



FINAL MEETING MINUTES

SUBJECT: Community Advisory Group (CAG) Meeting #2	
PROJECT: Illinois Route 83/IL137 in Lake County	PROJECT NO.: P-91-159-10
MEETING DATE: Sept. 5, 2012	MEETING LOCATION: Libertyville Village Hall
NOTES BY: B. Jacquot, M. Walton, K. Hall	

Attendees: Please see the attached Attendance Record for address, email, and phone number

NAME	ORGANIZATION
Aikus, Al	Prince of Peach School
Alani, Louay	Grayslake Stop & Shop
Carbone, Michael	District 46
Cornew, Barb	Active Transportation Alliance
Evans, Kip	Grayslake District 46
Fenelon, Michael (in place of Andy Kimmel)	Lake County Forest Preserve
Gleason, Chuck	Lake County Division of Transportation
Gramhofer, Gary	Round Lake Beach Public Works
Grinnell, Keith	District 46
Heraden, Bob	Fly Cast Properties
Herman, Doug	Bicycle Club of Lake County
Marubio, Leo	Liberty Prairie Area Homeowner's Association
Reaves, James	University of Illinois Extension
Rowe, Heather	Village of Libertyville
Schuler, James	Liberty Prairie Area Homeowner's Association
Werfel, Jeff	State Representative Sandy Cole
Wildenberg, Jon	Village of Round Lake Beach
PROJECT STUDY TEAM	
Brozek, Luke	IDOT
Feliciano, Jessica	IDOT
Hall, Kevin	Planning Communities, LLC
Jacquot, Bridgett	Volkert, Inc.
Rinosa, Patrick	IDOT
Schilke, Steve	IDOT
Walton, Michael	Volkert, Inc.



Purpose: The purpose of the meeting was to:

- Review the issues and concerns that were identified during the first CAG meeting
- Obtain a general agreement on the project problem statement
- Review and discuss the Purpose and Need Statement
- Identify project goals

Agenda:

- Welcome/Opening Remarks
- CAG Meeting #1 Overview
- Problem Statement – General Agreement
- Purpose and Need Statement
- Project Goals Exercise
- Questions/Closing Remarks

Minutes:

Please view the attached meeting presentation slides that correspond with the following meeting minutes:

Bridgett Jacquot (Volkert) presented slides #1-14.

Slide 1: Welcome

Slide 2: Introductions

Slide 3: Binder

A binder was provided to all CAG members; either they received a binder at the first CAG meeting or were provided one at this meeting. The following handouts were provided:

- Presentation
- Agenda
- Draft Problem Statement
- Meeting minutes from CAG Meeting #1

Slide 4: Meeting Purpose: *The meeting purpose is listed above*

Slide 5: Study Overview

- The project study corridor is along Illinois Route 83/IL 137 in Lake County from IL 132 to just east of U.S. 45 and is approximately 11 miles.
- The project corridor starts in the Village of Lake Villa and passes through the Village of Round Lake Beach and the Village of Grayslake, and ends in the Village of Libertyville.
- The Illinois Route 83/137 project is in what is termed a “Phase I Study” by IDOT.
- The existing lane configuration varies from two though lanes with various turn lanes to five lanes.

Slide 6: Project Development Process

It was explained that IDOT develops projects in three phases:



- Phase I – Preliminary Engineering & Environmental Studies, which the Illinois Route 83/IL 137 project is currently at the beginning of. This phase is commonly referred to as the planning stage of a project.
- Phase II – Contract Plan Preparation & Land Acquisition (*Currently Not Funded*)
- Phase III – Construction (*Currently Not Funded*)

Slide 7: CAG Meeting #1 Overview

During the first CAG meeting, the members were asked to individually list the issues and needs that are important to them regarding the Illinois Route 83/IL 137 roadway and then report as a group the top five to seven prominent issues. The prominent issues identified were: multi-modal transportation (mainly associated with pedestrian and bike paths), safety, aesthetics, access and mobility, environmental impacts, schools (access, safety, and property impacts), and economic impacts.

Slide 8: Project Problem Statement

Based on the concerns and issues identified by the CAG, the following problem statement was developed: “The environment surrounding IL 83 and IL 137 from IL 132 to U.S. 45 in Lake County is encompassed by homes, numerous schools, businesses, parks and open lands that have shaped the surrounding communities character and values. The restricted flow of traffic and lack of connectivity to these important resources creates an impediment to mobility and access for vehicles, pedestrians, and bicyclists. It is essential that the IL 83/IL 137 project preserve these community characteristics while improving the overall safety, identifying multi-modal opportunities, and reducing congestion.”

The CAG was provided a copy of this problem statement along with the CAG meeting invite and asked them to please review and provide comments at the meeting. At this point in time, the members were asked to take a few minutes and provide any comments they had on the problem statement. The members were reminded to keep in mind that the point of the problem statement is to identify the *problems* associated with the roadway and not offer a solution – that will come later in the project process when the alternatives are developed.

One comment was provided by Barb Cornew who stated that the statement was concise. No other comments were received. Ms. Jacquot asked if everyone agreed with using this statement as the problem statement for the project; the CAG members agreed.

Slide 9: Purpose and Need Statement

The next part of the presentation focused on the Purpose and Need Statement. It was explained that the Purpose and Need Statement is required by the National Environmental Policy Act to be included in a transportation study of this size, from which the results will be provided in an Environmental Assessment. The Purpose and Need Statement consists of three main parts, which include identifying the project purpose, need, and goals/objectives.

The Purpose and Need does serve as the foundation for the identification and evaluation of project alternatives; basically, once the Purpose and Need is established, any alternative that is



carried forward for evaluation must meet the goals and objectives of the Purpose and Need statement. Each alternative that is carried forward for evaluation must provide an answer as to: how does it address the PURPOSE of the project and how does it address the NEED for improvements.

Slide 10: What goes into a Purpose and Need Statement?

Many different factors go into shaping a statement of Purpose and Need for a project but the outcome should clearly demonstrate that a “need” exists and the discussion should clearly describe the problems which the proposed action is to correct.

The Purpose and Need combines technical factors and the problem statement. Technical factors can include: existing and projected traffic volumes, level of service/capacity, crashes, and lack of intermodal relationships.

Slide 11: Purpose and Need Process Steps

So where does the Purpose & Need fit into the Phase I process? Once the technical factors are identified and the problem statement is established, the Purpose and Need statement is developed. This Purpose and Need statement then provides the basis for the development of reasonable alternatives and ultimately the selection of a preferred alternative. Throughout this process, coordination with the regulatory agencies, such as the US EPA, Corps of Engineers, IDNR, takes place along with continuing to receive input from the public.

Slide 12: Why is the Purpose and Need Important?

- Required by the National Environmental Policy Act (NEPA)
- Identifies what action needs to be taken
- Demonstrates problems that already exist or which will exist if a project is not implemented
- Justifies the need for action
- Helps define what constitutes a reasonable alternative
- Does not recommend a preferred alternative

Slide 13: Draft Project Purpose

Based on the traffic volumes, congestion, number of crashes, and lack of multimodal connectivity along the Illinois Route 83/IL 137 project route, the purpose of the proposed action is to increase safety, relieve traffic congestion, and improve multi-modal opportunities along Illinois Route 83/IL 137 from IL 132 to just east of U.S. 45.

Slide 14: Draft Project Need

Based on the identified needs along the project route, the proposed project is needed to improve the safety of the roadway, address traffic congestion, and increase multimodal opportunities.



Michael Walton (Volkert) presented slides #15-25.

Slide 15: Existing Conditions –Roadway Safety

Michael Walton explained that the needs along the project route have been identified based on the existing conditions of the roadway. A need identified along the project route is to improve roadway safety based on the number and severity of crashes. Mr. Walton stated that this information was presented in the last CAG meeting, but as a recap:

- A total of 1,188 crashes were reported between 2006 and 2009
- Rear end crashes account for the highest percentage of crashes, followed by turning crashes.
- Of the 1,188 crashes:
 - 257 resulted in minor injuries
 - 41 resulted in severe injuries
 - 2 resulted in a fatality
- The intersection of IL 83 and Rollins Road is identified as a “top five percent crash location.”

Slide 16: Existing Conditions – No-Build Scenario

Mr. Walton explained that we will be continually referring to what is called the “No-Build” Scenario throughout the project study.

- Under the terms of the National Environmental Policy Act (NEPA), all actions must be compared against the base case of doing nothing.
- The “No Build” alternative, however, does not imply that existing facilities will not be maintained as needed. Maintenance of existing facilities will continue no matter what alternative is selected.
- The impacts, benefits, and costs of all alternatives associated with each alternative are compared to the "No Build" alternative.
- In this way, various build alternatives under consideration will have reasonable and realistic conditions to which alternatives' projected effects can be compared.

Slide 17: Existing Conditions - Traffic

Based on the No-Build scenario, the need to address traffic congestion has also been identified:

- Along IL 83 and IL 137, the average daily traffic (ADT) ranges from 15,000 to 23,200 vehicles per day:
 - 16,600 vehicles per day at north end of project, near IL 132
 - Increases to 23,200 vehicles per day just north of Washington Street
 - Decreases to 15,000 vehicles per day at south end of project, near the intersection of IL 137 and U.S. 45

Slide 18 & 19: Existing Conditions – Projected Traffic by CMAP

Based on information provided by Chicago Metro Area Planning, by 2040 the average daily traffic volumes along this route, under the No-Build scenario, are projected to increase to 16,000 to 30,000 vehicles per day. These numbers have taken into consideration the other projects currently planned in the area.



Slide 20: Existing Conditions – Other Major Projects

Other major projects in the area include: Lake County – Rollins Road Reconstruction; Lake County - Proposed Central Lake Thruway; Illinois Tollway – IL 53 Extension; Village of Grayslake – Atkinson Road Extension. The associated project websites were also provided.

Slide 21: Other Major Project – Lake County Rollins Road Reconstruction

Lake County will be reconstructing the Illinois Route 83 and Rollins Road intersection. The improvements at this location consist of a new grade separation of the railroad to allow it to pass over a lowered Rollins Road and Illinois Route 83 intersection. The planning study is complete and the plans are currently being developed. It is anticipated that construction will begin next year.

Slide 22: Other Major Projects – Lake County Proposed Central Thruway/Illinois Tollway IL 53 Extension/Village of Grayslake Atkinson Road Extension

Lake County completed a study for a bypass of IL 120 with the proposed Central Lake Thruway. This would cross this corridor in the vicinity of the Illinois Route 83 and Illinois Route 137 intersection. The Illinois Tollway has studied this same location for the proposed Illinois Route 53 extension. In addition, the Village of Grayslake is proposing to construct a new roadway extending Atkinson Road to connect into Illinois Route 83 just south of the Illinois Route 83 and Illinois Route 137 intersection.

Slide 23: Level of Service – Existing (2009)

In addition, the need to address existing capacity deficiencies has also been identified. This was also discussed in the first CAG meeting, but to recap, the flow of traffic is measured by its level of service, where A is a free flow condition and level F is a roadway that experiences heavy travel delays. There are two segments along Illinois Route 83 that are operating at a level of service B. Both of these segments have been upgraded to four and five-lanes. The existing level of service for a majority of the segments along Illinois Route 83/IL 137 is level of service E, which means a majority of the roadway is experiencing traffic delays. The segment along IL 83 from Shorewood Drive to just north of Washington Street is currently operating at level of service F.

Slide 24: Level of Service – Projected (2040)

The projected level of service under the no-build scenario reveals that approximately half of the project route, within the most heavily traveled areas, will be operating at a level of service F under the no-build condition by 2040.

Slide 25: Existing Conditions - Multimodal

The need to provide a connection amongst the existing modal infrastructure has been identified:

- Bicycle paths and sidewalks along with pedestrian & bicycle crossing accommodations at signalized intersections are sporadic.
- There is a need to connect the roadway to pedestrian & bicycle paths, bus routes, and Metra stations.



Kevin Hall (Planning Communities) was the facilitator for the CAG Group Exercise, which was covered by Slides #26-31.

Slides 26: Project Goals

Kevin Hall presented the Project Goals portion of the presentation. Mr. Hall explained that project goals are linked to the problem statement and addresses specific issues within a community. The problem statement and project goals create a framework and vision for the desired project outcomes.

Slide 27: Project Goals – Turning Goals into Outcomes

Mr. Hall explained that IDOT and the community will use these goals as guidelines and/or the “vision” in defining the potential solutions or alternatives for the Illinois Route 83/IL 137 Corridor.

Slide 28: Project Goals – Examples

- Create a safe environment for bicyclists and pedestrians.
- Provide safe access to property owners.
- Reduce the number of crashes along the corridor.
- Upgrade roadway to meet current design standards.
- Protect recreational opportunities and nature features.
- Promote greater community interactions/unity.
- Support current and future needs of businesses and enhance economic development goals.

Slide 29-31: Project Goals Exercise

Mr. Hall led the CAG through an exercise to identify preliminary goals for the project. These goals will be used to develop the project’s Purpose and Need Statement.

- CAG participants broke into small groups to review the issues and develop goals that they feel are applicable to the Illinois Route 83/IL 137 Study.
- These goals were recorded on index cards. The small groups then choose 3-5 goals that they feel are most important.
- A spokesperson from each table reported out their group’s findings and placed the index cards on the purple sticky wall.
- Mr. Hall then grouped the common goals for group discussion.
- Lastly, the CAG members were provided three red stickers each. They were asked to place these stickers next to the goals they felt were the most important
- The outcome of the exercise can be seen in the table below. The numbers in parentheses indicates the number of stickers that were placed next to the goal.



IDENTIFICATION OF PROJECT GOALS EXERCISE					
GOAL CATEGORIES					
School Access (8)	Environment (1)	Multi-Modal Options (16)	Traffic Mobility (7)	Economic/Land Use Development (9)	Aesthetics (4)
SPECIFIC GOALS					
Increase Students Walking and Biking to Grammar and High Schools (5)	Protect Natural Resources in the Corridor (1)	Provide Path Connectivity (9)	Design for Speed, Traffic Movement, Intersections, and Weather (3)	Access, Integrate, and Enable Village Comprehensive Plans (5)	Provide or Preserve Community Aesthetics (3)
Improve School Traffic Congestion by Adding Right and Left Turn Lanes (3)	Avoid, Mitigate or Enhance Environment Within Economic Means (0)	Support and Create Multi-Modal Options (3)	Improve Traffic Congestion Along Libertyville's Peterson Road Commercial Corridor (3)	Move People to Businesses and Jobs Along Route and Beyond (2)	Visual and Sound Improvements Creating Place but Opening Access (1)
Safely Move Children Between Schools, Residences, Parks, and Other Facilities (without slowing traffic) (0)	Use Creative Drainage Solutions (0)	Provide Safe Connections and Easy Access Between Modes (3)	Signalization Timing (1)	Full Access to Commercial (2)	
		Provide Crosswalks (1)			
		Set and Enforce Safe Speeds for All Modes; Address Current Issues (0)			

Bridgett Jacquot (Volkert) presented slides #32-35.

Slide 32: Schedule

Ms. Jacquot presented the project schedule. The schedule showed that the project is currently in Purpose and Need statement development stage and the project study completion date is anticipated to be Mid 2015.

Slide 33: Next CAG Meeting

The CAG members were made aware that the next meeting will be November 7th from 9:00-11:00a.m. at Libertyville Village Hall. At this meeting we will review the Purpose and Need statement and begin developing the initial alternatives. Ms. Jacquot stated that the



development of alternatives combines the CAG's input, the project purpose and need, the existing and projected roadway conditions, and the technical analysis of the design requirements and environmental constraints.

Slide 34: Next CAG Meeting – Alternative Development Process

The CAG was informed that the alternative development process begins with initial alternatives, such as intersection modifications and adding lanes, and then these alternatives are evaluated for what are called fatal flaws. A fatal flaw can be a significant environmental impact, not financially feasible, and/or not physically feasible. The alternatives are then screened against the purpose and needs of the project. The next step in the process is to screen the alternatives against detailed evaluation criteria, which can include the project goals established by the CAG, land acquisition impacts, environmental impacts, cost, and engineering factors. The alternatives that remain after this screening process are considered to be reasonable alternatives and are carried forward for additional study.

Slide 35: Thanks/Questions