



Meeting Notes

Subject:	Meeting Minutes – Community Advisory Group (CAG) Meeting #3		
Client:	Illinois Department of Transportation – Region 2 – District 2		
Project:	IDOT PTB167/ITEM 20 WO 3: IL 2 CSS	Project No:	226558
Meeting Date / Time:	September 25, 2014 / 5:30 p.m. – 7:30 p.m.	Meeting Location:	St. Mary Catholic Church, Byron, IL
Notes by:	HDR		

Attendees: Sign-in sheets (2) attached.

- David Almy
- Karen Brickel, Observer
- Elizabeth Chelinsky
- Curtis D. Cook, Ogle County Highway Department
- Tom Eighmy
- Tammy Eighmy
- Matt Farmer, IDOT Project Engineer
- Gerry Follmar
- Nancy Follmar
- Ron Gibson, Byron Township Road District
- Jill Smeja Gnesda, Nordic Investment Corp.
- Kevin Henson, IDOT Project Manager
- Rod Kramer
- Jeff Ludwig, Byron Public Works
- Juanita MacVenn, Observer
- Sherman (“Mac Spotted Horse”) MacVenn, Observer
- Jon McCormick, IDOT Geometrics Engineer
- Mike Marchyshyn, HDR
- Jennifer Mitchell, HDR
- Paul A. Nelson
- Jerry Paulson, Smeja Family Foundation
- Frank Schier, Rock River Trail/Rock River Times
- Alan Smith
- Barb Smith
- Chad Spreeman, IDOT Studies & Plans Squad Engineer

Handouts:

- None

Topics Discussed:

1. Welcome (HDR) and ice breaker activity – if you were a car, which car would you be? (5:30 p.m.)
2. HDR provided a summary of Community Advisory Group (CAG) Meeting #2
 - PSG approval of Tom and Tammy Eighmy's CAG membership applications announced.
 - HDR presented the revised (based on CAG Meeting #2 comments) project branding (logo and color scheme) that was approved by the PSG at PSG meeting #4. No comments or objections by the CAG thus indicating consensus. Project branding adopted as shown in presentation PowerPoint.
 - HDR presented the Problem Statement approved by the PSG during PSG Meeting #4. The problem statement revised during CAG Meeting #2 was presented at the meeting and the PSG made suggestions for edit and indicated approval. The following is the resultant PSG approved Problem Statement:

PSG Approved Problem Statement:

IL 2 is a valued environmental corridor with an inadequate roadway and insufficient roadway maintenance clear zone which ~~results in~~ contributes to crashes and does not allow for the development of recreational facilities or provide access to the scenic features of the corridor.

The CAG did not have any comments or objections to the PSG Approved Problem Statement thereby indicating consensus. The Problem Statement as presented adopted for the project.

- HDR presented the Purpose and Need approved by the PSG during PSG Meeting #4. Again at the meeting, the Purpose and Need revised during CAG Meeting #2 was presented at the meeting and the PSG made suggestions for edit and indicated approval. The following is the resultant PSG approved Purpose and Need:

PSG Approved Purpose and Need:

Growing population and increased travel demand over the last several decades within the region has resulted in ~~increased incidents of~~ crashes and inconsistent travel times. The purpose of the IL 2 (Byron to Rockford) improvement is to provide a safer transportation corridor for all users along IL 2. The improvement will address the existing geometric deficiencies and roadside hazards and ~~enhance~~ facilitate the enhancement of adjacent recreational facilities while protecting the environment and scenic values.

The CAG did not have any comments or objections to the PSG Approved Problem Statement thereby indicating consensus.

The Purpose and Need as presented adopted for the project.

- HDR presented the meeting minutes for approval. CAG requested that the minutes package be recirculated via email and for additional time to review. It was decided to resend CAG Meeting #2 minutes package to CAG for concurrence.

Attending CAG members were asked if electronic distribution (via project website and email) of meeting minutes and presentation materials could replace hardcopy distribution. Consensus among attending CAG members was that electronic distribution is agreeable and hardcopies will no longer be provided.

3. HDR provided a summary of the 2008-2012 crash information (frequency and type) for the following intersection and non-intersection crashes within the project area. More crashes occurred in sections between intersections than at intersections. Greater detail crash information was presented for the following high crash locations:

River Road to River Road	~ 3 miles north of Kennedy Hill Road
Between Kennedy Hill Road and Meridian Road	1,000 feet north of Silver Creek Road (south entrance)
1/2 mile north of Kennedy Hill Road	Kennedy Hill Road Intersection
~1.0 mile north of Kennedy Hill Road	Prairie Road Intersection
~ 2 miles north of Kennedy Hill Road	Beltline Road Intersection

4. The Design Criteria (60 MPH Basic and 45 MPH Basic) to be used in developing alternatives was presented – included discussion of the “desired”, “allowable” and “minimum” values as well as application along the corridor. The 45 MPH will be used south of the ComEd RR bridge where it is an urban cross section. The 60 MPH will be used north of the ComEd RR bridge where it transitions to rural.

5. The materials and process to be used in developing alternatives was outlined:

- Alternatives development will be done in two meetings. September 25, 2014 and October 2, 2014.
- The project will be provided in three sections: south, central, north.
- The south section sections will be evaluated at the September 25, 2014 meeting and the central and north sections will be evaluated at the October 2, 2014 meeting.
- Curve and passing lane layout templates (“desired”, “allowable” and “minimum” values at 60 MPH Basic and 45 MPH Basic design speeds) will be provided to assist the CAG in their evaluation.
- Each person will be asked to identify alternatives.
- The group will then share and list the alternatives.
- Time will be allotted at the end for each group to share the alternatives to the CAG. Each alternative will be discussed to ensure IDOT understanding and intent of the alternative.

6. Attending CAG members and IDOT staff were divided randomly into four (4) groups. Each group reviewed known environmental and roadway conditions, discussed issues, and developed alternatives in south section.
7. Due to time constraints it was decided to allow additional time for alternative development instead of summarizing the CAG developed south alternatives. IDOT will collect the south alternatives and summarize them at the following meeting along with the summary of the central and north alternatives.
8. CAG Meeting #4 date set for October 2, 2014
9. Meeting Adjourned (7:40 p.m.)

Action Items:

1. IDOT to electronically distribute meeting minutes and presentation materials (post to the project website and distribute via email) in advance of future meetings.
2. IDOT to redistribute CAG Meeting #2 minutes with CAG Meetings #3 and #4 minutes.



Community Advisory Group Members

	REPRESENTATION	CONTACT PERSON	INITIAL IF PRESENT
3	Resident	David Almy	DA
1	Oregon Park District	John Barnhart	
1	Resident - Former Ogle County Sheriff	Gregory A. Beitel	
4	Resident	Bill Born	
2	Resident	John Bukoski	
2	Autoland Outlets	Dave Christian	
1	Resident	Elizabeth Chelinsky	EC
4	Ogle County Highway Department	Curtis D. Cook	CDC
1/2	Blackhawk Trail Lodge	Don & Becky Dietrich	
3/4	Resident	Tom & Tammy Eighmy	TE
1/2	Resident	Gerald & Nancy Follmar	G + NB
3	Byron Township Road District	Ron Gibson	Ron Gibson
3	Nordic Investment Corp	Jill Smeja Gnesda	JG
4	Winnebago County Forest Preserve	Tom Hartley	
3	Resident	Jake Henry	
3	Farmer - Resident	Gerald (Jerry) Jackson	
1	Resident	Rod Kramer	Rod Kramer
2	Byron Public Works	Jeff Ludwig	JL
3	Byron Chamber of Commerce	Deanna Mershon	
3/4	Moreland Aviation	Robert & Carolyn Moreland	
4	Resident	David A. Nelson	
2	Resident	Paul A. Nelson	PA
2	Smeja Family Foundation	Jerry Paulson	J.P.
4	Rock River Trail/Rock River Times	Frank Schier	
2	Resident	Mark Schwendau	KB JW MS
1	Resident	Alan R. Smith	AS
4	Resident	Barb Smith	BS

Community Advisory Group Member Alternates

REPRESENTATION	CONTACT PERSON	INITIAL IF PRESENT
Smeja Family Foundation	Kim Smeja	

Juanita MacVenn jmacvenn@yahoo.com

Mac Spotted Horse smacvenn@yahoo.com

Karen Brickel - alternate for Mark Schwendau

CAG Meeting 3

IL 2

IL 72 East (Byron) to Beltline Road (Rockford)

Region 2 – District 2


September 25, 2014

5:30 PM to 7:30 PM


AGENDA


- I. Welcome (5 min)
- II. CAG #2 Recap (10 min)
- III. Problem Statement/Purpose and Need (10 min)
- IV. Alternatives Development (60 min)
- V. Alternatives Summary (30 min)
- VI. Closing Comments / Next Steps (5 min)

SEPTEMBER 25, 2014



CAG MEETING 3







AGENDA


AGENDA

- ❖ Welcome (5 min)
- ❖ CAG #2 Recap (20 min)
- ❖ Alternatives Development (60 min)
- ❖ Alternatives Summary (30 min)
- ❖ Next Steps (5 min)




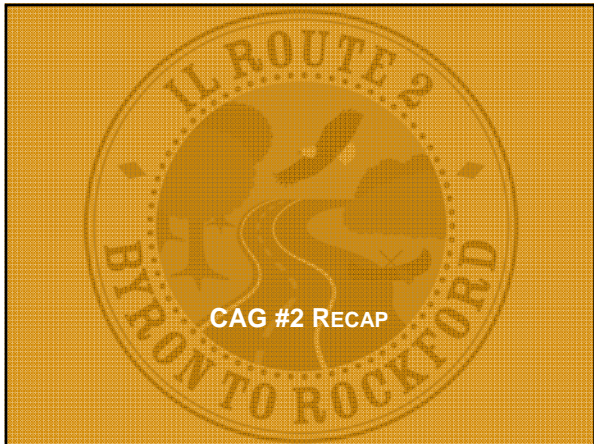
WELCOME



*If you were a car,
which car would you be?*

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NEW CAG MEMBERS

- ❖ Tom and Tammy Eighthmy
 - Residents in Central Area
 - Voted on by PSG 9/10/2014



BRAND



PROBLEM STATEMENT

START

The problems with the Illinois Route 2 (Byron to Rockford) corridor include safety concerns, environmental considerations, maintenance issues, lack of recreation accommodations, and capacity.

FINISH

IL 2 is a valued environmental corridor with an inadequate roadway and insufficient roadway maintenance-clear zone which results-in-contributes to crashes and does not allow for the development of recreational facilities or provide access to the scenic features of the corridor.



PURPOSE AND NEED

START

Growing population over the last several decades within the region has resulted in delays, inconsistent travel times and an increased incidence of crashes. The purpose of the IL Route 2 (Byron to Rockford) design study is to provide an improved transportation facility for all users along IL 2. These alternatives should recognize and correct the existing geometric deficiencies and address the lack of shoulders and roadway hazards.

FINISH

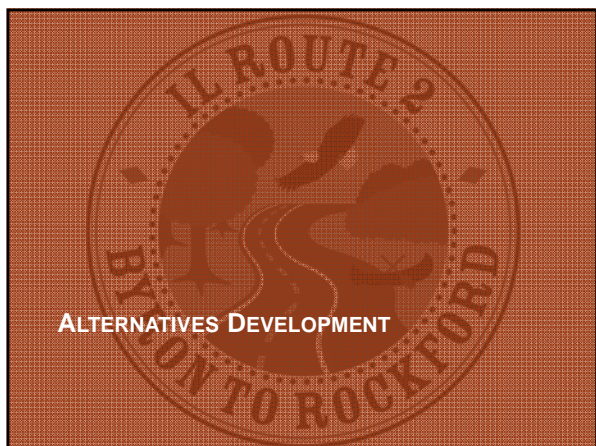
Growing population and increased travel demand over the last several decades within the region has resulted in increased incidents of crashes and inconsistent travel times. The purpose of the IL 2 (Byron to Rockford) improvement is to provide a safer transportation corridor for all users along IL 2. The improvement will address the existing geometric deficiencies and roadside hazards and enhance facilitate the enhancement of adjacent recreational facilities while protecting the environment and scenic values.



MEETING MINUTES

- ❖ Approve Minutes
- ❖ Paperless Meetings
 - Minutes
 - Presentation





CRASH SUMMARY

- ❖ 5-yrs (2008-2012)
 - 267 Crashes
 - 18% wet pavement
 - 109 intersection
 - 158 non-intersection



- ❖ 109 Crashes
 - 35 Injury + 1 fatality
 - ✓ Turning
 - ✓ Rear End – One Stopped
 - ✓ Fixed Object – Off Road
 - ✓ Rear End – Both Moving
 - ✓ Angle

- ❖ Solution(s)
 - Turn Lanes
 - Shoulders
 - Sight Distance
 - Timing Modifications

Intersection Crashes



❖ River Road to River Road (#3)

(Lake Louise)

- 11 crashes (5 injury)
 - ✓ Angle 2(1)
 - ✓ Animal 2(1)
 - ✓ Fixed object off road 2(1)
 - ✓ Overturn 1
 - ✓ Rear end 2(1)
 - ✓ Turning 1(1)
 - ✓ Other on road 1



Intersection Crashes



❖ **At Kennedy Hill Road (#3)**

- 13 crashes (2 injury)
 - ✓ Animal 5
 - ✓ Fixed object off road 6(2)
 - ✓ Rear end 2



Intersection Crashes



❖ **Prairie Road Intersection (#8)**

- 10 crashes (5 injury)
 - ✓ Animal 1
 - ✓ Fixed object off road 5(2)
 - ✓ Other object off road 2(2)
 - ✓ Rear End 2(1)



Intersection Crashes



❖ **Beltline Road Intersection (#9)**



- 24 crashes (8 injury)
 - ✓ Angle 4(2)
 - ✓ Rear End 4(1)
 - ✓ Sideswipe 3(1)
 - ✓ Turning 13(4)

Intersection Crashes





- ❖ 158 Crashes
 - 37 Injury + 3 fatality
 - Fixed Object – Off Road
 - Animal
 - Rear End
 - Overturn
 - Turning
- ❖ Solution(s)
 - Shoulders
 - Clear Zone
 - Sight Distance
 - Turn Lane
 - Passing Lane
 - Mailbox Turnout

Non-Intersection Crashes





Between Kennedy Hill Rd. and Meridian Rd. there are 91 crashes. However, there are 4 sections with particularly high number of crashes. These 4 sections account for 42 (10*) of the crashes despite being only 0.13 miles of the 4.23 mile section.

Non-Intersection Crashes



- ❖ 1/2 Mile N of Kennedy Hill Road (#4)
 - 13 crashes (1 injury)
 - ✓ Animal 4
 - ✓ Fixed object off road 4
 - ✓ Other non-collision 1
 - ✓ Overturn (1)
 - ✓ Rear end 1
 - ✓ Other on road 2



Non-Intersection Crashes



❖ ~1.0 Mile N of Kennedy Hill Road (#4)

- 10 crashes (1 injury)
 - ✓ Animal 1
 - ✓ Fixed object off road 4(1)
 - ✓ Overturn 1
 - ✓ Rear end 1
 - ✓ Other on road 3



Non-Intersection Crashes



❖ ~ 2 Miles N of Kennedy Hill Road (#4)

- 5 crashes (3 injury)
 - ✓ Angle 1(1)
 - ✓ Animal 1
 - ✓ Fixed object off road 2(1)
 - ✓ Sideswipe 1(1)

Non-Intersection Crashes





❖ ~ 3 Miles N of Kennedy Hill Road (#5)
(Near fishing pull off)

- 14 crashes (4 injury + 1 Fatal)
 - ✓ Animal 1
 - ✓ Fixed object off road 7(2)*
 - ✓ Overturned 2
 - ✓ Rear End 1(1)
 - ✓ Sideswipe 2 (2)
 - ✓ Turning 1

*Indicates 1 fatal crash



Non-Intersection Crashes



❖ 1,000' N of Silver Creek Rd S (#7)
(2,000 foot stretch)



- 6 crashes (2 injury)
 - ✓ Animal 1
 - ✓ Fixed object off road 3(1)
 - ✓ Overtuned 1
 - ✓ Turning 1(1)

Non-Intersection Crashes



DESIRED DESIGN CRITERIA

<p>❖ 60 MPH</p> <ul style="list-style-type: none"> ▪ Shoulders <ul style="list-style-type: none"> ▪ Mainline 10' ▪ Right turn lane 4' ▪ 2 Lanes = 12' ea ▪ Passing Lane ½ mile ▪ Turn Lane 530' ▪ Radius 3,000' ▪ Multi-use Side Path 	<p>❖ 45 MPH</p> <ul style="list-style-type: none"> ▪ Curb and Gutter ▪ 2 Lanes 30' f-f ▪ Center Turn Lane ▪ Turn Lane 385' ▪ Radius 1,050' ▪ Multi-use Side Path
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❖ IL 72 to RR Bridge (#1)
❖ Curve at Old State Road (#2)
❖ Meridian Road Intersection (#6)

Interest Areas

DEVELOPMENT

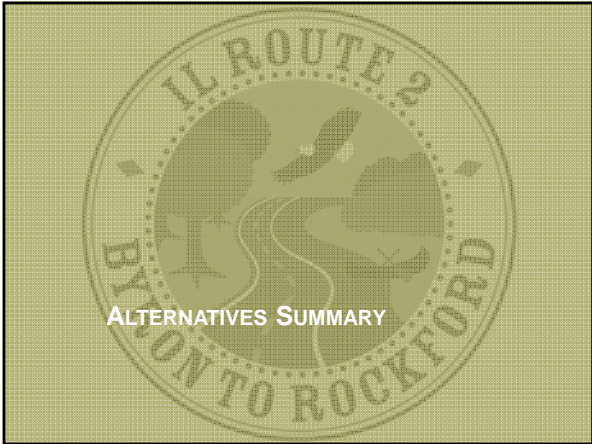
- ❖ Three Sections
 - South
 - Central
 - North
- ❖ Geometric Templates
 - Curve Radii
 - Right / Left turn lane
 - Passing Lane
 - TWLTL



DEVELOPMENT

- ❖ Individual Ideas
- ❖ Group Ideas







Next Steps

- ❖ Next Meeting
 - October 2, 2014 @ St. Mary Church
 - Central and North Sections
- ❖ Future Meeting TBD
 - IDOT to design alternatives
 - Gather detailed environmental data

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