

ILL Rte 131  
Green Bay Rd

*Welcome!*

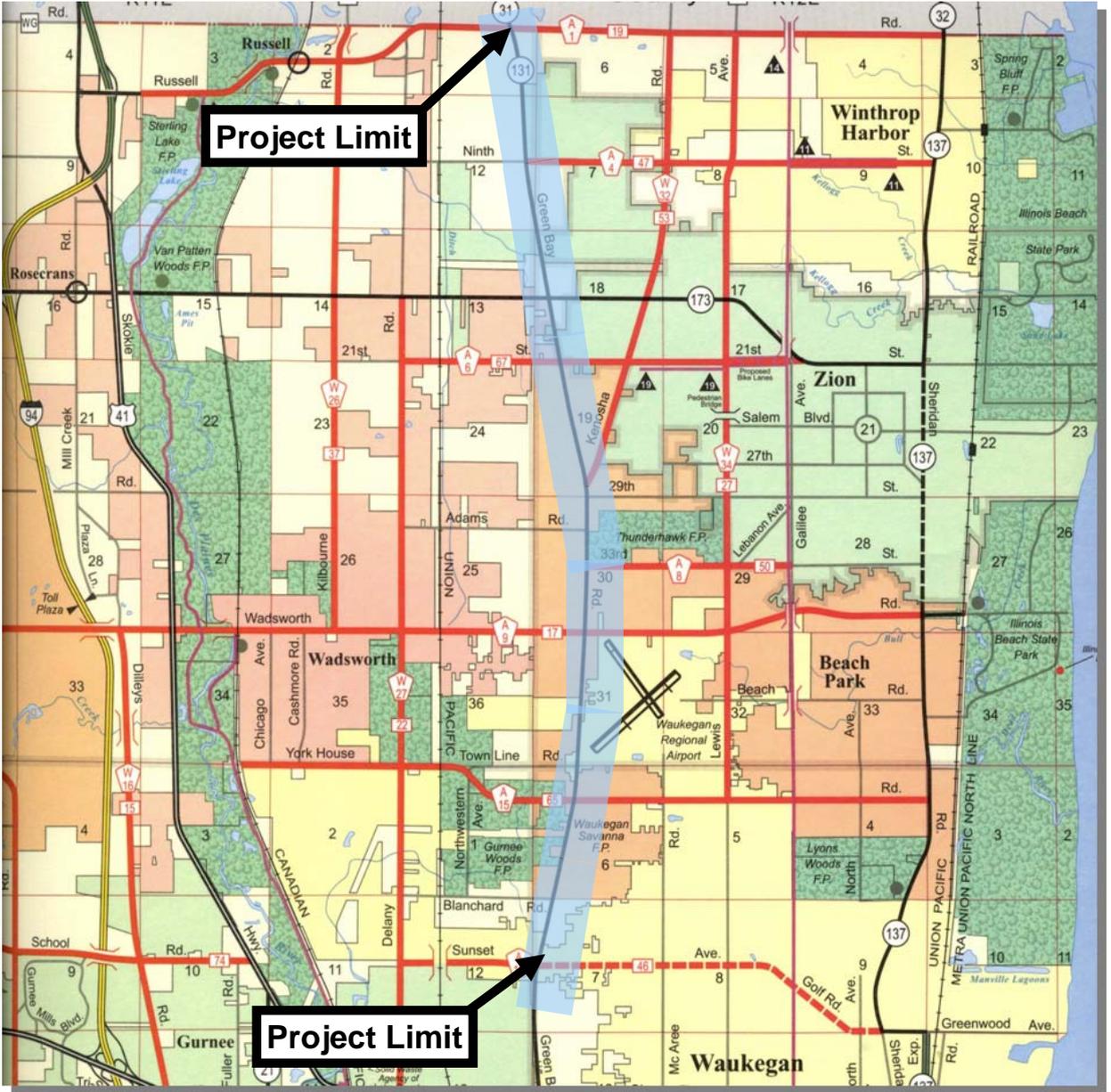
**IL 131**  
GREEN BAY ROAD PROJECT

**Public Meeting**

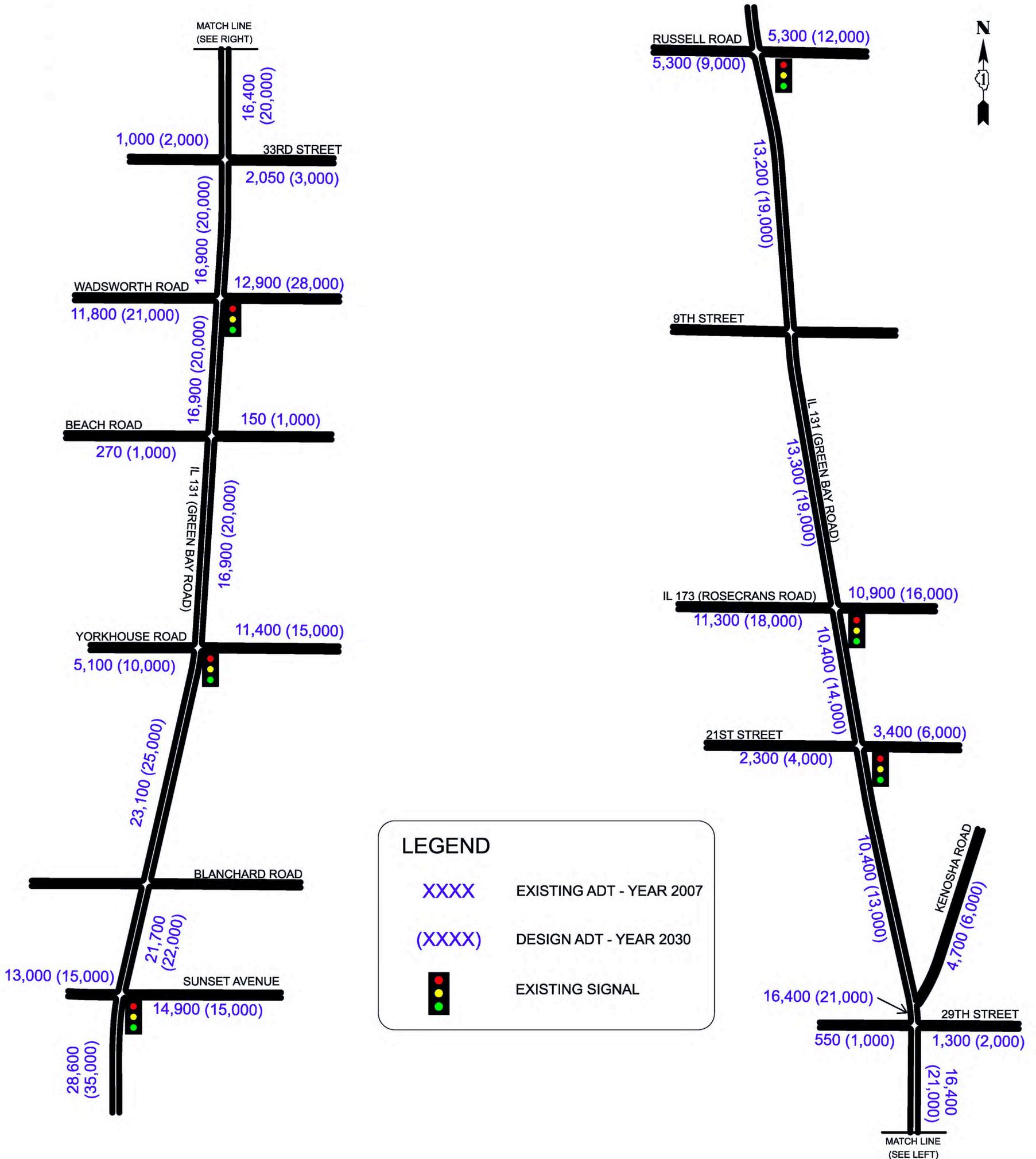


*WORKING TOGETHER...Creating a Plan for Your Community*

[www.IL131Project.com](http://www.IL131Project.com)



# AVERAGE DAILY TRAFFIC VOLUMES (ADT) EXISTING AND DESIGN



## CONTEXT SENSITIVE SOLUTIONS (CSS) PHASE I STUDY PROCESS

### THE CSS APPROACH

Context Sensitive Solutions (CSS) is an approach that involves stakeholders early and often in development of a consensus solution. CSS is an approach that focuses on developing and building projects that reflect the surroundings or “context” and the outcome (design) and the process. This approach considers various disciplines from the beginning of the project through construction. The purpose of CSS is to gather and duly consider input on the project from all stakeholders, in order to produce the best solutions to any problems identified by the process.

### THE ROLE OF THE STAKEHOLDERS

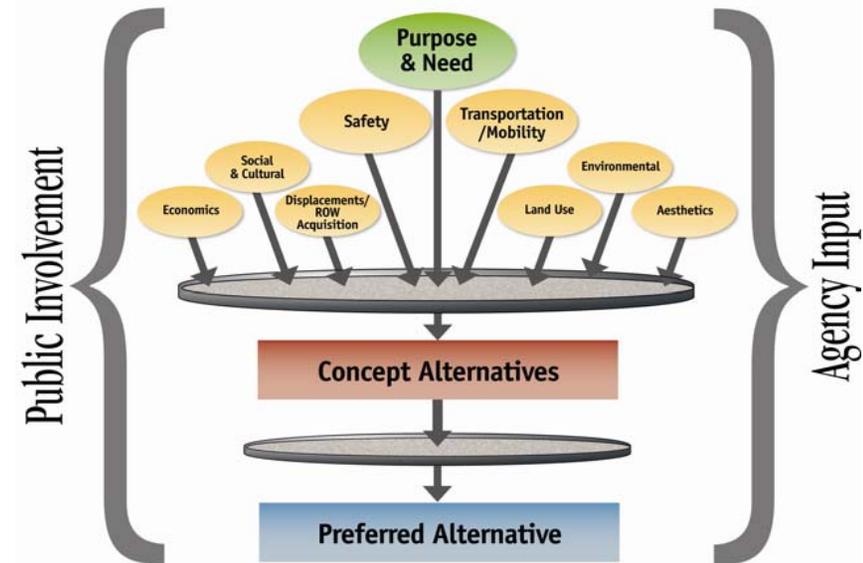
A stakeholder is a person or business who uses the infrastructure or lives within or near the project area. This includes residents, landowners, minority communities affected by a project, businesses, advocates for policy, elected officials in whose jurisdiction the project is located, governmental regulatory agencies, and travelers who use the facility. The role of the stakeholders is to advise the Illinois Department of Transportation on issues related to the design throughout the entire study process and to help identify elements of the project purpose and need. All input from all participants in the process is valued and will be considered.

### THE DEFINITION OF CONTEXT

Context is all elements related to the people and place where a project is located. This includes both visible elements such as environmental or historic resources and invisible elements such as community values, traditions, and expectations.

### THE DEFINITION OF CONSENSUS

Consensus is defined as a majority of the stakeholders in agreement, with the minority agreeing that their input was duly considered. IDOT will try to achieve stakeholder consensus on project choices. However, IDOT is responsible for the final project decisions.



## CRASH SUMMARY ALONG IL RTE 131

### FROM RUSSELL ROAD TO SUNSET AVENUE

CRASH TYPE	YEAR					TOTAL	% OF TOTAL CRASHES
	2004	2005	2006	2007	2008		
OVERTURNED	4	6	3	4	3	20	2.0%
PEDESTRIAN	0	0	0	0	1	1	0.1%
PEDESTRIAN/CYCLIST	0	0	1	1	1	3	0.3%
ANIMAL	3	0	4	1	1	9	0.9%
FIXED OBJECT	15	18	17	22	25	97	9.6%
OTHER OBJECT	0	3	3	4	1	11	1.1%
OTHER NON-COLLISION	0	1	0	2	0	3	0.3%
PARKED VEHICLE	1	1	2	1	3	8	0.8%
REAR END	87	79	82	90	73	411	40.6%
HEAD ON	3	2	3	5	7	20	2.0%
SIDESWIPE-SAME DIRECTION	8	9	10	10	12	49	4.8%
SIDESWIPE-OPPOSITE DIRECTION	6	5	3	8	8	30	3.0%
ANGLE	30	22	17	15	28	112	11.1%
TURNING	46	43	44	58	46	237	23.4%
OTHER	0	1	0	0	0	1	0.1%
<b>TOTAL</b>	<b>203</b>	<b>190</b>	<b>189</b>	<b>221</b>	<b>209</b>	<b>1012</b>	<b>100.0%</b>

CRASHES ON WET PAVEMENT (RAIN / ICE / SNOW / SLUSH)	YEAR					TOTAL	% OF TOTAL CRASHES
	2004	2005	2006	2007	2008		
	53	47	59	73	77	309	30.5%

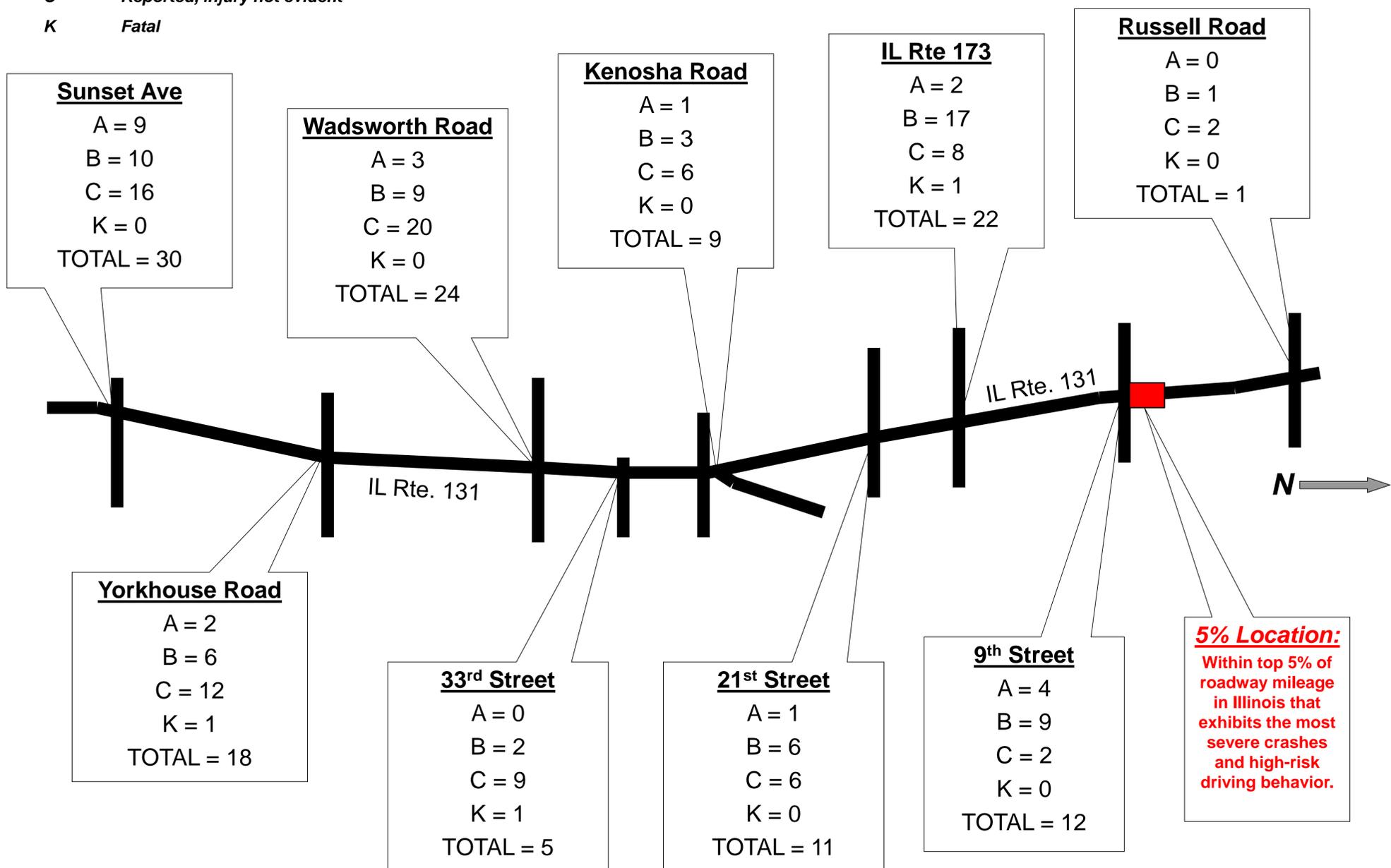
Source: Lake County, IL Traffic Crash Location System (TCLS)

# CRASH SEVERITY AT INTERSECTIONS ALONG IL RTE 131

CRASH INJURY	YEAR					TOTAL	% OF TOTAL INJURIES
	2004	2005	2006	2007	2008		
A	5	4	2	4	13	28	13.6%
B	10	13	19	11	23	76	36.9%
C	16	13	18	14	37	98	47.6%
K	1	0	2	0	1	4	1.9%
TOTAL						206	

**Crash Types:**

- A** Incapacitating Injury
- B** Non-Incapacitating Injury
- C** Reported, injury not evident
- K** Fatal



Source: Lake County, IL Traffic Crash Location System (TCLS)

# 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.*

## DRAFT PURPOSE AND 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*

# Corridor Deficiencies

## Safety

### Within Project Area From 2004 – 2008:

**1012 Crashes    206 Injuries    4 Fatalities**

*(LCDOT data)*

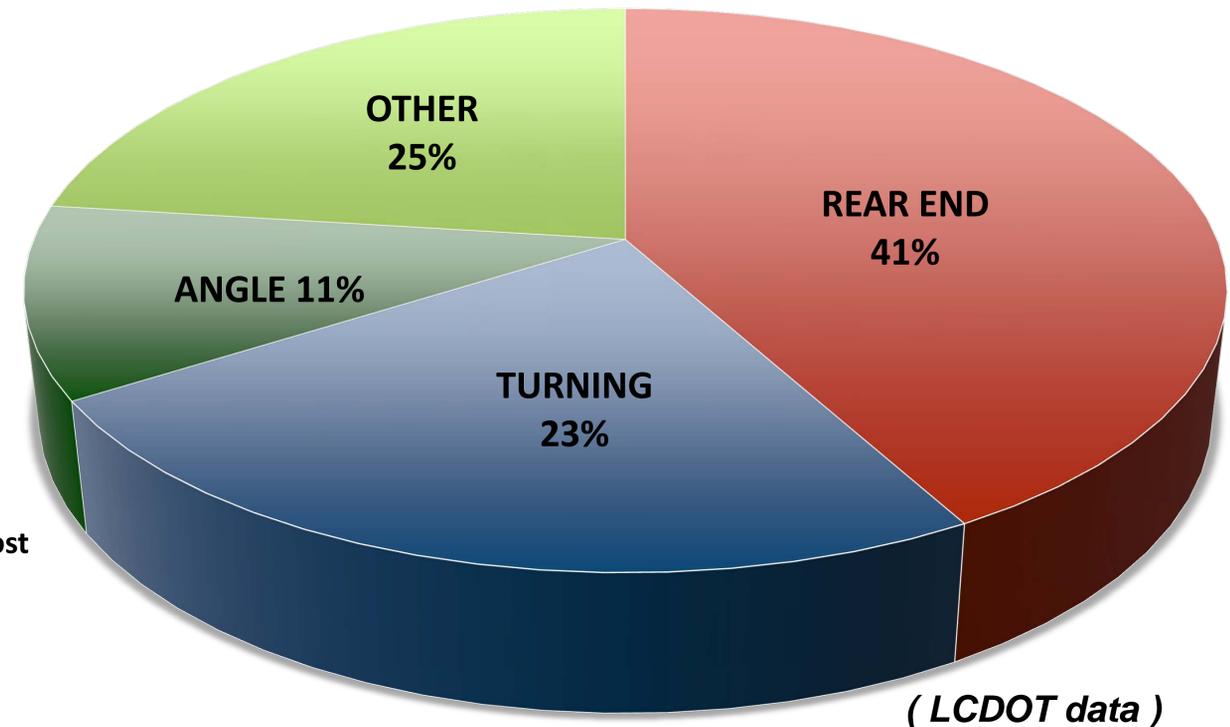
### Other Safety Deficiencies:

- **5% Location North of 9<sup>th</sup> Street (0.25 miles)**

*(This means that this segment of roadway is within 5% of roadway mileage in Illinois that exhibits the most severe crashes and high-risk driving behavior)*

- **Deficient pedestrian / bicycle accommodations**

**Crash Types, 2004-2008**  
IL Route 131 from Russell Road to Sunset Avenue



# Corridor Deficiencies

## Roadway Capacity

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

- Between Yorkhouse Road and Sunset Avenue
  - 23,100 (2007)
  - 25,000 (2030)
- Between Kenosha Road and Wadsworth Road
  - 16,400 (2007)
  - 21,000 (2030)

## Intersection Capacity

Intersection capacity is measured using Level of Service (LOS): Rating A – F

- Highlighted intersections = LOS F in design year 2030



# Corridor Deficiencies

## Operations / Mobility

- Skewed angle of Kenosha Road intersection
- Truck traffic
- Lack of signalization and signal coordination
- Deteriorating pavement & shoulders



# Project Elements

## Element Categories:

**Number of Lanes**

**Median Treatment**

**Edge Treatment**

**Pedestrian/Bicycle  
Accommodations**

## Highest Rated Elements:

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**Four Lanes – Divided**

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**Wide Grass Median**

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**Paved Shoulder with  
Curb & Gutter**

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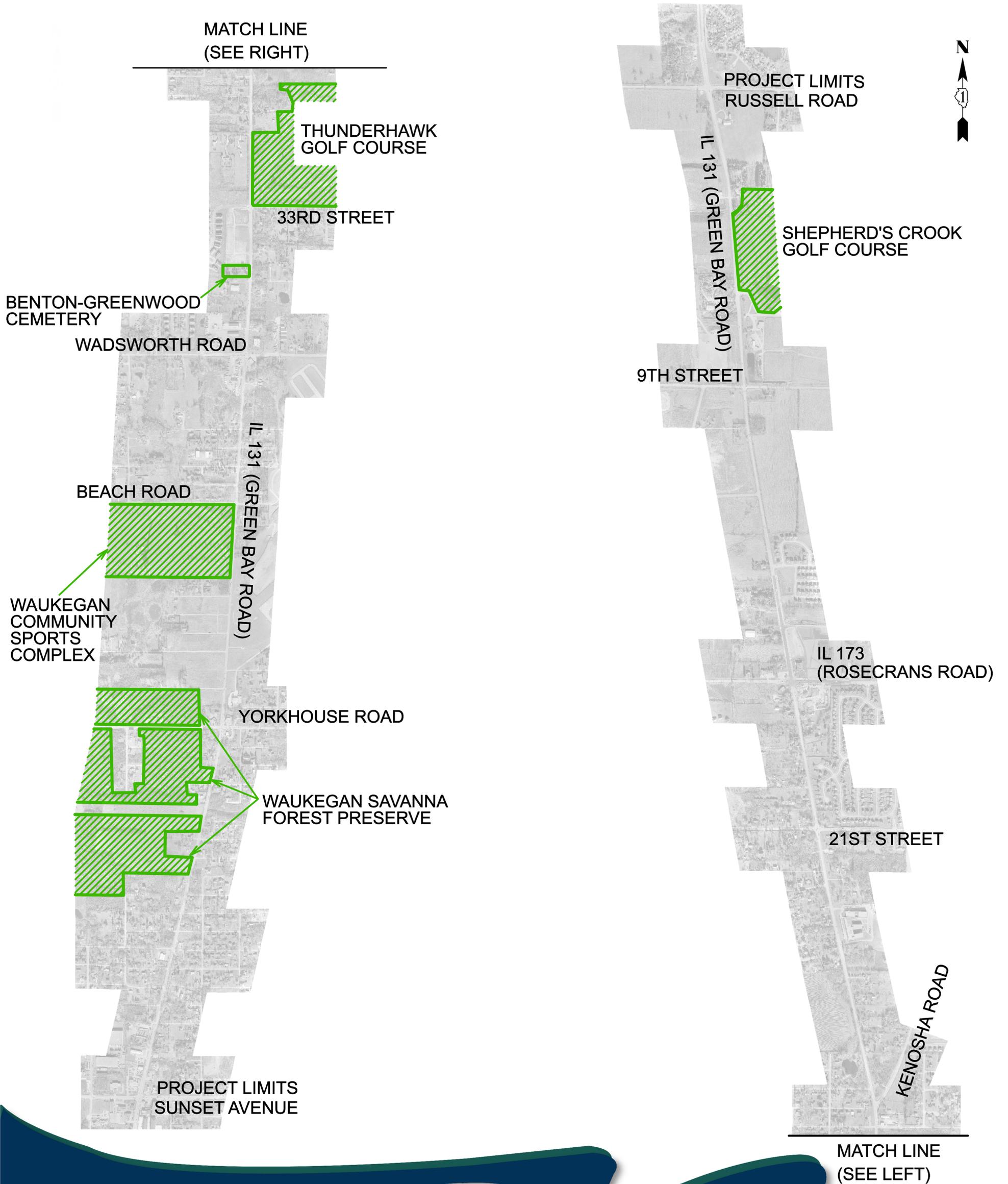
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**Shared-Use Path**

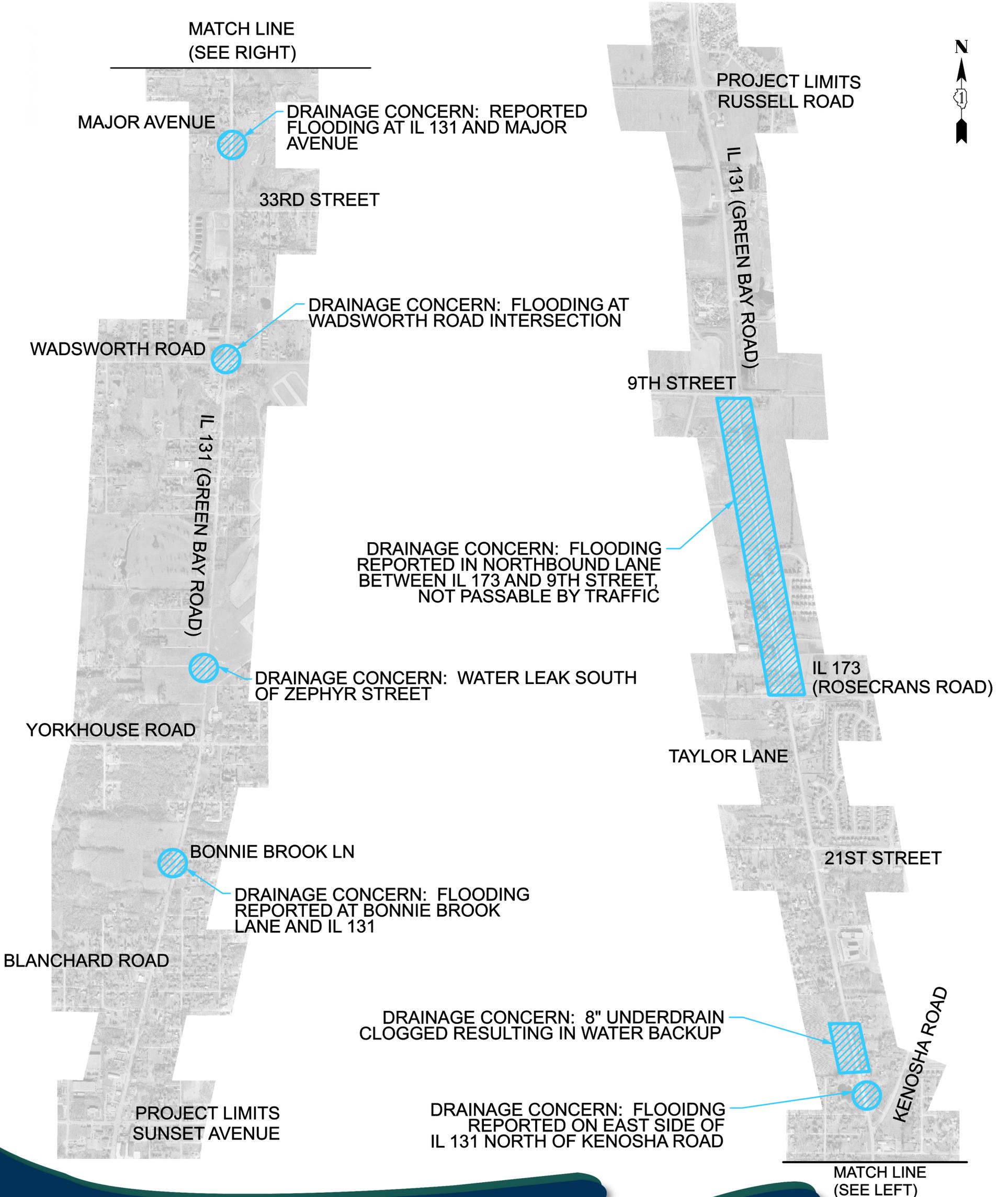
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WORKING TOGETHER....CREATING A PLAN FOR YOUR COMMUNITY

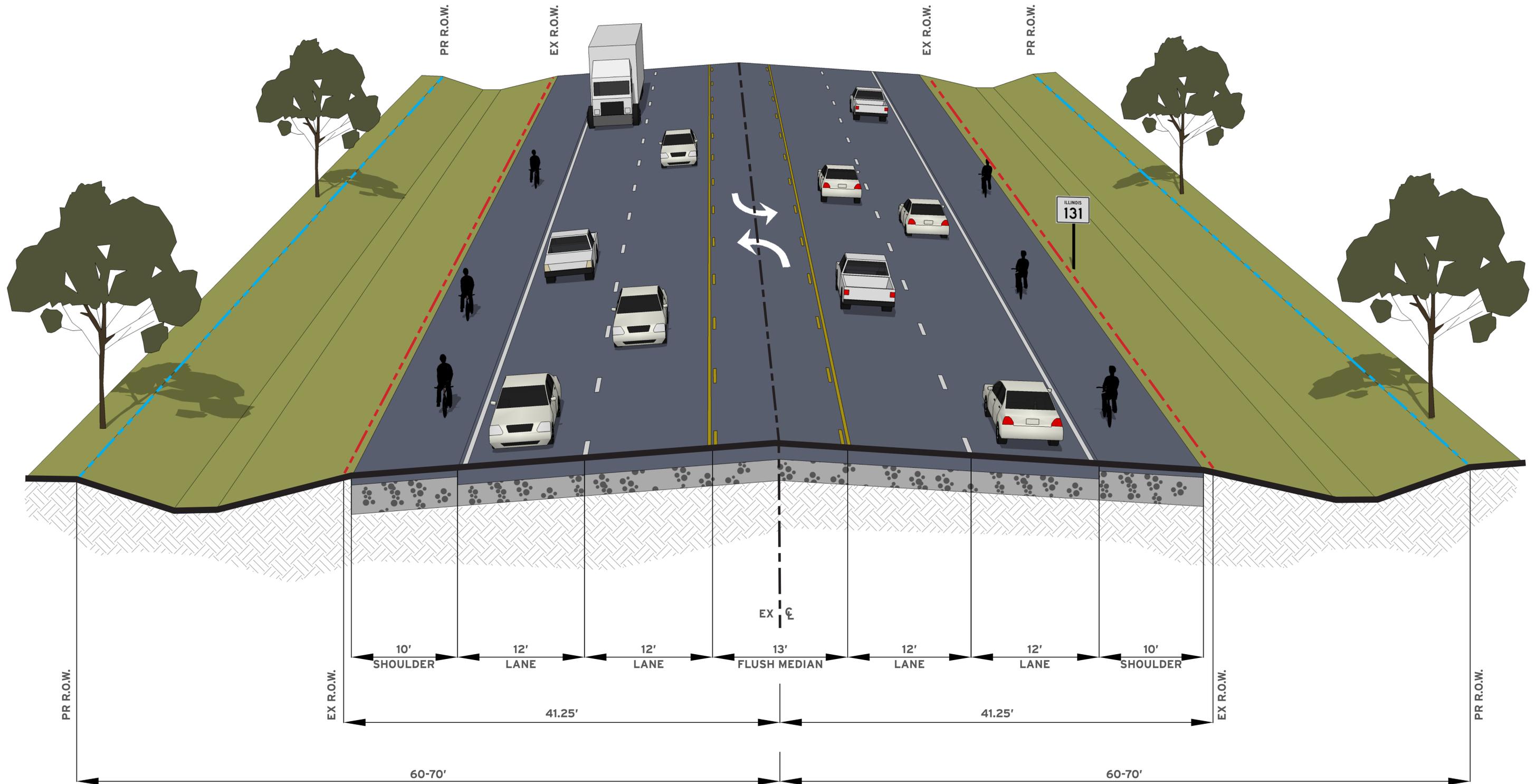
# SENSITIVE RESOURCES



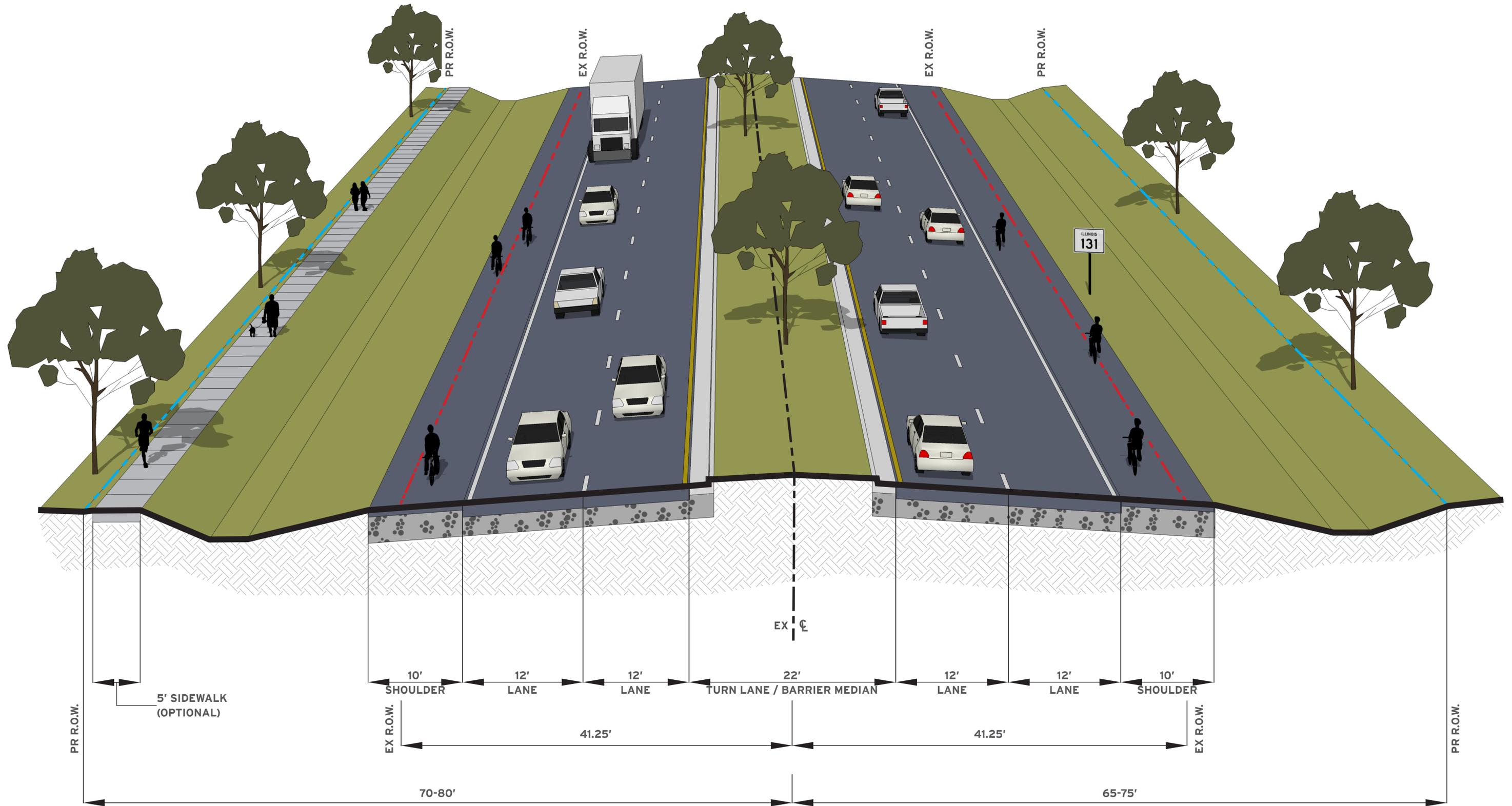
# IDENTIFIED DRAINAGE PROBLEMS



**ALTERNATIVE A1**  
**4-LANE WITH FLUSH MEDIAN AND SHOULDER**  
**TYPICAL SECTION**

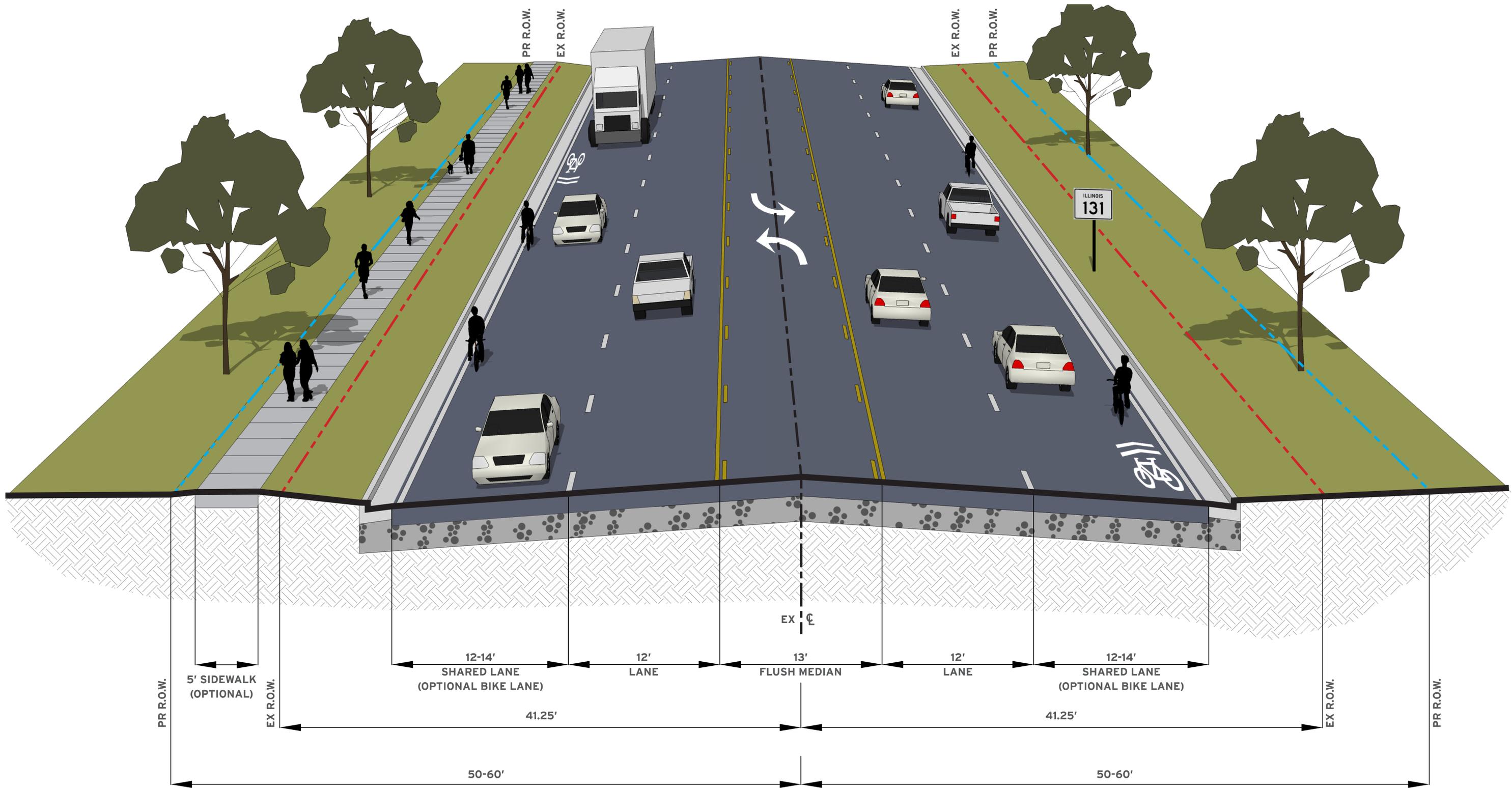


**ALTERNATIVE B1**  
**4-LANE WITH BARRIER MEDIAN, SHOULDER, AND**  
**OPTIONAL SIDEWALK TYPICAL SECTION**



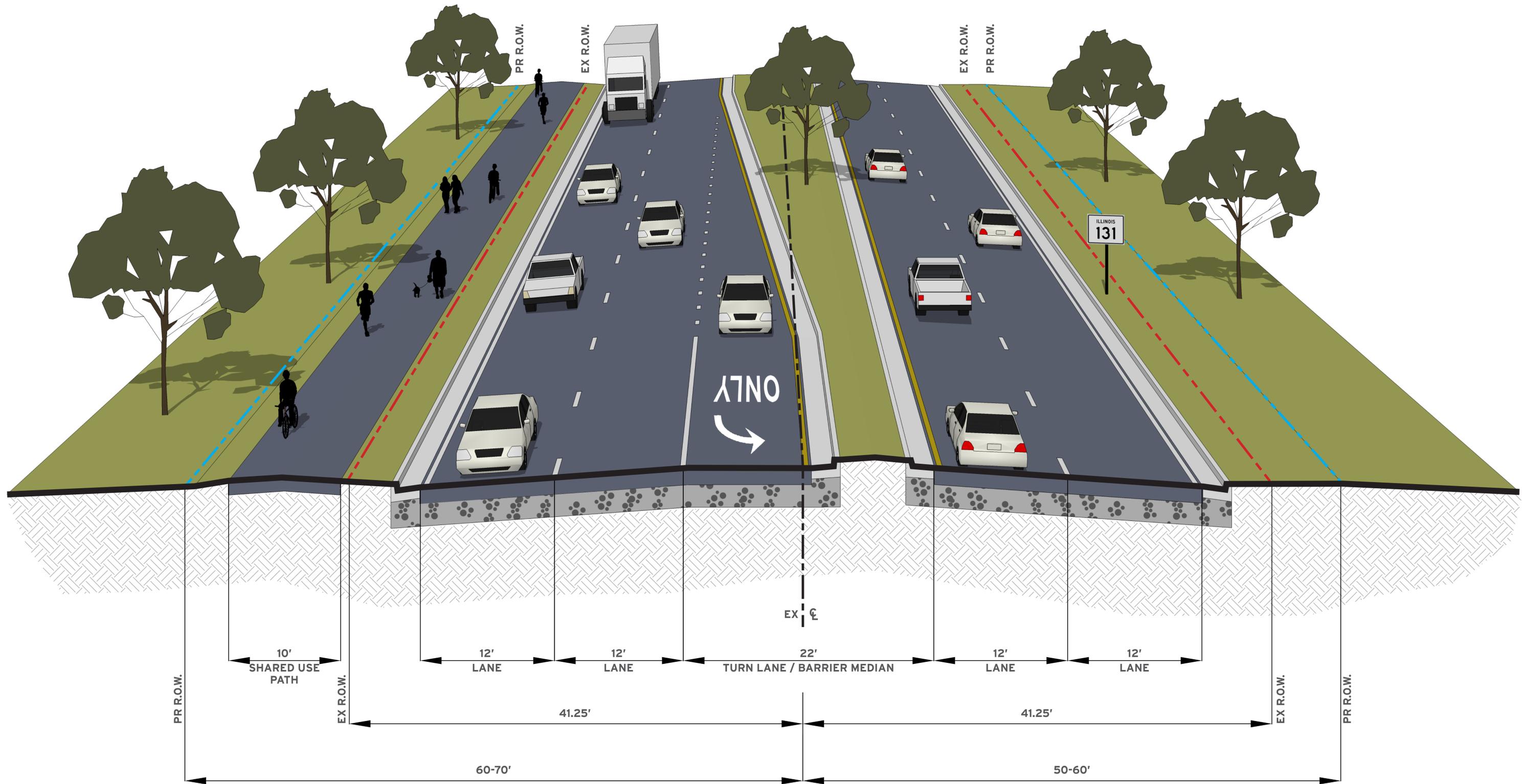
# ALTERNATIVE A2

4-LANE WITH FLUSH MEDIAN, CURB AND GUTTER,  
OPTIONAL SIDEWALK, AND OPTIONAL BIKE LANE  
TYPICAL SECTION



# ALTERNATIVE B2

4-LANE WITH BARRIER MEDIAN, CURB AND GUTTER,  
OPTIONAL SHARED USE PATH AND SIDEWALK  
TYPICAL SECTION



# Evaluation Criteria

- **Potential Environmental Impacts**

Parks            Forest Preserves  
Wetlands        Drainage  
Cemeteries

- **Identified Needs**

Safety  
Capacity  
Operations/Mobility

- **Waukegan Airport Coordination**

- **Potential Property Impacts**

Residential            Commercial  
Industrial        Zoning & Land Use Plans

- **Accessibility**

Traffic Control            Vehicles  
Bicycles                    Pedestrians

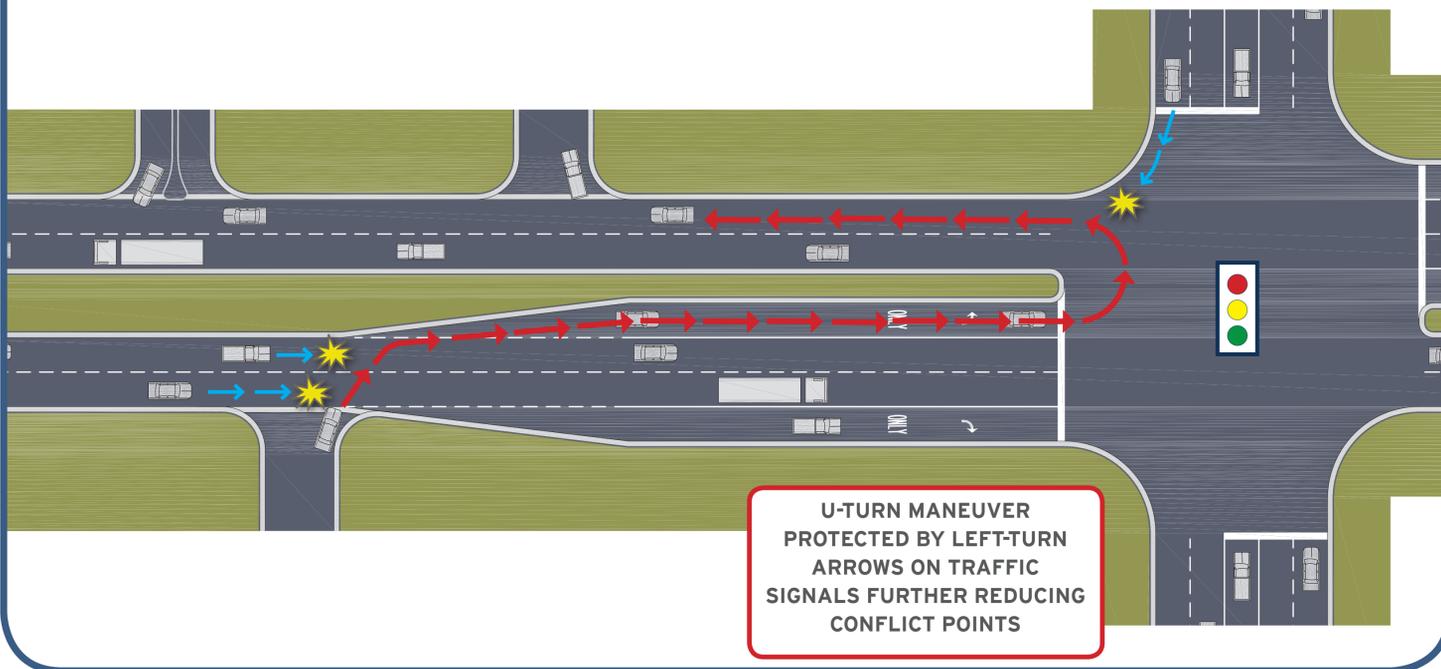
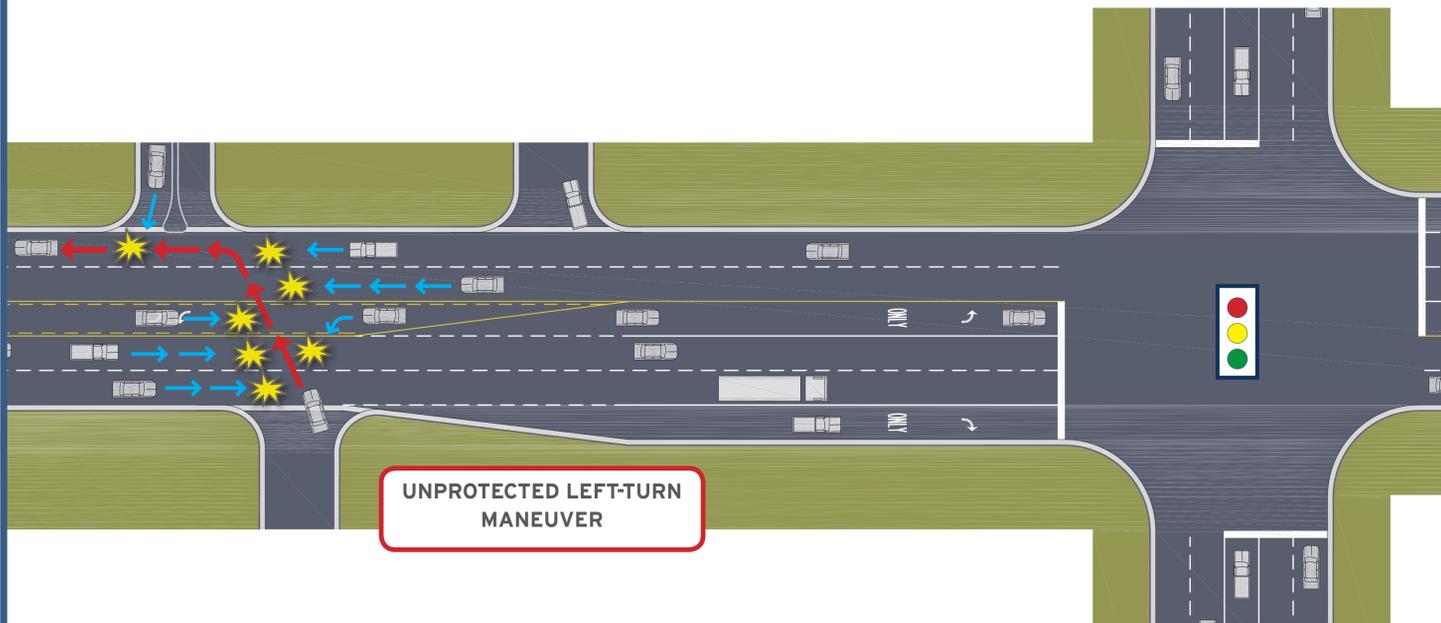
- **Cost**

Construction            Maintenance

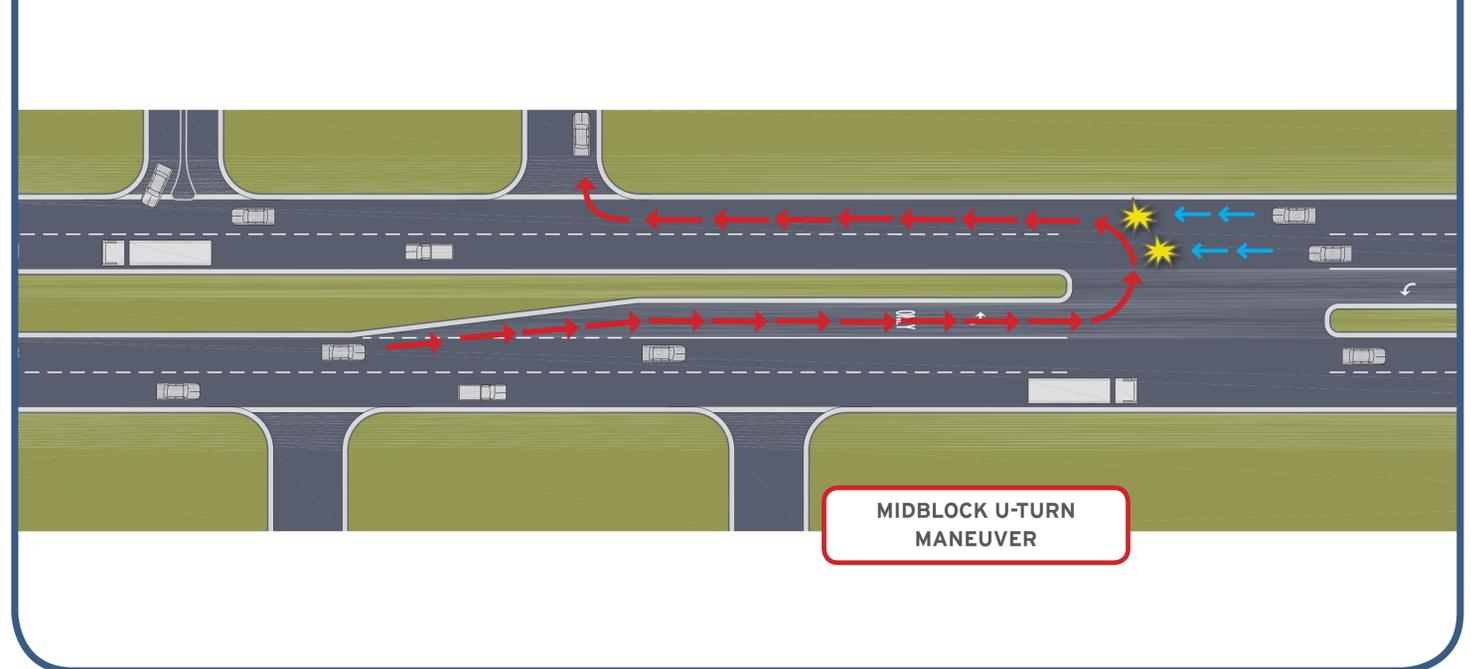
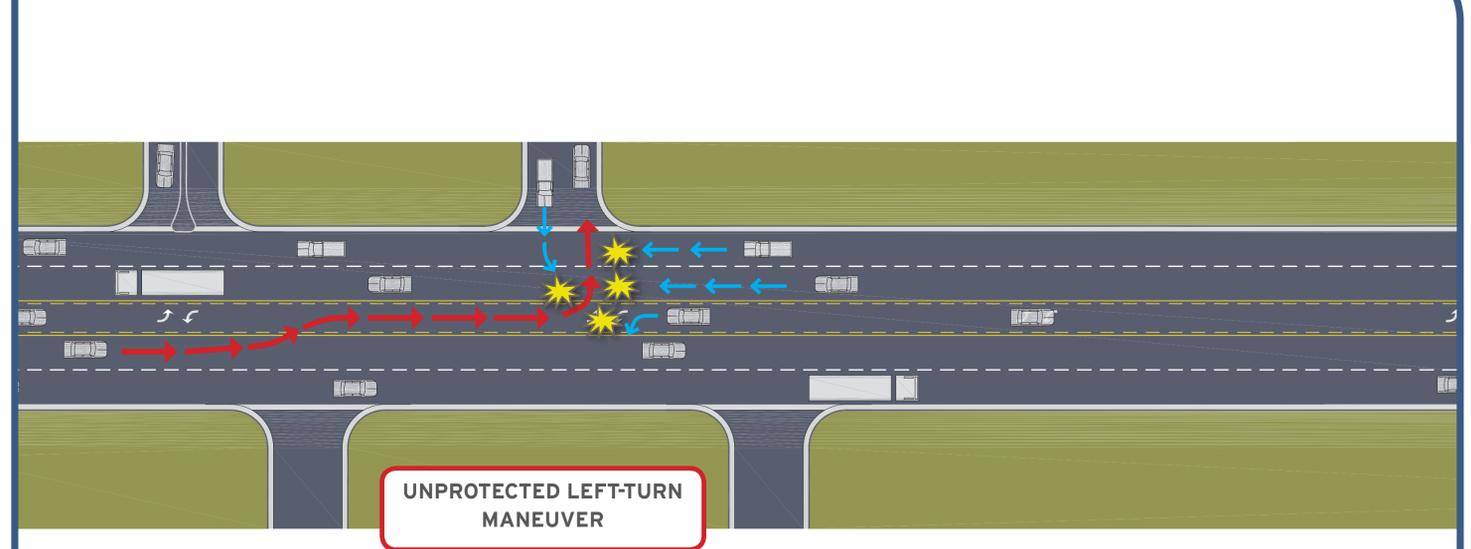
# SAFETY BENEFITS OF U-TURNS

## UNPROTECTED VS. PROTECTED LEFT-TURN MANEUVER

SIGNALIZED INTERSECTION



UNSIGNALIZED DRIVEWAY



# Next Steps

## PROJECT SCHEDULE

