



Illinois Route 131: Russell Road to Sunset Avenue

Phase I Study

P-91-352-07

PTB 145/1

Lake County

## **Public Meeting No. 2**

The second Public Meeting for the IL Rte. 131 (Green Bay Road) project was held on Wednesday, December 2, 2009 from 4:00pm to 7:00pm. The meeting was held at Beach Park Middle School (40677 North Green Bay Road, Beach Park IL) which is located within the project corridor.

This meeting was conducted as part of IDOT's Context Sensitive Solutions (CSS) process. The purpose of the meeting was to present the draft Purpose & Need, provide updates on the project's progress, and solicit input from stakeholders on potential solutions for identified project deficiencies and needs.

Stakeholders were mailed a newsletter providing a brief update on the project and notifying them of the Public Meeting date and time. Elected officials were mailed an invitation letter as well. Advertisements were run in local newspapers and a press release was sent to regional and local websites and media. A total of 61 stakeholders attended the meeting, including representatives of the FAA, the Waukegan Port Authority, Senator Michael Bond's office, the Lake County Board, Lake County DOT, Wisconsin DOT, Beach Park, Wadsworth, Gurnee, and Waukegan.

Attendees were encouraged to view a 20-minute PowerPoint presentation, view the 23 exhibits on display, and participate in a workshop. The PowerPoint presentation explained what the project has accomplished to date, including the first Public Meeting, the two Corridor Planning Group (CPG) and Technical Advisory Group (TAG) meetings, identification of corridor deficiencies, development of the Problem Statement, and development of the Purpose & Need. The presentation also provided an overview of the goals of the second Public Meeting and information on the next steps of the project. The exhibits provided supporting information for what was discussed in the presentation and to guide stakeholders during the workshop. In addition, copies of the Purpose & Need were available to attendees for review and comment. Comment forms and boxes were available within the exhibit area, and a total of 7 written comment forms were received by the end of the meeting. Participants also had the option to take home a comment form and mail or fax it back within two weeks of the Public Meeting.

The workshop consisted of four stations each with an aerial map of the entire project area (to scale). Right-of-way, existing traffic signals, existing and planned commercial developments, and parks, golf courses and forest preserves were identified on the maps. The intent of the workshop was for participants to draw potential solutions to specific needs and deficiencies of the project directly on the maps. To facilitate discussion and spark ideas, the results of the second CPG-TAG meeting workshop

were available on exhibit boards in the workshop area. The suggestions received in the workshop will be considered in developing project alternatives.

The Next Steps of the project will be to begin developing alternatives based on stake holder input from the Public Meetings and CPG-TAG meetings held to date. Final approval will be obtained for the Purpose & Need and Chapters 2 and 3 of the Environmental Assessment document will be written. Alternatives will be presented at the third Public Meeting tentatively scheduled for the spring of 2010. A third CPG-TAG meeting will be held to evaluate the alternatives approximately 6 – 8 weeks prior to the Public Meeting.

**Summary of Comments Posted to the Aerial Exhibits**

Many stakeholders took advantage of the ability to place notes directly on the aerial maps of the project area in a workshop at the Public Meeting. The following is a list of these comments:

Location of Note	Comment
Along IL Rte. 131 from Sunset Avenue to Beach Road	Bike Path
Sunset Avenue at IL Rte. 131	"Capacity"
North of Sunset Avenue	"Truck traffic - need turn lanes"
Vermont Avenue at IL Rte. 131	"Landscaping near R.O.W. on east side of telephone pole line"
IL Rte. 131 between Nemesis Ave. and Wall Ave.	"Green Bay between Nemesis & Wall Ave -- Need only 4 lanes left turn signals no median. Need curb & gutter. M.V."
Adelaide Avenue at IL Rte. 131	"Take property equally from both East & West sides"
IL Rte. 131 near Adelaide Avenue	"No grassy median in this area - center shared turn lane is needed along with 4 lanes, curb & gutter"
IL Rte. 131 near Adelaide Avenue	"If ROW needs to be wider take evenly from both sides of road"
IL Rte. 131 near Waldo Avenue	"Extension of water & sewer lines"
Yorkhouse Road at IL Rte. 131	"Add Turn Lanes @ all signal intersections"
Northwest corner of Yorkhouse Road and IL Rte. 131	"Newly Remodeled Parsonage"
North of Yorkhouse Road	"Need slower speed limits"
IL Rte. 131 at Zephyr Street	"Water leak"
Crossing IL Rte. 131 near Zephyr Street	"Runway Ext."
Airport Runway	"Traffic go underneath airstrip (bridge 131)"

Location of Note	Comment
Waukegan Community Sports Complex	"Create bike lanes to this park"
33rd Street and IL Rte. 131	"Light needed"
33rd Street at IL Rte. 131	"Traffic Design Analysis 33rd Impact Study"
Two access drives just south of 33rd Street (on west side of IL Rte. 131)	"These 2 ingress & egress roads N[orth] of Sticky Note are both accidents waiting to happen. They are both 2 lanes. People routinely use them for turning around from either direction going in either. These need to be removed, made 4 lanes, stop lights - or synchronized turning lanes or add stop light. People use turning in lanes to pass traffic on WB road. When an accident happens here it will be a disaster."
33rd Street at IL Rte. 131	"33rd Street & Green Bay needs a signal"
33rd Street at IL Rte. 131	"Traffic light needed here all 4 directions have safety issues for <u>all</u> left turns."
South of 33rd Street on east side of IL Rte. 131	"This area east side of road has all utilities - electric, phone (under), gas (under), new water (under), new sewer. IDOT I am sure can get them @ no cost. The time impact of construction to 173 from Wadsworth may be a significant time factor for construction as well as significant overtime costs - certainly this should be a major concern - <u>West side</u> may be a more viable route for particularly const. costs & time impact of construction."
Between Wakefield Lane and Major Avenue	Connect Wakefield Lane to Major Avenue
Wakefield Lane to Adelphi Avenue	Connect Wakefield Lane to Adelphi Avenue
33rd Street at IL Rte. 131	Signal needed
Major Avenue at Green Avenue	"Future Fire Dept. sub-station"
Major Avenue at Green Avenue	"Fire station on Major Ave. (convert 3-story house - Beach Park Fire Protection District"
Major Avenue and IL Rte. 131, 29th Street and IL Rte. 131, Kenosha Road and IL Rte. 131	"Difficult to make turns"
Kenosha Road and IL Rte. 131	"Traffic too fast turning right onto Kenosha"
IL Rte. 131 at Kenosha Road / 28th Street	"Dangerous Intersection"
Kenosha Road at IL Rte. 131	"Kenosha Rd & Green Bay need to be re-configured. Many accidents here - one hit part of Benton Twp Office"
Northeast wedge between IL Rte. 131 and Kenosha Road	"verify wetland limits"

<b>Location of Note</b>	<b>Comment</b>
Northeast wedge between IL Rte. 131 and Kenosha Road	"check for new <u>wetland</u> !"
Northeast wedge between IL Rte. 131 and Kenosha Road	"Flooding"
North of 28th Street on east side of IL Rte. 131	"Flooding issue"
27th Street and Green Avenue	"Sump pump outflow to ditches - C & G will prohibit flow? Swale?"
27th Street at Green Bay Road	"Kenosha Rd. realignment @ 27th?"
North of Kenosha Road / IL Rte. 131 intersection	"Sanitary Sewer pumping station in 25th St. ROW"
IL Rte. 131 near 25th Street / Beach Park Middle School	"Continuous turn lanes, no medians (access issues)"
Southwest corner of IL Rte. 131 and 21st Street	"Beach Park TIF - 21st St. and south"
Kennedy Homes Stonebridge Crossing	"Wetlands" (2 additional wetlands not delineated)
IL Rte. 131 at Taylor Lane	"Taylor Lane - Bad overland flow route problem"
Northwest corner of IL Rte. 131 and Taylor Lane	"Drain tiles E to W across GB Rd. (by Fire Hydrant) 41335 N Green Bay"
Northwest corner of IL Rte. 131 and Taylor Lane	"Drain Tiles"
Taylor Lane at IL Rte. 131	"R-O-W acquisition issues. +/- 7 homes w/ VERY LIMITED setbacks from existing edge of pavement, +/- 30 feet - look at east side of R-O-W to widen"
17th Street at IL Rte. 131	"Lake County Project 48" main along 17th (Utility Corridor) or IL 173. Contact: Peter Kolb - Dir PW LC. Lake Water to Antioch / Long Grove"
9th Street at IL Rte. 131	"Signal needed"
9th Street at IL Rte. 131	Signal needed
9th Street at IL Rte. 131	"Access to Stadium?"
9th Street and IL Rte. 131	"Will need a traffic light when stadium is completed"
IL Rte. 131 north of 9th Street	"Pavement / Shoulders can't handle heavy trucks"
IL Rte. 131 north of 9th Street	"Heavy truck traffic has deteriorated shoulder of road - much improvement needed here"
Entrance to Shepherd's Crook Golf Course	"better signage on turn lane for Shepherd's Crook turn in"
Entire length of project	4 Lanes

### ***Summary of Written Comments Received***

The comment period ended December 18, 2009. At the Public Meeting, seven written comments were received. Two comments were mailed to IDOT and HNTB. Several of the comment forms addressed more than one issue. Responses to comments will be mailed to each individual soon. Following is a summary of the issues presented:

1. Having a bike path/trail going the same place/direction as the forest preserve path is silly. I'd rather bike in the Forest Preserve.
2. Need to move forward with improvements sooner rather than later. Four lanes are needed to keep traffic moving.
3. Commercial development in the project area is contingent upon expansion of Green Bay Road to 4 lanes.
4. Tunnel IL Rte. 131 under the extended runway at the airport. Don't go around.
5. Lots on the east side of Green Bay Road, particularly in Bartlett's North Shore Land 1<sup>st</sup> Addition Lots 4 and 5 located 1 block north of Blanchard Road, have short depths and would be severely impacted by any right-of-way acquisition. Consideration should be made to widen to the west at these locations.
6. A grassy median is not feasible and would restrict left turns to individual houses, would require residents to detour, would be expensive to maintain, and would require additional right-of-way. A continuous two-way left-turn lane is preferred.
7. If the proposed roadway has a closed drainage system, there is concern for sump pump drainage because most sump pumps currently outflow to the roadway ditch.
8. A bike path is unnecessary and will bring crime.
9. Please investigate the noise caused by the airport; the planes using the airport are too large.
10. Recommend improving IL Rte. 131 to 4-lanes with curb and gutter and left-turn lanes from Sunset Avenue to IL Rte. 173. Just add left-turn lane at signals north of IL Rte. 173. Do not include a bike path, pedestrian walkway, or median in the design.
11. The improvements should include a safe east-west crossing at the Waukegan Savanna Forest Preserve between Yorkhouse Road and the ComEd transmission corridor for a proposed link in the regional multipurpose trail system. Safe bike path or sidewalk connections on the east and west sides of IL Rte. 131 should also be considered south of Yorkhouse Road to allow area neighborhood residents a safe route to the Forest Preserve.
12. Installation of a traffic signal at IL Rte. 131 and 33<sup>rd</sup> Street is recommended. 33<sup>rd</sup> Street provides access to the ThunderHawk Golf Course maintenance facility. Please keep the Lake County Forest Preserve District involved in planning for how the improvements will impact the property line of the golf course between 29<sup>th</sup> and 33<sup>rd</sup> Streets.