

Multi-Modal Transportation Planning in Southwest Illinois and Alton Riverfront Projects



**EARTH DAY SYMPOSIUM
LIVABLE COMMUNITIES
ST. LOUIS, MISSOURI
JUNE 3, 2015**

Alton, Illinois

- Incorporated in 1837
- Lincoln/Douglas Debate Site
- Robert Wadlow (8' 11.1")
- Population 27,865 (2010)
- Home to the SIUE Dental School



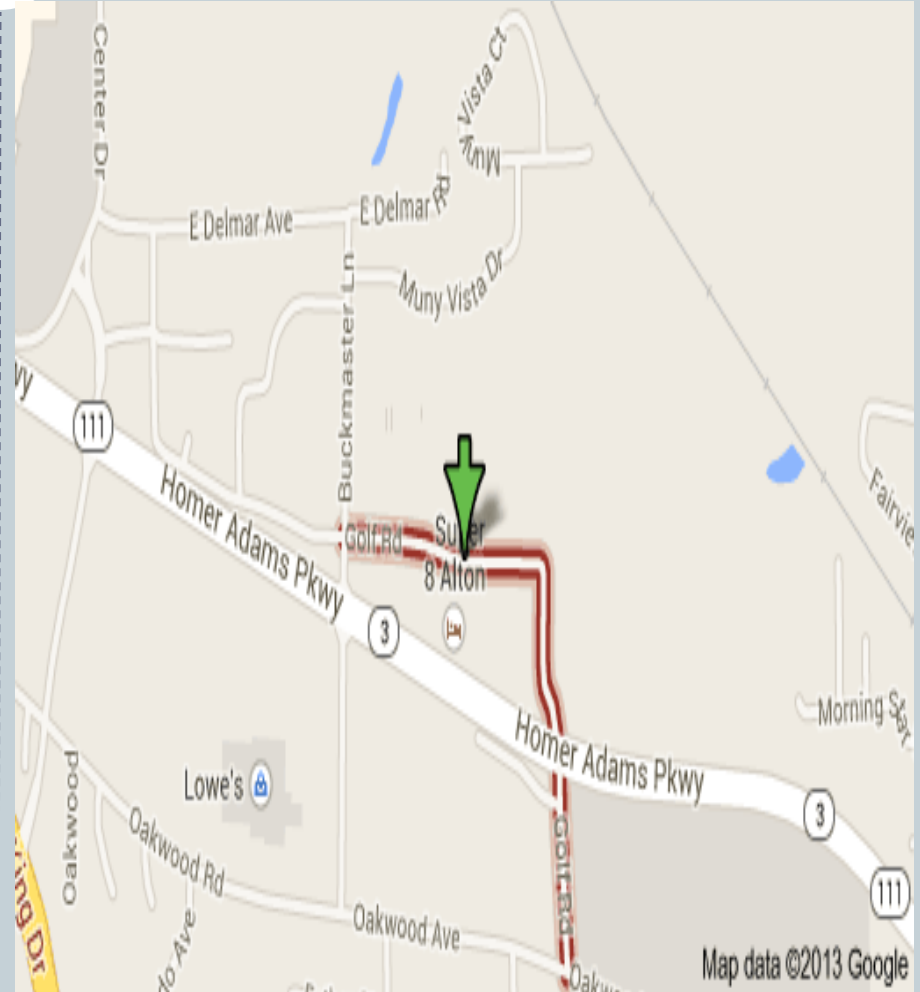
Existing Amtrak Station

- Opened in 1928
- Located in Upper Alton
- Approximately 800 Square Feet
- Popular Boarding Location for People from St. Louis/College Students
- Building/Site Issues



Wadlow Golf Course

- Golfing in Alton
- Location on Homer Adams Parkway
- 55 Acre
- 9 Holes



Aerial of Wadlow



Recent History of Site



- Highest and Best Use Study (2002)
- Ad-Hoc Committee Recommendations (2005)
- Bids for Sale and Redevelopment and Closure Recommendation (2006)
- Alton Golf Management Manages Course (2007-2012)
- Illinois Green Infrastructure Grant (IGIG) (2011)

Illinois Green Infrastructure Grant (IGIG)



What is it?

- Implemented in 2010
- 3 Categories – By Type and Amount
- Total Allocation? App. 5 mil
- Match? 25%



Why does it exist?

- Green Infrastructure Demonstration
- Projects
- Retention and Infiltration
- Corrective actions in CSO areas



Illinois Green Infrastructure Grant (IGIG)



Category 2 Retention and Infiltration / Riparian Zone Restoration

Primary goals (Grant requirements)

- Reduce downstream velocity & volume of runoff
- Reduce downstream sedimentation to the East Fork of the Wood River – 303d listed tss (2008 & 2010)
- Restore degraded riparian corridor in an urbanized setting

Secondary goals

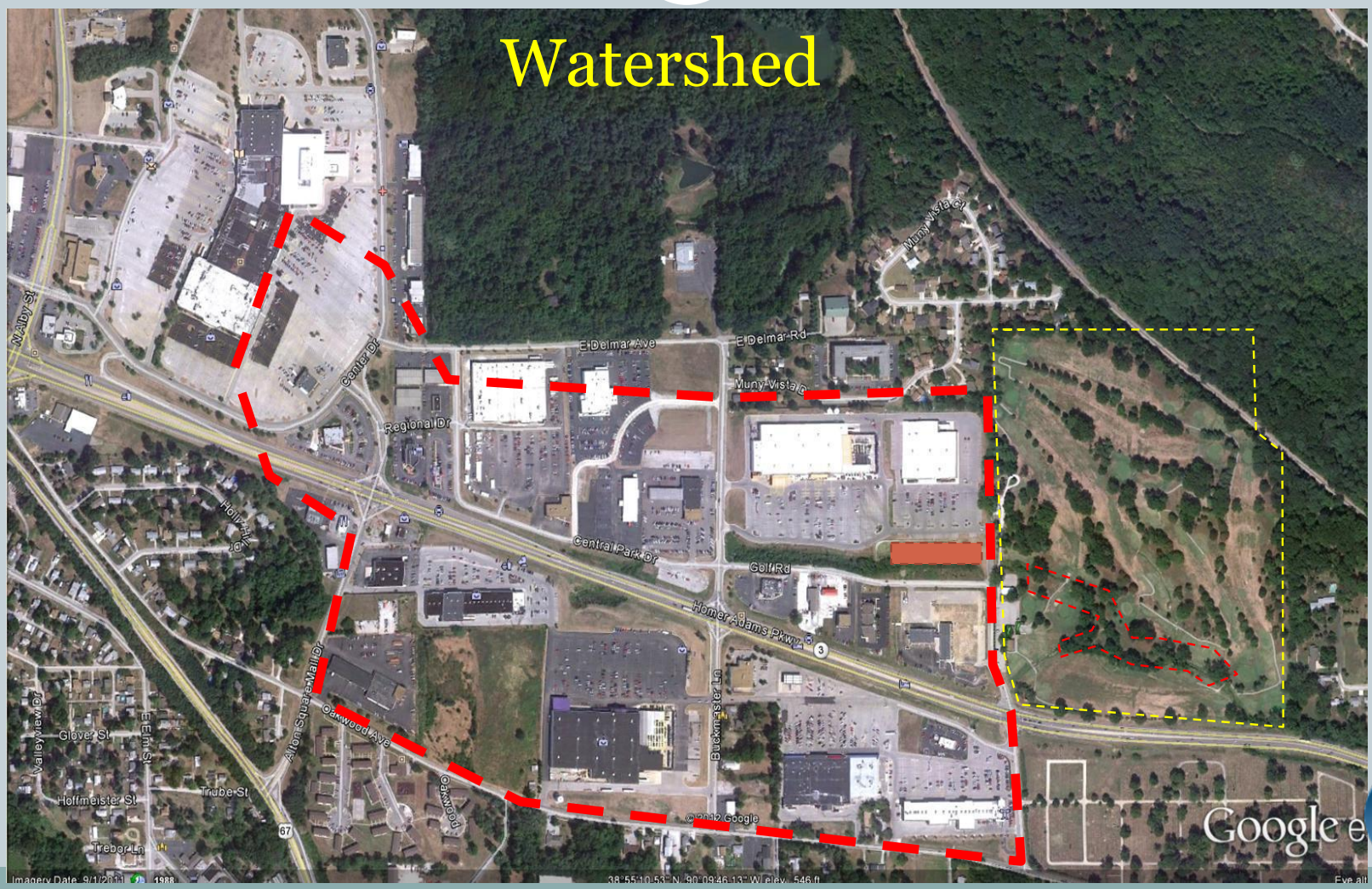
- Manage water quality from future surrounding development to help protect restoration area from damage
- Provide regional stormwater management to benefit future development
- Demonstrate city's financial willingness to contribute towards future grant applications



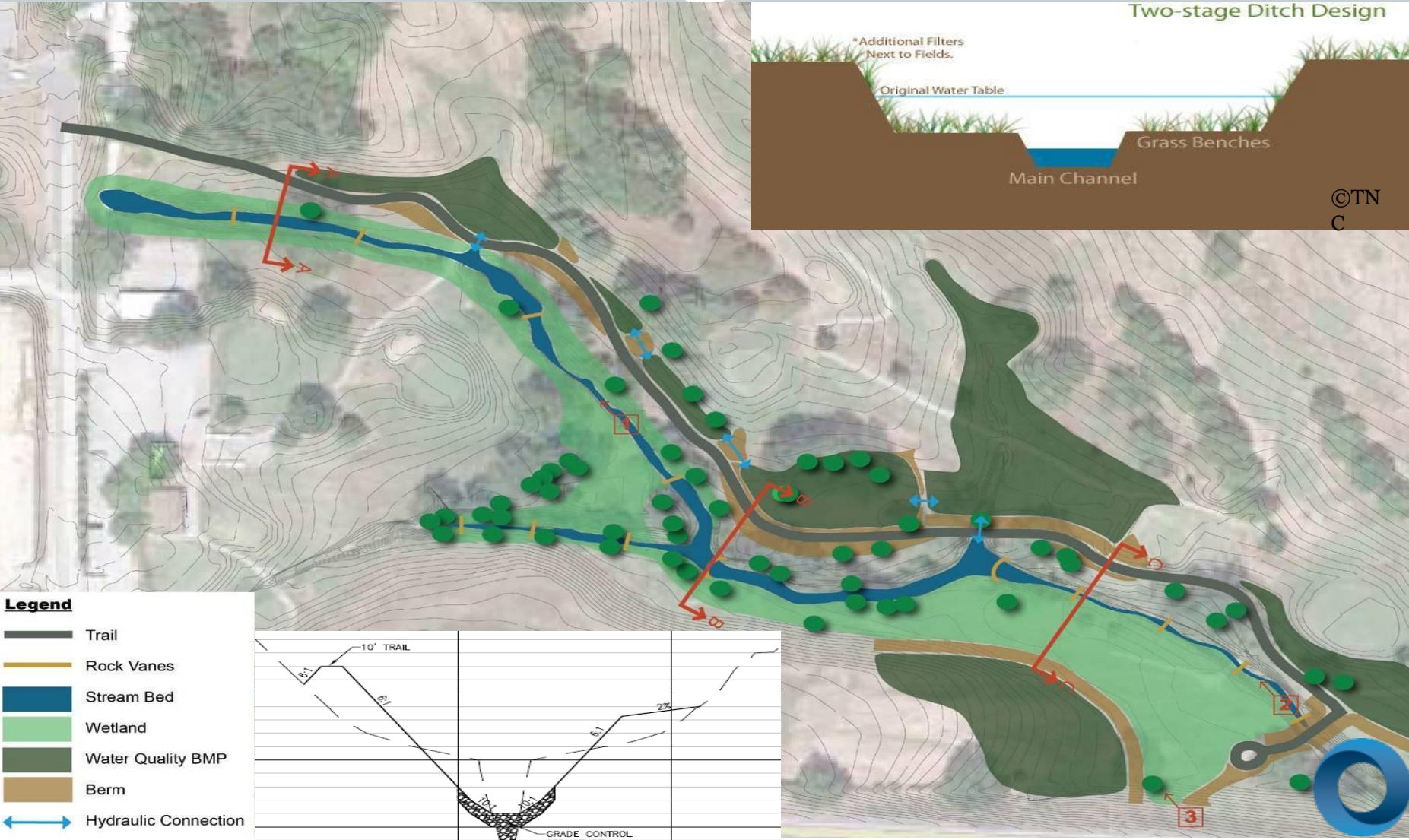
Illinois Green Infrastructure Grant (IGIG)



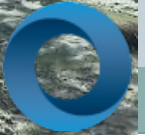
Watershed



Illinois Green Infrastructure Grant (IGIG)



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Before



After



Illinois Green Infrastructure Grant (IGIG)



If we build it...



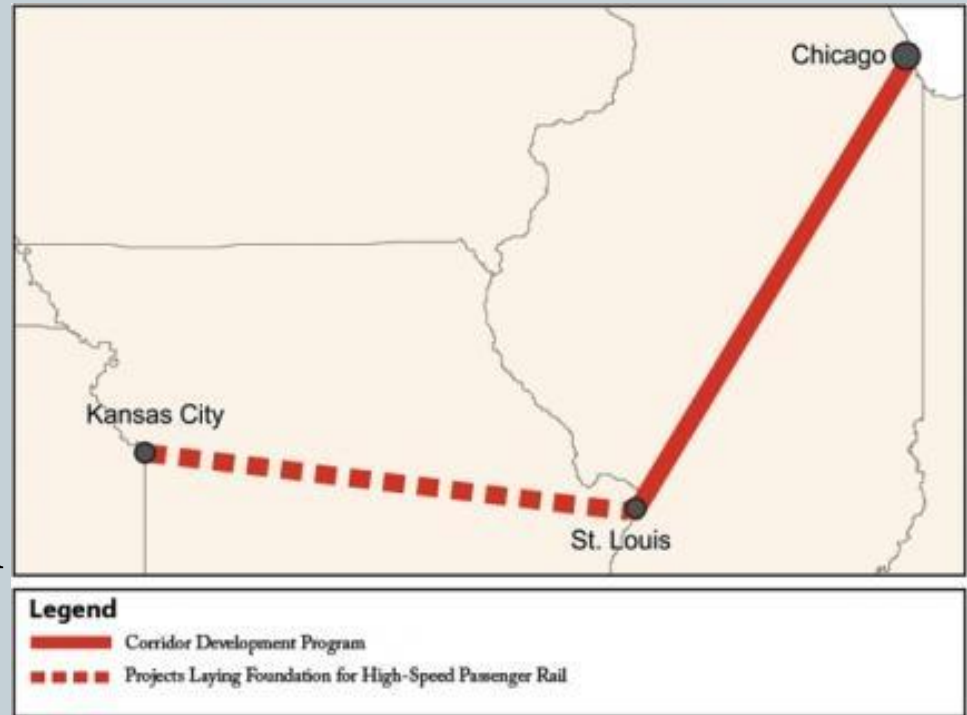
- Will they come?
- Consider this:
 - In SFY 2007, the state funded an expansion of Amtrak's schedule—the same old equipment and the same spotty reliability, but ridership soared from SFY2006 to SFY2012:
 - Chicago-St. Louis: Up 225%
 - Chicago-Carbondale: Up 139%
 - Chicago-Quincy: Up 93%
 - And Chicago-Milwaukee, with NO CHANGE in schedule, up 50%
 - Total IL ridership: Up from 948,000 to 1.82 million
 - And much of this growth took place in a recession
- Now imagine ridership gains with much faster travel times, reliable service, and new equipment

The First Corridor: Chicago-St. Louis

- \$1.45 billion grant
- Key portion of designated federal high speed corridor between Chicago-Kansas City
- Adds capacity
 - At least 45-minute travel time reduction; express service will see one hour reduction
 - Reliability of at least 80%-85%

New equipment

- Missouri received \$50.3 million in federal funds for St. Louis-Kansas City, and the last few miles of Chicago-St. Louis



The Chicago-St. Louis Corridor



- IDOT has actively developed the corridor since the mid-1980's
- Federally designated a HSR Corridor in 1992
- Previously completed NEPA (2004 ROD)
- Sizeable ridership at intermediate stations





- >> Over 475 miles of new rail
- >> 21 new or improved sidings
- >> 270 improved grade crossings
- >> 7 new or remodeled stations
- >> 6 new high-speed train sets
- >> Advanced signaling system
- >> Capacity improvements for reliable freight and passenger service
- >> Update speeds to 110 MPH

Station Overview



- >> Dwight – new construction (HSR)
- >> Pontiac – new construction (HSR)
- >> Normal – new construction (HSR & TIGER)
- >> Lincoln – renovation and upgrade (HSR)
- >> Springfield – renovation and upgrade (HSR)
- >> Carlinville – new construction (HSR)
- >> Alton – new construction (HSR & TIGER)



Station Overview

- >> Improved aesthetics with new or renovated facilities
- >> New ADA compliant boarding platforms
- >> Increased passenger safety, comfort and convenience
- >> Lighting, site and parking improvements
- >> Generate additional ridership and commercial development activity



Alton



- Alton, IL Robert Wadlow Town Center
- Funded by \$13.85 million TIGER III Grant Award, \$3.5 million local match, and HSR Program funds
- IDOT constructing station and platform, City of Alton constructing surrounding multimodal center
- HSR program worked with the City of Alton to assist in administration of the TIGER grant and clearance of all portions of project through NEPA



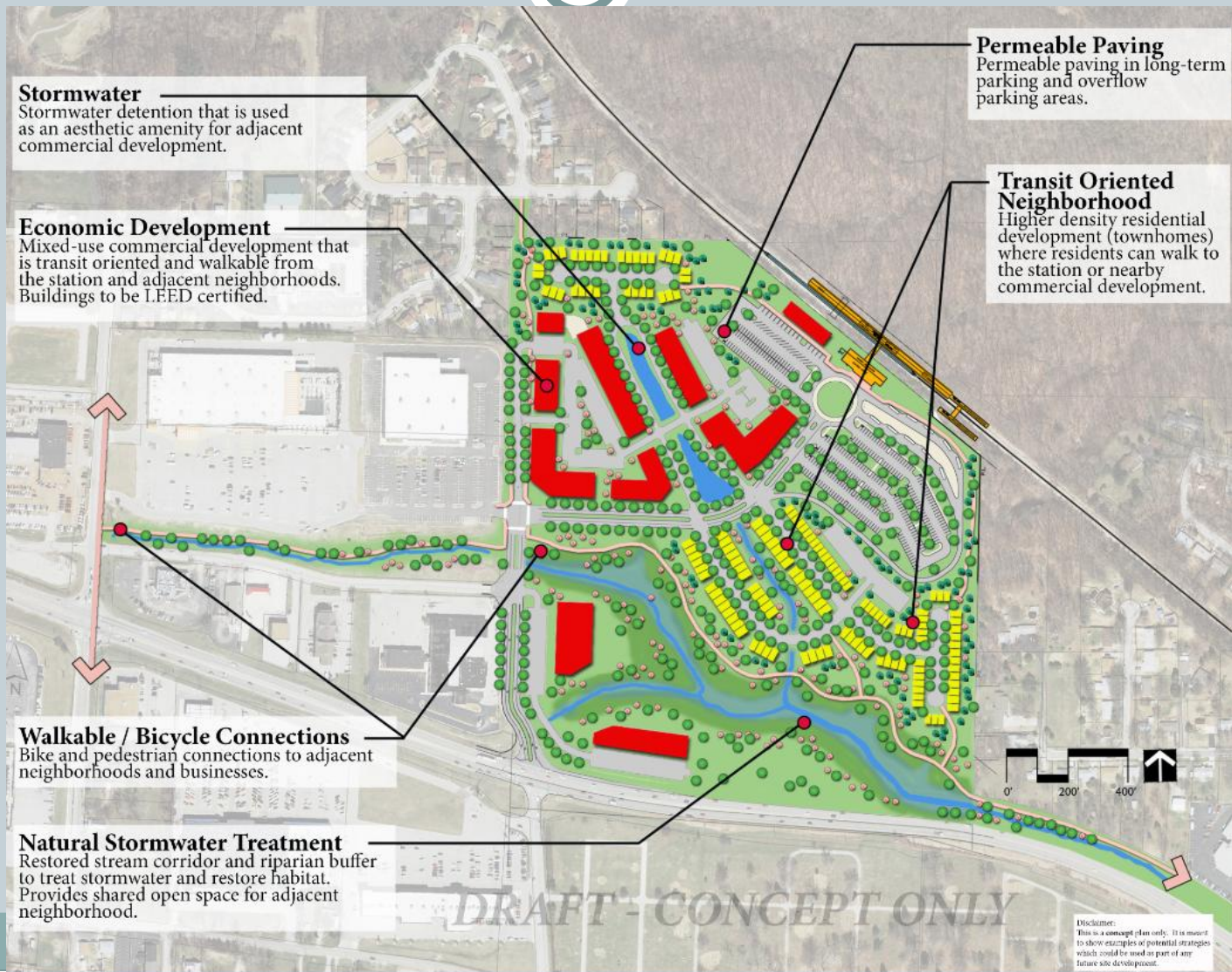
Current Layout



New Facility



Developing a Sustainable Vision



Developing a Sustainable Vision



- **Transparent Process**

- Two Public Open Houses
- Four Citizen Advisory Committee Meetings
- Stakeholder Meetings
- Park Board, City Council Meetings
- Planning Commission Meetings

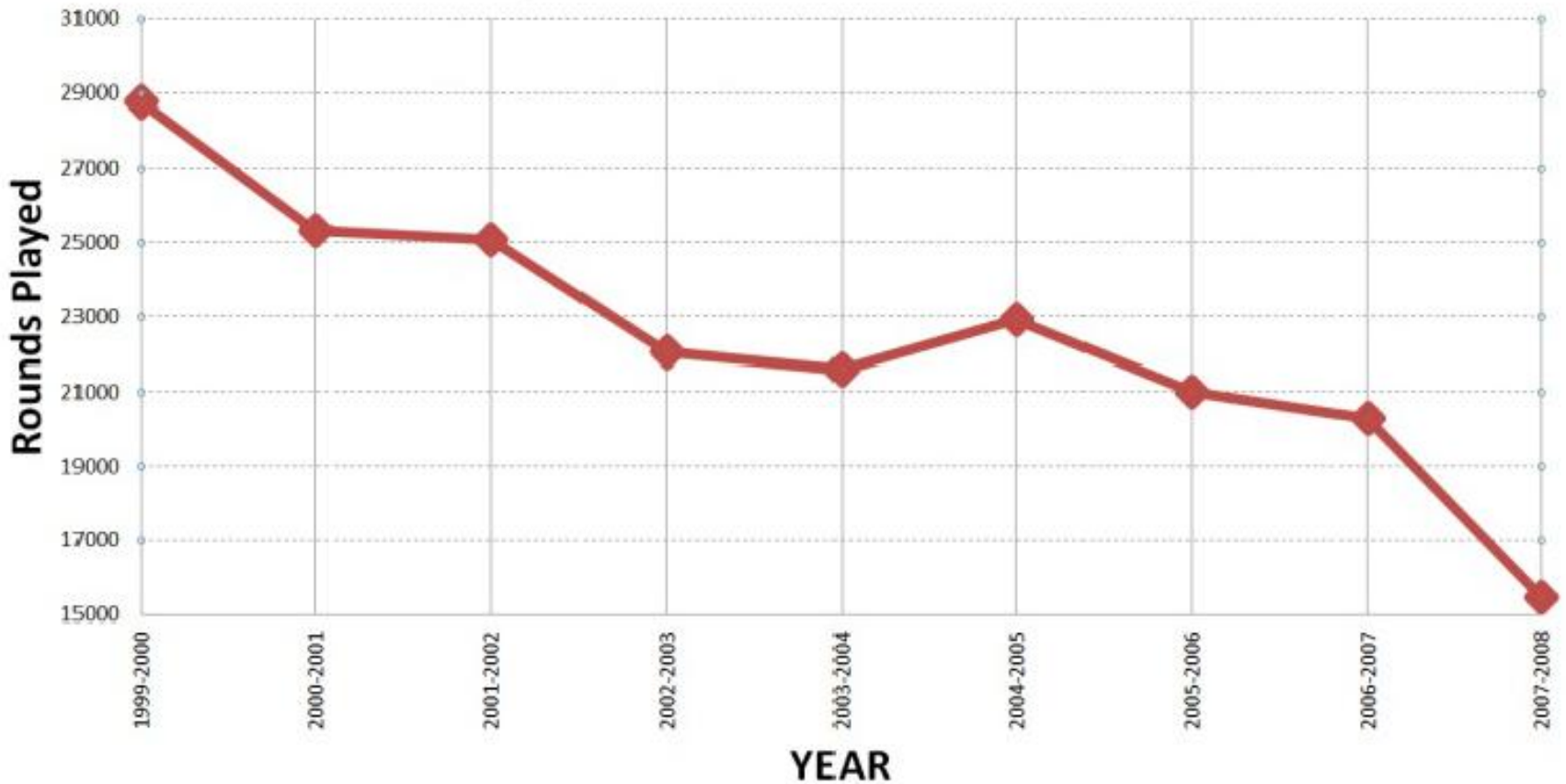
- **Key Questions Analyzed**

- System wide impacts if Wadlow was removed from parks.
- Residents' vision.
- Significance of Wadlow compared to other city parks.

Developing a Sustainable Vision



Rounds Played at Wadlow Golf Course (1999-2008)



Developing a Sustainable Vision

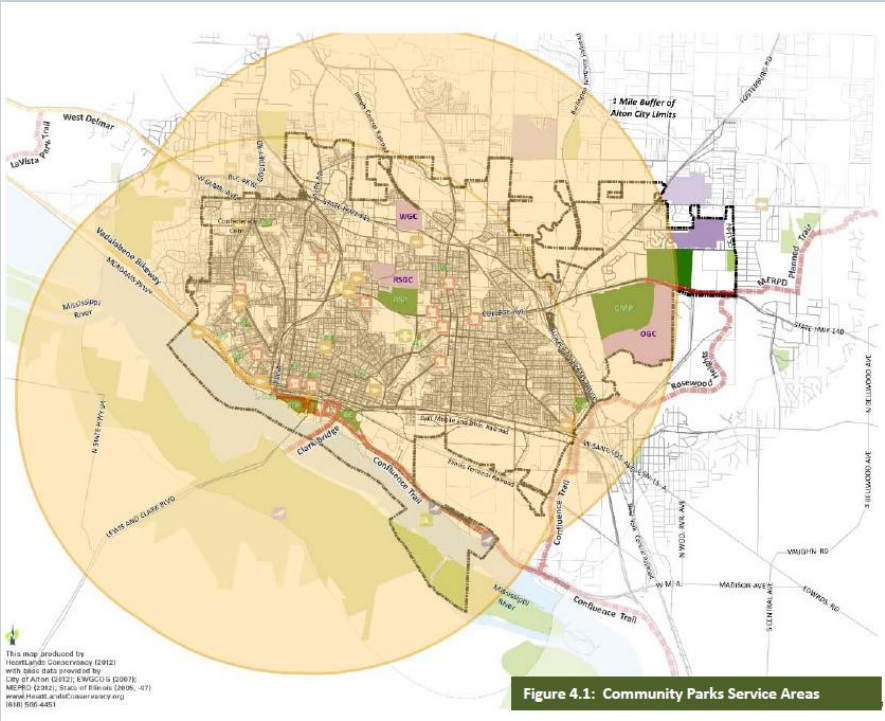
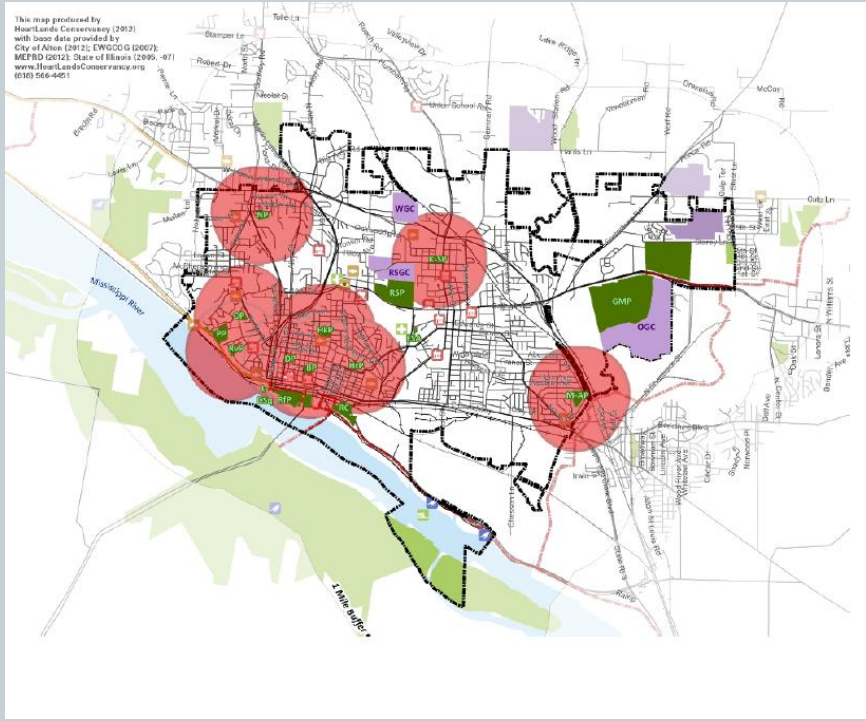


Figure 4.1: Community Parks Service Areas



Developing a Sustainable Vision



Developing a Sustainable Vision

Wadlow Golf Course

If the land-use changes for Wadlow Golf Course to accommodate a high speed rail station and public / private investments, would you:

- A. Be supportive of development of the whole site, regardless of the type of proposed development.
- B. Be supportive of development if open space or park space were acquired in the future, elsewhere in Alton.
- C. Be supportive of partial development of the site (preserving the Wadlow stream corridor).
- D. Be supportive of development if the development is transit-oriented, walkable, and follows best practices for sustainable development.
- E. Be supportive of development with a combination of B, C, and D above.
- F. Not supportive of development on the site.
- G. Other



Green Infrastructure: Alton Riparian Zone Restoration

Current Illinois Green Infrastructure Project: Wadlow Stream Corridor Restoration. To be completed in Fall, 2012



From the TIGER grant application: an example of future sustainable design strategies for development of the Wadlow Golf Course site. This would be an example of answer "E" to the left with a combination of green space, walkable / transit-oriented development, and sustainable development practices.

Zoning – Mixed Use Transportation District (MUT)



- **Heard Concerns About:**

- Buffers
- Lighting
- Landscaping
- Stormwater
- Architectural Standards

- **Reviewed Previous Goals Heard from Stakeholders:**

- Walkable, Mixed-Use, Sustainable, Preserve Open Space (Creek)

- **Discussed Precedent TOD Examples**

- **Discussed Options:**

- Modify C/R Zoning to allow HSR station: Permitted or Special Use
- Use Existing C-2 Commercial Zoning District (with Overlay) and Planned Development Procedure (PDP)
- Create New Zoning District with Station (Development) Area Plan.

Zoning – Mixed Use Transportation District (MUT)

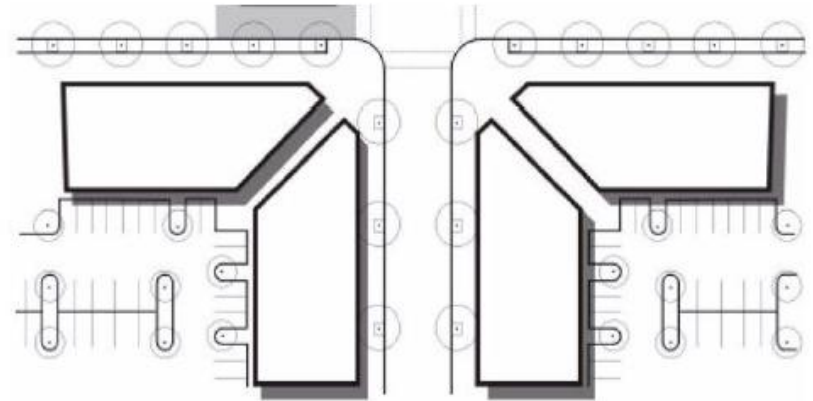


- Flexibility for Future Market Demands
- Provide a Framework for a Walkable / Sustainable District
 - Limited Setbacks, Parking in Rear, Stormwater BMPs
- Address Concerns Regarding Adjacent Residential
 - Buffers / Setbacks
 - Lighting
 - Building Heights
- Use Development Area Plan for additional design requirements.

Zoning – Mixed Use Transportation District (MUT)



Minimum lot size	No limitation
Minimum lot width	0
Minimum lot depth	0
Minimum front yard	None
Maximum front yard	15 feet, unless a courtyard, plaza, or seating area is provided in which case there may be a front yard of up to 25 feet.
Minimum street side yard	None
Minimum side yard	None, unless the side of the lot abuts land zoned residential in which case there shall be a side yard of at least 5 feet. If a side yard is not required but is provided, it shall be at least 5 feet in width.
Maximum side yard	15 feet, including for side yards facing a street, unless a side yard is required to accommodate two-way traffic to rear parking and loading areas in which case the side yard maximum shall be 30 feet.
Minimum rear yard	None, unless the rear of the lot abuts land zoned residential in which case there shall be a rear yard of at least 25 feet. If a rear yard is not required but is provided, it shall be at least 5 feet in width.
Maximum building height	4 stories or 60 feet, except when the lot is located within 120 feet of land zoned residential district in which case it shall be 2 stories or 35 feet.
Minimum building coverage	No limitation
Maximum building coverage	No limitation
Minimum district size	50 acres



Zoning – Mixed Use Transportation District (MUT)



- **Stormwater**

- Supplement existing Alton stormwater ordinance with additional requirements for water quality.
- Promote and encourage post-construction stormwater best management practices.

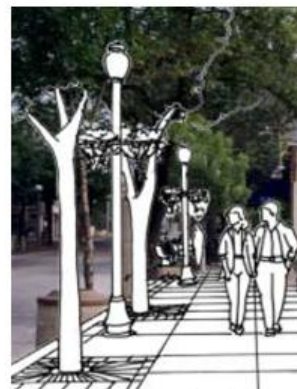


Zoning – Mixed Use Transportation District (MUT)



• Development Area Plan (DAP)

- Provides for a Process for Additional Design Details:
 - Architectural Standards
 - Streetscape Standards
 - Parking Demand Study (If applicable)



Moving Forward



- Letters of Interest and Qualifications
- Complete Preliminary Engineering by June 2014
- Final Design Completion by June 2015
- Construction Completion by End of 2016




Websites



- <http://www.alton-il.com/content.cfm?page=TIGER>
- <http://www.alton-il.com/content.cfm?page=liq>

Get Your Information from the Official Source

● For additional information:

- Visit www.idothsr.org for specific information and to comment on the Illinois High-Speed Rail project
 -  it us at <http://www.facebook.com/illinoishighspeedrail>
- Visit www.connectthemidwest.com for Midwest High-Speed Rail information.
 -  it us at www.facebook.com/MidwestHighSpeedRail
 -  sit us at www.twitter.com/MWHighSpeedRail
- Project Hotline **1-855-IDOT-HSR (436-8477)**.

Acknowledgments



- http://www.greatamericanstations.com/Stations/ALN/Station_view
- <http://www.flickriver.com>
- **Juneau and Associates**
- <http://www.google.com>

Acknowledgements



- Jeffrey Moody, Williams Creek Consulting
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Questions

