



Fairview Heights' keeps asking for I-64 interchange

Back in 2004, Fairview Heights requested a new I-64 interchange at Union Hill. The Federal Highway Administration (FHWA) declined the request citing safety concerns potentially caused by new ramp access points on I-64.

In 2006 the city submitted a second request, with a detailed safety analysis. FHWA's response was, once again, no.

In 2008 the city presented six alternative concepts and asked FHWA and the Illinois Department of Transportation (IDOT) to recommend a preferred concept.



Both agencies discussed the merits of further study of two of the six concepts suggested: (1) modified access at Union Hill and (2) modified access at Ruby Lane. IDOT stated that the

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Putting smart growth to work in rural communities

The ICMA (International City/County Management Association) has released a new report, "Putting Smart Growth to Work in Rural Communities," which focuses on how to adapt smart growth strategies to rural communities. Funded by the U.S. Environmental Protection Agency's Office of Sustainable Communities, the report examines the challenges rural communities face, including rapid growth at metropolitan edges, declining rural populations, and the loss of working lands. It highlights smart growth strategies that can help guide rural growth while preserving the unique rural character of existing communities.

The report focuses on three central goals: 1) support the rural landscape by creating an economic climate that enhances the viability of working lands and conserves natural lands; 2) help existing places to thrive by taking care of assets and investments such as downtowns, Main Streets, existing infrastructure, and places that the community values; and 3) create great new places by building vibrant, enduring neighborhoods and communities that people, especially young people, don't want to leave.



Featuring case studies from across the country, the report highlights how local governments, states, and non-profits have successfully implemented smart growth strategies to support rural lands, revitalize existing communities, and create great new places for residents and visitors. ●

From the EWGCOG Newsletter Briefings, July 30, 2010, Volume 13, Issue 28

Fairview Heights interchange

modified IL 159 interchange with access at Ruby Lane had merit.

The city, however, preferring Union Hill, prepared an 'Access Justification Report.' Last November IDOT rejected Union Hill, citing its distance from IL 159, non-typical design, and potential confusion to the motorist. IDOT again suggested that Ruby Lane had a better chance of being approved by the FHWA.

That's where the matter now rests. Fairview Heights is pursuing modified access at Ruby Lane. We have to wonder at the reasoning behind Fairview heights asking when the FHWA clearly does not believe it is safe.

Reported cost of this modification is \$35 million, with about 20 percent of the funding to be provided by the City of Fairview Heights. It is our understanding that no state money will be used.

To date approximately \$200,000 has been spent on studies, including studies by Kuhlman Design Group, who has published a map of the project. ●



Report says public transportation health benefits are often overlooked

A recent report by the Victoria Transport Policy Institute for the American Public Transportation Association investigates ways that public transportation affects human health, and practical methods for considering these impacts in policy and planning decisions.

This research indicates that public transit improvements and more transit-oriented development can provide large but often overlooked health benefits. People who live or work in communities with high quality transit tend to drive significantly less and rely more on alternative modes (walking, cycling and public transit) than they otherwise would, which reduces per capita traffic crash and pollution emission rates, increases physical fitness, and improves access to medical care and healthy food.

The report says these impacts are significant in magnitude compared with other planning objectives but are often overlooked or undervalued in conventional planning. ●

The report is online at <http://xrl.us/bhwp9s>. Source: VTPI Newsletter, Summer 2010.

Start a "Cool City" campaign

by Amy Funk

The Sierra Club's Cool City Campaign focuses on getting local communities to make commitments to curb global warming by putting smart energy solutions to work, such as greening municipal vehicle fleets, making buildings energy efficient and investing in safe renewable energy. This volunteer led initiative is a collaborative effort between community members, organizations, businesses, and local leaders to implement clean energy solutions that save money, create jobs, and help curb global warming. Since 2005, over 1,000 city and county leaders have made a commitment to cut their community's carbon footprint.



The City of Belleville became a Cool City in the fall of 2009. They have recently formed an internal Green Committee and this past spring received an Energy Efficiency and Conservation Block Grant. Since 2005, over 1000 city and county leaders have made a commitment to cut their community's carbon footprint.

Recently, an O'Fallon resident interested in getting a campaign contacted the Sierra Club. To make this happen, we need to build community support. If you belong to a church or other organization that might be receptive to learning more about this initiative, please contact Amy Funk at 618-215-2011 or email amymkfunk@yahoo.com. Let's work together at the local level to effectively meet the challenges of climate change...one city at a time. More information about the Cool City program can be found at <http://www.coolcities.us>. ●

STOP158 meets with St. Clair County Board Members

In early August, Stop158 steering committee members Richard Ellerbrake and Marty Ganz met with St. Clair County Board Members Craig Hubbard and John West. Much of the Gateway Connector corridor lies within West's district.

The discussion centered on the impact of the Gateway Connector and its alternatives including more/better public transportation and bike paths.

Additionally, strategies were discussed for introducing successful corridor protection statute revisions such as Senator Kyle McCarter's bill, SB3671. ●

CALENDAR OF EVENTS

STOP 158 STEERING COMMITTEE MEETINGS

Place: 866 Old Enterprise Farms, Lebanon, IL 62254

Regular meetings of the steering committee generally occur on the 2nd and 4th Tuesday each month, from 7:00 p.m. – 8:30 p.m. Meetings are open to all interested parties. Please call to confirm meeting time and reserve your seat: 618-632-3158.

SIGN PAINTING

STOP158 has frequent sign painting parties. Volunteer opportunities: 1) help with the painting and 2) post a sign in your yard. Visibility significantly helps our efforts. Can you post a sign on your property? What size do you like? Your choice of wording.

EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS

Holds meetings from time to time open to interested persons. For their calendar, please visit their website: www.ewgateway.org.

10 things you can do to stop the Gateway Connector

1. Get in touch with your state representative.
2. Contact your state senator.
3. Communicate with your County Board Chairperson.
4. Call your alderperson.
5. Donate at www.STOP158.com.
6. Write a letter to the editor to the paper of your choice or all of them in the three county area.
7. Put a sign in your yard.
8. Sign the petition at www.STOP158.com.
9. Speak to your mayor.
10. Tell 2 other people to do these things also. ●

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STAR Bonds Financing Act signed by Governor Quinn

Governor Quinn has signed into law the STAR Bonds Financing Act that authorizes certain municipalities and counties to issue sales tax and revenue (STAR) bonds for the financing of a STAR bond project. After Metro-East mayors banded together to defeat the bill as proposed to accommodate Glen Carbon, the developer began working with officials in the Marion area and managed to get the Act passed. The Act grants certain powers to municipalities and counties, including the power to exercise the use of eminent domain and the power to issue bonds. It also provides that the corporate authorities of a municipality may authorize the issuance of STAR bonds without submitting the question of issuing the bonds to the electors of the municipality. The bill is effective immediately. ●

We need your donations

As an all-volunteer grassroots organization, Stop158 depends on your donations. Please take time today to make a contribution of \$10 or more. Checks can be mailed to PO Box 330, Troy, IL 62294 or contribute securely online at www.stop158.org. ●



"You know the world is in a different place when bringing home the bacon is no longer a good thing."

Jennifer Duffy, senior editor at the Cook Political Report — commenting on the shifting perception of lawmakers who are members of the Appropriations Committee
Source: *New York Times*, August 13, 2010

Who is STOP158 *Citizens for Smart Growth*

Stop158 is a movement of citizens who share and promote a positive vision of smart growth for their communities. We provide accurate information and discussion on many issues, such as transportation, STAR bonds, demographics, environmental issues, use of your tax dollars and more. For many reasons (see www.Stop158.org) we oppose an outer-belt, interstate-type highway between Troy and Columbia, which IDOT dubbed the Gateway Connector. ●

Allies united in opposition to the Gateway Connector include:

American Bottom Conservancy
Citizens Against the Sprawlway
EcoHawk Foundation
Sierra Club
United Congregations of Metro East
47+ Coalition ●

Stop 158
PO Box 330
Troy, IL 62294

Comments from your neighbors

STOP158 receives many comments from those who visit the website www.STOP158.org. Here are some recent statements that we have received:

- “We do not need another highway so developers can build more subdivisions and strip malls. We need to preserve the beauty of the area. There are enough roads.”
- “It is time to discontinue all effort to build the ‘158 connector’. The citizens have been held captive long enough!! End it NOW!!!”
- “We have too many strip malls sitting here and there with no tenants.”
- “Stop the development of open land and preserve our ‘old town’ communities.”
- “Save our farm land and tax money. Try taking care of the roads we have already.”
- “The proposed 158 corridor is a waste of taxpayer money with no benefits.”
- “Please don’t waste taxpayer dollars.”

Sign the petition and leave your comments today. ●

Place
Stamp
Here