

WORKING TOGETHER...Creating a Plan for Your Community

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RUSSELL ROAD TO SUNSET AVENUE

***Welcome!***

**Public Meeting #2**

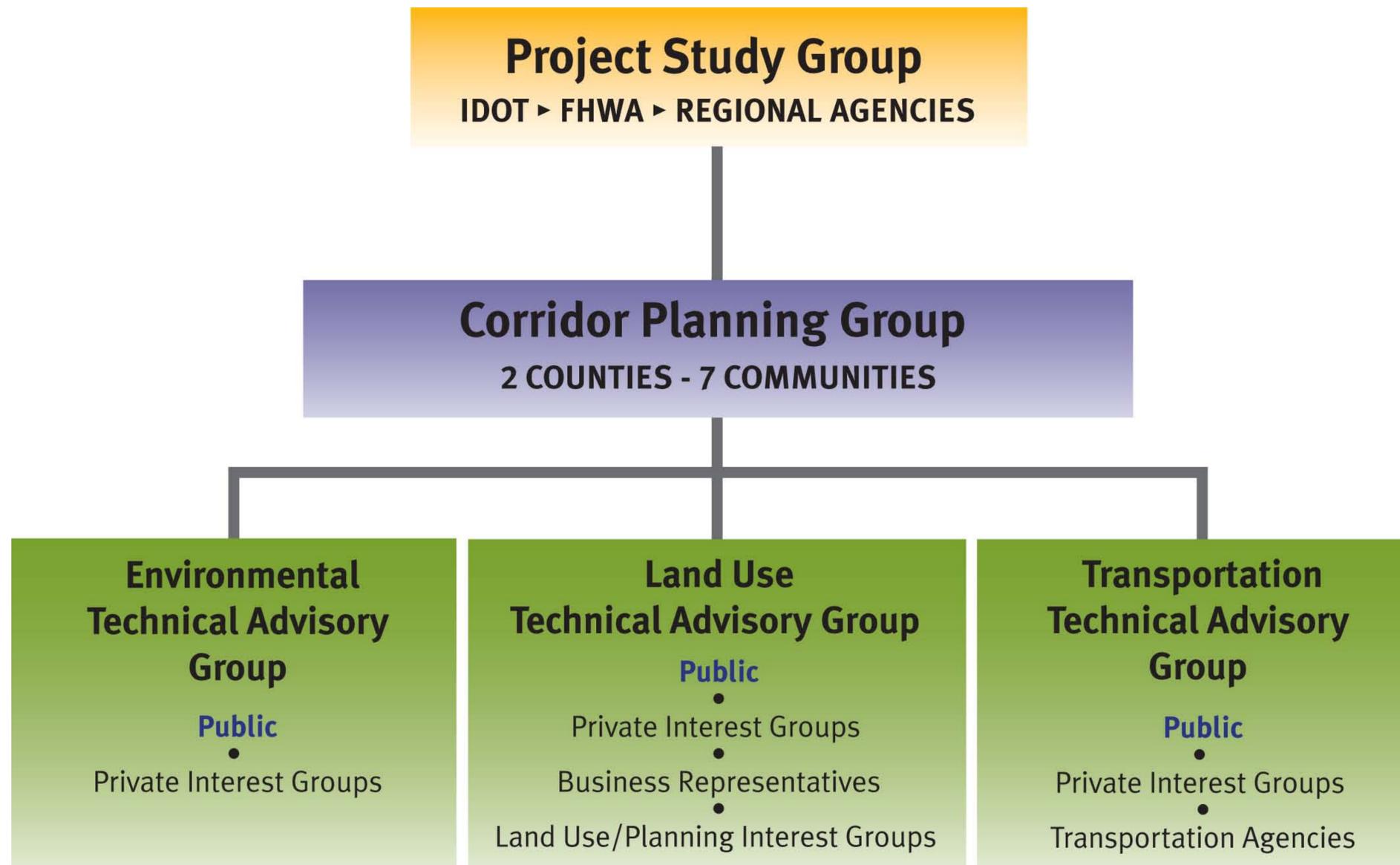
**Beach Park Middle School**

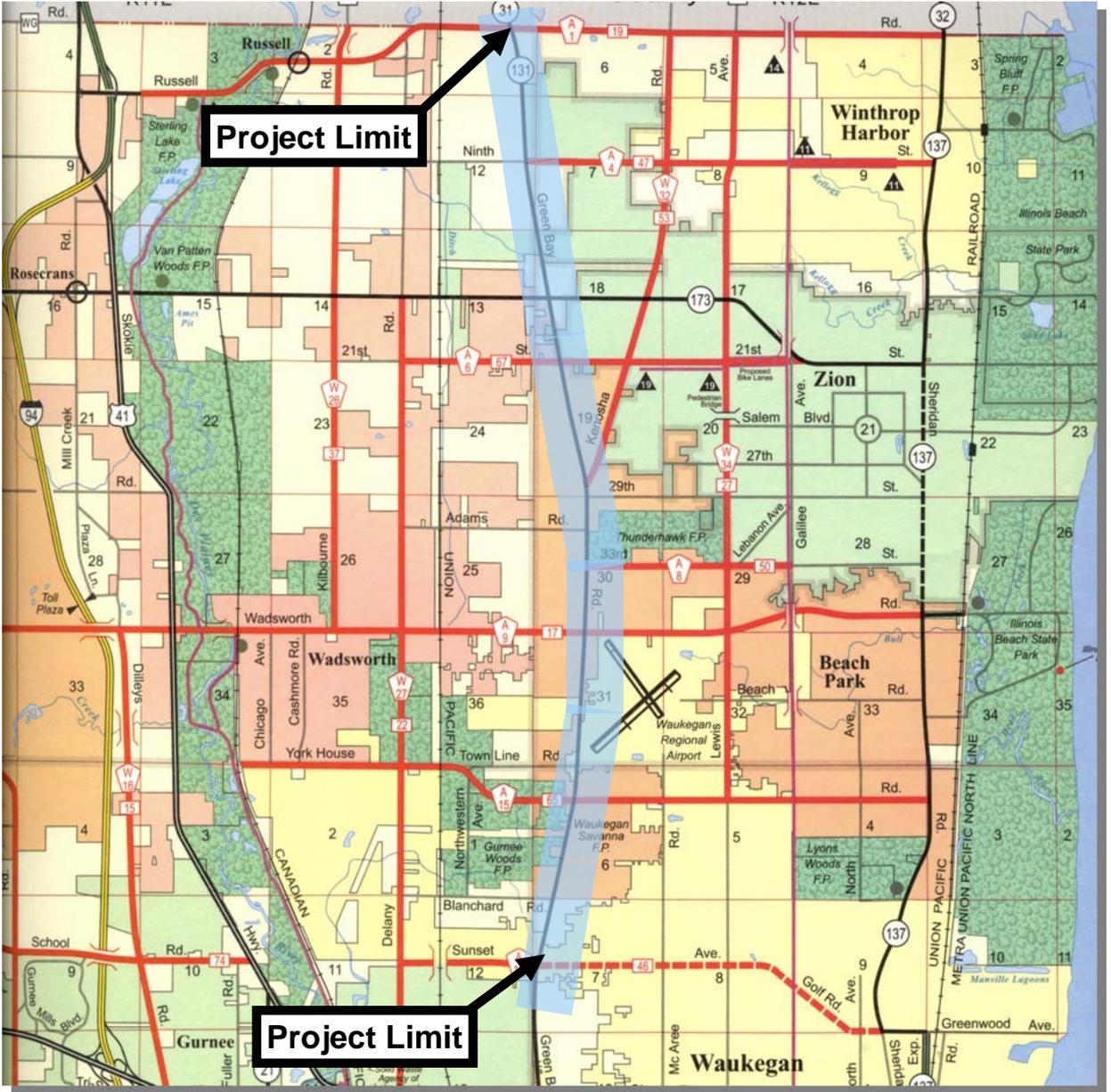
**Wednesday, December 2, 2009**



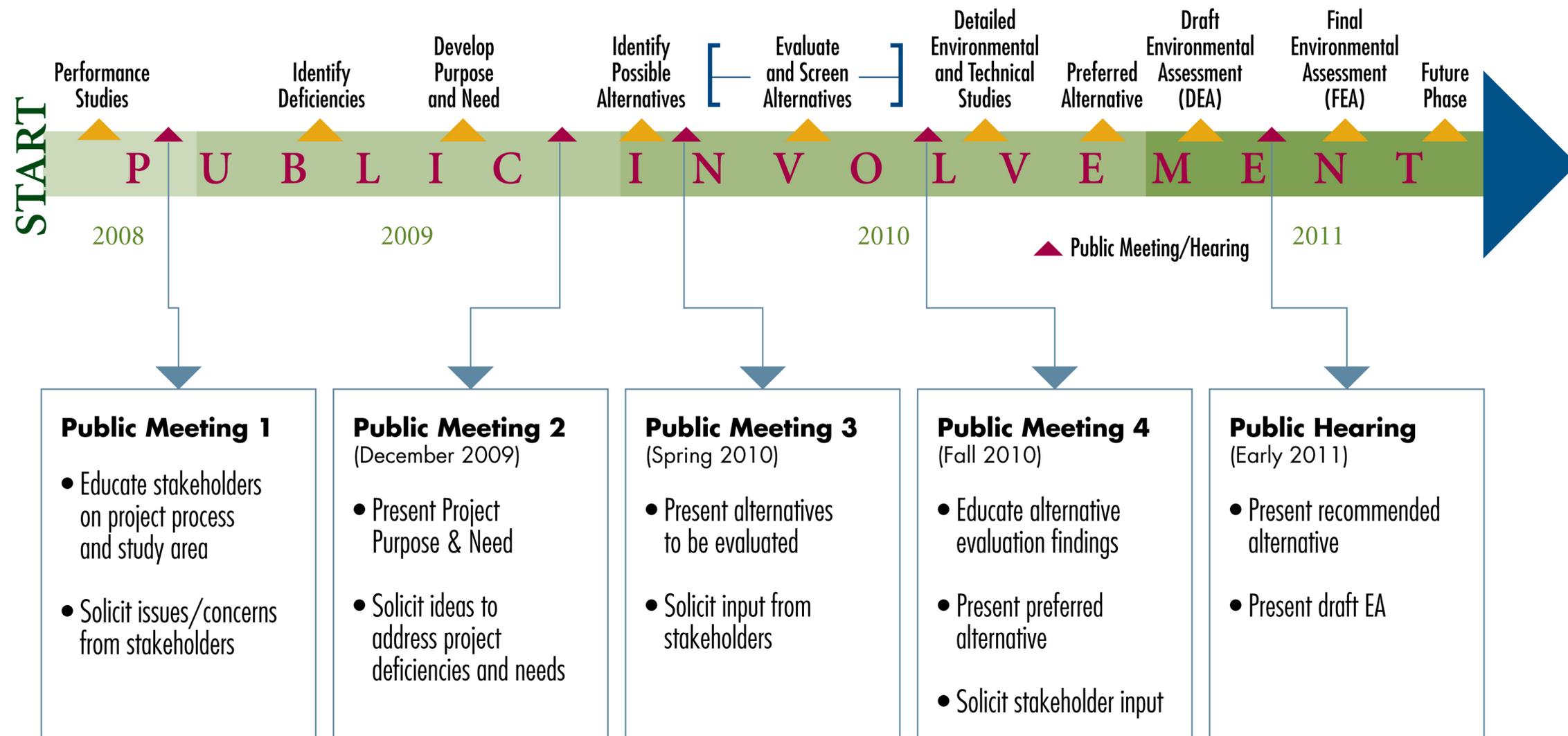
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# Project Schedule



## **PUBLIC MEETING #1**

### **October 29, 2008**

- Introduce Project and CSS Process
- Stakeholders invited to write comments and concerns on aerial map of project area
- Project Study Group members available to answer questions



# Welcome!

**Illinois Route 131 (IL Rte. 131)  
Green Bay Road Project  
From Russell Road to Sunset Avenue**

**Public Information Meeting  
Beach Park Middle School  
Wednesday, October 29, 2008**



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**CORRIDOR PLANNING GROUP AND  
TECHNICAL ADVISORY GROUP MEETING #1  
JULY 15, 2009**

- Identify and Discuss Project Issues & Concerns and Goals & Objectives
- Prioritize Project Goals & Objectives in order to develop Project Problem Statement

**CORRIDOR PLANNING GROUP AND  
TECHNICAL ADVISORY GROUP MEETING #2  
OCTOBER 19, 2009**

- Obtain Consensus on Project Problem Statement
- Rate Project Elements based on Project Needs
- Identify potential solutions to address project area deficiencies



## 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**

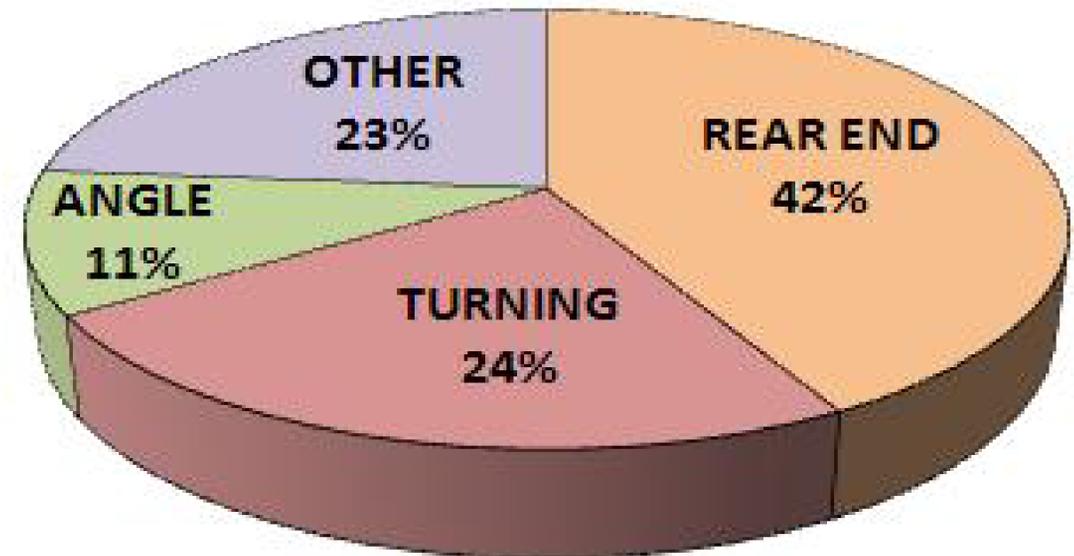
**3 Fatalities**

(LCDOT data)

### Other Safety Deficiencies:

- 5% Location North of 9<sup>th</sup> Street (0.25 miles)
- Deficient pedestrian / bicycle accommodations

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



(LCDOT data)



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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



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# 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.



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# Corridor Deficiencies

## Operations / Mobility

- Skewed angle of Kenosha Road intersection
- Vertical alignment north of IL Rte. 173
- Truck Traffic
- Lack of signalization
- Lack of signal coordination
- Insufficient turn lane lengths
- Lack of separate left turn lanes
- Conflicts at unsignalized intersections and driveways
- Deteriorating pavement & shoulders
- Drainage issues

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# 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 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.

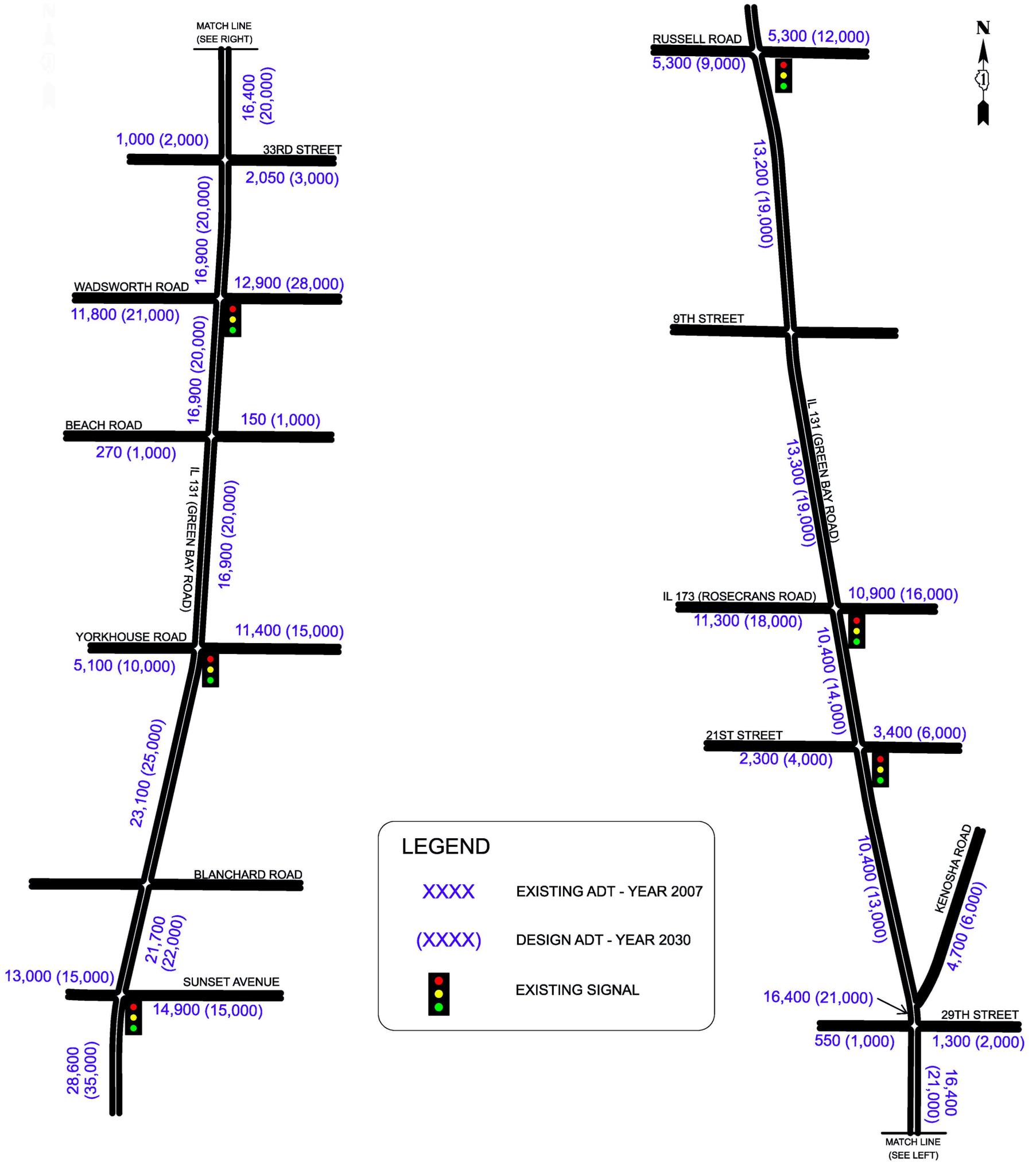
### Project Needs:

*Improve Safety*

*Improve Capacity*

*Improve Operations  
and Mobility*

# AVERAGE DAILY TRAFFIC VOLUMES (ADT) EXISTING AND DESIGN



## CRASH SUMMARY ALONG IL RTE 131

### FROM RUSSELL ROAD TO SUNSET AVENUE

CRASH TYPE	YEAR				TOTAL	% OF TOTAL CRASHES
	2004	2005	2006	2007		
OVERTURNED	4	6	3	4	17	2.1%
PEDESTRIAN	0	0	0	0	0	0.0%
PEDESTRIAN/CYCLIST	0	0	1	1	2	0.2%
ANIMAL	3	0	4	1	8	1.0%
FIXED OBJECT	15	18	17	22	72	9.0%
OTHER OBJECT	0	3	3	4	10	1.2%
OTHER NON-COLLISION	0	1	0	2	3	0.4%
PARKED VEHICLE	1	1	2	1	5	0.6%
REAR END	87	79	82	90	338	42.1%
HEAD ON	3	2	3	5	13	1.6%
SIDESWIPE-SAME DIRECTION	8	9	10	10	37	4.6%
SIDESWIPE-OPPOSITE DIRECTION	6	5	3	8	22	2.7%
ANGLE	30	22	17	15	84	10.5%
TURNING	46	43	44	58	191	23.8%
OTHER	0	1	0	0	1	0.1%
<b>TOTAL</b>	<b>203</b>	<b>190</b>	<b>189</b>	<b>221</b>	<b>803</b>	<b>100.0%</b>

CRASHES ON WET PAVEMENT (RAIN / ICE / SNOW / SLUSH)	YEAR				TOTAL	% OF TOTAL CRASHES
	2004	2005	2006	2007		
	53	47	59	73	232	28.9%

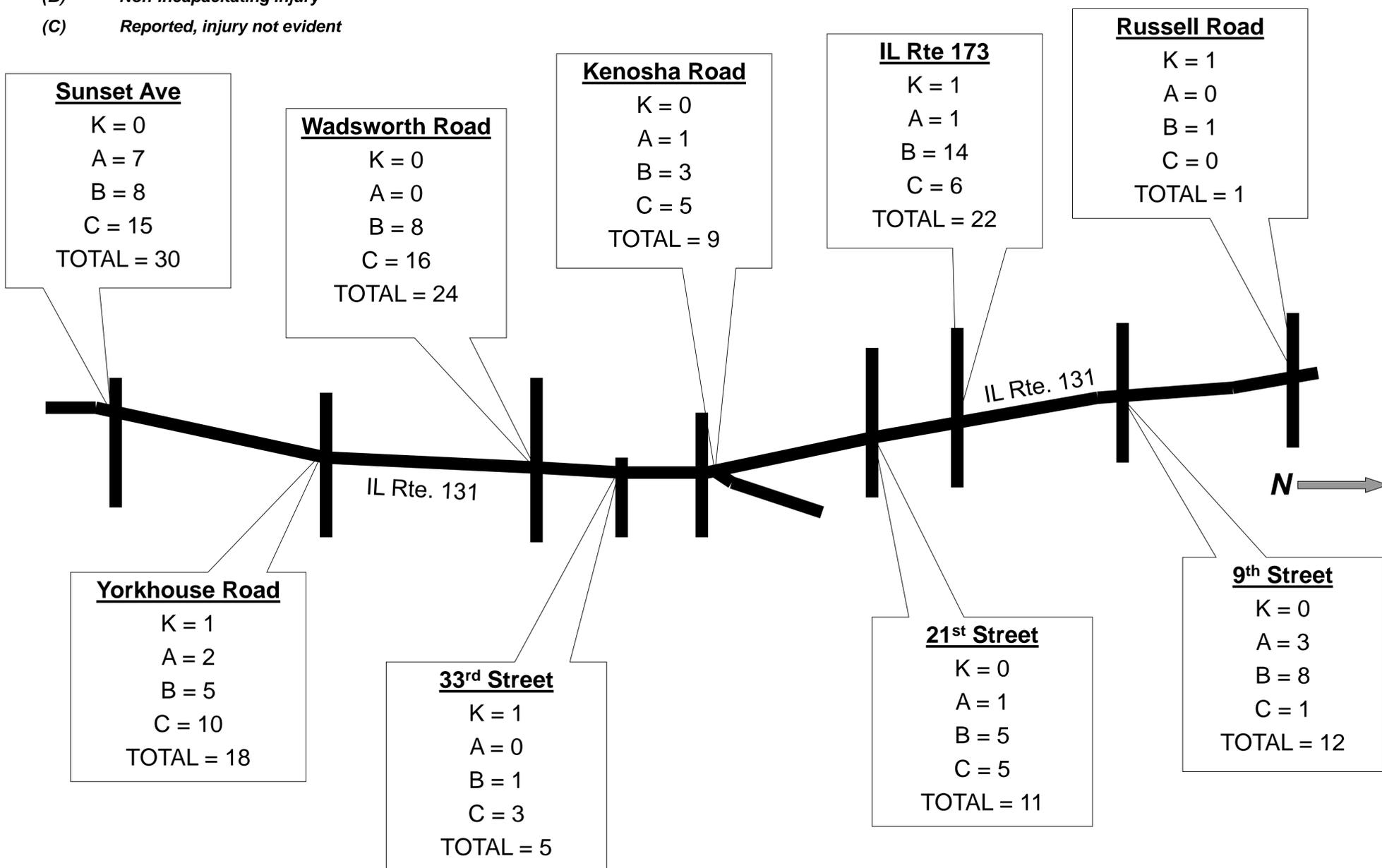
Source: Lake County, IL Traffic Crash Location System (TCLS)

# CRASH SEVERITY AT INTERSECTIONS ALONG IL RTE 131

CRASH INJURY	YEAR				TOTAL	% OF TOTAL INJURIES
	2004	2005	2006	2007		
K	1	0	2	0	3	2.3%
A	5	4	2	4	15	11.4%
B	10	13	19	11	53	40.2%
C	16	13	18	14	61	46.2%
TOTAL					132	

**Crash Types:**

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



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

## Corridor Planning Group and Technical Advisory Group Project Element Workshop #2 Results

### Project Elements:

Number of Lanes

Median Treatment

Edge Treatment

Bicycle & Pedestrian  
Accommodations

*Project Elements were rated from 1 - 5*

*Does Not Meet  
Project Needs*



*Completely Meets  
Project Needs*

# Corridor Planning Group and Technical Advisory Group Project Element Workshop #2 Results: Consensus Ratings

## Need: Improve Safety

Number of Lanes

Four Lanes – Divided



Median Treatment

Wide Grass Median



Edge Treatment

Paved Shoulder with Curb  
& Gutter



Pedestrian/Bicycle  
Accommodations

Shared Use Path



# Corridor Planning Group and Technical Advisory Group Project Element Workshop #2 Results: Consensus Ratings

## Need: Improve Capacity

Number of Lanes

Four Lanes – Divided



Median Treatment

Wide Grass Median



Edge Treatment

Paved Shoulder with Curb  
& Gutter



Pedestrian/Bicycle  
Accommodations

Sidewalk



# Corridor Planning Group and Technical Advisory Group Project Element Workshop #2 Results: Consensus Ratings

## Need: Improve Operations/Mobility

Number of Lanes

Four Lanes – Flush



Median Treatment

Wide Grass Median



Edge Treatment

Paved Shoulder with Curb  
& Gutter



Pedestrian/Bicycle  
Accommodations

Sidewalk/Shared Use Path



# Corridor Planning Group and Technical Advisory Group Project Element Workshop #2 Results: Consensus Ratings

## Overall Preference

Number of Lanes

Four Lanes - Divided



Median Treatment

Wide Grass Median



Edge Treatment

Paved Shoulder with Curb  
& Gutter



Pedestrian/Bicycle  
Accommodations

Shared Use Path





# Workshop – How to Address the Deficiencies and Needs of the Project

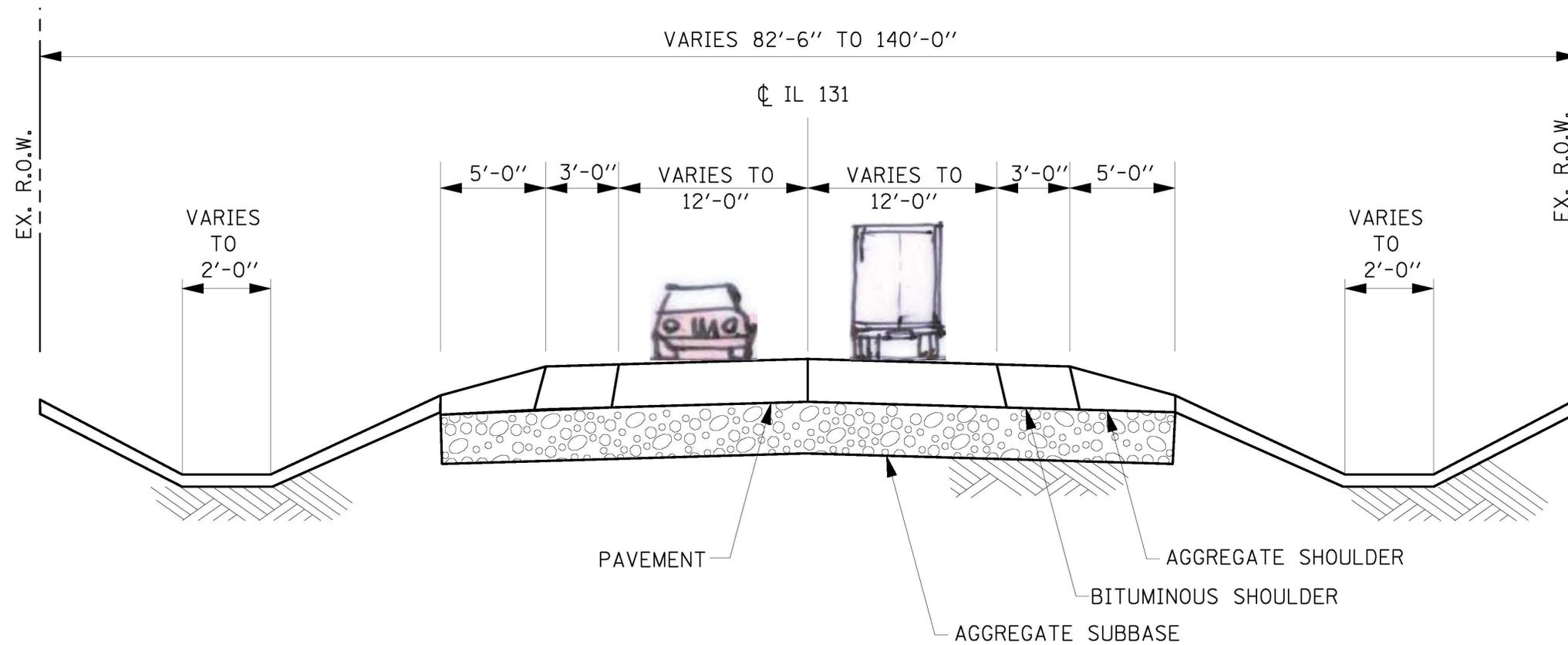
## Identify Locations Needing:

- Roadway Realignment
- 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.*

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**EXISTING TYPICAL SECTION**  
**IL ROUTE 131**