



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. 4

The fourth combined Corridor Planning Group (CPG) and Technical Advisory Group (TAG) meeting for the IL Rte. 131 (Green Bay Road) project was held on Tuesday, November 30th from 1:30pm to 3:00pm. 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 corridor.

This meeting was conducted as part of IDOT's Context Sensitive Solutions (CSS) process. The purpose of the meeting was to review the alternatives development process and preliminary alternatives, present the two refined alternatives, and evaluate the refined alternatives.

Invitees to the fourth CPG/TAG Meeting included those that were invited to the first, second, and third CPG/TAG meetings or signed up since the third CPG/TAG meeting. A total of 20 TAG members attended the meeting. The 20 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 30 minute PowerPoint presentation, an alternatives review/discussion period, a workshop to evaluate the refined alternatives, and a summary of the evaluation results. The PowerPoint presentation provided a review of the accomplishments of the previous CPG/TAG meeting and public meeting, reviewed the preliminary alternatives, and presented the refined alternatives and evaluation criteria. The evaluation process leading to the refined alternatives was presented, including the division of the project area into three sections each with unique characteristics. The preliminary alternatives were then evaluated for each section of the project to fine tune the alternatives to the characteristics of each section. The presentation emphasized the implications of IDOT's Complete Streets policy, which went into effect in June, 2010. The preliminary alternatives were developed before this policy was effective, but the refined alternatives include Complete Street provisions in accordance with IDOT's policy. Full aerial plots were provided of the two refined alternatives, as well as typical sections.

The alternatives review/discussion period gave stakeholders the opportunity to closely examine the refined alternatives and discuss any issues or questions with the project team. After the alternatives review/discussion period, stakeholders were asked to rate the refined alternatives on how well they meet the needs of the project. The needs of the project, as identified through previous public involvement, are to improve safety, capacity, and operations/mobility. As a result of the Complete Streets law, pedestrian and bicycle accommodations were also rated for each alternative. Each of the

four tables was asked to reach a consensus rating for the needs of the project for each of the refined alternatives. Then a spokesperson for each table presented the group's consensus rating, and the ratings from the four groups were averaged to determine an overall consensus rating. These ratings are presented in the Alternatives Evaluation tables, attached to this summary. The tables will be made available to all CPG and TAG members.

Comments on the refined alternatives were collected verbally, written on the aerial displays, and submitted via written comment forms.

Comments placed on aerials:

- Right and Left turn lanes exist at Beach Road (northbound and southbound to westbound)
- Signal at Beach = Good!
- Turn lanes at Taylor Lane (direction was not specified)
- Why not expand 173/131 intersection to accommodate future expansion of 173.
- Right turn lane into Shepherd's Crook Golf Course

Written comment forms:

One written comment form was received from the Waukegan Park District.

"Move multi-use path to west side for Waukegan Sports Park and Forest Preserve Access.

Keep turn lanes that were recently installed for westbound Beach Road (Sports Park access)."

Verbal comments:

During the discussion period, several stakeholders took the opportunity to talk with project team members.

Village of Beach Park:

- How are relocations determined? At what point would a partial acquisition become a full relocation?
- Some property owners may prefer a buy-out and relocation to the loss of frontage and property value due to the close proximity of their house to the widened roadway.
- What happens to the land acquired from a complete take/relocation? Could the state re-sell this land for redevelopment, potentially commercial?
- Zion is proposing a TIF district along IL Rte. 131 north of the Beach Park TIF district already proposed.

Lake County Forest Preserve District:

- If the local agency with jurisdiction passes a resolution to not accept IDOT's proposed pedestrian and/or bicycle improvements, can another agency (i.e. Lake County Forest Preserve) step in and agree to pay the 20% construction and take responsibility for future maintenance?
- Is there a timeframe for ped/bike facility construction? Does the state 20% offer expire?

Federal Aviation Administration:

- Does the Complete Streets law require pedestrian and/or bicycle accommodations on both sides of the roadway?

The Next Steps of the project are to hold the 4th Public Meeting, scheduled for January 20, 2011, to obtain input from the general public on the two refined alternatives presented at the CPG/TAG Meeting #4. After that, stakeholder and agency input will be used to evaluate the refined alternatives and determine the preferred alternative.

After the formal close of the meeting, several stakeholders remained in the room to discuss specific interests with the project team. A summary of the ensuing discussions is below.

- The Lake County Division of Transportation (LCDOT) viewed the Kenosha Road intersection improvement alternatives and commented that it is not preferable to create a long cul-de-sac on a county road like Kenosha Road. County roads are intended to provide long-distance travel. Two of the alternatives, the 25th Street realignment and the complete closure with reroute along 21st Street, would reduce the functionality of Kenosha Road. The project team will send LCDOT the Kenosha Road intersection realignment alternatives report indicating the study's preferred alternative prior to the next Public Meeting and the County will provide a response.
- Stakeholders representing the Waukegan Regional Airport Environmental Assessment (EA) project met to review proposed preliminary roadway geometry at the grade separation caused by the runway and taxiway extension. The IL Rte. 131 EA should reflect the three alternatives for roadway improvement along the airport property:
 1. At-grade, minimum cross-section with reduced easements required for roadway widening. This alternative would be constructed if the roadway design and construction were funded and scheduled before the Airport expansion project design and construction were funded and scheduled.
 2. Grade separation and alignment shift for constructability to match Airport Alternative 1b.
 3. Grade separation and alignment shift for constructability to match Airport Alternative 3b.

The IL Rte. 131 EA should document the cumulative impacts of these three alternatives. The two study teams will schedule a meeting in February after the next roadway study Public Meeting.