

Illinois Department of Transportation

IL 120 STUDY

IL60 to Almond Road

IL 120 PEL STUDY COMMUNITY ADVISORY GROUP MEETING #1

Date: May 9, 2024
Time: 1:00 PM – 3:00 PM
Location: Microsoft Teams

CONTENT

Attendees	1
Topics & Discussions.....	2

APPENDICES

- Appendix A. Powerpoint Presentation
- Appendix B. Breakout Whiteboards

IL120 STUDY

IL60 to Almond Road

ATTENDEES

NAME	ORGANIZATION
Corey Smith	IDOT
Kyle Bochte	IDOT
Brenda Alicea	IDOT
Steve Schilke	IDOT
Jelena Crudele	Resident
Elmer Fallos	Warren Township
Gail Hagen	Resident
Sarah Surroz	Openlands
Brian Frank	Lake County Stormwater Management Commission
Brandy Schroff	Village of Round Lake
Diane Stark	Resident
Tom Rasmussen	Resident
Don Mobley	Bicycle Club of Lake County
Douglas Ower	Resident
Ron Lanz	Lake County Partners
Pat Carey	Resident
Tom Baba	Illinois Driver Education Teacher Endorsement Program
Lawrence Todryk	Resident
Bill Morris	Resident
David Carlson	Resident
Brian Brubaker	Village of Round Lake
Rachael Rezek	Resident
Matthew Zakula	Resident
Lori Bell	Resident
Barbara Klipp	Midwest Sustainability Group
Matthew Emde	Lake County Division of Transportation
Susan Zingle	Resident
Mark Petersen	Resident

IL120 STUDY

IL60 to Almond Road

NAME	ORGANIZATION
Craig Wrobel	Resident
Scott Firnbach	Village of Round Lake Park
Chris Wildman	Community Consolidated School District 46
John Wasik	Lake County Board
Karen Gill	Resident
Jason Dhaliwal	Business Owner
Rick Strauss	Wauconda School District 118
Peter Manhard	Resident
Scott Manning	HDR
Jeff Young	HDR
Eric Neubauer	HDR
Ryan Pater	HDR
Kelly Sims	HDR

TOPICS & DISCUSSIONS

ITEM	TOPIC/DISCUSSION
1	A copy of the meeting's PowerPoint presentation is attached to this meeting summary.
2	A copy of breakout session whiteboard comments is attached to this meeting summary.
3	Scott Manning (HDR) discussed the purpose of the Community Advisory Group Meeting and welcomed the group. The Community Advisory Group serves as a sounding board for study information and decisions, facilitates collaborative problem solving, discusses specific issues, and provides input throughout the PEL study process. The group includes diverse, inclusive, engaged voices from government, community organizations, education, business, residents, and corridor users. The Group will meet at least six times during the study.
4	Scott (HDR) discussed the role of CAG members.
5	Jeff Young (HDR) provided an overview of the IL 120 Study, noting that it is an Illinois Department of Transportation (Department) led Planning and Environmental Linkages (PEL) Study examining transportation safety and mobility on Illinois 120 from Illinois 60 to Almond Road in Lake County. Jeff presented preliminary data and the goals and objectives of the study.
6	Scott (HDR) introduced the format and guidelines for Breakout Session #1

IL120 STUDY

IL60 to Almond Road

ITEM	TOPIC/DISCUSSION
7	<p>Four groups participated in a 30-minute Breakout Session #1. Moderators sought feedback from the CAG members on the following questions.</p> <ul style="list-style-type: none"> • What key factors impact transportation mobility and safety along IL 120? • What infrastructure improvements could enhance transportation mobility and safety for IL 120 users? • How does transportation infrastructure impact community development and economic activity along IL 120? • What are the primary environmental considerations associated with transportation along IL 120? • How can they be addressed? • How can equitable mobility be ensured for all IL 120 users, including those in underserved communities? • How should biking, walking, and public transit be considered in the study?
8	<p>The following feedback was heard in the breakout rooms.</p> <ul style="list-style-type: none"> • Traffic safety and mobility concerns exist throughout the study area • Congestion at main intersections and existing at-grade rail crossings are particular concerns • Lack of sufficient bicycle and pedestrian infrastructure • Traffic diverting from IL 120 adversely impacts neighborhoods and local roads • Drainage concerns in some areas of the study area • Careful consideration should be given to environmental concerns, quality of life and transit access <p><i>The white boards for all rooms can be found in the attachments.</i></p>
9	<p>Kelly Sims (HDR) presented on the Working Purpose and Need Statement noting that it is the “why” for the project. Kelly explained the working purpose as identifying projects that improve safety and mobility, provide bike/ped connectivity and consider future local transportation improvements. Kelly shared the need is to address crashes, existing and future mobility, gaps in the bike/ped network, support local plans for mobility in Lake County. Kelly noted that the working purpose and need will be refined based on feedback gathered at this CAG meeting.</p>
10	<p>Scott (HDR) introduced the format and guidelines for Breakout Session #2.</p>

IL120 STUDY

IL60 to Almond Road

ITEM	TOPIC/DISCUSSION
11	<p>Four groups participated in a 30-minute Breakout Session #2. Moderators sought feedback from the CAG members on the following questions.</p> <ul style="list-style-type: none"> • What safety concerns do you think need to be addressed on the IL 120 corridor? • In what ways do you believe the current operations of the IL 120 corridor could be improved? • How would enhancing non-motorized transportation options in the IL 120 corridor benefit the community? • What specific improvements would you like to see implemented? • What other considerations or features should be included in the study to maximize benefits to the community? • Are there additional environmental considerations association with transportation along IL 120? • How can they be addressed? • What challenges or obstacles do you foresee in achieving the goals of this study and how might they be overcome? • Are there any potential trade-off or conflicts between different goals of the project and how should they be addressed?
12	<p>The following feedback was heard in the breakout rooms.</p> <ul style="list-style-type: none"> • Desire to improve traffic flow with expanding roadway footprint and impact adjacent properties • Consider design options that slow traffic speeds • Need to address drainage and design with resiliency in mind for current and future heavy rainfall • Consider bicycle and pedestrian infrastructure and transit • Avoid impacts to the environment, wetlands, and forest preserves • Accessing businesses on the corridor can be challenging • Need to develop actionable solutions • Focus on quality of life versus shortening commutes <p><i>The white boards for all rooms can be found in the attachments.</i></p>

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ITEM	TOPIC/DISCUSSION
13	The format of future CAG meetings was discussed. A poll was offered to determine members' preference for virtual, in-person, or hybrid meetings. Hybrid meetings received the most support between poll votes and comments in the meeting chat.
14	Scott (HDR) previewed the next CAG meeting anticipated for Summer 2024 and noted that the refined purpose and need will be presented, and alternatives development will also be discussed. Scott noted the next public information meeting is anticipated in Fall 2024.
15	Scott (HDR) noted that Public Information Meeting #1 materials are available on the project website at www.il120study.com and that CAG meeting materials will be added to the website soon. Scott noted the project email address is connect@il120study.com . Scott thanked the CAG members for their time and participation and noted the study team looks forward to continued engagement with the CAG moving forward.

APPENDIX A.

Powerpoint Presentation

Illinois Department of Transportation

IL 120 STUDY

IL60 to Almond Road

WELCOME

Community Advisory Group
Meeting #1
May 9, 2024



Agenda

- Welcome and Study Team Introductions
- Public Information Meeting #1 Recap
- Role of the Community Advisory Group
- Study Overview
- Goals and Objectives (Breakout Session #1) – 40 mins
- Develop Purpose and Need (Breakout Discussion #2) – 40 mins
- Next Steps

Study Team Introductions

- Diverse group of engaged voices
- Members include representatives of:
 - Government
 - Lake County Board
 - Lake County Stormwater Management Commission
 - Lake County Forest Preserve District
 - Village of Grayslake
 - Avon Township
 - Community organizations
 - Lake County Partners
 - Bicycle Club of Lake County
 - Open Lands
 - Sierra Club
 - Midwest Sustainability Group
 - Education
 - Community Consolidated School District 46
 - Corridor users
 - Residents



Public Information Meeting #1 Recap

- Public Information Meeting #1 held Tuesday, April 23 from 3 p.m. to 6 p.m. at Lake County Fairgrounds
- Open house style with presentation, exhibits, and study team Q&A
- All public meeting materials online at il120study.com
- More than 165 attendees
- 50 + comments received
 - Congestion and safety concerns
 - Support bicycle and pedestrian accommodations
 - Environmental considerations



Role of the Community Advisory Group

- Commit to meeting up to six times at project milestones
- Provide input throughout the PEL study process
- Serves as a sounding board for study information and decisions
- Facilitates collaborative problem solving, discussions of specific issues



Benefits of the CAG

- Consistent communication
- Better understanding of stakeholder issues
- Detailed discussion of key issues
- Opportunity to hear differing views
- Collaborative problem-solving
- Build understanding and support throughout the project



Anticipated CAG Meeting Points

- Purpose and Need (Spring 2024)
- Range of alternatives (Summer 2024)
- Detailed alternative screening (Fall 2024)
- Alternatives to be carried forward (Winter 2025)
- Recommendations, priorities, and strategies (Spring 2025)
- PEL study conclusions (Summer 2025)

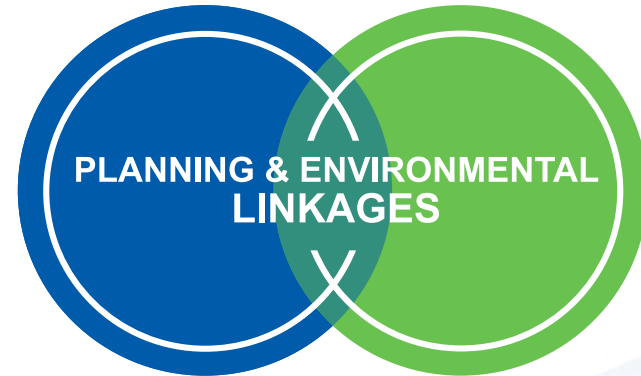


Study Overview

WHAT IS A PEL STUDY?

A Planning and Environmental Linkages or PEL Study is a planning study that provides for:

- A collaborative approach to decision-making
- Early consideration of:
 - Environmental issues
 - Community context
 - Economic or development goals



WHY USE A PEL STUDY?

A PEL enables the following planning products to be adopted into later environmental review processes:

- Approved purpose and need
- Screening of alternatives
- Decision on methodologies for analysis

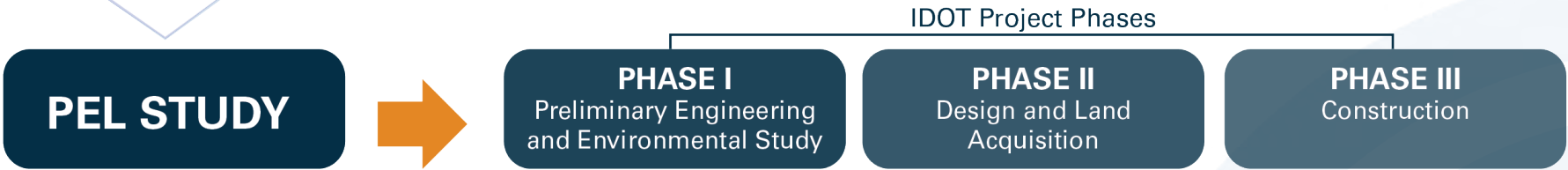
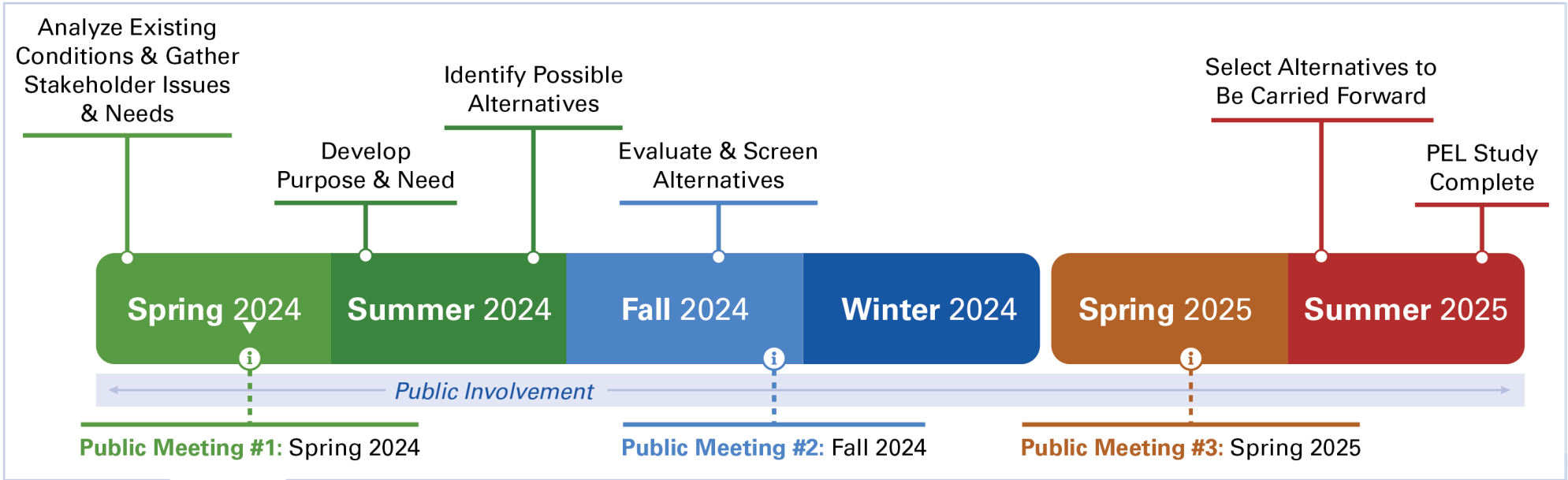
PEL Study work serves as the foundation of future studies, saving time and money.

LOCATION MAP & STUDY AREA



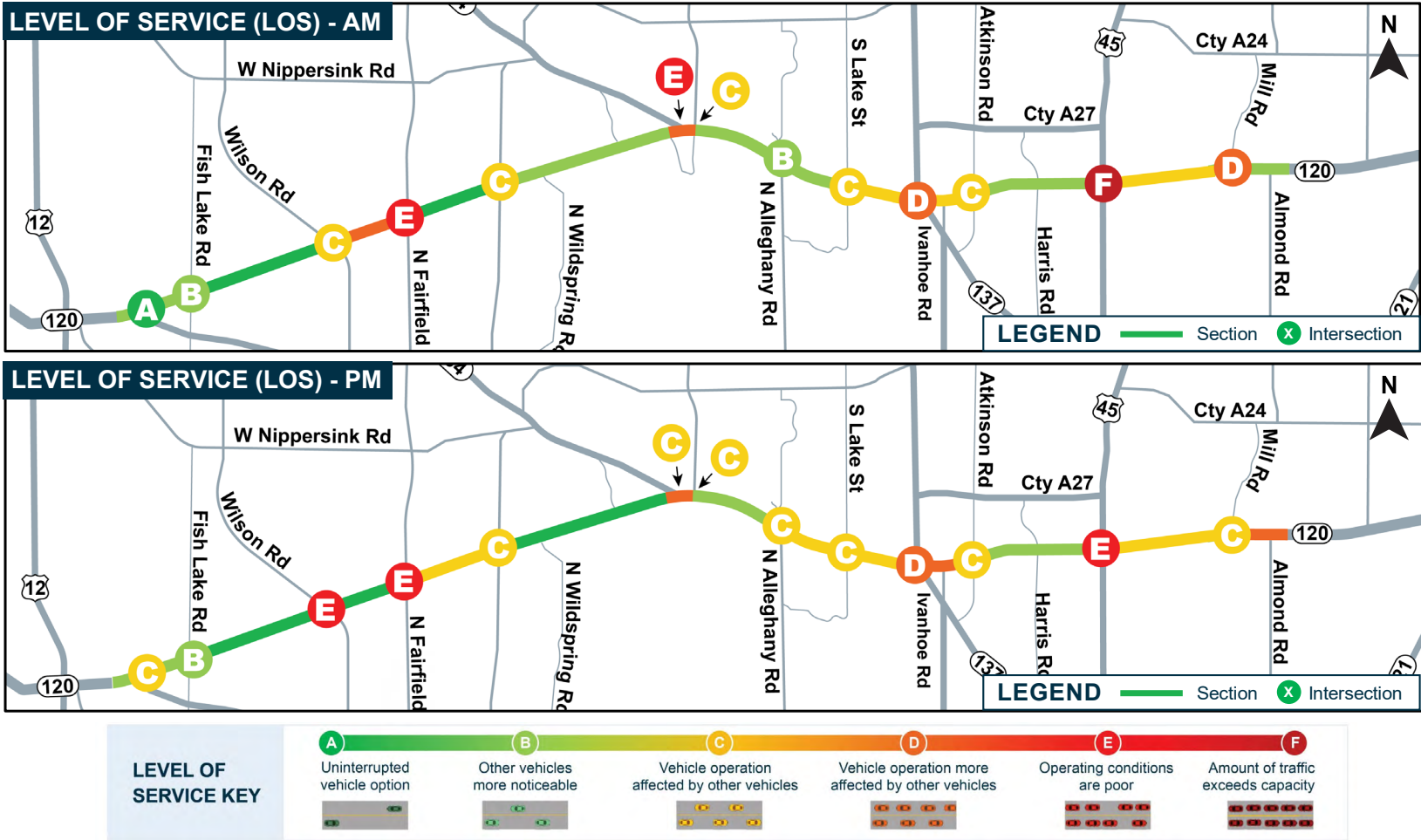
Study limits are from west of Illinois Route 60 to east of Almond Road, approximately 9 miles.

Study Schedule

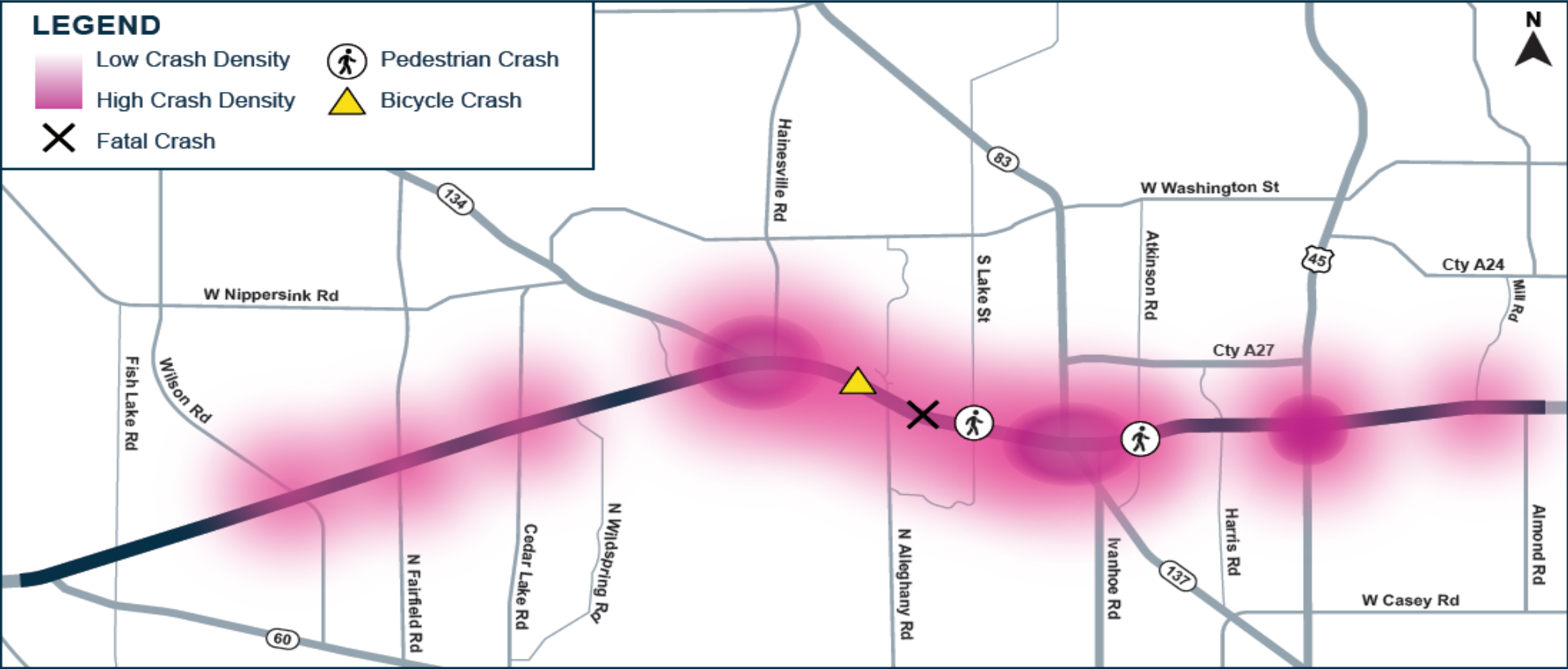


TRAFFIC DATA

Current Traffic Volumes on IL 120 Range from 17,000 to 28,000 vehicles per day.
2050 Projected Traffic Volumes on IL 120 Range from 19,000 to 32,000 vehicles per day.



ALL CRASHES (2017-2021)



1,263
Total Crashes

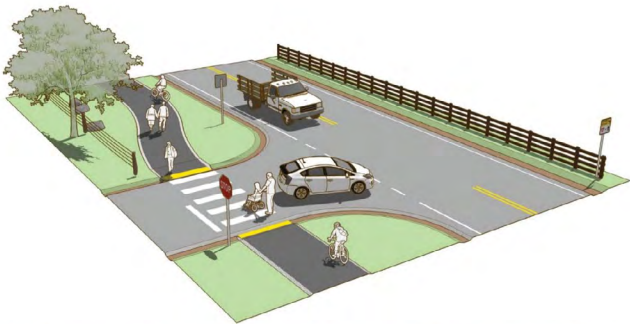
358
Injury Crashes

2
Pedestrian Crashes

1
Bicycle Crash

1
Fatal Crash

NON-MOTORIZED USERS

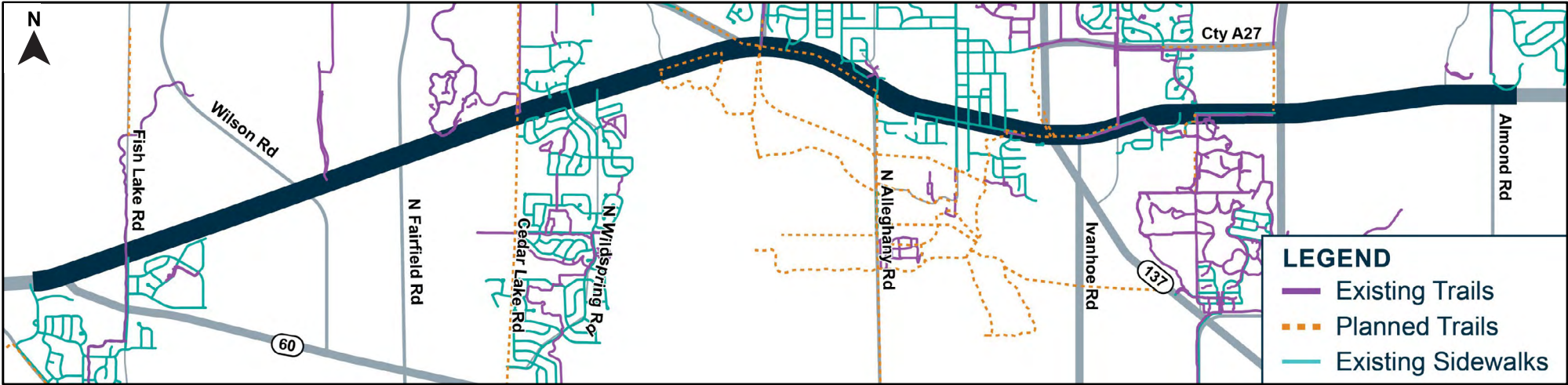


A **shared-use path** can be provided for a safe route for pedestrians, cyclists, and other non-motorized users.



A **sidewalk** can provide dedicated space for pedestrians that is safe, comfortable, and accessible.

Source: Small Town and Rural Design Guide Facilities for Walking and Biking



What topics will be studied?

- Air quality
- Community and social resources
- Ecology and natural resources
- Economic
- Energy
- Farmland
- Floodplains
- Historical and archaeological resources
- Land use
- Noise
- Parks and recreation
- Soils and geology
- Special waste
- Tribal and cultural resources
- Vegetation
- Visual resources
- Water quality
- Wetlands



Study Goals & Objectives

Through stakeholder, agency, and public input, the Study Team seeks to establish a shared corridor vision and identify a range of alternatives that will:



Increase safety for all roadway users



Reduce congestion and delays as population grows



Provide pedestrian and bicycle connectivity



Accommodate future regional transportation improvements



Minimize impacts to environmental resources

Breakout Session #1

Breakout Session #1

- Participants automatically assigned
- Moderator assigned to each breakout room
- 30-minute time limit for discussion
- 10-minute report-out session to follow
- Ground rules
 - Participate in the discussion
 - Allow all group members a chance to speak
 - Listen when others are speaking (mute yourself when not speaking)
 - Use the chat to share links or resources
 - Stay on task and avoid sidebar conversations



Breakout Session #1 Questions

- What key factors impact transportation mobility and safety along IL 120?
- What infrastructure improvements could enhance transportation mobility and safety for IL 120 users?
- How does transportation infrastructure impact community development and economic activity along IL 120?
- What are the primary environmental considerations associated with transportation along IL 120, and how can they be addressed?
- How can equitable access to transportation options be ensured for all IL 120 users, including those in underserved communities?
- How should alternative transportation modes, such as biking, walking, and public transit be considered in the study?

Report-Out Breakout Session #1

Purpose and Need

- The Purpose and Need is the “why” for the study.
 - Tells why the project is being conducted
 - Provides the general vision of the project
 - States the intended or desired outcomes
 - Expresses the transportation issues and challenges
 - Foundation of the decision-making process and alternative screening

Working Purpose and Need

- The **purpose** of this PEL study is to identify potential projects that would:
 - Improve safety for all roadway users
 - Improve mobility and reduce delays as the population continues to grow
 - Provide pedestrian and bicycle connectivity, where warranted
 - Consider future local transportation improvements
- The **need** is to address the following issues:
 - Crashes on IL 120
 - Existing and projected travel delays
 - Gaps in the pedestrian and bicycle network
 - Support local plans for mobility in Lake County

**Working Purpose and Need will be refined
based on feedback gathered at this CAG meeting**

Breakout Session #2

Breakout Session #2

- Same breakout room as Session #1
- Moderator assigned to each breakout room
- 30-minute time limit for discussion
- 10-minute report-out session to follow
- Ground rules
 - Participate in the discussion
 - Allow all group members a chance to speak
 - Listen when others are speaking (mute yourself when not speaking)
 - Use the chat to share links or resources
 - Stay on task and avoid sidebar conversations



Breakout Session #2 Questions

- What specific safety concerns do you think need to be addressed in the IL 120 corridor, and how might this study mitigate those concerns?
- In what ways do you believe the current operations of the IL 120 corridor could be improved, and how might this study contribute to those improvements?
- What planned or anticipated changes to the regional transportation network do you think should be considered in this study, and why are they important?
- How do you think enhancing non-motorized transportation options in the IL 120 corridor could benefit the community, and what specific improvements would you like to see implemented?
- What challenges or obstacles do you foresee in achieving the goals of this study, and how might they be overcome?
- Are there any potential trade-offs or conflicts between different goals of the project (e.g., traffic flow vs. environmental impacts), and how should they be addressed?
- What additional considerations or features do you believe should be included in the study to maximize its benefits for all stakeholders?

Report-Out Breakout Session #2

- Feedback on meeting format
 - Virtual/In-Person/Hybrid
 - Use the polling feature to provide your preference

Next Steps

- Next CAG Meeting
 - Anticipated Summer 2024
 - Refined Purpose and Need based on CAG feedback
 - Develop alternatives
- Next Public Information Meeting
 - Anticipated Fall 2024

Resources

- www.il120study.com
 - Central source for information
 - Study updates
 - Meeting schedule
 - Opportunities to submit comments or questions
- connect@il120study.com
- CAG Point of Contact
 - scott.manning@hdrinc.com

APPENDIX B.

Breakout Whiteboards

MOBILITY AND SAFETY

What key factors impact transportation mobility and safety along IL 120?

What infrastructure improvements could enhance transportation mobility and safety for IL 120 users?

<p>Manning, Scott Sims, Kelly</p> <p>Bill Morris IL - 120 project - not finishing through Wildwood area. Safety - existing roadway be utilize, turning bays and underpass rr at Hvllite</p>	<p>Most concerning are the traffic backups associated with the railroad crossing. It is necessary that 4 lanes at that intersection be done before the underpass so 120 does not need to be entirely closed during the ABSOLUTELY NECESSARY underpass.</p>	<p>Sims, Kelly</p> <p>Mathew - live on 120 near lake - shoulders are deteriorating, no walkway pathways traffic</p>	<p>Unknown User</p> <p>grade crossing at CNRR CROSSING west of 83</p>
<p>Rachter, Kyle Unknown User</p> <p>bikes on side of road</p>	<p>Unknown User</p> <p>safe pedx crossings across 83 and 120 at all major intrcxndctions</p>	<p>Unknown User</p> <p>3 schools and Metra train station access (Lake Street) along the corridor. Better access would encourage more non-motorized use</p>	<p>Unknown User</p> <p>Lori: turn lane or light at cross section Ivanhoe and 120</p>
<p>Young, Jeffrey</p> <p>Gail - ped access more people are walking along and only cross is at Lake St. Lot of residents south of IL 120 between Lake and IL 83</p>	<p>Unknown User</p> <p>turnign lanes! Yes</p>	<p>Emde, Matthew</p> <p>Intersection improvements such as additional channelization, at the high accident locations to increase safety (134/Hainesville, 83, 45)</p>	<p>Emde, Matthew</p> <p>Access control or consolidation where able to.</p>
<p>Young, Jeffrey</p> <p>consider smaller projects that can be done quicker and have a good benefit.</p>	<p>Unknown User</p> <p>need trail and widwalk along 120 the entire corridor. A sdiewalk and</p>	<p>Unknown User</p> <p>corridor consensus plan with turning lanes</p>	<p>Young, Jeffrey</p> <p>Turnign left off of 120. A corridor consense plan. Add more turning lanes.</p>
<p>Young, Jeffrey</p> <p>Safe ped xing of 83</p>	<p>Young, Jeffrey</p> <p>Underpass is needed at IL 83.</p>	<p>Click or tap here to type</p>	<p>Click or tap here to type</p>
<p>Click or tap here to type</p>	<p>Click or tap here to type</p>	<p>Click or tap here to type</p>	<p>Click or tap here to type</p>

Simon, Kelly	Simon, Kelly	Simon, Kelly
<p>Ped safety at 120/45 sidewalk ends before 45 - dangerous to cross, no bike or ped cross at 45, bus stops - no safe spots</p>	<p>Jason - sidewalks - peds/bikes</p> <p>Left turn dangerous morning and evening - Porter</p>	<p>bike ped, longer turning bays</p> <p>could impact homes for ROW needs</p> <p>train crossing/traffic</p>

COMMUNITY AND ECONOMIC DEVELOPMENT

How does transportation infrastructure impact community development and economic activity along IL 120?

[illegible]

Simon, Kelly

Bill Morris - problem with limiting to 2 laes - need widening - 2 or 3 lanes with mid turning lanes - Round lake - empty buildings - congestion.

Simon, Kelly

problem with widening - truck traffic - residential areas, school buses, transit, increasing traffic and danger with increased traffic.

Simon, Kelly

near graylake, salt drains into lake

ENVIRONMENTAL CONSIDERATIONS

What are the primary environmental considerations associated with transportation along IL 120?

How can they be addressed?

[illegible]

3 major issues - Wetlands and rookery in wildwood area, grayslake itself protection. hainesville - wetland protection to south side. lack of underpasses - traffic idling at crossing. trains 2.

RESIDENT AND BUSINESS IMPACT

How can equitable mobility be ensured for all IL 120 users, including those in underserved communities?

How should biking, walking, and public transit be considered in the study?

[illegible]

Steve, Kelly

wide asphalt path

Steve, Kelly

working class communities, need better bus service, dep to car. toll road would be expensive - impact communities.

Steve, Kelly

low income ees would like ot walk to work unsafe, forced to drive.

help 1 vehicle families

MOBILITY AND SAFETY

What key factors impact transportation mobility and safety along IL 120?

What infrastructure improvements could enhance transportation mobility and safety for IL 120 users?

<p>Newsbaker, Eric</p> <p>Mobility - IL83 - no trail up IL83 but no connection</p>	<p>Newsbaker, Eric</p> <p>Mobility - grade separation - trains impact</p>	<p>Newsbaker, Eric</p> <p>Grayslake - no sidewalk</p>	<p>Newsbaker, Eric</p> <p>No turn lanes - causes traffic backup - some traffic goes around on the shoulder</p>
<p>Beebe, Kyle Newsbaker, Eric</p> <p>Crossing IL120 a concern - get to library</p>	<p>Newsbaker, Eric</p> <p>School 118 - Location of tracks to IL83 - heavy vehicles hang into intersection</p> <p>👍 1</p>	<p>Newsbaker, Eric</p> <p>Route to hospital - trains often stopped - plans to double track</p>	<p>Newsbaker, Eric</p> <p>IL120 and US45 - traffic heavy on both during key business hours - try to beat light</p>
<p>Newsbaker, Eric</p> <p>traffic cuts thru neighborhoods</p>	<p>Newsbaker, Eric</p> <p>IL120/IL134/Hainesville road - traffic signals/trains - potential reconfiguration</p>	<p>Newsbaker, Eric</p> <p>Improvements - Sidewalks and bike lanes</p>	<p>Newsbaker, Eric</p> <p>Bridges for trains to go over IL120 - or underpass (drainage a concern)</p>
<p>Unknown User Newsbaker, Eric</p> <p>Roundabouts potential? - Hainesville and Allegeny</p>	<p>Newsbaker, Eric</p> <p>School 118 - like roundabouts - turn bus around in main flow of traffic and not turn around</p>	<p>Newsbaker, Eric</p> <p>Click or tap here to type</p>	<p>Newsbaker, Eric</p> <p>Click or tap here to type</p>
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<p>Click or tap here to type</p>	<p>Click or tap here to type</p>	<p>Click or tap here to type</p>	<p>Click or tap here to type</p>

COMMUNITY AND ECONOMIC DEVELOPMENT

How does transportation infrastructure impact community development and economic activity along IL 120?

[illegible]

ENVIRONMENTAL CONSIDERATIONS

What are the primary environmental considerations associated with transportation along IL 120?

How can they be addressed?

[illegible]

RESIDENT AND BUSINESS IMPACT

How can equitable mobility be ensured for all IL 120 users, including those in underserved communities?

How should biking, walking, and public transit be considered in the study?

A 4x4 grid of 16 pink rectangular buttons. Each button has a thin white border and contains the text "Click or tap here to type" in a dark gray, sans-serif font. The buttons are arranged in four rows and four columns, with a small gap between each button.

MOBILITY AND SAFETY

What key factors impact transportation mobility and safety along IL 120?

What infrastructure improvements could enhance transportation mobility and safety for IL 120 users?

<p>Unknown User</p> <p>Sidewalks</p>	<p>Unknown User</p> <p>Bike paths</p>	<p>Unknown User</p> <p>widen the road and add turn lanes</p>	<p>Unknown User</p> <p>Pedestrian walkway overpass for Rt 83/Rt 120</p>
<p>Bochler, Kyle Unknown User</p> <p>reconfigure the 120/wildspring intersection so it lines up correctly</p>	<p>Unknown User Unknown User</p> <p>Click or tap here to type</p>	<p>Peter, Ryan</p> <p>Concern on the safety with the corridor at points where it is clearly narrow - Karen Gill</p>	<p>Unknown User</p> <p>Consider the 120 bypass for safety and traffic alleviation</p>
<p>Peter, Ryan</p> <p>Paved multi-use paths are much safer than shoulders. Lake County DOT is adding them during every county road improvement. - John Wasik</p>	<p>Click or tap here to type</p>	<p>Click or tap here to type</p>	<p>Click or tap here to type</p>
<p>Click or tap here to type</p>	<p>Click or tap here to type</p>	<p>Click or tap here to type</p>	<p>Click or tap here to type</p>
<p>Click or tap here to type</p>	<p>Click or tap here to type</p>	<p>Click or tap here to type</p>	<p>Click or tap here to type</p>
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COMMUNITY AND ECONOMIC DEVELOPMENT

How does transportation infrastructure impact community development and economic activity along IL 120?

<p>Unknown User</p> <p>Increased visibility for local businesses</p>	<p>Unknown User</p> <p>Interconnectivity and accessibility are critical to site selection decisions.</p>	<p>Unknown User</p> <p>favorable curb cuts for business'</p>	<p>Unknown User</p> <p>signalized intersections and turning lanes</p>
<p>Unknown User</p> <p>Excess traffic causes people to use alternate routes decreasing traffic to local businesses</p>	<p>Unknown User</p> <p>Clio, Andrea</p> <p>Railroad over/under pass at Rt 83 cause increase traffic flow</p>	<p>Unknown User</p> <p>Access/ability to get to/from work and housing locations.</p>	<p>Unknown User</p> <p>Need to consider and include transit accessibility along the corridor.</p>
<p>Unknown User</p> <p>Ease of access and connection to I-94 and major north/south routes important for future business growth.</p>	<p>Unknown User</p> <p>New businesses planned for Rt 83/120 intersection only will increase usage- let's plan for that</p>	<p>Peter Ryan</p> <p>Strong yes to underpass or overpass at CNRR crossing. - John Wasik</p>	<p>Peter Ryan</p> <p>Heard from my community that there is not significant communication in the project - Karen Gill</p>
<p>Peter Ryan</p> <p>Underpass at Route 83 train crossing is needed. - Sarah Surroz</p>	<p>Click or tap here to type</p>	<p>Click or tap here to type</p>	<p>Click or tap here to type</p>
<p>Click or tap here to type</p>	<p>Click or tap here to type</p>	<p>Click or tap here to type</p>	<p>Click or tap here to type</p>
<p>Click or tap here to type</p>	<p>Click or tap here to type</p>	<p>Click or tap here to type</p>	<p>Click or tap here to type</p>

ENVIRONMENTAL CONSIDERATIONS

What are the primary environmental considerations associated with transportation along IL 120?

How can they be addressed?

<p>Unknown User</p> <p>Proper drainage along the route</p>	<p>Unknown User</p> <p>noise control for high traffic areas</p>	<p>Unknown User</p> <p>storm water drainage</p>	<p>Peter Ryan</p> <p>Concern with the wetlands impact on the nature environment - Karen Gill</p>
<p>Peter Ryan</p> <p>Minimize environmental impact by improving RT 120 in place without a bypass. - Douglas Ower</p>	<p>Cline, Andrea</p> <p>Noise abatement in tight portions of the corridor - Karen Gill</p>	<p>Peter Ryan</p> <p>Noise abatement in tight portions of the corridor - Karen Gill</p>	<p>Peter Ryan</p> <p>For environmental consideration - runoff (which Barbara mentioned) and impact on wildlife on the corridor. - Diane Stark</p>
<p>Cline, Andrea</p> <p>Click or tap here to type</p>	<p>Peter Ryan</p> <p>Environmental concerns are much greater with a bypass but salt spray is also a concern on existing 120 - Barbara Klipp</p>	<p>Peter Ryan</p> <p>Light pollution should also be considered. Dark compatible lights, possibly in road lighting, etc. - Mark Petersen</p>	<p>Click or tap here to type</p>
<p>Click or tap here to type</p>	<p>Click or tap here to type</p>	<p>Click or tap here to type</p>	<p>Click or tap here to type</p>
<p>Click or tap here to type</p>	<p>Click or tap here to type</p>	<p>Click or tap here to type</p>	<p>Click or tap here to type</p>
<p>Click or tap here to type</p>	<p>Click or tap here to type</p>	<p>Click or tap here to type</p>	<p>Click or tap here to type</p>

RESIDENT AND BUSINESS IMPACT

How can equitable mobility be ensured for all IL 120 users, including those in underserved communities?

How should biking, walking, and public transit be considered in the study?

Unknown User Close gaps in sidewalks and paths along route	Unknown User Biking, walking, wheelchair access all important considerations	Smith, Corey J. concern on safety with the corridor at points where there is tight row and impacts	Unknown User Try to connect to existing walking trail
Unknown User Involve PACE for the public bus service	Unknown User bridges or unpasses for pedestrian passage. Traffic volume and speed doesn't make at grade crossing safe or possible	Unknown User promote and extend the millenium trail farther east. Already planned but needs to be implemented.	Patric Ryan Bus stop pads and shelters are needed. - Barbara Klipp
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MOBILITY AND SAFETY

What safety concerns do you think need to be addressed in the IL 120 corridor?

In what ways do you believe the current operations of the IL 120 corridor could be improved ?

<div>Young Jeffrey</div> <div>widening can lead to safety concerns. Focus on the community vs. a 4 lanes highway.</div>	<div>Unknown User</div> <div>shed</div>	<div>Young Jeffrey</div> <div>Butterfield Road desgln promotes slower speeds as an example. Even though it is 4 lanes.</div>	<div>Young Jeffrey</div> <div>Washington design w/ trees.</div>
<div>Young Jeffrey</div> <div>Traffic flow between Grayslake and Hainesville.</div>	<div>Young Jeffrey</div> <div>CN - double track here or elsewhere?</div>	<div>Young Jeffrey</div> <div>Expansion to 4 lanes through Grayslake is very difficult but can you make other</div>	<div></div> <div>Click or tap here to type</div>
<div></div> <div>Click or tap here to type</div>	<div></div> <div>Click or tap here to type</div>	<div></div> <div>Click or tap here to type</div>	<div>Unknown User</div> <div>Gail-Underpass at 120 and 83 absolutely necessary.</div>
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COMMUNITY AND ECONOMIC DEVELOPMENT

How would enhancing non-motorized transportation options in the IL 120 corridor benefit the community?

What specific improvements would you like to see implemented?

What other considerations or features should be included in the study to maximize its benefits for the community?

<div>Unknown User</div> <div>Somehow mass transportation needs to be improved. We see several busses everyday with no riders. Running more busses is helping, but rather adding to the problem.</div>	<div>Unknown User</div> <div>Thinking about crossing and safety in Hainesville on 120 at Prairie grade school</div>	<div></div> <div>Click or tap here to type</div>	<div></div> <div>Click or tap here to type</div>
<div>Peter Ryan</div> <div>one challenge to this study is that public transit solutions to congestion in the area are not necessarily part of the study. For example, creating public transit hubs, greater service on the North Central Line, coordinating bus and train stops and schedules...</div>	<div>Peter Ryan</div> <div>Expansion of public transit should be part of the overall solution. Maybe more PACE buses or special lanes and shelters? Better access t o Metra station on Lake?</div>	<div></div> <div>Click or tap here to type</div>	<div></div> <div>Click or tap here to type</div>
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ENVIRONMENTAL CONSIDERATIONS

Are there additional environmental considerations associated with transportation along IL 120?

How can they be addressed?

<div>Unknown User</div> <div>I don't think we should widen the road in many areas - I think this would increase environmental impact and reduce safety because it would incentivize high speeds (regardless of the speed limit - we know that when belndee opens up after 45 people go 70. A roundabout would increase flow but also balance safety by encouraging reasonable speeds.</div>	<div>Unknown User</div> <div>Definitely need to address stormwater drainage so the water doesn't end up in Mill Creek and negative impact to Third Lake.</div>	<div>Unknown User</div> <div>Prioritize Multi-use lane vs. sidewalk / improving/widening lanes and sides. Multi-use lanes will encourage pedestrians on bikes and walking to use one area and keep all pedestrians in a safe location off the roadway.</div>	<div>Unknown User</div> <div>Gail-Need to figure out how to stop the gridlock. All the idling cars sitting in traffic is negatively impacting the environment...reduce carbon footprint</div>
<div>Young Jeffrey</div> <div>What is the overall carbon footprint. Less idling, multi use paths. More charging stations along the road.</div>	<div>Young Jeffrey</div> <div>Use of trees to stormwater, carbon footprint. Helps aesthetics for businesses.</div>	<div>Unknown User</div> <div>Someone mentioned planting more trees along the roadway and I'd like to second this.</div>	<div>Young Jeffrey</div> <div>area is bookended by Forest preserve lands. Decrease polution impacts natrual areas. Salt as well.</div>
<div>Young Jeffrey</div> <div>Design vs. maintenance - want maintained well. Stormwater runoff. Design for intense stormfalls.</div>	<div></div> <div>Click or tap here to type</div>	<div></div> <div>Click or tap here to type</div>	<div></div> <div>Click or tap here to type</div>
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RESIDENT AND BUSINESS IMPACT

What challenges or obstacles do you foresee in achieving the goals of this study and how might they be overcome?

Are there any potential trade-offs or conflicts between different goals of the project (e.g., traffic flow vs. environmental impacts), and how should they be addressed?

<div>Unknown User</div> <div>Gail-When 120 is closed for repairs, it negatively impacts downtown Grayslake. Need to determine how to better perform construction without complete closure.</div>	<div>Young Jeffrey</div> <div>Way to address Casey and Almond - cut through traffic.</div>	<div>Unknown User</div> <div>The focus should be less on increasing someone's commute time and more on how to increase flow, improve the environment, beauty and aesthetics of the community, and accessibility and safety for pedestrians. People choose where to buy their home and many make decisions about where they work so we should not be focused on decreasing someone's work commute.</div>	<div>Unknown User</div> <div>Work with transportation to have the trains be shorter. Trains that are over 100 cars has a very negative impact.</div>
<div>Unknown User</div> <div>Weight each purpose / need. Everything cannot be equal. This group can help determine that weighting.</div>	<div></div> <div>Click or tap here to type</div>	<div></div> <div>Click or tap here to type</div>	<div></div> <div>Click or tap here to type</div>
<div>Young Jeffrey</div> <div>Grayslake has 5 grade crossings and only 1 underpass.</div>	<div>Young Jeffrey</div> <div>83 grade sep would be valuable</div>	<div></div> <div>Click or tap here to type</div>	<div></div> <div>Click or tap here to type</div>
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MOBILITY AND SAFETY

What safety concerns do you think need to be addressed in the IL 120 corridor?

In what ways do you believe the current operations of the IL 120 corridor could be improved ?

<p>Unknown User</p> <p>RR Xing - grade separation</p>	<p>Unknown User</p> <p>Less curb cuts - business drives - left turns an issue</p>	<p>Unknown User</p> <p>Comparison to other roadways</p>	<p>Unknown User</p> <p>Bike/ped crashes - ped/bike access</p>
<p>Unknown User</p> <p>No separation between parking lots and IL120</p>	<p>Unknown User</p> <p>Lack of traffic signals and crosswalks</p>	<p>Unknown User</p> <p>Crash where vehicle ended up in lake</p>	
<p>Unknown User</p> <p>Wider ROWs for Rt 120 and designated bike paths.</p>	<p>Unknown User</p> <p>bridges or overpass for bike/ped crossing IL120</p>	<p>Unknown User</p> <p>Traffic caused by trains - 80% of issues</p>	<p>Unknown User</p> <p>Almond - flow of traffic an issue</p>
<p>Unknown User</p> <p>Traffic demand management - large employers</p>	<p>Unknown User</p> <p>Click or tap here to type</p>	<p>Unknown User</p> <p>Peterson built up - Allegeny</p> <p>IL60/IL120 - RAB</p> <p>IL60 to peterson - 4 lanes</p>	<p>Unknown User</p> <p>Click or tap here to type</p>
<p>Unknown User</p> <p>Click or tap here to type</p>	<p>Unknown User</p> <p>Click or tap here to type</p>	<p>Unknown User</p> <p>Click or tap here to type</p>	<p>Unknown User</p> <p>Click or tap here to type</p>
<p>Unknown User</p> <p>Click or tap here to type</p>	<p>Unknown User</p> <p>Click or tap here to type</p>	<p>Unknown User</p> <p>Click or tap here to type</p>	<p>Unknown User</p> <p>Click or tap here to type</p>

COMMUNITY AND ECONOMIC DEVELOPMENT

How would enhancing non-motorized transportation options in the IL 120 corridor benefit the community?

What specific improvements would you like to see implemented?

What other considerations or features should be included in the study to maximize its benefits for the community?

<p>Headcount: 6%</p> <p>Reduce traffic - more comfortable</p>	<p>Headcount: 6%</p> <p>address equity - need connections</p>	<p>Headcount: 6%</p> <p>Pace - needs bus shelters/pads</p> <p>Better promote services</p>	<p>Click or tap here to type</p>
<p>Unknown User</p> <p>Lake County has many great forest preserves and parks, it would be nice to have multi-use trails that connect these through this area.</p>	<p>Headcount: 6%</p> <p>Lighting - quality of lighting</p> <p>Light pollution</p>	<p>Headcount: 6%</p> <p>Aesthetics - curb and gutter</p>	<p>Headcount: 6%</p> <p>IL120 in Grayslake - not sure how to minimize impacts to adjacent property - St. Gilberts</p>
<p>Headcount: 6%</p> <p>Arbor Vista, Madrona,</p>	<p>Headcount: 6%</p> <p>Noise pollution - more truck traffic - expanded capacity</p>	<p>Headcount: 6%</p> <p>Quality of life and equity</p>	<p>Click or tap here to type</p>
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ENVIRONMENTAL CONSIDERATIONS

Are there additional environmental considerations associated with transportation along IL 120?

How can they be addressed?

[illegible]

RESIDENT AND BUSINESS IMPACT

What challenges or obstacles do you foresee in achieving the goals of this study and how might they be overcome?

Are there any potential trade-offs or conflicts between different goals of the project (e.g., traffic flow vs. environmental impacts), and how should they be addressed?

<p>We should have small business owner representation.</p>	<p>Neuhauer, Eric</p> <p>Money is a challenge</p>	<p>Neuhauer, Eric</p> <p>Reduce traffic/improve flow - Grayslake</p>	<p>Click or tap here to type</p>	<p>Good planning that minimizes impacts and mitigation plans that truly restores those impacts. This should be done within this corridor.</p>
	<p>Click or tap here to type</p>	<p>Neuhauer, Eric</p> <p>Public included much more - MOA - invite public to watch</p>	<p>Click or tap here to type</p>	<p>Unknown User</p> <p>Challenge - balancing safety with hesitancy with roadway expansion.</p>
	<p>Click or tap here to type</p>	<p>Click or tap here to type</p>	<p>Click or tap here to type</p>	<p>Neuhauer, Eric</p> <p>I started to say that one challenge to this study is that public transit solutions to congestion in the area are not necessarily part of the study. For example, creating public transit hubs, greater service on the North Central Line, coordinating bus and train stops and schedules...</p>
	<p>Click or tap here to type</p>	<p>Click or tap here to type</p>	<p>Click or tap here to type</p>	<p>Click or tap here to type</p>
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MOBILITY AND SAFETY

What safety concerns do you think need to be addressed in the IL 120 corridor?

In what ways do you believe the current operations of the IL 120 corridor could be improved ?

<p>Unknown User</p> <p>railroad crossings - under or over passes</p>	<p>Unknown User</p> <p>blind or limited visibility at certain intersections west of cedar lake road</p>	<p>Unknown User</p> <p>Putting in walking/ biking paths keeps pedestrians farther (or off) the road</p>	<p>Unknown User</p> <p>Adding designated turn lanes can help traffic flow</p>
<p>Patex Ryan</p> <p>Concern with the conflict widening to 4 lanes drivers will speed, yet we are looking for bike paths, and sidewalks -- this could endanger peds. - Karen Gill</p>	<p>Patex Ryan</p> <p>Bike paths are available but centered in areas that are not on the highway, how can we pursue expanding with links vs adding paths along the roadway. - Karen Gill</p>	<p>Unknown User</p> <p>Patex Ryan</p> <p>120 bypass could keep truck traffic off the existing corridor making it safer for pedestrians and cyclists</p>	<p>Unknown User</p> <p>Widening can be a double edge sword, it increases traffic flow but could lead to higher speeds and more truck traffic.</p>
<p>Patex Ryan</p> <p>Can safety concerns be addressed with an improved roadway such as increased lanes, channelization, signalization, additional paths for specific users? - Dr. Tom Boba</p>	<p>Patex Ryan</p> <p>It is proven, the more openings to a roadway, the more potential conflicts arise. - Dr. Tom Boba</p>	<p>Patex Ryan</p> <p>How do we slow the traffic if we add pedestrian crossing over 4 lanes and added volume seems to be a oxymoron. - Karen Gill</p>	<p>Click or tap here to type</p>
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COMMUNITY AND ECONOMIC DEVELOPMENT

How would enhancing non-motorized transportation options in the IL 120 corridor benefit the community?

What specific improvements would you like to see implemented?

What other considerations or features should be included in the study to maximize its benefits for the community?

[illegible]

ENVIRONMENTAL CONSIDERATIONS

Are there additional environmental considerations associated with transportation along IL 120?

How can they be addressed?

[illegible]

RESIDENT AND BUSINESS IMPACT

What challenges or obstacles do you foresee in achieving the goals of this study and how might they be overcome?

Are there any potential trade-offs or conflicts between different goals of the project (e.g., traffic flow vs. environmental impacts), and how should they be addressed?

[illegible]

MOBILITY AND SAFETY

What safety concerns do you think need to be addressed in the IL 120 corridor?

In what ways do you believe the current operations of the IL 120 corridor could be improved?

Simon Kelly	Simon Kelly	Simon Kelly
area of concern? use of shoulder or middle to get around cars	no place to take accidents off road if stall, fender bender	consider more roundabouts
		multi use trail, even along one side of the road

<p>Stems, Kelly</p> <p>cross at more locations safely. difficult now</p>	<p>Stems, Kelly</p> <p>Bike and Ped Access to neighborhoods</p>	<p>Stems, Kelly</p> <p>multi use patch crossings grade sep with ped crossings in all directions overpass, underpass</p>	<p>Stems, Kelly</p> <p>example of hainsville road at washington - wide lane - multi use - access to metra station</p>
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Gomez, Kelly

crash study map
reflect problem
intersections

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COMMUNITY AND ECONOMIC DEVELOPMENT

How would enhancing non-motorized transportation options in the IL 120 corridor benefit the community?

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<div>Some, Kelly</div> <p>hard to get to shops in hainesville road area, widening, dedicated, 4 lanes</p>	<div>Some, Kelly</div> <p>bike ped with crossing buttons</p>	<div>Some, Kelly</div> <p>middle turn lane, throughout corridor. critical in Grayslake. Good for hainesville</p>	<div>Some, Kelly</div> <p>cost consideration - focus on making 120 usable - priority - people live here. usable for all.</p>
		<div>3 lane rd fs 2 lane in constrained</div>	<div>bypass too expensive.</div>

Three orange sticky notes are arranged horizontally. The left note says "widen 60 to meet up with widened peterson - give alt options for traffic". The middle note says "Ped wayway bikeway even on one side". The right note says "Click or tap here to type". Each note has a small white box in the top left corner containing the text "Stems, Kelly".

Four orange rectangular buttons arranged horizontally. Each button contains the text "Click or tap here to type" in a dark grey font.

ENVIRONMENTAL CONSIDERATIONS

Are there additional environmental considerations associated with transportation along IL 120?

How can they be addressed?

<p>Sims, Kelly</p> <p>wildlife crossings with underpass, overpass.</p>	<p>Sims, Kelly</p> <p>curb and drainage system near Grayslake to carry water away from lake</p>	<p>Sims, Kelly</p> <p>almond marsh nippersink grayslake other potential wetlands salt use</p>
--	---	---

problems with
flooding recently -
stormwater


Slime, Saily

exit from nippersink to 120. tough to exit

Click or tap here to type

Click or tap here to type

Click or tap here to type



Four identical green rectangular buttons are arranged horizontally. Each button has a thin white border and a subtle drop shadow. The text 'Click or tap here to type' is centered on each button in a dark gray, sans-serif font.

RESIDENT AND BUSINESS IMPACT

What challenges or obstacles do you foresee in achieving the goals of this study and how might they be overcome?

Are there any potential trade-offs or conflicts between different goals of the project (e.g., traffic flow vs. environmental impacts), and how should they be addressed?

<p>Sims, Kelly</p> <p>Graylake - not room to widen to four lanes, schools and businesses on - constrained</p>	<p>Sims, Kelly</p> <p>explore other corridors with better connectivity</p>	<p>Sims, Kelly</p> <p>Funding for improvements near term plan. Commitment to solving problems.</p>	<p>Sims, Kelly</p> <p>study after study with little investment. Commitment to improvement</p>	<p>Sims, Kelly</p> <p>continuous baby steps for improvement</p>
--	---	---	--	--

<p>Stims. Kathy</p> <p>some properties would need to be purchased. challenge near grayscale with sr facility.</p>	<p>Stims. Kathy</p> <p>st gilberts - close to highway - madrona area on , ROW needs.</p>	<p>Stims. Kathy</p> <p>alternative - some use Allgheny Rd to Peterson to get to 137. worst are under bridge to get to 137. ID existing alternatives, i.e., Washington.</p>	<p>Stims. Kathy</p> <p>roundabout - public education - hunt club road example</p>	<p>Stims. Kathy</p> <p>challenge in row for bike/sidewalks</p>
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Stern, Kelly

The Village of Grayslake along with 4 other communities along the corridor support the Belvidere Road Corridor Capacity study undertaken several years ago which points to lower cost intersection improvements to assist with capacity. These projects could all be done independent of each other.

Washington Street
Example East to 83 -
successful but didn't
finish walking path to
campus

Stems: Kelly

Big plan to be played out through babysteps

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