



US 30 (Baseline Road) from IL 47 to IL 31 Phase I Study

Community Advisory Group (CAG) Meeting No. 2 Summary
July 25, 2013

CAG Meeting Summary

The second Community Advisory Group meeting for the US 30 (Baseline Road) from IL 47 to IL 31 Phase I Study was held on Thursday, July 25, 2013 at the Montgomery Police Facility – Community Room, 10 Civic Center in Montgomery, Illinois from 10:00 AM to 11:30 AM. The meeting included a PowerPoint presentation and breakout group sessions to discuss the policy cross section. CAG members received the following materials to add to their CAG binder: Meeting Agenda and Presentation Handout. Attendees were also provided a form with which to confirm their continued CAG membership.

The meeting was attended by 10 of the CAG members. Below is a list of CAG members that were in attendance.

CAG Member Attendance

Fox Valley Park District

- Jeff Palmquist

Kendall County

- Angela Zubko, Senior Planner

Village of Montgomery

- Dan Meyers, Chief of Police
- Jerad Chipman, Senior Planner
- Armando Sanders, Deputy Chief of Police

Kane County

- Mike Sullivan, Division of Transportation
- Pat Gengler, Kane County Sheriff's Office
- Jodie Wollnik, Water Department

Sugar Grove Fire Protection

- Wayne Parson

EEI/VOM

- Tim Paulson, Project Manager

Presentation and Discussion

The presentation began with an introduction of the new IDOT staff, a project overview and a review of the materials presented at the first CAG Meeting on November 1, 2012. The introduction also included a summary of the output from the workshop at the first meeting on project issues and priorities.

The draft Problem Statement was presented for general understanding of agreement, which was achieved without comment. The problem statement reads:

Regional growth, increased travel demand and development along U.S. Route 30 (US 30) in Kane and Kendall Counties have resulted in safety and capacity issues between IL 31 and IL 47. The insufficient capacity creates congestion, negatively impacts intersection operations along this segment, and leads to safety issues for motorists and pedestrians. The lack of pedestrian access along the existing corridor limits access to adjacent land uses, including recreational facilities and schools. The solutions need to address the growing demands of all users along and crossing the US 30 corridor, while minimizing impacts to the surrounding environment.

An overview on the key points to the Project Purpose and Need was provided. The purpose of the project is to improve vehicular, pedestrian, and bicycle safety along the corridor, improve roadway and intersection capacity and efficiency, and meet existing and future growth development in the area. A general understanding of agreement was achieved on the Project Purpose and Need.

The final element of the main presentation was titled “Engineering 101,” which explained the elements of a roadway cross-section, the policy cross-section and the rationale behind elements related to median type, turn lanes, and bicycle and pedestrian accommodations.

Comments and Workshop

During the presentation, two comments were made. The first noted that while our crash numbers reflect only through 2011, there were two fatal accidents along the corridor in 2012. The other comment was on the fact that the Purpose and Need statements are rather broad and seeking assurance that the specific concerns, raised at the initial CAG meeting would be considered as we develop alternatives.

The group then separated into two working groups to consider the policy cross section in certain segments of the corridor. The comments received are as follows:

- Red Section (west end of corridor)
 - Possibly veer around homes (3 houses – north and south sides)
- Blue Section (Blackberry)
 - Traffic signal needed at Lakewood Creek Drive
 - At Blackberry Road – maintain access from west for emergency response purpose
 - Consider urban cross section
- Green Section (Stuart Sports Complex)
 - Path can be accommodated within Park District property
 - Question rural cross section
 - There is a proposed pedestrian bridge to Stuart Sports Complex
 - Question need for continuous shared use path. Other proposed paths may already provide access
- Yellow Section (east end of corridor)
 - Consider urban cross section between US 31 and Orchard Road

- Route Montgomery overflow on north side of US 30, eliminate south road ditch and convey flow to Pasadena storm sewer

Next Steps

The meeting concluded with a discussion of the next steps. From an outreach perspective there will be an additional CAG Meeting and Public Meeting #2 in 2013. From a technical perspective, based on the input received the project team will continue to develop and refine alternatives.

The meeting was adjourned at 11:30 AM.

