



Illinois Route 131: Russell Road to Sunset Avenue

Phase I Study

P-91-352-07

PTB 145/1

Lake County

Combined Corridor Planning Group (CPG) and Technical Advisory Group (TAG) Meeting No. 3

The third combined Corridor Planning Group (CPG) and Technical Advisory Group (TAG) meeting for the IL Rte. 131 (Green Bay Road) project was held on Monday, April 26, 2010 from 10:00am to 12:00pm. The meeting was held at the Zion-Benton Public Library (2400 Gabriel Avenue in Zion, Illinois), which is approximately 2 miles east of the project's IL Rte. 131 corridor.

This meeting was conducted as part of IDOT's Context Sensitive Solutions (CSS) process. The purpose of the meeting was to explain the alternatives development, present the four initial alternatives, and provide an open discussion of the alternatives and the evaluation criteria.

Members of the Corridor Planning Group (CPG) and Technical Advisory Group (TAG) that were invited to the third CPG/TAG Meeting included those that were invited to the first and/or second CPG/TAG meetings or signed up since the second CPG/TAG meeting. A total of 22 stakeholders attended the meeting (1 CPG member and 21 TAG members). The 22 attendees were municipal and county officials, representatives of public agencies, property owners, and citizens. The stakeholders were contacted by mail, e-mail, and telephone to request their participation.

The format of the meeting included a 20 minute PowerPoint presentation and time for open comments and discussion. The PowerPoint presentation provided a review of the previous CPG/TAG meetings as well as presented the alternatives development process and the initial alternatives. Typical sections were presented for all four of the initial alternatives, and full aerial plots were provided for two alternatives. Instead of a formal workshop, two open discussions were held. The first discussion was centered on the alternatives development process and the evaluation criteria to be used. The initial criteria list includes: Environmental Impacts such as parks, wetlands, forest preserves, and cemeteries; Accessibility; Identified Needs such as safety, operations/mobility, and capacity; Property Impacts such as residential, industrial, and commercial; and Construction Cost. The second discussion period provided an opportunity for stakeholders to review the typical sections and aerial plots and provide their comments, as well as discuss questions and concerns with the project team.

Comments from the first discussion period concerning the alternatives development and evaluation criteria:

- Are bicycle/pedestrian accommodations assumed to be included within "Accessibility", "Operations/Mobility", or should this have its own category for evaluation?

- Drainage should be included as an aspect of “Environmental Impacts”
- Zoning and Land Use Plans should also be considered
- Are traffic signal warrants considered?
- Airport coordination is very important and should occur early on in the process
 - FAA approval will be necessary to allocate R.O.W. to another use if highway project funding precedes runway
- Maintenance cost and responsibility should also be considered

Comments from the second discussion period concerning the alternatives included:

Comments Placed on Aerials

Alternative A1:

- Near Waukegan Savanna Forest Preserve: “Pedestrian and bicycle connection to neighborhoods south of ComEd R.O.W.” and “Separate bike path is safer than using paved shoulder”
- Near Waukegan Community Sports Complex: “Shared use path on west side – connect Lake County Forest Preserve at Yorkhouse to Sports Park”

Alternative B1:

- At Beach Road: “Right turn lane into Beach Road for southbound traffic”
- Near Waukegan Community Sports Park: “Bike path on west side – access point to 2nd phase of sports complex”
- On Kenosha Road (entrance to residential subdivision approximately 2000’ from intersection with IL Rte. 131): “Turn lanes approved for this intersection (LCDOT)”

General Comments:

- Airport coordination:
 - check Airport Alternative 1b
 - Maintain existing grade of Yorkhouse Road and Blossom Street (access to Waukegan Fire Station)
 - Alignment shift for construction
 - Coordination meeting with the airport team will be scheduled
- Separate trail is preference of Lake County Forest Preserve District (vs. on-road/shoulder accommodations). A ditch section is also preferable to curb & gutter.

One written comment form was received from Greg Petry of the Waukegan Park District concerning priorities of the Waukegan Community Sports Complex:

1. Turning lanes into Sports Park with sufficient traffic stacking capacity for those cars turning into facility.
2. Bike lane along west side of Green Bay Road
3. Connect the bike lane along Green Bay Road with Lake County Forest Preserve trail connection at Yorkhouse Road.
4. Consider access for Phase II of Sports Park.

The meeting closed informally, and several stakeholders continued to discuss the alternatives with team members after the allotted meeting time had passed.

The Next Steps of the project are to hold the 3rd Public Meeting, scheduled for May 26, 2010, to obtain input from the general public on the four alternatives presented at the CPG/TAG Meeting #3. After that, stakeholder and agency input will be utilized to further refine the initial alternatives and determine the alternatives to be carried forward.