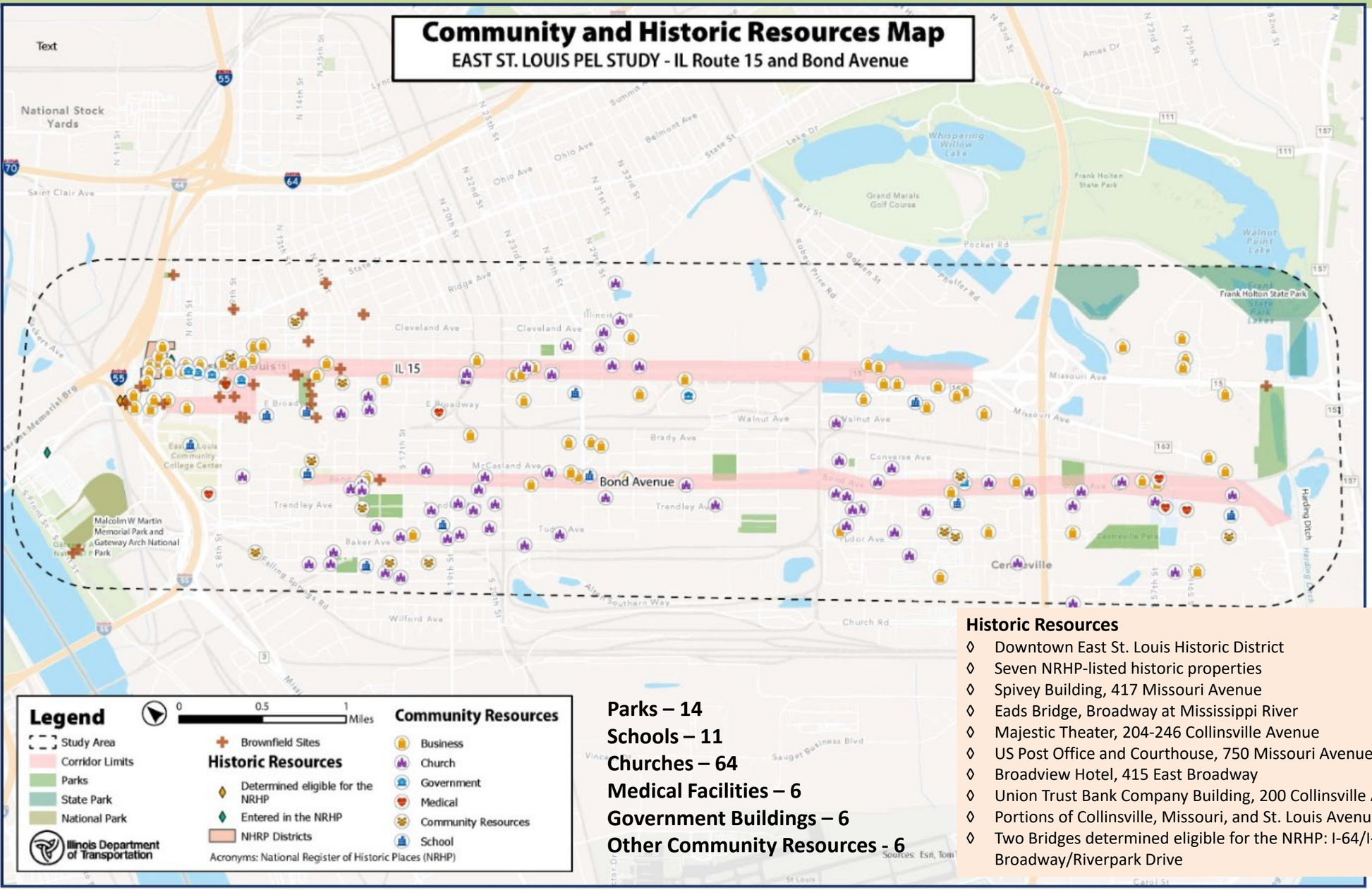

Parks – 14
Schools – 11
Churches – 64
Medical Facilities – 6
Government Buildings – 6
Other Community Resources - 6

Section 4f

State and Federally Managed Lands

- Frank Holten State Park, managed by IDNR
- Alorton Heron Rookery State Natural Area, managed by IDNR
- Two Emergency Wetlands Reserve Program (EWRP) conservation easements, managed by the Natural Resources Conservation Service)

Municipal Parks

- Lincoln Park
- Virginia Park
- Illinois Avenue Park
- Officer Mosley/McBride Park
- Jackie Joyner Park
- Alorton Park
- Centreville Park
- Malcolm W. Martin Memorial Park
- Two unnamed municipal properties

Historic Resources

- ◊ Downtown East St. Louis Historic District
- ◊ Seven NRHP-listed historic properties
- ◊ Spivey Building, 417 Missouri Avenue
- ◊ Eads Bridge, Broadway at Mississippi River
- ◊ Majestic Theater, 204-246 Collinsville Avenue
- ◊ US Post Office and Courthouse, 750 Missouri Avenue
- ◊ Broadview Hotel, 415 East Broadway
- ◊ Union Trust Bank Company Building, 200 Collinsville Avenue
- ◊ Portions of Collinsville, Missouri, and St. Louis Avenues (part of Downtown East Historic District)
- ◊ Two Bridges determined eligible for the NRHP: I-64/I-55 Interstate Bridges (eastbound and westbound) over Broadway/Riverpark Drive

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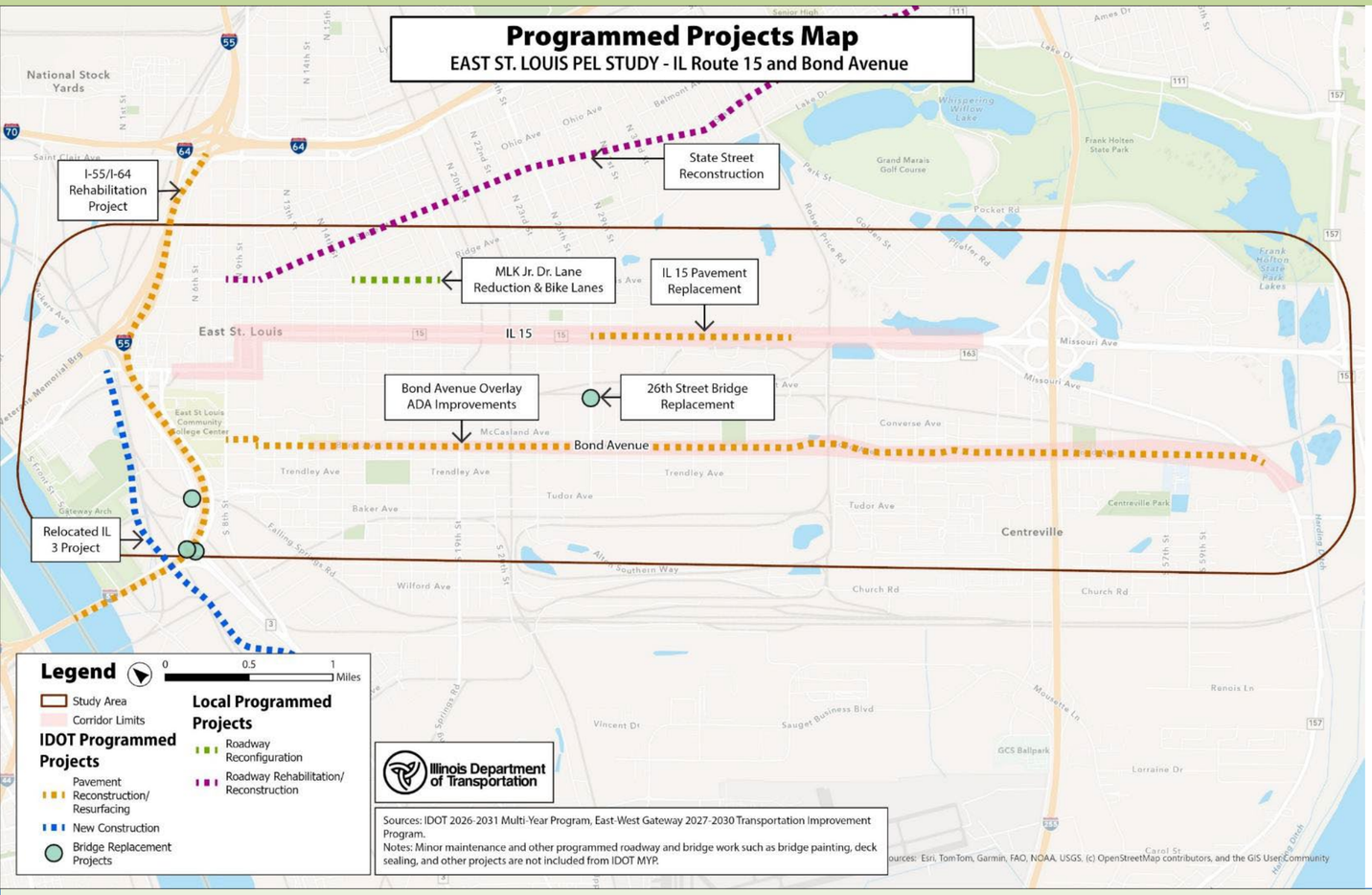
IL Route 15 and Bond Avenue in East St. Louis



Future Transportation Projects

IDOT Programmed Projects

Bond Avenue Overlay ADA Improvements: The entire Bond Avenue corridor within the study area is planned to be resurfaced.

IL Route 15 Pavement Replacement: Pavement reconstruction is planned on IL Route 15 from 26th Street to approximately 0.2-mile northwest of the Alton & Southern (A&S) Railway crossing.

I-55/I-64 Rehabilitation Project: This project includes pavement and bridge rehabilitation activities along the I-55/I-64 corridor between the Mississippi River and I-64/I-55/I-70 interchange near the northwestern edge of the study area.

26th Street Bridge Replacement: This project includes the replacement of the 26th Street bridge over the A&S Railway, which connects Bond Avenue and IL Route 15.

Relocated IL Route 3: This project includes an approximately two-mile relocation of IL Route 3 and has the most potential to influence and/or change travel patterns within the study area. This realignment of IL Route 3 begins north of Riverpark Drive and ends to the south of Monsanto Drive near the existing IL Route 3. As of 2026, the project is under environmental review and preliminary engineering.

Local Programmed Projects

State Street Reconstruction: This project includes roadway reconfiguration and reconstruction along State Street from Dr. Martin Luther King (MLK) Jr. Drive to IL Route 157.

MLK Jr. Drive – Lane Reduction and Bike Lanes, Phase 3: This project includes roadway resurfacing, construction of a two-way left-turn lane, and construction of new six-foot bike lanes from Columbia Place to 18th Street.

MLK Jr. Drive - Resurfacing & Bike Lanes, Phase 4: This project includes roadway resurfacing, signal removal, curb ramp upgrades, and construction of new six-foot bike lanes from 8th Street to 10th Street.

State Street Reconstruction: This project includes roadway reconstruction from MLK Jr. Drive to IL Route 157.

City of East St. Louis' Safer Streets for All: A Vision Zero Action Plan (Completed 2026)

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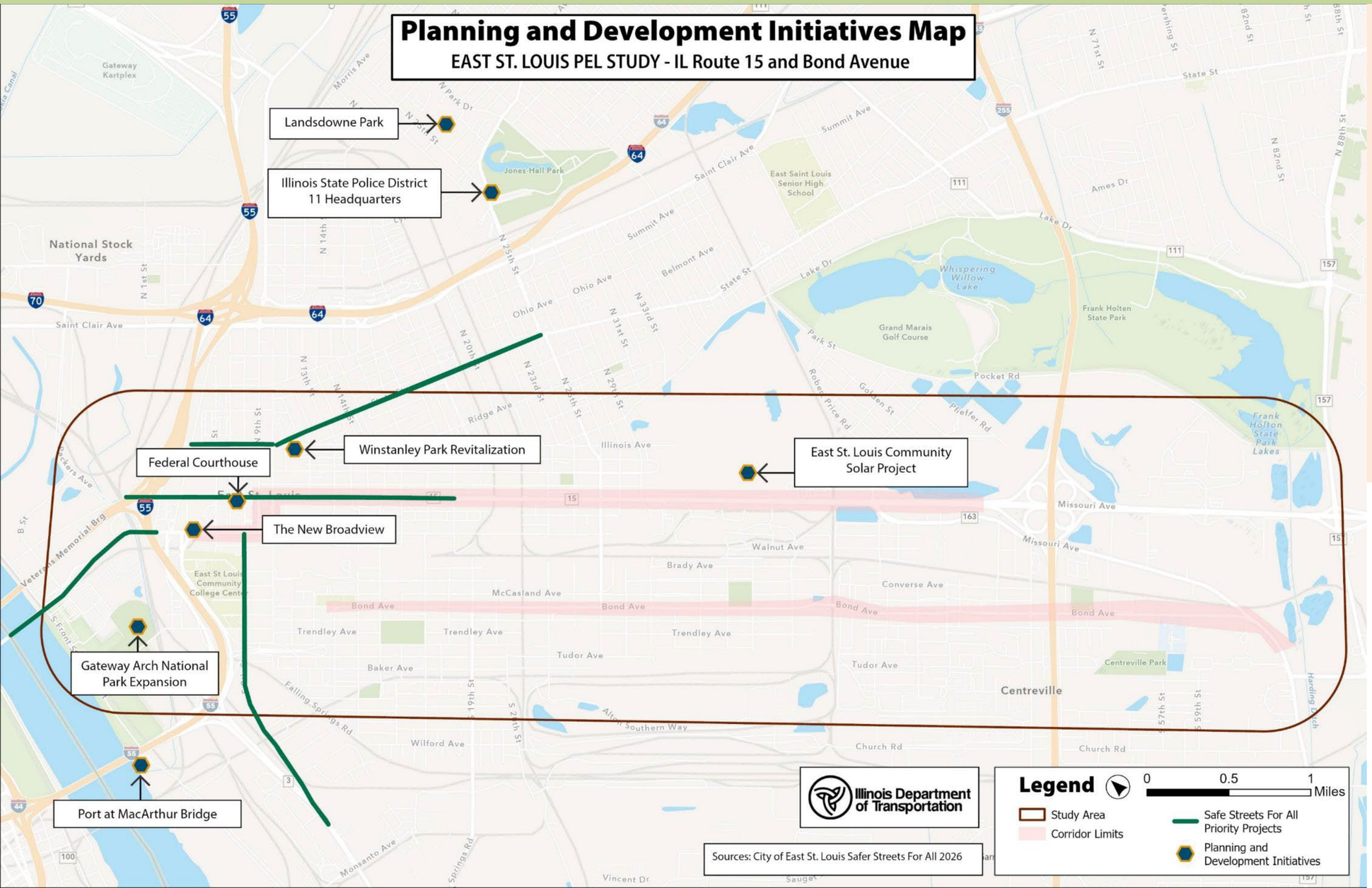

Planning and Development Initiatives

- City of East St. Louis' Safer Streets for All: A Vision Zero Action Plan
- Gateway Arch National Park Expansion
- Illinois State Police District 11 Headquarters
- East St. Louis Community Solar Project off of IL Route 15
- Port at MacArthur Bridge location
- Project adjacent to Federal Courthouse
- Alcoa Superfund redevelopment
- Housing Initiatives
  - Lansdowne Park
  - Winstanley Park Revitalization
  - The New Broadview
  - East St. Louis Housing Authority

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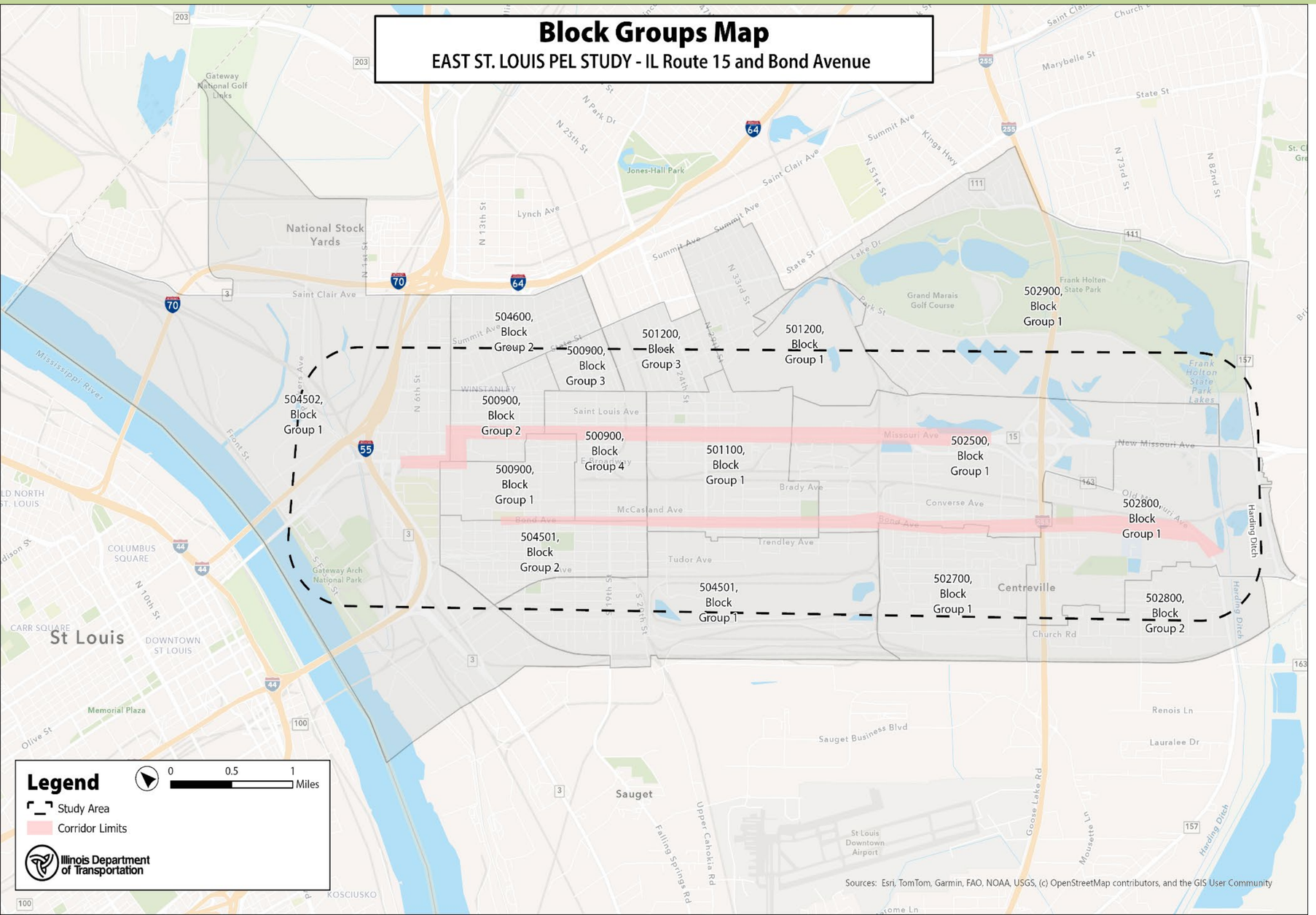


Demographics

Population
12,684 within the study area
60.1% female, 22.8% under 18, 20.1% 65 or older

Race and Ethnicity
94.1% Black within study area

Income and Poverty
Median Household Income $35,700, 32.8% below poverty level

Education
58.0% High School Degree
9.4% are continuing on beyond HS

Employment
48.8% residents over 16 are within labor force and 8.9% are unemployed

English Language Proficiency
No households in study area with Limited English Proficiency

What is the Purpose and Need Statement?

- Required by National Environmental Policy Act (NEPA)
- Identifies what action needs to be taken
- Demonstrates problems that already exist, or which will exist if a project is not implemented
- Justifies the need for the action
- Helps define what constitutes a reasonable alternative

It does not → Recommend a preferred alternative

Draft Purpose Statement

The purpose of transportation improvements along IL Route 15 and Bond Avenue is to improve the safety, mobility, travel time reliability, multimodal connectivity, and resiliency of the transportation system in East St. Louis while supporting safe access for all users among neighborhoods, employment and industrial areas, commercial and freight destinations, community facilities, and regional transportation facilities.

Participant Input

Does the draft Purpose Statement reflect the transportation challenges and priorities in the community? What is missing?

Identified Need #1:

- Transportation improvements are needed to address transportation-related safety issues in the corridor.





Identified Need #2:

- Transportation improvements are needed to address Roadway Deficiencies including Configuration and Geometric Deficiencies





Identified Need #3:

- Transportation improvements are needed to reduce Travel Time Reliability and Improve Mobility and Transportation Operations
  - Address Railroad Crossings to Reduce/Mitigate Railroad-Related Delays
  - Accommodate Freight Movement and Maintain/Enhance Regional Connectivity



Identified Need #4:

- Transportation improvements are needed to improve Multimodal Connectivity and Accessibility

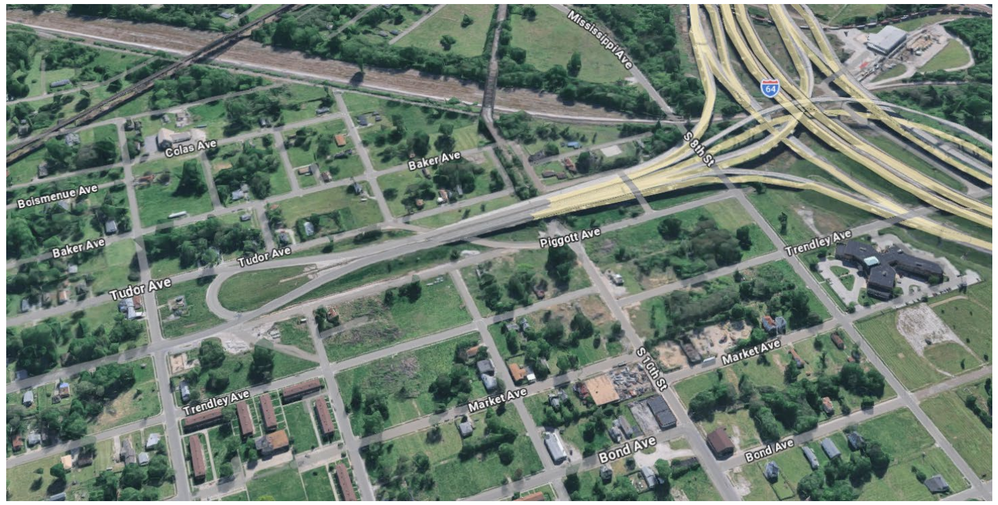


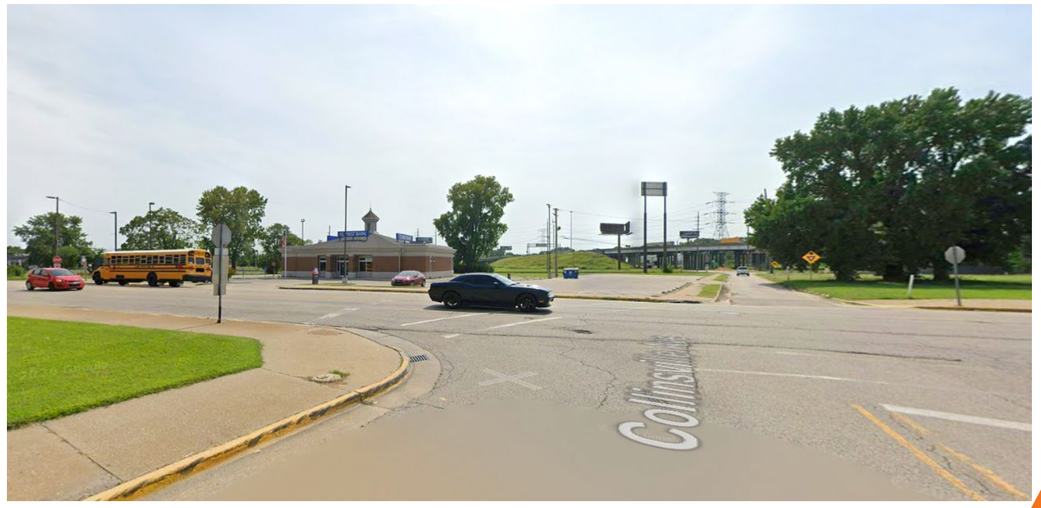




Identified Need #5:

- Transportations are needed to improve Regional and Community Connectivity and Accessibility





Identified Need #6:

- Transportation improvements are needed to Reduce Drainage Deficiencies and Improve Transportation Resiliency







Alternatives Development, Evaluation, and Screening Process

From broad ideas to a focused range of solutions

KEY INPUTS

- Previous Studies & Plans
- Purpose & Need
- Study Goals
- Public, Stakeholder & Agency Input

0 CONCEPTS SCREENING

Screen concepts against the Purpose and Need and conduct a fatal flaw analysis.

- Does the alternative meet the Purpose and Need?
- Does the alternative have any fatal flaws?

1 LEVEL 1 ALTERNATIVES SCREENING

Evaluate reasonable concepts using key screening criteria.

- Safety potential
- Travel time and mobility
- Truck flow accommodations
- System linkages and continuity
- Constructability risks
- Cost

2 LEVEL 2 ALTERNATIVES REFINEMENT

Develop and evaluate concepts in greater detail.

- Environmental resources impacts
- Hydraulics and stormwater needs
- Right-of-way and community impacts (displacements)
- Utilities, rail, port, aeronautics impacts
- Safety and operations (refined)
- Cost

3 LEVEL 3 RECOMMENDED ALTERNATIVES

Refine and combine concepts into alternatives and evaluate using key criteria.

- Multimodal connectivity
- City pass-through strategy
- Phasing and independent utility
- Risk and resiliency

RANGE OF ALTERNATIVES

Recommended alternatives for future project development and NEPA.

CONTINUOUS AGENCY, RESOURCE, STAKEHOLDER & PUBLIC COORDINATION

Builds consensus | Informs decisions | Supports project development

Participant Input

What types of improvements should be considered, and what factors should be prioritized when evaluating alternatives?

Questions?

Next Steps

- Further refine Purpose and Need Statement
- Existing Conditions data collection and analyses
- Develop various improvement alternatives for consideration and discussion
- Alternatives Screening
- Continue stakeholder engagement through Focus Groups

Next CAG Meeting → **Date TBD – Stay Tuned!**

Thank You

Questions after you leave today?
Contact the Project Team!



www.eaststlouispel.com

Fill out a comment form on our website or encourage others to do so!

Point of Contact

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