

INTERACTION



ILLINOIS ROUTE 131 GREEN BAY ROAD

STAKEHOLDERS IDENTIFY PROJECT NEEDS

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“...members engaged in hands-on workshops to collectively identify corridor-wide transportation issues and concerns, and...to develop goals and objectives for the project.”

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.

In an effort to provide a forum for meaningful local participation and ensure that potential alternatives are consistent with community goals and objectives, IDOT created a Corridor Planning Group (CPG) for the Illinois Route 131 Green Bay Road Phase I Preliminary Engineering Study. The CPG is comprised of the chief elected officials of the 7 municipalities and 2 counties within the 7.5 mile corridor from Russell Road to Sunset Avenue. To support the efforts of the CPG, IDOT additionally formed Technical Advisory Groups (TAG's), whose members provide expertise in the areas of transportation, environmental, and land use.

The project team first met with CPG and TAG members on July 15, 2009. The members engaged in hands-on workshops to collectively identify corridor-wide transportation issues and concerns, and then used those issues to develop goals and objectives for the project. A variety of topics emerged from the dynamic discussions that resulted in the identification of the following five primary themes for the goals and objectives of the project improvements:

- Improve safety for motorists, bicyclists, and pedestrians
- Improve mobility (capacity and efficiency)

- Coordinate with planned land uses and area developments
- Facilitate economic growth along the route
- Minimize impacts to the surrounding environment

IDOT utilized this feedback, along with the input received from stakeholders at the first public meeting, to generate a project Problem Statement. Consensus was given by the CPG and TAG on the statement. This problem statement, along with technical data and analysis, has been used in the next steps of the process to create a draft Purpose and Need Statement.

The project team met with the CPG and TAG a second time on October 19, 2009. During the first of two workshops, group members rated project elements according to their ability to meet the needs of the project. The consensus ratings were:

- Number of Lanes – four lanes with a divided median
- Median Treatment – wide grass median
- Edge Treatment – paved shoulder with curb and gutter
- Pedestrian and Bicycle Accommodations – sidewalk or shared use path (tie)

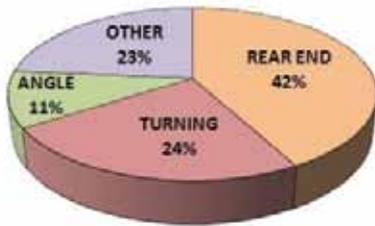
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TRANSPORTATION DEFICIENCIES IDENTIFIED

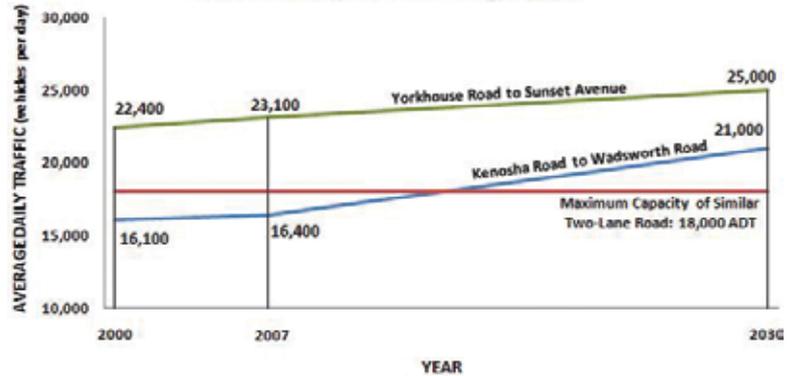
Keep Roads Safe and Accessible

PARTS OF THE STUDY AREA ARE UNDERGOING CHANGES FROM RURAL AGRICULTURE TO SUBURBAN RESIDENTIAL AND COMMERCIAL. Traffic is growing on the local roads, with increased commuting and truck travel. Area development has and will continue to increase the volume of local trips within the study area, as well as increase trips from local area to regional job centers and other regional destinations. The limited capacity of the existing two-lane road, number of intersections and driveways, and conflicts at unsignalized locations, results in not only congestion and long delays at intersections, but increased travel times and reduced safety.

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



Average Daily Traffic
IL Rte. 131 from Russell Road to Sunset Avenue



Safety Deficiencies

- 803 crashes along IL Rte. 131 from 2004 – 2007*
- Types of Crashes:
 - Rear End: 42% of total
 - Turning Crash: 24% of total
 - Angle Crash: 11% of total
- 108 injuries*
- 3 fatalities (Yorkhouse, 33rd Street, and IL Rte. 173)

*Lake County Division of Transportation Data

Operations and Mobility Deficiencies

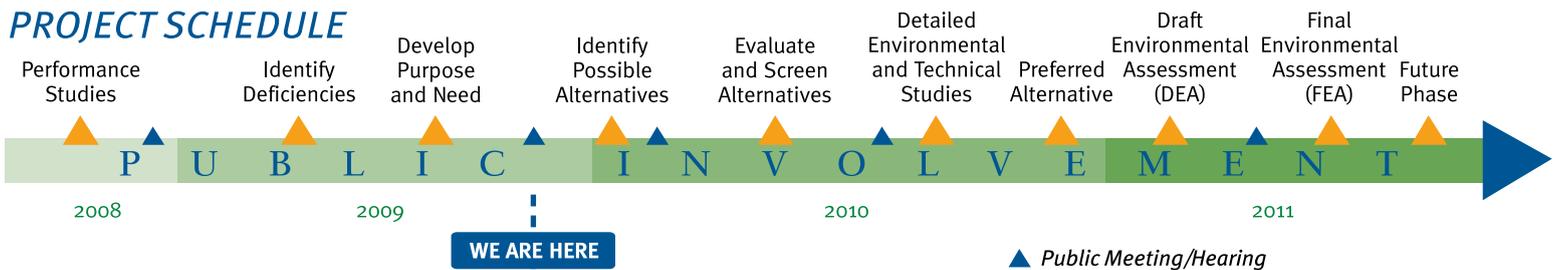
- Skewed angle of Kenosha Road intersection
- Vertical alignment north of IL Rte. 173
- Truck traffic
- Insufficient turn lane lengths
- Lack of separate left turn lanes
- Lack of signalization
- Lack of signal coordination
- Conflicts at unsignalized intersections and driveways
- Deteriorating pavement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

Capacity Deficiencies

- Kenosha Rd. to Wadsworth Rd.
 - Current Traffic Volume (2007): 16,400 vehicles per day
 - Projected Traffic Volume (2030): 21,000 vehicles per day
- Yorkhouse Rd. to Sunset Ave.
 - Current Traffic Volume (2007): 23,100 vehicles per day
 - Projected Traffic Volume (2030): 25,000 vehicles per day
- Capacity of a Two-lane Roadway: 14,000 to 18,000 vehicles per day

WHERE ARE WE NOW?

PROJECT SCHEDULE



WE ARE CURRENTLY AT THE “IDENTIFY POSSIBLE ALTERNATIVES” STEP IN THE PROCESS. This step begins with the development and review of the Purpose and Need for improvement, and identifies a wide range of possible solutions, such as transit, improving existing roads, transportation management techniques, or combination of these solutions.

Next, the possible solutions are assessed through a two-step process, “Evaluate and Screen Alternatives”, to determine how well they address the Purpose and Need for improvement. The first step is a functional

review that assesses the performance of an alternative. The second step considers how well the location of a particular solution meets the identified needs. Those possible solutions that do not adequately address the Purpose and Need will be dropped from further consideration. This step ends with the selection of an alternative(s) for further detailed evaluation.

Throughout this process there will be continued public involvement, including public meetings, Corridor Planning and Technical Advisory Group meetings, and meetings with environmental resource agencies.

PURPOSE & NEED

AN IMPORTANT FACTOR IN SELECTING THE BEST ALTERNATIVES IS ITS ABILITY TO ADDRESS THE PURPOSE AND NEED FOR IMPROVEMENTS. Therefore, it is important to have a good understanding of those needs as we identify possible alternatives. The draft Purpose and Need has been developed and will be available for review at Public Meeting #2. It will be reviewed and updated based on stakeholder comments received. This revised document will then be submitted for approval from the FHWA.

BASED ON THE TECHNICAL ANALYSIS AND PUBLIC INVOLVEMENT FINDINGS, THREE KEY BROAD TRANSPORTATION NEEDS HAVE BEEN INITIALLY IDENTIFIED:

Improve Safety

As traffic increases, so does the number of crashes. In the congested conditions, motorists seek alternative routes that are intended for lower speeds, lower volumes, and more frequent turns at intersections. This results in the increased possibility of more crashes and unexpected driving delays.

Improve Capacity

The roadway study area is located within an area currently experiencing major growth and development and that growth is anticipated to continue in the future. Several segments of the roadway are currently at, or over capacity, and most of the rest of the roadway will be by the design year 2030. New and planned residential, commercial and recreational developments are adding to the volume of traffic using Illinois Route 131 in the study area.

Improve Operations and Mobility

IL Rte. 131 is designated as a Strategic Regional Arterial (SRA) Route which means that it is part of a network of routes one step below the expressway system that relieves congestion and facilitates long-distance regional traffic. The roadway in the study area does not meet some of the design requirements for a route of this nature. Narrow lanes, lack of dedicated turn lanes, insufficient turn lane lengths, intersection alignment, sub-standard vertical grades, drainage, lack of access management, and deteriorating pavement and shoulders all contribute to decreased efficiency of the roadway and will be addressed by this study.

“The limited capacity of the existing two-lane road... results in not only congestion and long delays at intersections, but increased travel times and reduced safety.”

DRAFT PURPOSE & NEED STATEMENT

The purpose of the IL Rte. 131 engineering study is to improve safety and functionality along IL Rte. 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.

The full version of the Draft Purpose and Need Statement can be viewed at www.IL131Project.com and at the public meeting on December 2, 2009.



A public involvement program has been designed to encourage your participation throughout the study.

Public Involvement Program

Public involvement is an interactive process that provides information to the public so they can make informed decisions and offer important input into the solutions that address the community's concerns. The issues also provide a forum for discussing the trade-offs between the project improvements and their impacts. A public involvement program has been designed to encourage your participation throughout the study. Newsletters, workshops, small group and public meetings will coincide with key project milestones. Please visit our website at www.IL131Project.com for up-to-date information, learn more about the IL Rte. 131 Study, and express your ideas or concerns.

STAKEHOLDERS IDENTIFY PROJECT NEEDS

(continued from page 1)

Group members also identified specific locations of deficiencies and potential solutions to the project needs on aerial maps of the project area. Key ideas from the workshop included providing pedestrian and bicycle access to community areas, maintaining the existing roadway alignment near the airport, providing safe school access, adding traffic signals at certain intersections, linking area bike path systems, accommodating truck traffic, and limiting access to the roadway.

Take part in this opportunity to identify transportation solutions!

In 2008, the Illinois Department of Transportation (IDOT) initiated the Phase I Preliminary Engineering and Environmental Study for Illinois Route 131. During the past year, IDOT has hosted a series of small group meetings and has identified a number of existing and projected transportation deficiencies along the corridor. As part of the Purpose and Need for the project and the next steps for advancing further studies, IDOT plans to define a range of potential alternatives to address the identified issues and concerns. IDOT is seeking continued involvement from the public to aid in creating these potential alternatives.

The meeting will be an open house format. Interested persons may visit anytime between 4:00 and 7:00 p.m. to view an audio-visual presentation, view exhibits, and speak with study team representatives. The audio-visual presentation will be running continuously. At the top of each hour, stakeholders can participate in workshops to develop ideas on how to address transportation deficiencies and needs within the project area.

What Are Your Ideas?

During the meeting, you can join a workshop with your fellow community members to discuss and identify possible solutions for the IL Rte. 131 corridor's existing and future transportation needs.

WEDNESDAY, DECEMBER 2, 2009

4:00–7:00 P.M.

BEACH PARK MIDDLE SCHOOL
40667 NORTH GREEN BAY ROAD
BEACH PARK, IL 60099

**This meeting will be accessible to handicapped individuals. Anyone needing specific assistance should contact Marnell M. Morse at (847) 705-4107. Persons planning to attend who will need a sign language interpreter or other similar accommodations should notify the TTY/TTD number (800) 526-0844/or 711; TTY users (Spanish) (800) 501-0864/or 711; and for Telebraille dial (877) 526-6670 at least five days prior to the meeting.*

GET INVOLVED!

Check our website for project updates, sign-up for the mailing list, and send comments to us. Go to www.IL131Project.com or contact us at Illinois Department of Transportation Division of Highways-District One, 201 W. Center Court, Schaumburg, IL 60196. Telephone: Marnell Morse at (847) 705-4107 Fax: (847) 705-4159.

*You're Invited
to a Public Meeting!
December 2, 2009
(see back for details)*



Illinois Route 131 Project
Illinois Department of Transportation
Division of Highways—District One
201 W. Center Court
Schaumburg, IL 60196

