GREEN BAY ROAD PROJECT

RUSSELL ROAD TO SUNSET AVENUE

Public Meeting #2

December 2, 2009
Meeting Purpose

- Present Purpose and Need
- Obtain input on Transportation Deficiencies and Needs of the Project
- Review Project
- Show Project Accomplishments
Project Overview

• The Illinois Route 131 Phase I Study began in Spring 2008

• Project Limits: Russell Road to Sunset Avenue

• Transportation, safety, and other needs of the project area will be studied
Project Schedule

- Public Meeting 2
  (December 2009)
  - Present Project Purpose & Need
  - Solicit ideas to address project deficiencies and needs

- Public Meeting 1
  (2008)
  - Educate stakeholders on project process and study area
  - Solicit issues/concerns from stakeholders

- Public Meeting 3
  (Fall 2010)
  - Educate alternative evaluation findings
  - Present preferred alternative
  - Solicit stakeholder input

- Public Meeting 4
  (Early 2011)
  - Present recommended alternative
  - Present draft EA

- Final Environmental Assessment (FEA) Future Phase

Performance Studies
Identify Deficiencies
Develop Purpose and Need
Identify Possible Alternatives
Evaluate and Screen Alternatives
Detailed Environmental and Technical Studies
Preferred Alternative
Draft Environmental Assessment (DEA)
Public Meeting #2
Public Hearing

December 2, 2009
Federal Process

All IDOT projects follow the National Environmental Policy Act (NEPA) Process.

This requires us to:

• Analyze Existing & Future Conditions
• Define Purpose & Need
• Identify Alternatives that avoid or minimize adverse impacts
What is CSS?

- Collaborative Approach
- Involves all Stakeholders
- Fits into its Surroundings
- Preserves Scenic, Aesthetic, Historic & Environmental Resources
- Maintain Safety & Mobility
Consensus

- Goal is to achieve consensus
- Consensus is defined as:

"When a majority of the stakeholders agree on a particular issue, while the remainder of stakeholders agrees its input has been heard and duly considered and that the process as a whole was fair."
Project Working Groups

Project Study Group
IDOT > FHWA > REGIONAL AGENCIES

Corridor Planning Group
2 COUNTIES - 7 COMMUNITIES

Environmental Technical Advisory Group
Public
Private Interest Groups

Land Use Technical Advisory Group
Public
Private Interest Groups
Business Representatives
Land Use/Planning Interest Groups

Transportation Technical Advisory Group
Public
Private Interest Groups
Transportation Agencies

December 2, 2009    |    Public Meeting #2
Where Have We Been?

• Public Meeting #1: October 29, 2008
• Data Collection
• Agency Meetings
• Two Corridor Planning Group and Technical Advisory Group Meetings: July 15, 2009 and October 19, 2009
Purpose & Need

- Transportation Issues
- Problem Statement

Concept Alternatives

Preferred Alternative
Stakeholder Input

Top Stakeholder Issues and Concerns

• Safety
• Travel Delays
• Lack of Bicycle and Pedestrian Access
• Environmental Concerns
• Economic Development
Stakeholder Input

Project Goals

- Improve safety for motorists, bicyclists, and pedestrians
- Improve mobility (capacity and efficiency)
- Coordinate with planned land uses and area developments
- Facilitate economic growth along the route
- Minimize impacts to the surrounding environment
Problem Statement

Regional growth and travel demand on Illinois Route 131 from Russell Road to Sunset Avenue are creating safety and operational deficiencies along the roadway and at its intersections. The insufficient capacity of the roadway to handle the demand creates congestion, hampers intersection operations, limits safe access of adjacent properties, and leads to safety issues for motorists, pedestrians, and bicyclists. Both pedestrian access to adjacent land uses and bicycle accessibility through and across the corridor are limited.

Solutions to these transportation deficiencies must be developed while minimizing impacts to the surrounding environment. The solutions should also consider the communities’ efforts to coordinate land use and area developments, and facilitate economic growth along the route.
Corridor Deficiencies

Safety

Within Project Area From 2004 – 2007:

803 Crashes 132 Injuries
3 Fatalities

( LCDOT data )

Other Safety Deficiencies:

• 5% Location North of 9th Street (0.25 miles)
• Deficient pedestrian / bicycle accommodations

( LCDOT data )

Crash Types, 2004-2007
IL Route 131 from Russell Road to Sunset Avenue

- REAR END 42%
- TURNING 24%
- ANGLE 11%
- OTHER 23%
- OTHER 23%

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Corridor Deficiencies

Capacity

Traffic Volumes

Capacity of a Two-Lane Roadway:
14,000 to 18,000 vehicles per day

Between Yorkhouse Road and Sunset Avenue:
- Currently = 23,100 vehicles per day
- Projected = 25,000 vehicles per day

Between Kenosha Road and Wadsworth Road:
- Currently = 16,400 vehicles per day
- Projected = 21,000 vehicles per day
Corridor Deficiencies

Capacity

- Intersection capacity is measured using Level of Service (LOS)
  - Ratings A – F
  - Sunset and Wadsworth
    Currently LOS “E”

- The intersections highlighted are projected to operate at LOS F by the design year 2030.
Corridor Deficiencies

Operations / Mobility

- Skewed angle of Kenosha Road intersection
- Truck Traffic
- Lack of signalization and coordination
- Deteriorating pavement & shoulders
Potential Solutions

**Deficiencies:**

- Long delays at intersections
- Rear End Crashes
- Turning Crashes
- Conflicts at Unsignalized Intersections/Driveways

**Solutions:**

- Increase capacity, add through and turn lanes, re-time and coordinate signals
- Increase capacity, add through and turn lanes
- Add turn lanes, construct median, improve sight distance
- Add turn lanes, construct median
Draft Purpose & Need

Project Purpose:
The purpose of the Illinois Route 131 engineering study is to improve safety and functionality along Illinois Route 131 from Russell Road to Sunset Avenue. Improvements to this route are necessary to address issues of roadway and intersection capacity and efficiency; enhance vehicular, pedestrian, and bicycle accommodation and safety; and bring the roadway into compliance with current IDOT standards.

Project Needs:

*Improve Safety*

*Improve Capacity*

*Improve Operations and Mobility*
Stakeholder Input - Workshop #2

Project Elements:

- Number of Lanes
- Median Treatment
- Edge Treatment
- Pedestrian/Bicycle Accommodation
### Workshop #2 Results

#### Overall Preference

<table>
<thead>
<tr>
<th>Number of Lanes</th>
<th>Median Treatment</th>
<th>Edge Treatment</th>
<th>Pedestrian/Bicycle Accommodations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Four Lanes - Divided</td>
<td>Wide Grass Median</td>
<td>Paved Shoulder with Curb &amp; Gutter</td>
<td>Shared Use Path</td>
</tr>
</tbody>
</table>

December 2, 2009 | Public Meeting #2
Workshop – How to Address the Deficiencies and Needs of the Project

Identify Locations Needing:

• Roadway Realignment
• Dedicated Turn Lanes
• Sidewalks or Bike Paths, on or off road
• Traffic Signals
• Sensitive Resources
• Access Control

Use the aerial maps in the workshop area to draw improvements that address the project needs.
Next Steps

CPG/TAG Meeting #3 - Spring 2010
- Identify Alternatives based on Stakeholder Input

Public Meeting #3 - Spring 2010
- Present Alternatives
- Solicit Input from Stakeholders
We Want to Hear From You

- www.IL131Project.com
- Comment Forms
- Mail/Fax

Provide comments by December 18, 2009
Thank you!

Please visit the workshop area, meet with the Project Team, and provide your comments.