



COMMUNITY ADVISORY GROUP MEETING #2

November 9, 2010



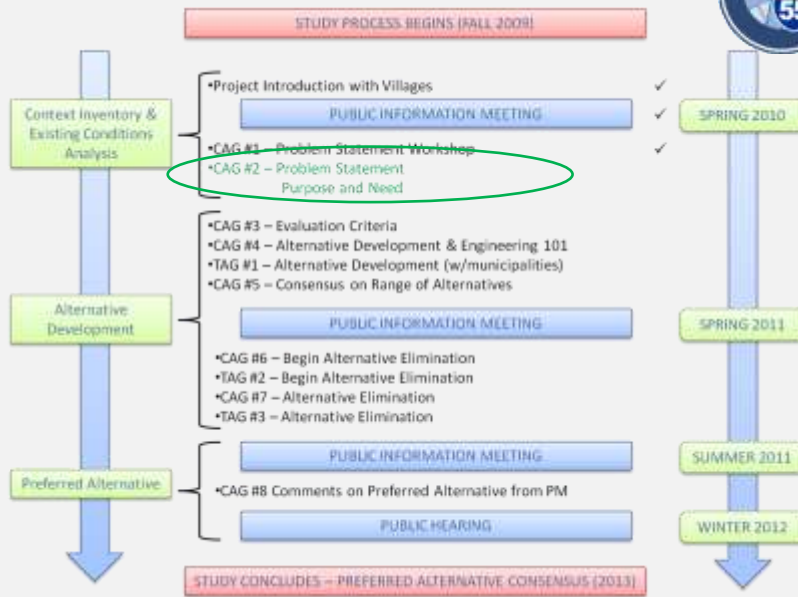
Illinois Department
of Transportation

MEETING OBJECTIVES



- Update project status
- Review Community Advisory Group Meeting #1
- Present Draft Purpose and Need Report

PROJECT STATUS



CAG MEETING #1



Reviewed the public involvement process

Context Sensitive Solutions (CSS) review

Ground rules

Role of the Community Advisory Group (CAG)

Discussed the initial findings of the project team

Regional and future growth

Traffic and crash data

Context Survey results

Defined the transportation problem from a user's perspective

CAG MEETING #1



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			

CAG MEETING #1



Other ideas from the workshop included:

- Intersections along Weber should be included in the project study in addition to the interchange because there are also traffic problems there.
- Travel pattern 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.

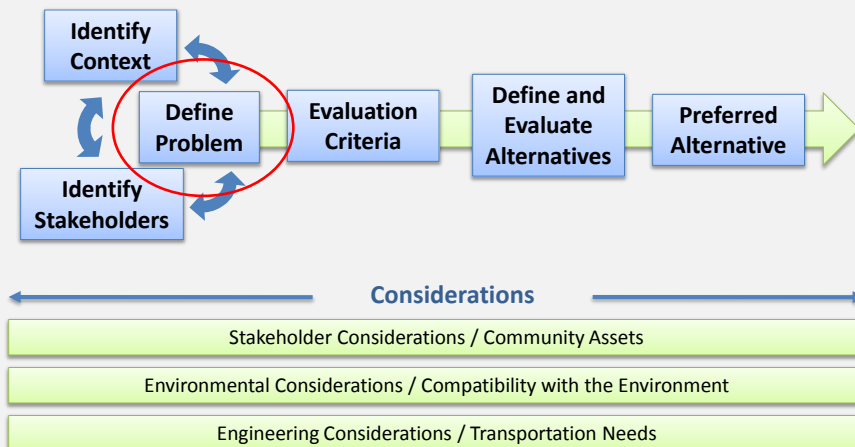
CAG MEETING #1



Other ideas from the workshop included:

- The traffic counts should consider that all of the warehouses and distribution centers near the interchange are not full.
- Limit truck traffic to specific times
- Consider future development so that access to new sites could be accommodated.

PROJECT STATUS



WHAT IS THE PROBLEM STATEMENT?



- Concise, but broadly written description of the transportation problem(s) associated with the project
- Defines current conditions in addition to conditions for the forecast year (2040)
- Incorporates larger community issues such as economic development, visual identity, community character and livability
- Does not describe specific solutions

DRAFT PROBLEM STATEMENT



Development and forecasted growth in the communities around the I-55 at Weber Road interchange present a need for improved transportation. The transportation problems associated with the interchange include operational issues, inadequate capacity, unsafe travel conditions, and the lack of alternative transportation.

DRAFT PROBLEM STATEMENT



The operational issues at the I-55 ramps, Weber Road mainline, and Weber Road intersections include high-volume turn movements, inadequate lane marking and merging issues, poor signage, and traffic signal delays.

DRAFT PROBLEM STATEMENT



The high volume of truck traffic from warehouses and distribution centers, a lack of alternative north-south routes, and inadequate access to I-55 contribute to significant congestion around the interchange.

DRAFT PROBLEM STATEMENT



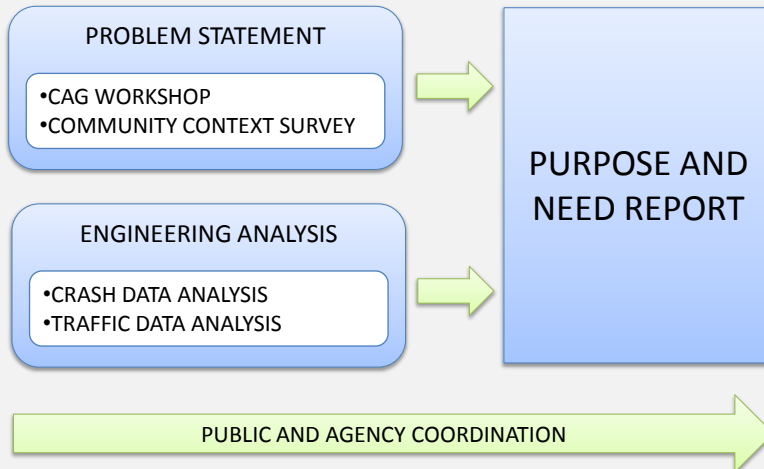
The congestion around the interchange area results in motorist delays, prevents efficient access to local businesses, and contributes to elevated crash potential on I-55 near the interchange and at intersections along Weber Road.

DRAFT PROBLEM STATEMENT



There is no public transportation, bike path continuity, or pedestrian facilities near the interchange and Weber Road does not promote using alternative modes of transportation.

PURPOSE AND NEED DEVELOPMENT



WHAT IS THE PURPOSE AND NEED?



Need is a tangible fact based problem ; i.e. a transportation deficiency

Purpose is an overarching statement of why you are pursuing the project; objectives that will be met to address the transportation deficiency

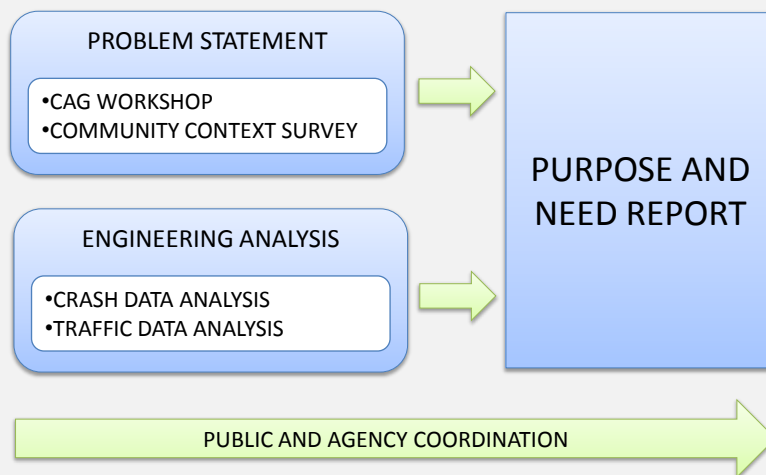
WHY IS PURPOSE AND NEED IMPORTANT?



- Required by Federal law
- 1st chapter of Environmental Assessment
- Explains the “why” of the project
- Drives the analysis process
- First standard to measure the solution



PURPOSE AND NEED DEVELOPMENT

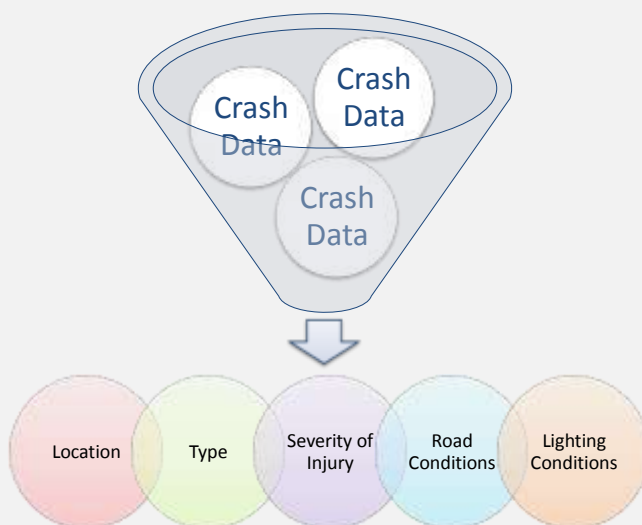


WHY ANALYZE THE CRASH HISTORY?

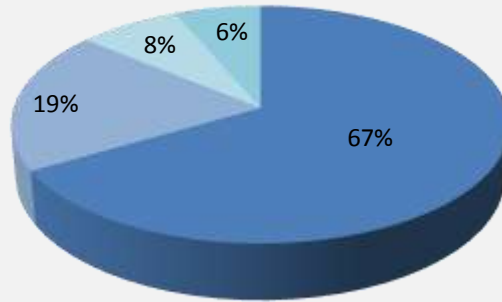


- Objective assessment of existing conditions
- Reveals more information about crashes
- Identify and incorporate potential countermeasures

HOW ARE CRASHES ANALYZED?

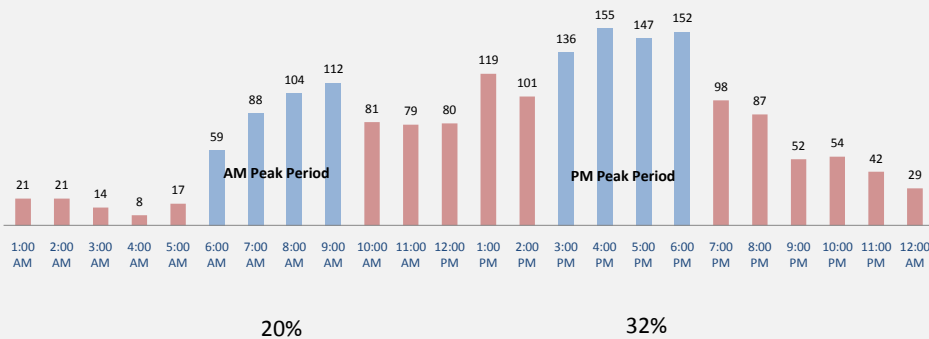


CRASH RESULTS – WEBER ROAD

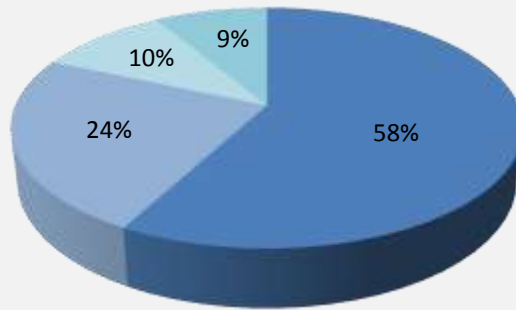


■ REAR END ■ TURNING ■ SIDESWIPE ■ OTHER

CRASH RESULTS – WEBER ROAD

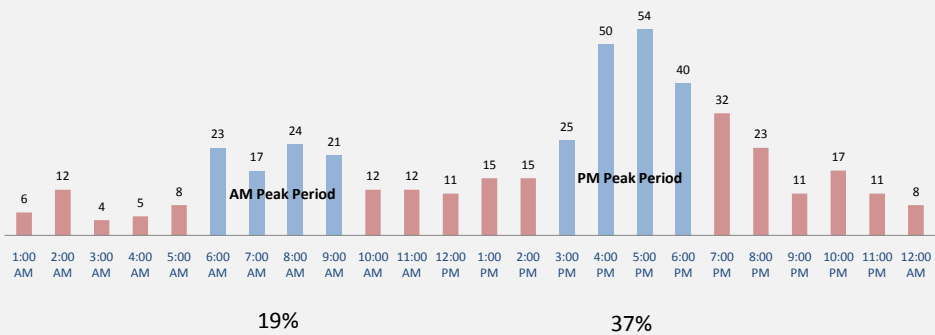


CRASH RESULTS – INTERSTATE 55

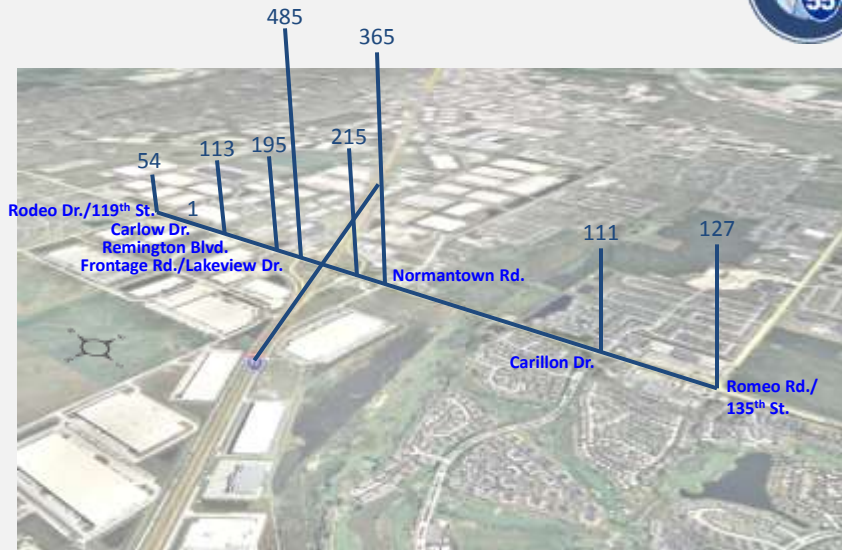


■ REAR END ■ SIDESWIPE ■ FIXED OBJECT ■ OTHER

CRASH RESULTS – INTERSTATE 55



CRASH RESULTS – WEBER ROAD



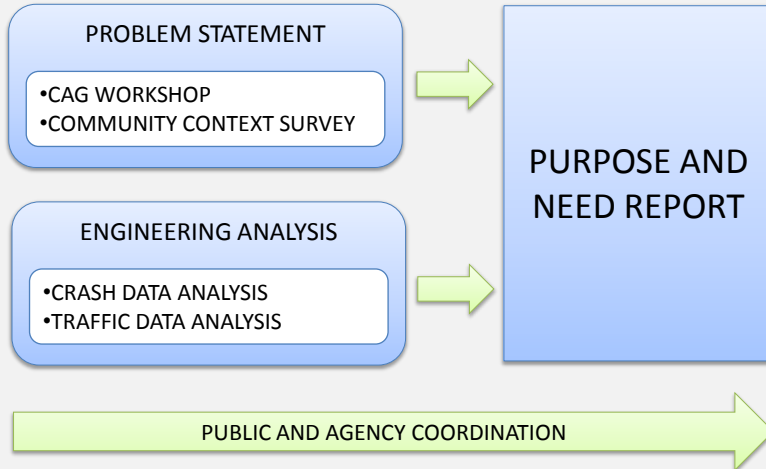
CRASH ANALYSIS



Observations:

- Three fatalities; all involved alcohol/drug impaired drivers and occurred on I-55
- Rear-end and same directions sideswipe collisions were predominant
- Most crashes occurred during peak hours, in daylight and under dry pavement conditions

PURPOSE AND NEED DEVELOPMENT



HOW IS TRAFFIC DATA COLLECTED?



HOW IS TRAFFIC DATA COLLECTED?



Chicago Metropolitan Agency for Planning (CMAP)

AVERAGE DAILY TRAFFIC (ADT)



2010 ADT
(Existing)

2014 ADT
(No Build)

HOW IS TRAFFIC EVALUATED?



Assessment of Operating Conditions

- Capacity Analysis
- Simulation Models
- Standard of Measurement:
Level of Service (LOS)

TRAFFIC ANALYSIS METHODOLOGY



LOS A

TRAFFIC ANALYSIS METHODOLOGY



LOS B

TRAFFIC ANALYSIS METHODOLOGY



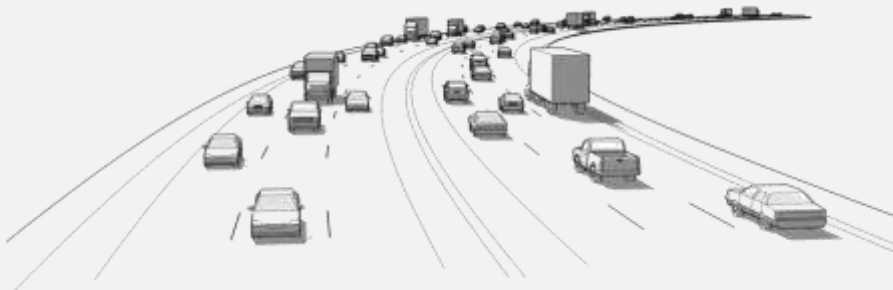
LOS C

TRAFFIC ANALYSIS METHODOLOGY



LOS D

TRAFFIC ANALYSIS METHODOLOGY



LOS E







TRAFFIC ANALYSIS METHODOLOGY



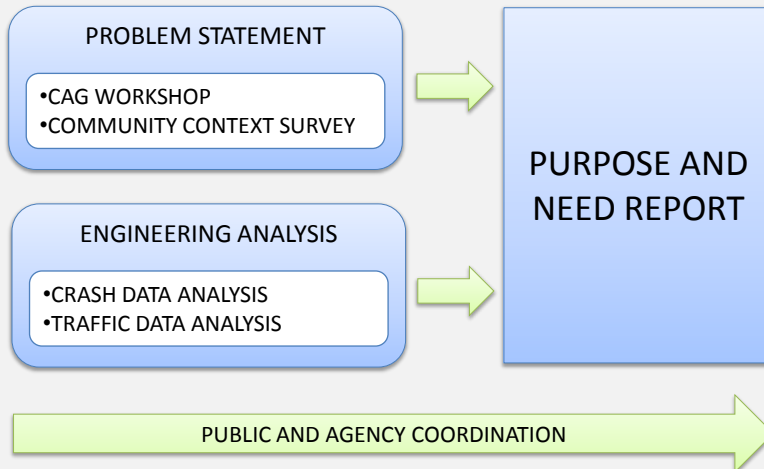
LOS F

TRAFFIC ANALYSIS METHODOLOGY



-  — LOS A
-  — LOS B
-  — LOS C
-  — LOS D
-  — LOS E
-  — LOS F

PURPOSE AND NEED DEVELOPMENT



PROJECT PURPOSE



The purpose of the proposed action is to identify transportation solutions that will **address congestion and mobility problems in the Weber Road corridor** identified in the study area, **improve community connectivity**, and **improve access for commercial and residential users** of I-55 and Weber Road.

PROJECT NEEDS



- Address operational deficiencies
- Improve capacity
- Improve safety
- Increase access to alternative transportation

PURPOSE AND NEED REPORT



Need: Address Operational Deficiencies



Technical Analysis

*Traffic signal delay
Unacceptable level of
service on Weber Road
and I-55 ramps*



Problem Statement

*High volume turn
movements
Inadequate lane
marking
Merging issues
Poor signage
Traffic signal delay*



Stakeholder Input

*Signals (traffic/
pedestrian)
Street lighting/
pedestrian lighting
Roadways compatible
to existing businesses
Roadways compatible
to existing commuting
patterns*

PURPOSE AND NEED REPORT



Need: Improve Capacity



Technical Analysis

*Projected increase in traffic volumes
Substandard geometrics (travel lanes, intersections)*



Problem Statement

*High volume of trucks
No alternate north-south routes
Inadequate access to I-55
Congestion*



Stakeholder Input

*Industrial centers and commercial areas
Commuter corridor
Congestion and delay*

PURPOSE AND NEED REPORT



Need: Improve Safety



Technical Analysis

*High number of crashes
Multi-modal conflicts
High number of rear-end and sideswipe collisions
Crashes data consistent with congestion*



Problem Statement

*Motorist delay
Prevents efficient access
Congestion*



Stakeholder Input

*Traffic Safety
Congestion and delay*

PURPOSE AND NEED REPORT



Need: Increase Access to Alternative Transportation



Technical Analysis

*Lack of transit options
Bicycle/pedestrian
access is limited*



Problem Statement

*Lack of pedestrian,
ADA, and bike facilities
Limited alternative
transportation choices
Improve pedestrian
access and bike path
continuity*



Stakeholder Input

*Handicap accessibility
Sidewalks and
pedestrian crossings
Bike lanes/recreation
facilities*

PURPOSE AND NEED REPORT

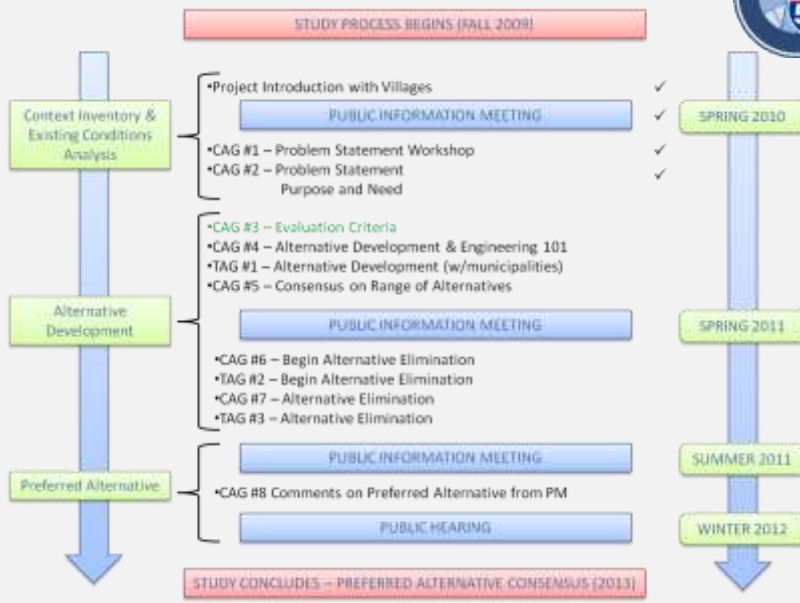


HOMEWORK

Please read and review the draft

Purpose and Need Report

MEETING TIMETABLE



THANK YOU!



Community Advisory Group Meeting #3
Purpose & Need/Evaluation Criteria
November 30, 2010

