

DECEMBER 2004 OPEN HOUSES

Welcome to the first round of public open houses for the Madison County MetroLink Feasibility Study. The purpose of this 10-month study is to explore the feasibility of extending light rail into Madison County. This means that a MetroLink route will not be selected at the end of the study. Instead, valuable technical information and public input will be collected then reviewed by local officials. They will then determine whether light rail is a viable transit option that should be pursued for Madison County. If it is, detailed planning studies will need to be conducted in order to select a preferred specific route.



East-West Gateway Council of Governments, our metropolitan area's transportation planning agency, and its consultants are managing this feasibility study. Supporting the study team is a Policy Advisory Committee made up of 18 community leaders. Madison County Transit is funding the study.

In preparing for tonight's open house, the consulting team studied the county's existing and future conditions including population density, employment density and households with no cars. In addition, we interviewed several area stakeholders and conducted focus groups to get a feel for the transportation, economic development and other issues facing the county. Then we used all of this information to develop the study's goals, or in transit planning terms the study's "Purpose and Need" statement, and to develop potential MetroLink routes for Madison County.

Tonight we present the information we have gathered thus far to get your feedback. We need to know your thoughts on our "Purpose and Need" statement. Are we missing anything? Also, what do you think of the potential MetroLink routes we've outlined? Which ones best address the "Purpose and Need" statement?

Please review the boards at your leisure, then take time to fill out a comment form. Study team members are available throughout the room to answer your questions.

FOR MORE INFORMATION

For more information on the Madison County MetroLink Feasibility Study, please contact Justin Carney, Project Manager, at East-West Gateway Council of Governments. His phone number is 618-274-2750. In addition, you can visit East-West Gateway's web site at www.ewgateway.org

**Thank you for your involvement in the
Madison County MetroLink Feasibility Study!**

OPEN HOUSE COMMENT FORM (December 2004)

METROLINK:

1. Do you think MetroLink would be a benefit to Madison County? (Please check one below)

- Yes No

If yes, how so?

If not, why not?

2. Have you ever ridden MetroLink? (Please check one below)

- Yes No

FEASIBILITY STUDY:

1. There are four goals that make up this feasibility study's "Purpose and Need" statement. They outline the ways in which the study team believes light rail could benefit the County. They are:

- Mitigate Congestion
- Improve Access to Opportunity
- Foster Sustainable Development
- Achieve Cost-Effectiveness

A. Do you agree with the above goals? (Please check one below)

- Yes No

Comments:

B. Are certain goals more important to you than others? (Please check one below)

- Yes No

If yes, which ones?

C. Are there other goals we should consider? (Please check one below)

- Yes No

If yes, what are they?

2. In stakeholder interviews and focus groups, participants listed several activity centers. Such centers are important for the viability of light rail. They are listed below. **Please review and check the three you think are most important to consider** in exploring the possibility of MetroLink for Madison County.

A.

- | | |
|---------------------------------------------|------------------------------------------------------------|
| <input type="checkbox"/> Alton | <input type="checkbox"/> Gateway Commerce |
| <input type="checkbox"/> Collinsville | <input type="checkbox"/> Granite City |
| <input type="checkbox"/> Downtown St. Louis | <input type="checkbox"/> Lewis and Clark Community College |
| <input type="checkbox"/> Edwardsville | <input type="checkbox"/> St. Louis Regional Airport |
| <input type="checkbox"/> Gateway Center | <input type="checkbox"/> SIU-Edwardsville |

B. Are there other activity centers we should consider? (Please check one below)

- Yes No

If yes, what are they?

3. Six potential light rail routes were presented tonight. They were developed in response to the goals outlined in the "Purpose and Need" statement. For each route listed below, please circle how you feel each one addresses the "Purpose and Need" statement.

ROUTE A:	Very Little	Somewhat	Very Much
ROUTE A-Alt:	Very Little	Somewhat	Very Much
ROUTE B:	Very Little	Somewhat	Very Much
ROUTE C:	Very Little	Somewhat	Very Much
ROUTE D:	Very Little	Somewhat	Very Much
ROUTE E:	Very Little	Somewhat	Very Much

4. Additional Comments:

PUBLIC INVOLVEMENT:

1. Please evaluate this meeting according to the following. (Please circle your answer)

a. The information provided was:

Very Useful Useful Not Useful

b. The study team was:

Very Helpful Helpful Not Helpful

c. In general, the meeting was:

Well Organized Organized Not Organized

Additional Comments:

2. Which of the following best describes you? (Please check all that apply)

- Resident
- Business Owner
- Business Tenant
- Employee in the study area
- Elected Official
- Other: _____

3. How did you find out about this meeting? (Please check all that apply)

- Newsletter
- Web site
- Email
- Newspaper Advertisement
- Radio
- Religious Organization
- Community Organization
- Chamber of Commerce
- Public Official
- Friend
- Neighbor
- Co-worker
- Other: _____

4. Are you a Madison County resident? (Please check one below)

- Yes No

5. Are you a Madison County business owner? (Please check one below)

- Yes No

THANK YOU!

Section One: MetroLink

Question 1a: Do you think MetroLink would be a benefit to Madison County? If yes, how so?

Alton Open House Responses:

Improve access to the region. Improve economic compositeness.
Rather than moving Madison County residents to jobs, we must move jobs to Madison County residents and spend this money on economic development.
Lessen air pollution from single vehicle use and help those who are transit dependent get to/from work, doctors, etc.
Reduce pollution and increase tourist to the wonderful activities of the River bend.
Improve access, reduce congestion and pollution and integrate systems.
The roads are too full now. If we had an alternate way to go people will use it. Look at Portland,OR and Atlanta GA, these people looked ahead and they are bigger and better than the St. Louis area.
Increases connections to the major cities and business communities, plus cuts pollution, congestion and waste. It also increases mobility opportunities for individuals without transportation.
It would encourage future economic benefits, add value to Madison County as a desirable place to live. Reduce pollution, and promote business development along its chosen path.
Provide safe energy and time efficient transportation to work and college.
Potential for growth and decreased traffic which will decrease pollution. It gives the area a more metropolitan connected feel.
Metro Link would provide a cost effective transportation alternative for the areas it would serve, both to those with and without current means of transportation. Light rail in Madison county could also spur other areas of St. Louis County to consider MetroLink expansion routes.
It would make easier access to St. Louis and also cut down on traffic.
Fast, clean, public service to major service centers helps all of us to grow and live safer lives.
If there are multiple routes that interconnect metro-east cities and commerce centers. While connecting to St. Louis is important, it should not be the only primary interest of this plan.
For all the positive reasons you have listed in your displays.
Access to activity centers without adding to congestion; access to education/jobs. Better land use, foster sustainable development and limit suburban sprawl.
Main benefit is to relieve traffic congestion, especially to St. Louis.
Easier for metro east residents or commuters to get to St. Louis for work, etc.
Connect with downtown St. Louis and Fairview Heights area.
Accessibility to the region.
I am in favor of the light rail system only if it will be self supporting and not an expense to the taxpayers.
Redevelopment/Development, traffic congestion mitigation, and connection to downtown.
Provide an economic means of transportation. Gas prices are only going to go up, it will

Madison County Light Rail Feasibility Study – Open House Summary Report (January 2005)
 Appendix D – Verbatim Comments: MetroLink Section, Question 1a

also help with our air quality problem.
It would decrease road congestion. It would also help to increase the Alton/Godfrey populations by making it easier to commute.
Quick transportation with fewer cars.
Reduce traffic and improve efficiency in moving people at a lower cost per mile traveled.
Better access to and from adjoining cities.
It will provide needed transportation to and from St. Louis.
"Mitigate Congestion" and "Improve Access."
To lessen traffic and create jobs so the county can develop.
I think that certain activity centers would have reduced vehicular traffic and parking problems with Metrolink.
Certain portions of the county have significant residential growth as well as commercial development patterns taking shape. Proper infrastructure and public transportation planning is key to both areas of development.
Less traffic, road maintenance, accidents, and pollution. Also increase take home revenue for individuals, increase opportunities in education, work, and leisure activities.
Ease personal vehicle congestion in high traffic times.
Event transportation and commuting.
It would ease congestion during work drive time rush-hours. People with unreliable transportation would have access to more opportunities in education, employment, and interests. It would minimize automobile costs for long-distance workers.
Boost development by increasing access to the area. Madison County needs a rapid and efficient access route to St. Louis hub.
It would relieve congestion on most major highways.
Light rail would definitely be a benefit. I am undecided as to whether or not MetroLink should be the provider.
Depending on the routes, light rail would drop people off closer to landmarks, colleges, employment areas, and shopping rather than buses.
Less air pollution as fewer cars are on the road. Plus less parking issues in downtown St. Louis and populated areas.
The continued integration of the region's mass transit system is imperative to its economic health. The growth potential economically in Madison County suggests that transit will be important to moving people.
A better and cheaper way to go to work and to connect communities and families.
Reduce pollution, reduce wars for oil, reduce congestion, and make this a better place to live and work.
Decreased commute time.
By reducing the amount of cars on the roads. This will reduce air pollution and reduce our nation's dependence on oil.
As growth moves into the county, it can concentrate it along the routes. Less stress on road development.
Potential to improve access to downtown St. Louis.
It would bring the county into the region and provide transportation opportunities to St. Louis and hopefully open our region to the rest of the area.
Ease traffic and provide another amenity to our area.

Madison County Light Rail Feasibility Study – Open House Summary Report (January 2005)
 Appendix D – Verbatim Comments: MetroLink Section, Question 1a

Increased commerce, less congestion, cost saving in personal expenses (i.e. insurance, car, gas, etc.).
Better access to employment centers in St. Louis would take thousands of cars off the road each day. Decrease air pollution. Defer additional construction.
Can help move people in population centers.
It would increase the community's ability to reach locations where employment is abundant. It would stimulate tourism to the Riverbend area, therefore helping the economy and decreasing commute times. It also would decrease pollution made by automobiles. This would make it easier to educate our children (i.e. access to Universities).
Provide a convenient way to access other parts of the metro stops, i.e. downtown St. Louis, Belleville, Fairview Heights also LCCC and SIUE.
It would offer convenience, reduce traffic (congestion, air pollution, gas consumption, etc.) and provide spokes of transportation to a major city.
Afton/Godfrey area has limited access to St. Louis area jobs and entertainment. Closing of McKinley bridge, upcoming construction on 367, etc, makes commute very time consuming. Metrolink additional access would also help entice new residents to the area.
If it goes to LCCC > Bethalto > St. Louis Regional Airport. If it goes anywhere near that "d____n" boat downtown , I am completely opposed to the plans.
To service low income families and eliminate some of the traffic on 367 North and South.
Better transportation to downtown St. Louis.
Would create access to education centers, and lower cost transportation to job areas. Better transportation to downtown St. Louis.
Aid in economic development. Lessen demand on highways. More energy efficient. Aid transportation for elderly and make access to college more feasible.
It could relieve congestion and help those without transportation of their own.
I am from Alton and it has been bypassed by the Interstate Highway System and the economic development that has followed. This could bring additional economic development to our area.
In 1975 from Alton to St. Louis bus route.

Granite City Open House Responses:

North/South - Alton to Granite City.
By providing a much needed transportation component to relieve traffic congestion.
It will help people get to work. It will promote development or redevelopment. It will reduce pollution.
It should provide transportation to jobs and help to eliminate congestion on the bridges.
Provide transportation, reduce pollution, save fuel, provide opportunity for jobs, and help less fortunate get to places they need to go.
Provide services to target population dependent upon transit, drive overall land use planning for years, and precipitate urban industrial development in bottom land areas. Stimulate new housing around station locations.
Access to jobs, sustainable development, brownfield redevelopment.
Traffic gridlock from Madison County to St. Louis is bad and getting worse. Access to

Madison County Light Rail Feasibility Study – Open House Summary Report (January 2005)
 Appendix D – Verbatim Comments: MetroLink Section, Question 1a

BJC, Lambert, and Boeing is essential and to sports complexes is highly desirable.
Reduce auto traffic.
Provide many with transportation across the river.
Spur growth, provide cheap fuel efficient transportation.
With fuel prices rising I feel people would use it.
Increase population and ease access to movement across county. Save on energy.
It would be much easier to go to the hospitals and other things of interest. Older people would use it. It would be great.
Access to employment and events in St. Louis. Relieve traffic congestion.
Providing an alternate mode of transportation.
Improve quality of life - less pollution and less stress.
Provide mass transit in the future when gas prices increase to the point of non-affordability.
To meet the transportation needs in the next half century when petroleum reserves became virtually non-existent.
Economic boom to our core river cities.
I believe Metrolink will reduce congestion on state and local routes. I also believe air quality will be improved as a result of Metrolink. Lastly, I feel that Metrolink will make areas of Madison County more accessible.

Edwardsville Open House Responses:

It would provide an alternative to the automobile and if done correctly can result in more efficient development around stations.
Lessen traffic and increase accessibility for poorer people.
Metro will support a regional development strategy and reduce congestion.
Mitigate congestion and minimize cars on the road.
Only if it runs in the western part of the county, promotes metro equity and does not disturb existing households (no deed restriction).
Provide a more efficient, convenient and rapid mode of transportation. This would provide access for citizens from this portion of Madison County and link to St. Louis without the necessity to drive to an access point in St. Clair county (30 - 45 minutes away).
Move people to jobs and sporting events.
Would provide fast and pollution free public transportation and generate more ridership in the existing line leading to the new line.
Mass transit, environment issues, jobs.
For the future.
It would relieve the area of the congestion problem and bring great convenience to the people here.
Help employment, decrease traffic, conserve our country's dependence on oil. A great way to tie in all of our transportation system on this side of the river. Definitely increase future development.
Access to and from St. Louis, job access and access to activity areas such as SIUE.

Madison County Light Rail Feasibility Study – Open House Summary Report (January 2005)
 Appendix D – Verbatim Comments: MetroLink Section, Question 1a

It will get a great deal of auto traffic off the roads, thus lessening congestion, will lessen air pollution, will give a means of transportation to those who cannot, or should not drive.
Offer a public link to the Metro St. Louis area.
Moving students from SIUE to downtown St. Louis for entertainment. [Encourage] tourism to Edwardsville / Alton area.
Reduce congestion and reduce pollution.
People could ride it to work, sports events, airport, downtown St. Louis and Clayton. It would decrease traffic and improve air quality.
Less traffic on 157 and 159.
We need to use more mass transit nationwide.
Reduce need for cars, more roads, give accessibility to people without access to vehicles, and reduce congestion.
Minimize and reduce traffic, improve transportation options, increase community value, and improve environmental issues.
Reduce congestion on roads.
General development and convenience.
It could help to alleviate some traffic congestion.
Decrease reliance on auto/motorist traffic and make it more attractive to travel to St. Louis area and increase economic development.
Decrease traffic on roadways, provide opportunity for poverty and non car owners, etc.
Congestion and environment.
Less auto traffic, easier connection to St. Louis for work and events. Possibly eliminates the need for more highways, i.e. Troy-Scott road.
Cost effective transportation and less smog.
Need light rail in Madison County for our area to grow. Will help St. Louis based residents get to (or potentially move to) Madison County. Lines in Belleville area appear to be popular.
Employment stimulation and tie county to the rest of the region.
Decrease auto congestion, connect St. Louis west and east side and provide access other than highway.
Give commuters light rail access to St. Louis. Help attract new employers by ensuring that workers can access place of employment.
Ease bridge congestion between Illinois and Missouri.
Cut down on traffic economic development.
To alleviate the congestion due to communication.
Reducing vehicular traffic and congestion.
Assist those who do not have transportation be able to get to employment and education. Alleviate congestion in high traffic areas.
Reduce congestion. Safety.
Cut down on traffic and get to sporting events easily.
It's not clear to me whether it would be any more effective than buses, but, in principle, it seems like it ought to be a good idea. The commute into the city seems like it would be so much longer that daily commuters wouldn't use it.
Increase use of transit across bridges and improve access to employment, education, and other activities.

Madison County Light Rail Feasibility Study – Open House Summary Report (January 2005)
 Appendix D – Verbatim Comments: MetroLink Section, Question 1a

Traffic congestion, convenience, and pollution control.
Easier transportation to St. Louis.
Help direct development and help connect no-car and unemployed people to resources.
For non-driving elderly, would help keep independence. For employed, would cut congested traffic and provide stress-free travel to and from jobs.
To provide service to St. Louis attractions from Madison County.
Reduce congestion on the highway.
Reduce highway congestion.
Save time and reduce transportation costs, encourage growth on the Madison County portion of SW Illinois.
Has the potential to interconnect the county with regions by some other means than motor vehicles. Has potential, if property aligned, to connect almost all colleges and universities via MetroLink.
Less need to build expanded roads. Lowers barriers to entry for employment.
Gets people out of their cars - reduces the immense cost of road building/maintenance.
Would cut down on traffic congestion and pollution.
Economic development.
Economic development.
More transportation alternatives, improve air quality, and provide opportunity for work and play.
Reduce traffic congestion, reduce gasoline consumption making air cleaner and reducing dependency on foreign oil. Provide needed service to low income residents.
Increase tourism-commerce. Alternative to commuting by car. Reduce pollution/reduce number of car commuters.
Ease congestion. Attract employers who desire easy mode of travel for potential employees.
I think that it would not only reduce congestion, but it would be beneficial to homes without vehicles.
Reduce congestion, utilize existing lines, connect areas.
Need added help to relieve traffic.
Take congestion off of major highways and bridges.
Ease traffic congestion. Reduce pollution and make travel to St. Louis easier and safer. Reduce gas consumption.
Reduce traffic congestion.
Easier access to St. Louis and cheaper transportation for the public.
Faster and cheaper transit. Reduce parking problems in St. Louis.
I believe it would alleviate many traffic problems.
Reduction of traffic and congestion, by product is reduced pollution.

Section One: MetroLink

Question 1b: Do you think MetroLink would be a benefit to Madison County? If not, why not?

Alton Open House Responses:

After examining the possible routes, no singular route benefits the entire county with any equality.
All would have to pay for use by relatively small number.

Granite City Open House Responses:

Too expensive.

Edwardsville Open House Responses:

Proposed routes, except A, are ludicrous.
Bus can go anywhere.
Too much expense per person, we now have bus service that may be expanded and are more flexible in routes and times.
I would not want to see the alignment through woody nature and bicycle trails.
I don't think there is the financial support (federal, state, local, taxpayers or ridership) and it pains me to say this, because I'm a big supporter, just can't force it!

Section Two: Feasibility Study

Question: Do you agree with the goals? Comments

Keep development out of sensitive wildlife areas.
Reduce smog.
Like to see "routes"/planning focus on redeveloping (business, industry, and residential in existing developed, or needing redevelopment areas rather than on "virgin" areas).
Cuts pollution.
Also, philosophically, public transportation is important to the growth of our area.
I would rank cost effectiveness and convenience to users as high priorities. A frequent challenge to mass transit is convincing people to use it instead of their cars.
The "Inner Urban" served us well in days past and it is time for us to fall out of love with our cars and reintroduce light rail.
The congestion element is my only concern. Access to and from St. Louis is not the only congestion that should be addressed. Public access from point to point on the Eastside is equally important to commerce.
Most important is to improve access to opportunity and the least is to achieve cost-effectiveness.
Could foster residential development in areas where MetroLink is located.
Increase residency potential with connectivity to downtown.
Redevelopment and connections of SIUE, Madison County courthouse (connect the dots).
Points 2,3, and 4 are based on proper placement of rails and stations. Business and residential development more than just light rails. Cost effectiveness is a pipe dream, every light rail program requires public subsidy.
The effect of the cost is the most important to me, to further increase the areas development we have to have mass transit.
Though it isn't particularly important to me, I'm sure Metrolink has a positive effect on the environment. For many individuals this is a "hot button" issue.
I agree with them all.
Strongly agree.
Considering how close the Alton area is to St. Louis, I believe these goals are adequate goals for this feasibility study.
All are of equal importance.
Mitigate congestion I believe is the main benefit at the beginning of the project.
Purpose and need does not have any mention of needing to reduce oil consumption and pollution.
Especially with what the Urban County will look like in a decade from now.
Although I'm not sure that there's a lot of congestion to mitigate in Madison County. I believe there's more in Missouri and St. Clair County.
Achieve cost effectiveness, mitigate congestion and improve access to opportunity.
Accessibility by the people who would use it (i.e. location).
I feel all of the goals above are important to me.
Economic development in area.

Granite City Open House Responses:

Job accessibility has to be factored in. Low income communities and opening job opportunities for them in St. Louis and the larger job areas on the east side.
Improve access to opportunity and foster sustainable development are the most important. We need to encourage redevelopment.
I do think that the route should include Venice, Madison, and Granite City.
Reduce consumption and smog also.
Only partially, probably not cost effective on its own. Could however be primary impetus to redevelopment of old deteriorated urban industrial centers throughout American bottoms.
If Madison County wants to draw work and people from St. Charles, MO we need mass transit.
Provided cost-effectiveness includes economic viability - it should support itself.

Edwardsville Open House Responses:

They seem accurate as a group, but not sure about the prioritization.
All sounds good but need to find the most common sense way to do this.
Also reduce air pollution.
MetroLink in Madison County would be great, providing that residents utilize it and the continued cost over the long term is sustainable and supported by taxpayers.
It all sounds good to me, it is great incentive to expand opportunities in this area.
I am glad that the proposed routes will serve already developed areas, rather than going to unincorporated areas, which would encourage sprawl.
I would hope MetroLink would be used as a tool to help prevent the further decline of our communities that lie closer to St. Louis and less of a tool for increased development and urban sprawl.
Sustainable development is a biggie. Less reliance on the car means using less gas in favor of mass transit.
All
Missing economic development - what MetroLink could do (stimulate).
St. Louis has a clean air problem, also have a "wide river divide". This would help greatly!
Congestion mitigation. Sustainable and quality developments a close second.
Assuming priority is not identified by order alone.
Alignment problems start at Scott, and go north on old RR alignment pick up Troy, Collinsville, Maryville, Edwardsville, Wood River, Alton, and Godfrey.
Also employment opportunities for our unemployed and under employed.
These goals will serve society's needs well.
Cost effective is doubtful.
Particularly if it comes through Glen Carbon/Edwardsville. This area is getting more populated and congested.
Improve access to opportunity. It hasn't happened at existing MetroLink stops in blighted areas, only where new growth is available.

Madison County Light Rail Feasibility Study – Open House Summary Report (January 2005)
Appendix F – Verbatim Comments: Feasibility Study Section, Question 1a

Some. Instead of taking bike trails, 157 has lots of empty land, so you could also build a parking lot.

Catalyst for development has yet to be demonstrated in region. Access to opportunity can be better provided by buses, vans and private sector.

Section Two: Feasibility Study

Question: Are certain goals more important to you than others? If yes, which ones?

Alton Open House Responses:

Access and sustainable development.
Foster sustainable development.
B & C
Foster sustainable development.
Mitigate congestion and improve access to opportunity,
I don't believe congestion in Madison County is as severe as that in St. Louis County. That said, it would benefit Madison County to keep it that way as the county grows.
Many Illinois consumers migrate to St. Louis for commerce. I wonder how this project might introduce new shopping patterns and economic growth in Illinois.
Improve access to opportunity. This is a broad statement that meant different things to different interest groups. We need to offer opportunities to our citizens.
Mitigate congestion - I doubt if we could ever achieve cost effectiveness.
Foster sustainable development.
Mitigate congestion and improve access to opportunity.
Access and development.
Opportunity and development.
Install the system in the location that will be most cost effective. Less expense to get in operation.
Mitigate congestion and connections.
Achieve cost effectiveness, mitigate congestion and improve access and opportunity.
Mitigate congestion and access to opportunity.
1,2,3
2
Improving mass transit to help further development in the River Bend area.
1,2
The top three are more important.
Improve access to opportunity and foster sustainable development.
Foster sustainable development.
The entire Metro east areas are in need of a comprehensive light rail system. Buses are not the answer for the traffic congestion during peak times.
While we need to come up with a way to mitigate congestion and improve access to opportunity, we need to make sure our answer will be cost effective for all communities involved.
Development and access.
All are of equal importance.
Mitigate congestion and improve access.
Improve access to opportunity links transit with economic growth and health of the region. The region has to do a better job of linking labor and employment.
Mitigate congestion.
Reduce congestion which would reduce oil consumption and pollution.

Madison County Light Rail Feasibility Study – Open House Summary Report (January 2005)
 Appendix G – Verbatim Comments: Feasibility Study Section, Question 1b

Improve access to opportunity.
Mitigate congestion.
Sustainable development - public transit is necessary to minimize ecological issues and energy usage.
Reducing congestion and improving access to opportunity.
Mitigate congestion and faster development.
Mitigate congestion and improve access to opportunity,
Foster sustainable development and improve access to opportunity.
Sustainable development.
Over head monorails, not effected by rain, snow or ice. More flexibility, can be used also for commerce by enclosed pods, other than for U.S. mail. Monorails are not as high priced.
Access and development.
Cost effectiveness and access to opportunity.
I'm in favor of all, but especially interested in development and improving access to opportunity- Madison County needs a "boost" to increase its appeal and development in the St. Louis region. The growth in St. Clair County and St. Charles County has largely been driven by access and land availability. We have land but poor access.
The one I mentioned.
Number 2.
Congestion, pollution from vehicle emissions.
Improve access to opportunity and mitigate congestion.

Granite City Open House Responses:

Serving people that need public transportation. Gaining the development for our larger cities that happens by MetroLink's presence.
The ability to address growth and foster sustainable development.
Improve access to opportunity. Put it so the poor and people without cars can get jobs. Foster sustainable development. The route 3 would promote redevelopment of our most depressed communities.
Improve access to opportunity is important to me and other people without cars.
Improve access to opportunity, foster sustainable development, and reduce fuel consumption and reduce smog.
Opportunity for [transit] dependent population and to drive redevelopment in concert with other federal/state programs, i.e. brownfield funds. Most important opportunity to accomplish redevelopment.
Growth areas are SIUE, Edwardsville, Glen Carbon, Maryville, and Granite City.
Foster sustainable development.
Foster development and mitigate congestion.
Mitigate congestion and improve access to opportunity.
All are very important.
Follow the bike trail option "B".
Getting to the hospitals.
Mitigate congestion. Economically viable.

Madison County Light Rail Feasibility Study – Open House Summary Report (January 2005)
 Appendix G – Verbatim Comments: Feasibility Study Section, Question 1b

Improve access to opportunity.
Convenience of use.
Foster development.
Mitigate congestion and improve access to opportunity.
Foster sustainable development and revitalize our core cities.
Improve access to opportunity.
Mitigate congestion and improve access to opportunity.

Edwardsville Open House Responses:

Sustainable development and faster non auto transportation.
Mitigate congestion.
Mitigate congestion and improve access to opportunity.
Mitigate congestion, I commute from Glen Carbon to St. Louis.
Must promote metro-equity.
Mitigate congestion and improve access to opportunity and cost effectiveness respectively.
Cost per person per mile to us taxpayers, and convenience for the user.
Improve access to opportunity and achieve cost effectiveness.
Mitigate congestion, access, and cost effectiveness.
Mitigation of congestion is most important.
Mitigate congestion and sustainable development.
Provide stations and access where the most people can make use of it, cut congestion, get more cars off the road.
Foster development, quality public transit is a plus for community development.
Congestion relief and more use of mass transportation by citizens.
Mitigate congestion.
Mitigate congestion and improve access to opportunity.
Mitigate congestion.
Mitigate congestion, we can't afford enough bridges.
Access to opportunity looms large especially as Gateway Commerce develops. The only way to get to work there is by car.
Mitigate congestion and foster sustainable development.
Varies with area.
Mitigate congestion.
Improved access to opportunity will help the area and mitigating congestion and development are also important.
The first three listed.
Congestion.
Achieve cost-effectiveness and improve access to opportunity.
Improve access to opportunity and foster development.
Economic development.

Madison County Light Rail Feasibility Study – Open House Summary Report (January 2005)
 Appendix G – Verbatim Comments: Feasibility Study Section, Question 1b

Community connection. Connect education centers. There is an incredible pent-up demand. Folks in academic community are more ready and pre-disposed to ride light rail.
Congestion is number one. Will move from area if not improved.
Mitigate congestion and achieve cost-effectiveness.
Improve access to opportunity and mitigate congestion.
Congestion and sustainability
All are very important as long as this development does not leave out our poor and people that need to be trained for better opportunity.
Mitigate congestion and achieve cost effectiveness.
Mitigate congestion. The congestion problem will only get worse. Also please preserve the bike trails, they function as long thin parks and need to be preserved.
Access to opportunity and sustainable development.
Maintaining independence for elderly population and would be more affordable on a fixed income than autos.
Mitigate congestion. I think that future development in Madison County will trigger an over-reliant dependence on the automobile as happened in St. Charles county 20 years ago. This predicament can be alleviated by light rail if started now.
Mitigate congestion, access, and cost effectiveness.
Mitigate congestion.
Foster sustainable development.
Mitigate congestion and foster sustainable development.
Mitigate congestion and improve access to opportunity.
Mitigate congestion and achieve cost effectiveness.
Access to light rail from Edwardsville to St. Louis.
Improve access to opportunity.
Improve access to opportunity.
Improve access to opportunity and mitigate congestion.
Improve access to opportunity.
If it comes through the Glen Carbon/Edwardsville area I think the most important goal would be to mitigate congestion.
Mitigate congestion and achieve cost effectiveness.
Cost, congestion, and sustainable development.
[Mitigate] Congestion.
Traffic abatement and reduce pollution.
Mitigation of traffic congestion and improvement of accessibility.
I feel that it would mainly take care of traffic concerns mainly, but it has the potential to enhance all four aspects.
Mitigate congestion and achieve cost-effectiveness.
Mitigate congestion and economic development.

Section Two: Feasibility Study

Question: Are there other goals we should consider? If yes, what are they?

Alton Open House Responses:

Reduce pollution, smog, and handicap accessibility.
Connecting major educational institutions such as SIUE and Lewis & Clark.
Reduce pollution and promote future development.
Work to ensure compatibility and relatively seamless incorporation with existing MCT bus routes. Some may obviously be eliminated, however.
Preserving the environment and less dependency on fossil fuels.
For households without transportation, there is an inability to improve one's circumstances for education or jobs. If western Madison County does not address the issue, its growth will be truncated.
We need to decide if the primary purpose is to get to downtown St. Louis or provide transportation into the county.
See comments under item 1.
Light urban renewal areas: blighted areas may benefit from rail development.
Which area needs the help first.
Limiting the use of public resources (local municipalities) to achieve the desired results.
Education access between SIUE and LCCC campuses.
Expanding the MetroLink from Madison County II to West County and St. Charles.
Getting light rail to run later in the evening than buses; 10 p.m. is not late enough.
Reduce pollution, gas consumption and war.
Reduction of natural resources (oil) consumption.
Moving populations young, old and lower income populations without private means.
Personal saving, cost of repair ion current infrastructure.
Reduce air pollution and defer additional road construction.
Maximize revenue, minimize cost of operation.
Plan to serve all of Madison Vounty, not just Alton or not just Edwardsville, we need two routes.
See question A.
I'm visually handicapped. I can take the bus to places such as Veterans Hospital but it takes four hours. Martin Luther King is faster.

Granite City Open House Responses:

Job growth areas (living wage).
I would like to see incentives for mixed use residential and commercial (smart growth) and multi cost (mixed affordable and market rates) housing.
New home development along the route, should include housing for middle and low income people.
Reduce fuel consumption, reduce pollution smog, and reduce global warming.
Using transit extension to plan redevelopment of old Madison County's urban industrial

Madison County Light Rail Feasibility Study – Open House Summary Report (January 2005)
 Appendix H – Verbatim Comments: Feasibility Study Section, Question 1c

areas, to stimulate redevelopment and foster new urban industrial development.
Brownfield redevelopment.
Security for cars left at stations, including long-term by arrangement.
Encourage redevelopment of economically depressed areas.
Access.
Amtrak - use rails which are used now.
Save gas and oil, safety, cost to me, stress would be less.
Not sure - I'd like to see these flushed out a little more.
Future development patterns.
Should serve densely populated areas and not serve lightly populated areas until lighter populated areas develop and are able to contribute fair share of cost.
The goal of regional equity which supports smart growth and limits sprawl.
Ability to take advantage of existing MCT facilities (transit station, and existing bike trails).

Edwardsville Open House Responses:

Improve quality of life.
Must not freeze property owners' land before it is needed.
Destination points are LCCC, SIUE, and County Government offices.
Use a lot of common sense and spend our money as if it were yours.
Cost long term vs. use by the public.
Growth 10, 20 , 30 years from now.
Light train is a more environmental friendly mode of transportation than motor vehicles.
Retain as much of bike trails as possible, also construct MetroLink lines in an environmentally friendly way as possible, minimizing loss of wildlife habitat.
Light rail must connect with SIUE. The university continues to grow and access to the St. Louis area will only serve and increase its viability.
Tourism and education between [east] St. Louis campus and Edwardsville.
Prevent further decline and economic interest in communities such as Granite City and the River Bend area.
Environment - what is the most energy efficient and environmentally friendly option. Two - improve transportation option - where else can you go (train , plane, bus) once you step off the light rail site. (Springfield? Urbana? Bloomington? Chicago?)
Fast commutes via 270 (median?). Edwardsville area to St. Louis County there would be enormous ridership on this line, it will happen same day.
SIUE.
Airport Lambert.
Access to higher education should be emphasized.
Preserving neighborhood character. I live in the Esic subdivision of Edwardsville. I don't want to lose the bike trail. I don't want my property value to fall.
Pollution reduction.
Finding a route that all can benefit. I would be glad to drive a little to a central location so all could share.
Important to serve as many people as possible.

Madison County Light Rail Feasibility Study – Open House Summary Report (January 2005)
Appendix H – Verbatim Comments: Feasibility Study Section, Question 1c

Economic development.
Academic connection.
I would like to see light rail access to a large commuter lot near I-270 and I-255 so that residents of many communities in Madison County can access light rail services.
Commuter lot at I-270 and I-255 would serve a large portion of Madison County.
Should use present right of way owned by Madison County transit and keep cost.
Sustain quality of life and bring new development.
Again, we need to try to preserve the bike trails.
Air quality should be a concern for each citizen in Madison County. Air pollution must be reduced for the quality of life in the county.
Not impact what little farm areas that remain in Madison County.
It needs to be where it will get the most ridership without a drastic increase in taxes.
Environmental.
Enhance tourism in region and provide alternative to driving a car.
Unify a county with a wide disparity in socioeconomic groups/cities. Reduce vehicle trips.
Will voters approve.
We are a small town without tracks, we like to keep it that way. Instead of going through a community, go around a community. Why not have a stop only at SIUE, instead of going through the heart of Edwardsville. People will be willing to drive outside of Edwardsville to use Metro.
Safety and proximity to existing houses.
Pollution, dependency on gas, and safety.
Rider (client) and destinations of possible destruction, running a train straight from the President Casino, then to the Casino Queen and then to the Alton Belle is obvious and is a disservice.
Tourism and access to education.

Section Two: Feasibility Study

Question: Are there other activity centers we should consider? If yes, what are they?

Alton Open House Responses:

Olin, Refinery, and other large employers.
River Road area.
Linking colleges with access to downtown St. Louis and other business and educational centers. We also need to look at future north St. Louis links to see if that would better serve downtown Alton and business and tourist destinations.
Please add Godfrey as a growth and development area, not just Edwardsville and Collinsville.
Alton and St. Louis Regional Airport.
Lambert International.
Bethalto to I-255 connection.
Edwardsville (Madison County Courthouse). Lewis and Clark Community College. You guys need you be more specific with above options.
Troy - Highland.
Gateway Race Way.
O'Fallon and other areas with emerging population growth and significant residential development activity.
Linking up the above areas are needed for efficient, pollution-free mobility.
Look at current infrastructure where development could be easily and quickly and economically restored, i.e. East Alton, Alton and Commerce Park.
Grafton.
SIUE.
Bethalto should be listed with the airport or not everyone will know where it is.
St. Louis zoo.

Granite City Open House Responses:

Lewis and Clark National Park at Hartford. Granite City Port Authority Golf Course. Oil refineries at Wood River.
Downtown St. Louis.
Venice, Madison, and Brooklyn.
Rivers Edge (1200 acre transportation/mixed use center).
Open to other areas.
Work places.
Troy and Highland, because of their future development potential.
Gateway Race Track.
Chouteau Island park development, Lewis and Clark Museum on Route 3, federal wetlands area across from Clark bridge - future tourist attraction.
Godfrey.
St. Louis International Raceway.
Edwardsville.

Madison County Light Rail Feasibility Study – Open House Summary Report (January 2005)
 Appendix I – Verbatim Comments: Feasibility Study Section, Question 2b

Edwardsville Open House Responses:

Tie in race track and Eastport Plaza.
A route in the western part of the county through E St. Louis to Madison to Venice to Granite City to East Alton to Alton to would promote equity.
County government. I considered checking Edwardsville rather than downtown St. Louis. However I also feel that downtown St. Louis is a destination that will be utilized by riders from Lewis and Clark and SIUE.
Hospitals and shopping centers.
Regional hospitals such as Anderson Hospital in Maryville, IL.
Alton and Granite City are also densely populated areas where people would use it. Glen Carbon and Edwardsville are also very probable.
Troy to Scott AFB for civil military personnel.
Possibly larger employment centers, such as Alton, Granite City, and Wood River area.
Glen Carbon 157/162 or 157/270.
North St. Louis County, and West St. Louis County.
St. Louis Airport.
Development in Venice, Brooklyn, and Madison.
Location suggestion, consider medium on 255 with parking either side with access tunnels. This route would [provide] access [to] all population areas somewhat equally. Thank you.
Commuters lot near I-270 and I-255 would serve many communities in Madison County much like lots at Hanley and 70 in St. Louis.
Port district.
LCCC.
Granite City (use the old terminal RR line).
Consider where new housing has been built in Glen Carbon, Maryville, and Edwardsville.
SIUE, Gateway Commerce, Belleville, Memorial Hospital, Anderson Hospital, and Scott Air Force Base.
Gateway Center - SW- Edwardsville. Anderson Hospital station should be near Oliver Anderson Hospital.
Extend down 159 from Edwardsville to Belleville and connect with Metro Link in Swansea ("county seat to county seat").
Glen Carbon.
Hamel.
Glen Carbon.
Connector route to Alton from SIUE.
Please explain by what you mean by "activity center," then I could answer this question.
Edwardsville - Madison County courthouse. Future development of activity centers. There is still no train to the GMAC stadium, but there is to Busch.
Well, in serving these three [Downtown St. Louis, Edwardsville, and SIUE], three or four others can be served as well.

Section Two: Feasibility Study

Additional Comments

Alton Open House Responses:

Don't know about economic feasibility of taking it to Godfrey right now, it's a lot of miles. It could be helpful in the future you see what new home developments are planned for the Godfrey area.
Please try to use existing rail lines.
Personally (A) benefits me the most. B and E have appeal by using the existing right of way and bike trail relationship. Also like use of Amtrak line.
Please go to Alton, Godfrey.
It would be very nice to see a connection of the major educational institutions (LCCC, SIUE). I think a connection between Alton and Edwardsville is critical to targeting two major populations and cities.
Whether or not routes link to existing St. Louis access. Its important to "connect the colleges". Other options not identified - look at North. St. Louis to ensure holistic.
All in all, anything will help.
SIUE is a must connect. The A routes alone do not address.
Emerson Park to Fairmont to Gateway Center to Glen Carbon to SIUE to Edwardsville to Wood River to Lewis and Clark.
Looking long range - housing and business development will continue to move east. A Troy to St. Louis route should be explored.
A complete loop through all routes would best serve all, that encompasses all or most activity centers.
All routes depict a "spur" system. The train goes out, reverses track, and comes right back over the same route. Planners should consider "looped" system that circles through the region.
The top three routes are where the majority of the population lives.
Not enough information or time to think, I think you should do the study before asking this question.
I do feel that ridership of existing public buses and school buses should be taken into consideration. Ares that do not utilize public transportation that already exists, may not utilize MetroLink. (Edwardsville/glen Carbon).
Any route which excludes the northern cities [of] Alton, Godfrey, East Alton, Wood River, and Hartford will not pass the number one point of mitigating congestion along the route 3, 270 and 267 Clark bridge.
Route Edwardsville to Glen Carbon to Gateway Center to Caseyville to Fairview Heights. Route Godfrey to Lambert Airport.
Need to connect LCCC, KALN and SIUE to rail system.
In order to gain approval from Madison County, voters, the initial plan has to have something for everybody. A plan that favors one portion of the county while slighting others will never be approved.
Should use 255 route for MetroLink.

Granite City Open House Responses:

This would improve greatly the quality of life issues surrounding Gateway and Edwardsville.
I think A-Alt would be the best.
"A" addresses access to opportunity, but would not mitigate congestion or provide sustainable development. "B" would mitigate congestion and better serve developing areas.
Bi State loses money and so will this, it is a taxpayer black hole.
As a representative of the communities of Venice, Granite City, Madison and the Tri-Cities Regional Port District, I would like to convey the sentiments of these municipalities in regards to the preferred expansion route. These communities realize that local mass transit system have a tremendous positive effect on residential populations while at the same time facilitating urban/industrial revitalization and economic development. The Illinois route 3 corridor will provide a direct route to the large metropolitan areas along the westerly side of Madison County. It is these metropolitan areas which will in all likelihood provide the most ridership potential. Therefore, these communities support the Illinois route 3 corridor.

Edwardsville Open House Responses:

Route C from 5th and Missouri to Gateway Center shifting to route D to Edwardsville.
Unfortunately I had to leave to attend another meeting and I cannot recall the information on route A - Alt. I tried to check the web site as late as 12/21/04, however the route map was not posted.
I think route B seems like the best overall. 1) Serves SIUE (many students don't have cars, also useful for going to SIUE events). 2) Relatively easy to build - more existing right of way. 3) Lots of space for park and ride lots. 4) Close to New Gateway Commerce center, Glen Carbon, and Granite City. 5) Very direct and fast. 6) Lots of space for new developments. An ideal line would have stations located at the most useful points, with the most direct and easily-built routes in between. Route B comes close to this.
Some of the lines should be combined. They cannot serve the region well separately.
Routes that terminate in Edwardsville make the most sense - [I] think any alignment should include SIUE.
We should try to use existing rights-of-way as much as possible while still attempting to retain as much of the Madison County trail network as possible.
Why not consider using existing right-of-way between Edwardsville and East Alton via Wanda and Roxana? I think long term the goal should be to build both a Granite City - Alton route and a Collinsville - Edwardsville route.
Run the line from SIUE near 157 South past Glen Carbon to Collinsville (to Granite City) or Fairview Heights to MetroLink.
Linking [routes] C or E to SIUE would be ideal.
Route E, with extension to SIUE via route B makes most sense, regardless of whether C,D, or E is used to get to the Gateway center.
Alignments A, B, and C would help development in the Madison and Venice areas.
Very important to get going sooner rather than later, hopefully to get some cars off the

Madison County Light Rail Feasibility Study – Open House Summary Report (January 2005)
 Appendix J – Verbatim Comments: Feasibility Study Section, Additional Comments

roads.
Connect SIUE - this is an intact population. A strong percentage travels to and from St. Louis - that is the draw - even though this study ties it to existing Illinois route[s].
Routes only shown half of our county. Many development opportunities will be east of the proposed routes, i.e. I-55 corridor study. Future lines along available right-of-way should be shown.
While I was visiting relatives in Portland, OR (back in '89), the transit authority there did [a] survey by going in parking garages and parking lots, by taking license plate numbers of cars and giving any commuter a free pass to use them.
Are landowners going to be able to cross the tracks with/out going off their property?
Emerson Park to Gateway Center on Red, then yellow to Edwardsville.
Route C provides an interesting possibility for gaining potential ridership from the Troy - St Jacob - Highland area. I ride express buses to St. Louis and there seems to be a sizeable commute from these areas.
None of the routes are going to solve everything, but if it comes to town it needs to follow existing rail right-of-ways.
Given the enormous expense involved I'd be very happy for a scaled back route to say Granite City.
There is a narrow window of opportunity in which lines to Edwardsville growth area can be built ahead of growth. This area probably contains the most commuters into the St. Louis downtown on a daily basis. While the "Riverbend" is more congested, it contains fewer "future" intracity commuters.
I disagree with "Purpose and Need" so rating on your goals won't help any. I would support D.
I do not like metro to take away the bike trails we worked so hard to have. You might have a fight, especially from the people of the Esic community.
I would like alignment "B" the best if it stopped at SIUE.
Provide 8 1/2 x 11 maps we can take to tables to study, and even take home. I did not feel like standing at the maps to study each line. It would have been easier to discuss with others if small maps were available.
A route eventually to include Troy would enhance the growth of Collinsville, Maryville, and Troy.
Link to colleges and Gateway Center.
Some consideration needs to be made about security at the stations, also may need to consider earlier start up times, commuters leave earlier than others for a 6:00 or 6:30 start time when trains aren't running.
Each might address one well, while the others not so much or at all. In my mind, only B begins to address more than one of the four points.

Section Three: Public Involvement

Additional Comments

Alton Open House Responses:

Did you get notices posted on the public buses? I did not see any transsit dependant or low-income citizens at the meeting.
Would like to have seen a blurb (nothing in depth) about proposed funding senerios.
Some of the graphic information about households without transportation was misleading and should be corrected.
Cost Estimates?
Need more map of routes available to view.
Population and job density are statistics in history. What are trends in growth and job ... proactivity is the better approach.
I think it was a huge mistake not to entertain questions and I fear you will be criticized for not doing so. As a member of the audience, I would have liked to hear the questions and points of view of the others in attendance.
Alton is the largest city in the state of IL not directly serviced by the interstate system (I-270 is 15m). We would benefit by catching up with transportation development.
Access to this meeting was difficult to locate.

Granite City Open House Responses:

Maps showing routes under consideration should have been available. I would have liked more information on the leaders and focus groups interviewed. I believe the meeting should have been located and scheduled at a time that the transit dependent could have attended.
Would prefer copies of all displays - would be very useful.
More meetings should be held as things start to shake out.
There was no presentation.
Could you please send me a copy of the various alignments being considered. My address is Sci Engineering, Inc. 15 Executive Dr. Suite 45, Fairview Heights, IL 62208 Attn: Brian Mueller.

Edwardsville Open House Responses:

There was substantial confusion regarding the beginning time of the open house format for the public meeting. Some notices had actually been distributed listing a 5 p.m. start time with the actual time being delayed to 6 p.m.
Maps and illustrations could be better explained, for example, the [study team] members do not even know what TAZ is, which is on the map.
Try to get through the study as soon as possible so that action can be taken. Be sure to get specific projects designated and have another public involvement session before referendum.
The Alton area should not be considered if you are basing it on the gaming boats.

Madison County Light Rail Feasibility Study – Open House Summary Report (January 2005)
Appendix K – Verbatim Comments: Public Involvement Section, Additional Comments

I live in Edwardsville and work in Clayton. I would use it to go to work in Clayton, if it comes to Granite City or Edwardsville or Collinsville.
Needed more light rail boards or how about having a handout sheet that we could look at and use while responding to the survey.
Representatives were articulate, open and helpful.
It would have been more helpful to have some information on how the funding was accomplished in the previous MetroLink and where funding would likely come from for a potential MetroLink line.
Information provided was very useful, but I had to seek it out. There's no way I would know based on the charts. Started late.
Would have liked to [have] heard a presentation. Lots of confusion on starting time.
Too much space was allotted to a few words. The last map in particular should have been up in at least four places (even two wasn't enough). It would have been helpful to have all the maps together and to common scale for comparison.
Need more than one route map.
Please plan more meetings after Christmas for better attendance.
Should have had it January. Most religions have a holiday in December.
There should have been more maps of possible routes on display.
I was hoping for better opportunities to voice opinions regarding [the] value of MetroLink to region.
Should have had copies of maps to handout.
One person argued a ridiculous point. Obviously a MetroLink line on your property line is less desirable than a bike trail.
A brief presentation of anticipated goals would have been nice. Overall, after hearing of all the construction problems with MetroLink in St. Louis, a good up front impression of competence is important. This type of loose presentation is not impressive.
Room was murder to navigate after following signs.
Existing lines would provide a wealth of data on such things as construction costs, route acquisition costs, ridership required to sustain, population required to generate needed ridership, funding sources, etc. None of that was available tonight.