



Community Advisory Group Meeting #2 Summary

December 2, 2014 • 1:30–3:30 p.m.



CAG Meeting Summary

The second Community Advisory Group (CAG) meeting for the US 20 Phase I Study was held at the Centre of Elgin, 100 Symphony Way, Elgin, IL 60120.

Meeting attendees asked questions and were given the opportunity to work in small groups to document issues and concerns pertaining to the draft alternatives. Based on the results from the breakout session, redefined draft alternatives are being developed and will be presented at the second Public Meeting.

Evaluation of Existing Conditions

The criteria that were used to evaluate existing conditions were:



Features that do not meet current design standards



Mobility



Fatal and incapacitating crashes



Crash locations

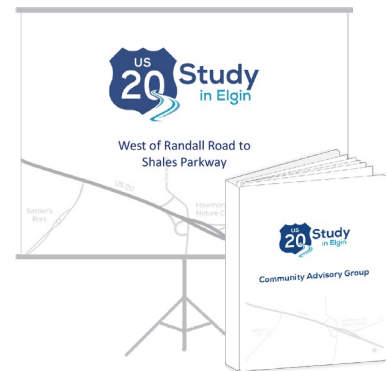
Bridges



The six bridges in the project area discussed at the meeting are:

- Illinois 31 (State Street) over US 20
- US 20 over Fox River
- US 20 over Raymond Street
- US 20 over St. Charles Road
- US 20 over Illinois 25 (Liberty Street)
- US 20 over Poplar Street

AGENDA



Via a PowerPoint presentation and printed materials, meeting attendees received:

An updated project schedule

A review of CAG Meeting #1

A draft of the Problem Statement and Project Purpose

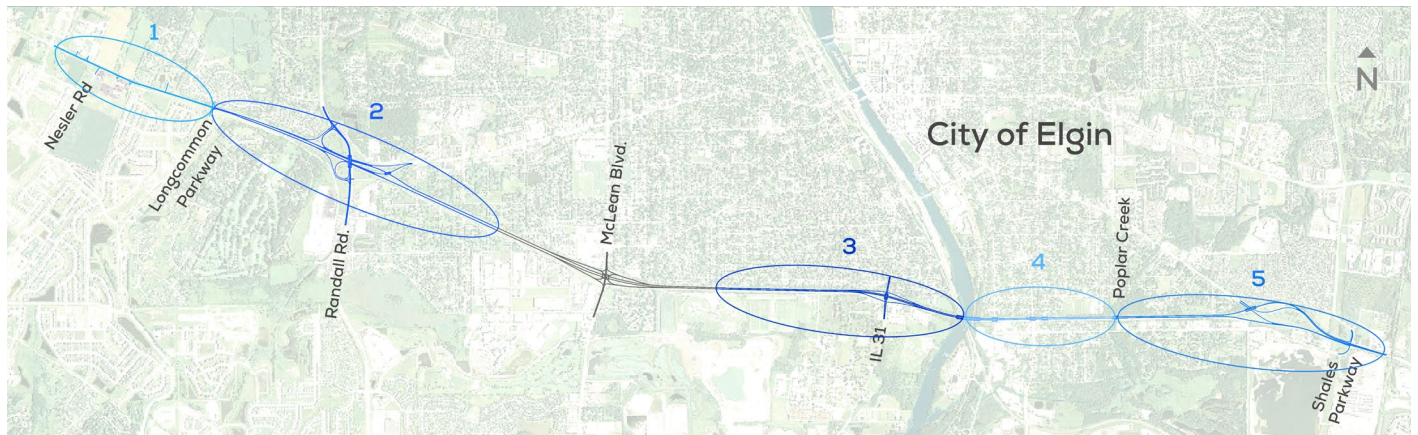
An evaluation of existing conditions

A preview of potential improvements

Study Sections

The study area was organized into five roadway sections shown below.

The McLean Boulevard interchange area is not included in the study:



1 Nesler Road to Longcommon Parkway

2 Longcommon Parkway to East of Randall Road

3 West of Illinois 31 (State Street) to Fox River

4 Fox River to Poplar Creek

5 Poplar Creek to Shales Parkway

Breakout Session

The purpose of the breakout session was for the CAG members to discuss their issues and concerns about the draft alternatives and to help develop new alternatives.

Detailed issues and concerns identified by the CAG members are summarized below.

Section 1 | Nesler Road To Longcommon Parkway

NESLER ROAD

Future development planned near the intersection of US 20 and Nesler Road:

- North side of US 20—Land zoned for commercial and residential development
- SW quadrant—Potential for new commercial development



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Section 1 | Nesler Road To Longcommon Parkway (continued)

NESLER ROAD (CONTINUED)

Potential to add north leg to intersection (tied to future development).

Consider adding a right turn lane for the US 20 eastbound to Nesler Road southbound movement.

There is a long queue of traffic for the right turn from Nesler Road northbound to US 20 eastbound. Consider adding an acceleration lane to US 20 east of Nesler Road.

There are limited available gaps for US 20 westbound traffic turning left to Nesler Road.

EAST OF NESLER ROAD TO OLD BARN ROAD

There is a lot of traffic entering US 20 eastbound from the easternmost Right In-Right Out driveway located east of Nesler Road. Consider adding an acceleration lane on US 20 eastbound to facilitate this right turn movement.

Some people make illegal left turns out of the easternmost Right In-Right Out driveway located east of Nesler Road.

Traffic turning left from Old Barn Road to US 20 eastbound queue in the existing US 20 painted median before completing the turning movement.

Consider prohibiting left turns from Old Barn Road to US 20 eastbound and add a U-turn movement on US 20 west of Old Barn Road or at Nesler Road to improve safety.

LONGCOMMON PARKWAY/WELD ROAD

Traffic on US 20 eastbound is heavier during the morning peak period compared to the evening peak period.

Consider prohibiting the left turn from Weld Road to US 20 eastbound and providing a U-turn movement on US 20 west of Weld Road.

Some residents may not like the left turn restriction at Weld Road.



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Section 2 | Randall Road Interchange Area

Recent developments at the Randall Road Interchange include:

Turn lanes were added to the US 20 westbound exit ramp at the intersection with Randall Road

Turn lanes were added to Foothill Road at the intersection with Randall Road

Auxiliary lane was added to US 20 westbound between Larkin Avenue and Randall Road to allow the one-lane exit ramp to become a two-lane exit ramp

Access to Larkin Avenue from the Randall Road entrance ramp to US 20 eastbound is now prohibited

US 20 mainline was resurfaced

Upcoming study of the Randall Road intersection with the US 20 ramps and Weld Road
(Study to be conducted by Kane County)

Section 3 | IL 31 to Fox River

Consider providing left turn lanes on the IL 31 bridge to improve traffic operations at the signalized intersections.

Potential improvements to IL 31 north and south of US 20 should have the flexibility to match either a 3-lane or 4-lane section for IL 31.

The US 20 westbound exit ramp to IL 31 routinely has long queue lengths. Sometimes the queue lengths extend to the US 20 mainline.

The volume of traffic turning to and from Adams Street creates congestion on IL 31.

Providing a separate right turn lane for IL 31 northbound traffic turning onto the US 20 eastbound entrance ramp would greatly improve operations at that intersection.



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Section 4 | Fox River to Poplar Creek

GRACE STREET RAMPS

The US 20 eastbound exit ramp to Grace Street has sight restrictions that limit the ability to see vehicles queued at the Bluff City Boulevard intersection. A queue frequently develops on the exit ramp because the traffic on Bluff City Boulevard does not have to stop.

US 20 westbound traffic entering from Grace Street often times has challenges merging with US 20 traffic.

ST. CHARLES STREET VICINITY

Traffic on US 20 is often congested between St. Charles Street and Illinois Avenue.

Traffic on Bluff City Boulevard is often congested around St. Charles Street.

Section 5 | Poplar Creek to Shales Parkway

Recent improvements implemented in the vicinity of Shales Parkway include:

Free-flow movement from Shales Parkway southbound to US 20 westbound was added

Movement from Shales Parkway southbound to Villa Street northbound via US 20 is now prohibited

US 20 westbound between Shales Parkway and Villa Street was widened to facilitate through movement on US 20

Turn lanes to US 20 at the intersection with Shales Parkway were added

Turn lanes to Shales Parkway at the intersection with US 20 were added

US 20 mainline was resurfaced

Next Steps

The meeting was adjourned at 3:40 P.M. The date for the second Public Meeting is targeted for Late Spring/Early Summer 2015.