

# AGENDA

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## Community Advisory Group (CAG) #1

I-55 at Weber Road Environmental Assessment  
900 West Romeo Road, Romeoville  
Will County

June 23, 2010

10:00 a.m. to 12:00 p.m

- I. Welcome
  - a. Introductions
  - b. Meeting Outline
  
- II. Public Involvement Process
  - a. Context Sensitive Solutions Review
  - b. Ground Rules
  - c. Role of CAG
  - d. CSS Meeting Timetable
  
- III. Initial Findings
  - a. Preliminary Data Analysis
  - b. Findings from Public Information Meeting #1
  - c. Community Context Survey Results
  
- IV. Break
  
- V. Defining the Transportation Problem Workshop
  
- VI. Next Steps

# CAG #1 MEETING SUMMARY



## Weber Road at I-55 Study CAG Meeting #1 Meeting Summary

Date: June 23, 2010  
Time: 10: 00 a.m. to 12:00 p.m.  
Place: Romeoville Recreation Center, 900 W Romeo Road, Romeoville  
Attendance: See Sign-In Sheet (Attached)

The purpose of the CAG meeting was to introduce CAG members and the project team, review the public involvement process, and identify transportation problems. The meeting began with a 30-minute PowerPoint presentation providing project information and some initial findings of the project study team.

### *Introductions and Presentation (Al Staron)*

- **Welcome**
  - Mr. Staron introduced IDOT staff, Clark Dietz staff, Huff & Huff staff, and Planning Communities staff and briefly explained their role in the project.
  - CAG members introduced themselves—name, whom they represented.
  - All members were given a copy of the meeting agenda and a binder with the presentation and exhibit materials to be maintained throughout the study.
  
- **Context Sensitive Solutions review (PowerPoint)**
  - Definition of Context Sensitive Solutions (CSS)
  - Why CSS is being used on this project
  - Description of the CSS process
  - Definition and identification the various types of context
  - Contextual elements in the project study area
  - Timetable for the public involvement process
  - Next steps in the process
  - Process for identifying stakeholders and Stakeholder Involvement Plan (SIP)
  - Project website, [www.I55atWeberRd.com](http://www.I55atWeberRd.com); information regarding other CAG meetings and other relevant data will be posted there
  
- **Community Advisory Group Information (PowerPoint)**
  - Ground rules for participation
  - Makeup and interaction between the Project Study Group (PSG), CAG, and Technical Advisory Groups members
  - Responsibilities of the CAG
  
- **Initial findings (Exhibits)**
  - Growth in the area was discussed with a special emphasis on development around the interchange.
  - 2000 population data and 2030 population projections were provided.

# CAG #1 MEETING SUMMARY



- 2008 traffic data and 2030 traffic projections were provided.
- Vehicle crashes in the study area between 2003 and 2008 were briefly discussed.
- A Community Context Survey was given at the April 7, 2010 Public Meeting to all the attendees. Results from that survey were provided. The information gathered from the survey was displayed by percentile of participants that indicated if a context category was of high importance.
- All topics were displayed on poster boards and can be found on the project website Study Documents page ([www.I55atWeber.com](http://www.I55atWeber.com)) under exhibits.

There were no questions at the end of the presentation.

## ***Defining the Transportation Problem Workshop***

After the presentation, CAG members were broken up into tables of 5 to 6 people to brainstorm transportation problems at the I-55 at Weber Road interchange; all CAG members present participated. Individuals created a list of problems and were asked to mark the three most important to them. Those ideas were discussed and each group consolidated them into the top six or seven problems at each table. The ideas from all tables were passed to the front of the room and placed on a display board for all to see. Similar ideas were grouped together and members were asked to create a name or category for the set of ideas. The remaining ideas were placed on the board and placed into the appropriate category. Discussion ensued to be sure that the named categories captured the ideas of group.

The following categories were created from the list of problems that will be used in the development of the purpose and need and problem statement:

- **Turn Movements:**
  - Hard to make left turns
  - Traffic making left turns
  - Lack of exclusive turn lane
- **Signal Delay:**
  - Traffic light timing—too many lights
  - Delays at traffic signals
- **Alternative Transportation:**
  - Lack of pedestrian, ADA, bike facilities
  - Limited alternative transportation (lack of mass transit or park-n-ride)
  - Lack of bike path continuity
  - Improve pedestrian access
- **Signage**
  - Lack of better/smarter signage
  - Lane markings and merging issues
  - Lane markings (double lefts)

# CAG #1 MEETING SUMMARY



- **Ramps:**
  - Thru traffic vs. highway-bound traffic
  - Ramp access to I-55
  - Ramp storage and visibility
  - Narrow exit ramps
- **Mobility and Capacity:**
  - No alternate routes to I-55
  - Ability to handle current and future growth
  - Heavy tractor/trailer usage
- **Weber Intersections:**
  - Normantown intersection—there was consensus that this problem belonged in several categories and one member stated (paraphrased) “this is the root of all the problems. Clear this up and a lot of other problems will be solved.”
- **Business Access:**
  - Balanced traffic control so as not to restrict business

There were some ideas or discussion points that were discussed by the group but not placed on the board:

- Intersections along Weber should be included in the project study in addition to the interchange because there are also traffic problems there.
- Origin-Destination information would be helpful to know how trucks and cars use Weber Road and the interchange.
- Weber Road cannot be widened only over the interchange; it would just push back congestion north and south of the interchange.
- The traffic counts should consider that all of the warehouses and distribution centers near the interchange are not full.
- One idea was to limit truck traffic to specific times; however, this idea was discounted by the group due to the negative impact on businesses in the area.
- Another discussion point was consideration of better planning for future development so that access to new sites could be accommodated.

# COMMUNITY ADVISORY GROUP



Please make any changes if your contact information is incorrect and place your initials below.

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# COMMUNITY ADVISORY GROUP PUBLIC SIGN-IN



If you are interested in receiving updates as the study progresses, please place an "X" in the newsletter column.

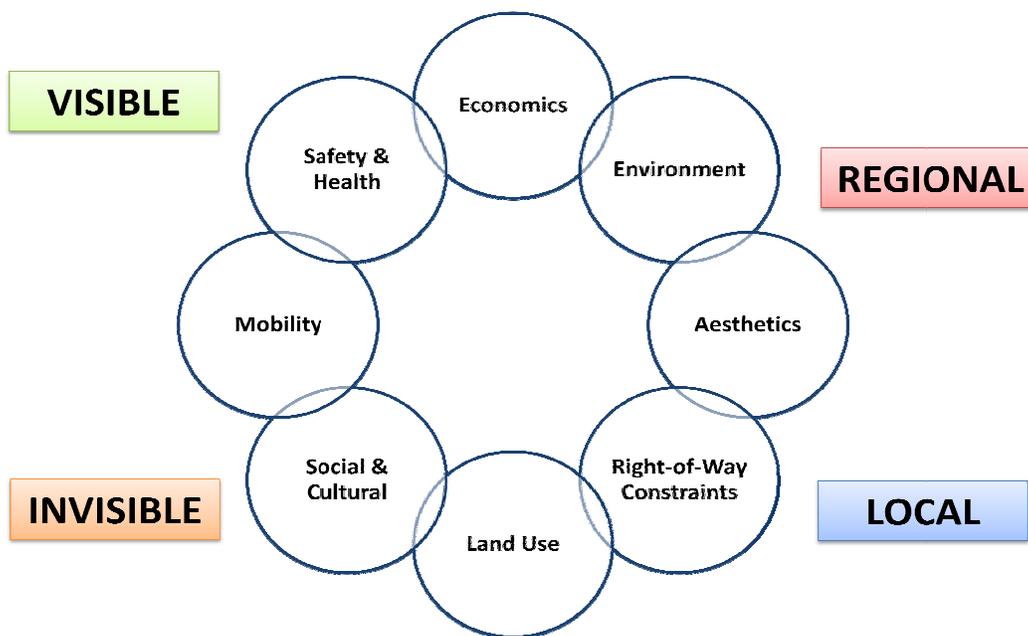
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## Community Advisory Group Meeting #1 10:00 AM; June 23, 2010

### Determine Existing Transportation Problems for the Interchange

The first task for the Community Advisory Group is to identify the transportation problems of the existing I-55 at Weber Road interchange. The insights you provide today will help the project team to develop the Problem Statement and draft the project's Purpose and Need, the first milestone in the study process. During this exercise, consider the more subtle transportation problems and reflect on the different contextual elements that make up the interchange's environment.



Focus Question:

***What are the transportation problems at the I-55 at Weber Road interchange?***

# PROBLEM STATEMENT WORKSHOP

June 23, 2010



**Focus Question: What are the transportation problems at the I-55 at Weber Road interchange?**

Turn Movements	Signal Delay	Alternative Transportation	Signage	Ramps	Mobility & Capacity	Weber Intersections	Business Access
Hard to Make Left Turns	Traffic Light Timing & Too Many Lights	Lack of Pedestrian, ADA, and Bike Facilities	Better/Smarter Signage	Through Traffic vs. Highway-Bound Traffic	No Alternate Routes to I-55	Normantown	Balanced Traffic so as not to Restrict Business
Traffic Making Left Turns	Delays at Traffic Signals	Limited Alternative Transportation (Lack of Mass Transit and Park-N-Ride)	Lane Markings and Merging Issues	Ramp Access to I-55	Ability to Handle Current & Future Growth		
Lack of Exclusive Turn Lanes	Signals (Number and Timing)	Bike Path Continuity	Lane Markings (Double Lefts)	Ramp Storage & Visibility	Heavy Tractor Trailer Usage		
		Improve Pedestrian Access		Narrow Exit Ramps			