

Illinois Department of Transportation

IL 120 STUDY

IL60 to Almond Road

IL 120 PEL STUDY COMMUNITY ADVISORY GROUP MEETING #2

Date: August 29, 2024

Time: 1:00 PM – 3:00 PM

Location: College of Lake County and Virtual with Zoom

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APPENDICES

Appendix A. Powerpoint Presentation

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1. Project Overview

Community Advisory Group (CAG) Meeting #2 began at approximately 1:05 p.m.. CAG members in the room and those online were welcomed and given some guidance about meeting decorum, including how to ask questions and participate in today's meeting online.

The Project Team provided an overview of CAG Meeting #1, including a brief discussion on CAG and public comments received to date. The following questions were asked by CAG members and the public attending:

- Is there a timeframe for when public comments received from the Public Meeting on April 23, 2024, will be responded to?
- The Project Team noted that comments and input are valued and have been reviewed by the Team. Comments pertaining to alternatives will be responded to generally, as alternatives have not been developed. The Project Team will post all of the comments online for viewing.

Post meeting note: The comments received were posted to the project website on September 6, 2024, and the responses were distributed and posted to the project website on September 30, 2024.

2. Problem Statement

The Project Team presented a draft Problem Statement that was developed based on input from the public and the CAG and encouraged attendees to ask questions and provide comments about the Problem Statement. The following draft Problem Statement was presented for discussion:

- *The IL 120 corridor from IL 60 to Almond Road does not provide efficient travel between local communities and connections to north-south roadways in Lake County. Existing traffic volumes and limited capacity hinders travel and results in unreliable travel times and increased crash rates.*
- *IL 120 is characterized by homes, businesses, schools, churches, parks, forest preserves and open lands. The IL 120 corridor does not provide adequate bicycle and pedestrian accommodations or crossings to access these important resources. Bus service and connections to transit are also limited.*
- *Impacts to important features of the corridors such as residential areas, wetlands, open space, wildlife, and water resources should be minimized while improving safety, reducing congestion, and supporting multi-modal transportation opportunities.*

The comments received are summarized below with responses from the Project Team:

What questions do you have about the Problem Statement (PS)?

- How is induced demand being addressed in the problem statement?
 - The Travel Demand Model that is developed by the Chicago Metropolitan Area for Planning (CMAP) identifies any potential shift in traffic volumes across the area roadway network when projects are proposed to account for the possibility of induced demand.
- Have alternatives been identified at this point and are they informing the Problem Statement?
 - While comments received from the public and CAG members have brought up potential ideas for alternatives, no alternatives have been developed by the Project Team.
- Why is Route 53 on the Strategic Regional Arterial (SRA) list?
 - When the SRA system was developed by IDOT and CMAP, over 20 years ago, the IL 53 extension project was envisioned. The IL 53 extension project is not part of this PEL Study nor is it included in the CMAP Travel Demand Model as being part of the future roadway network.
- What metrics are going to be used to weigh alternatives? Can a list of criteria be provided?
 - Different areas of study will have different metrics. For example, traffic operations are evaluated using vehicle delay among other factors to develop the “Level of Service” for a roadway or intersection. Impacts to adjacent lands will consider the land use and the amount (area of land) of impact, if any. The alternatives developed will be compared against each other. Screening criteria will be provided in a matrix format.
- Will this project be financially feasible?
 - As the alternatives are screened and refined, a cost component will be applied to each alternative.

What are we missing in the Problem Statement?

- The IL Route 120 corridor is bookended by Forest Preserves and a Nature Preserve. The Problem Statement should include information on prioritizing and preserving natural resources as well as issues with carbon emissions.
 - This information can be added to the Problem Statement.
- What is the goal with “efficient travel”? Free flow travel is not expected during peak hours. If the goal is to move traffic faster, more fatalities could occur.

- One of the goals of the project is to address safety along the corridor. Reduced safety can occur where there is congestion (long delays and vehicle queues). By addressing areas that are congested, safety can be improved as well as travel times as vehicles would be reduced. Vehicles would still be required to obey the posted speed limits.
- Please clarify what efficient travel will mean with regards to increased crash rates and if it is because of driver behavior or congestion based.
 - As travel becomes more efficient, there is less delay experienced by vehicles. This can equate to fewer vehicles waiting at a traffic signal for the light to turn green. A reduction in wait times and vehicle queuing (less congestion) has been shown to reduce vehicle crashes at those locations.
- Add pollutants coming from the road related to increased severity in weather extremes, preservation of species diversity, specifically Threatened and Endangered (T&E) species and aquatic resources. Also include protection of conservation easements and land-based economies i.e., agriculture, golf, equestrian etc., and the desire to make sure they will not be negatively affected.
 - These items can be added to the Problem Statement.
- CAG members expressed support for a grade separation at IL 120 and the railroad tracks.
 - This alternative, along with others suggested by the public and CAG, will be considered as the study progresses.
- Change language from “minimization” to “decrease” with regards to impacts to important features.
 - This revision can be incorporated in the Problem Statement.
- Regarding the terminology “Limited Capacity Hinders Travel,” what are the specific physical choke points that limit capacity, and will the alternatives identify affordable remedies to those choke points that could be completed within our lifetimes?
 - Capacity is a way to measure the performance of a roadway as it relates to vehicle travel. The capacity of a roadway is measured along sections between intersections and at intersections using a scale called Level of Service (LOS) A through F. LOS A represents free flow conditions, LOS D identifies areas at capacity, and LOS E and F represent areas over capacity. The traffic analyses performed show that there are sections and intersections that are over capacity today. Refer to the Public Meeting and CAG meeting materials that illustrate how the IL 120 corridor operates as it relates to capacity.

- The first line of the Problem Statement that says, “does not provide efficient travel,” should add the words “resulting in increased air pollution” to address that trucks/cars are in congestion.
 - The wording for the Problem Statement can be revised.
- The second line of the Problem Statement that says the “Illinois 120 corridor does not provide adequate bicycle...”, should be revised to include more emphasis on the current safety issues associated with biking, particularly for children.
 - The wording for the Problem Statement can be revised.
- The Problem Statement should account for potential increased environmental impacts or safety concerns that could occur from increasing capacity.
 - The wording for the Problem Statement can be revised.
- Are impacts to children being considered, such as urban heat factors, shade trees, Children’s Independent Mobility (CIM), and other safety hazards children may encounter when travelling on their own?
 - As the study progresses and alternatives are evaluated and compared to each other, these factors may be considered.
- The Problem Statement should address increases in carbon emissions that will occur from increasing capacity.
 - The wording for the Problem Statement can be revised.

**Does the Problem Statement effectively communicate the need for the study?
If not, why?**

- The corridor is lacking sidewalks and bike paths, this is more severe of a situation than current Problem Statement states.
 - The wording for the Problem Statement will be revised.
- The Problem Statement should include statements about “extreme weather” and the term “wildlife” should be expanded to “flora and fauna.”
 - The wording for the Problem Statement will be revised.
- How much does the study prioritize through traffic vs. local traffic?
 - Illinois Route 120 serves local as well as regional travel. Currently, there are areas that are over capacity and have a higher number of vehicle crashes. One purpose of the project is to address the needs of all users, whether local or regional, and those who travel by foot, bicycle, or transit.

Does the Problem Statement capture important issues relating to the community's future vision?

- The study should identify effective but smaller solutions that will address the issues, versus proposing a giant solution that is cost prohibitive and will not be built any time soon.
- The benefit of the PEL Study process is that separate projects that have independent utility and logical termini can be identified. Developing alternatives that can address portions of the IL 120 corridor could be more feasible to construct from a cost standpoint compared to addressing the issues along the entire corridor as part of one construction project.

3. Purpose and Need

The Purpose and Need statement was discussed in CAG Meeting #1 and minor revisions have been incorporated since then. The following draft of the Purpose and Need statement was reviewed and discussed.

- *The **purpose** of this PEL Study is to identify potential projects that would:*
 - *Improve safety of the IL 120 corridor for motorized and non-motorized users*
 - *Reduce congestion and travel delays*
 - *Enhance modal interrelationships in the IL 120 corridor*
- *The **need** is to address the following issues:*
 - *Crashes on IL 120*
 - *Travel delays and decreased traffic flow*
 - *Gaps in the pedestrian and bicycle network*
 - *Limited transit connectivity*

What questions do you have about the working Purpose and Need?

- Why are environmental considerations not included in the P&N statement?
 - The project is a transportation project and with the goal of addressing transportation issues. Environmental resources are considered in the screening process and alternatives will be refined to reduce impacts on the environment, but are not a driver or a need for the transportation project.
- What evidence is there that the PEL study is using accurate population projection data?
 - The population projections used by CMAP are derived from data provided by the municipalities that identify potential growth for housing and employment.

In later phases of the project, localized projection modeling may be possible.

- What is the average timeframe for a study such as this?
 - The IL 120 PEL Study is anticipated to be concluded in the summer of 2025. After that, Phase I would be able to commence for individual projects, as funding is identified. Refer to the CAG meeting materials for the project timeline.
- Does the study also include maintenance for the projected work?
 - Alternatives that are developed will be designed to current standards that account for long term maintenance.

Does the P&N explain why the study is being done?

- Residents expressed confusion as to what is happening and what is proposed, as well as what alternatives are being considered.
 - At this point in the study, no alternatives have been developed or considered. The study is proceeding through the data collection phase, which culminates in the development of the Problem Statement and the Purpose and Need Statement. These efforts identify the issues that exist in the project corridor and help to define what the focus will be for alternatives development. The next steps are to develop alternatives and screen them against identified criteria.

Does the P&N capture the transportation issues and challenges?

- Can the need for public transit be emboldened?
 - The Project Team indicated that existing transit routes as well as gaps in connections to transit are considered in the working P&N.

Does the P&N provide a vision for the study?

- Can the P&N include potential emissions associated with increased capacity?
- Can the narrowness of the corridor be included within the P&N?
 - These are all items that are considered as alternatives are developed. These factors will be considered when screening and comparing alternatives against the Purpose and Need and each other.

Does the P&N state the intended or desired outcomes?

- Can health and safety be added so that public and ecological health can be included?
 - The project team will review the data and FHWA guidance to determine if there is an existing health need to be addressed by this transportation project.

- Can reduction in congestion be included in the P&N?
 - These are factors that are a part of the Purpose and Need and will be considered when screening and comparing alternatives against the Purpose and Need and each other.
- What does grade separation entail for this project?
 - A grade separation refers to separating vertically two elements that current intersect “at-grade” or on the same level. The term for this project is often used when discussing the railroad crossings. Currently, they are “at grade” with IL 120 (on the same level). A grade separation refers to an alternative that would have separated such that one (IL 120 or the railroad) goes over / under the other with a bridge.

Does the P&N establish the foundation for decision-making and screening alternatives?

- Where can the data be found for the safety crash rates, traffic congestion, etc.?
- What is the severity of crashes that were included?
 - The crash data used originates from local police and sheriff crash reports. The information reported includes, but is not limited to, vehicle information (direction of travel), condition of the pavement (wet, dry, etc.), time and date of the crash, type of crash (turning, rear-end, etc.) and the result of the crash (non-injury, injury, and/or fatality. Refer to the CAG meeting materials that identifies the crash information.

What are we missing in the Purpose and Need?

- Is the data used for the P&N documented and available?
 - The data is documented on the IL 120 PEL website in the Purpose and Need section.

4. Screening Criteria

What questions do you have about the screening process?

- Can protection of economic and natural resources be included as a goal of the screening process?
 - These items will be considered as part of the screening process.
- What is the difference between Public and CAG Meeting?
 - A public meeting is a forum that is open to all where project information is presented / displayed for public viewing and comment. The CAG is a smaller group comprised of individuals that may represent organizations in the community that express a desire to be more engaged with the project. The

CAG, meeting more frequently as compared to public meetings, is used as an opportunity to get into more details about the project; yet, the information shared and presented at a CAG meeting is eventually shared at a public meeting. The CAG meetings are open to the public.

- What is the relative financial feasibility of the project?
 - As alternatives are developed and refined, a cost component will be developed for the alternatives and are part of the screening process.
- How long will the project take to complete?
 - The IL 120 PEL Study is anticipated to be concluded in the summer of 2025. After that, Phase I would be able to commence for individual projects, pending identification of funding. Refer to the CAG meeting materials for the project timeline.
- The villages in the corridor are frustrated that ongoing work to alleviate the congestion was stopped for to complete this study. They would like to complete meaningful projects.
 - The Illinois Department of Transportation did not have any ongoing studies or projects for IL 120 in the study area. The purpose of the IL 120 PEL Study is to help identify a project or projects that can be advanced towards construction.
- Protect homeowners close to the roadway.
 - As alternatives are developed, impacts to all land uses along the corridor are considered, including residential properties.
- Desire for “land use” to be personal rather than vague. Lake County is home to more threatened and endangered species in the state and is the most biodiverse county in the state, so importance should be focused on protecting those.
 - This is a reference that can be added to the Purpose and Need.

What are we missing?

- Protection of homeowners whose property may be close to a transportation facility.
- Would like to see public comments and responses.

5. Closing comments to Study Team

- The CAG would like to review the Revised Purpose and Need.
 - The revised Purpose and Need will be shared with the CAG and placed on the project website.

- The CAG would like to see the Revised Problem Statement before speaking on additional screening criteria.
 - The revised Problem Statement will be shared with the CAG.
- The CAG would like more notice of CAG meetings prior to the next meeting to support high attendance.
 - Future CAG meetings will look to send out “save the date” notices in advance of a meeting to help CAG members plan ahead. If CAG members are not able to attend, an alternate person is welcomed to attend in their place.

Appendix A. PowerPoint Presentation

Illinois Department of Transportation

IL 120 STUDY

IL60 to Almond Road

WELCOME

Community Advisory Group
Meeting #2
August 29, 2024



Welcome

- Thank you for attending!
- We'll have several discussion sessions for comments, but feel free to ask questions at any time during the presentation.
- This is a working meeting for the Community Advisory Group (CAG). Individuals who are not CAG members are welcome to attend and observe the meeting. An open comment section for individuals not part of the CAG will be offered near the conclusion of the meeting.
- **Online CAG Members:**
 - You are welcome to keep cameras on, but mics will be on mute except during discussion sections to prevent audio problems.
 - Please type questions or comments into the chat box. Otherwise, click the "raise hand" button to request the moderator to unmute your mic.

Agenda

- Study Team Introductions
- CAG Meeting #1 Recap and PEL Study Review
- Problem Statement, Working Purpose & Need Discussion
- Next Steps on Purpose and Need
- Alternatives Screening Process & Environmental Screening
- Overall Study Next Steps
- Open Comment

Study Team Introductions

CAG Meeting #1 Recap

CAG Meeting #1 Recap

- CAG Meeting #1 held Thursday, May 9 from 1 p.m. to 3 p.m. as virtual meeting
- Study introduced, role of CAG defined, corridor existing conditions reviewed, working purpose and need introduced, breakout discussions held to inform working purpose and need
- 30 attendees
- Residents, businesses, local and county governments, and community organizations represented
- All CAG meeting materials online at il120study.com



PEL Study Review

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.

Problem Statement

What is a Problem Statement?

- A Problem Statement (PS) is a concise narrative that defines the problems to be addressed.
- The PS communicates the need, context, and concepts for potential projects in transportation planning.
- Problem Statements are the starting point for a Purpose and Need document in the National Environmental Policy Act (NEPA) process.
- The Problem Statement will:
 - Form a substantial core of the NEPA required purpose and need statement.
 - Save time in preparing and/or agreeing to the Purpose and Need in project development.

Issues and Concerns

Issues and concerns identified through public and CAG input and existing data:

- Safety
- Traffic congestion resulting in inconsistent travel times
- Bicycles/Pedestrian accommodations
- Access to schools, churches, businesses
- Lack of transit
- Stormwater drainage
- Environmental Features
 - Wetlands
 - Open space
 - Oak trees
 - Wildlife
- Impacts to residences
 - Noise
 - Air Quality

Problem Statement

Elements for discussion:

- *The IL 120 corridor from IL 60 to Almond Road does not provide efficient travel between local communities and connections to north-south roadways in Lake County. Existing traffic volumes and limited capacity hinders travel and results in unreliable travel times and increased crash rates.*
- *IL 120 is characterized by homes, businesses, schools, churches, parks, forest preserves and open lands. The IL 120 corridor does not provide adequate bicycle and pedestrian accommodations or crossings to access these important resources. Bus service and connections to transit are also limited.*
- *Impacts to important features of the corridors such as residential areas, wetlands, open space, wildlife, and water resources should be minimized while improving safety, reducing congestion, and supporting multi-modal transportation opportunities.*

Discussion Questions

- What questions do you have about the Problem Statement (PS)?
- What are your key takeaways?
- Does the PS effectively communicate the need for the study?
 - If not, why?
- Does the PS capture important issues relating to the community's future vision?
- What are we missing?
- **In-Person CAG Members:**
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- **Online CAG Members:**
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Working Purpose and Need

What is the Purpose and Need?

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

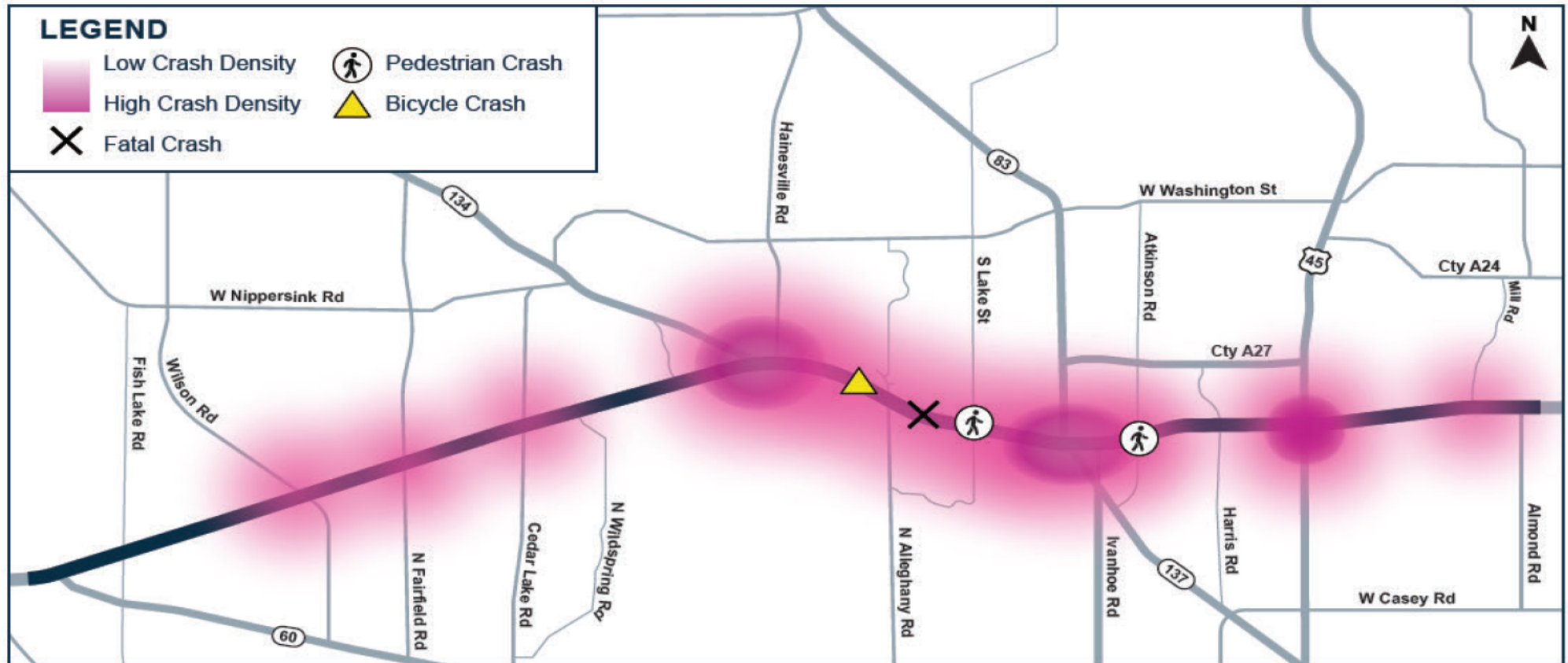
What goes into development of the Purpose and Need?

- **Developed with Existing Conditions Data Including:**
 - **Safety**
 - Safety Tier Assessment
 - Crash Data
 - Injuries and Fatalities
 - **Mobility**
 - Existing and Projected Future Traffic (No Build)
 - Existing and Projected Future Level of Service (No Build)
 - **Multi-Modal Network**
 - Pedestrian and Bicycle Facilities
 - Transit Connections
- **Refined by Public Involvement Including:**
 - Public Meeting #1
 - CAG Meeting #1
 - Public Comments
 - CAG Feedback
 - Community Context Audit

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Safety



Crash Density Map, 2017-2021

What goes into development of the Purpose and Need?

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 - **Mobility**
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Mobility



EXISTING LEVEL OF SERVICE (A.M.)
 IL 120 FROM IL ROUTE 60 TO ALMOND ROAD

Mobility

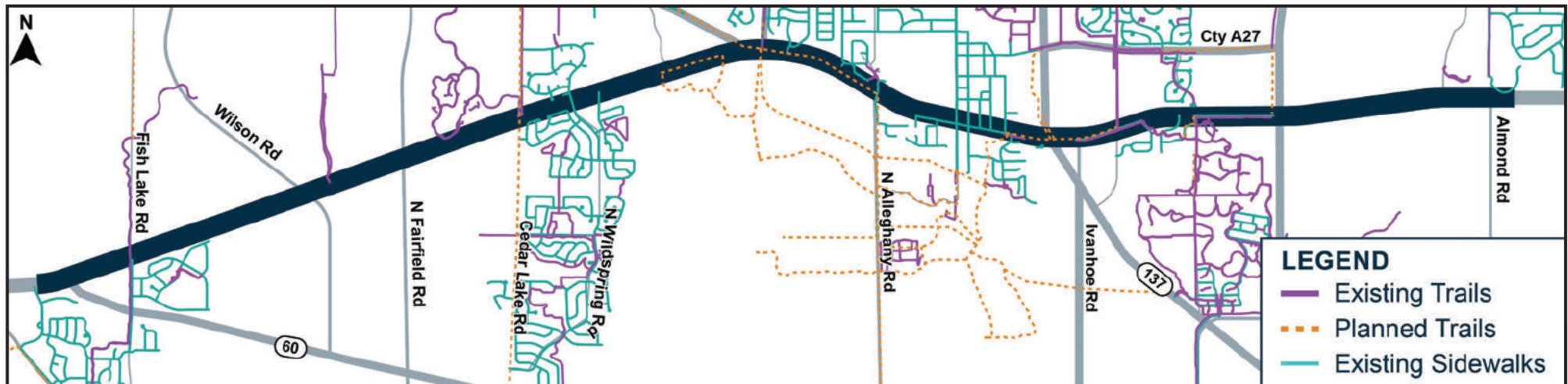


EXISTING LEVEL OF SERVICE (P.M.)
 IL 120 FROM IL ROUTE 60 TO ALMOND ROAD

What goes into development of the Purpose and Need?

- Developed with Existing Conditions Data Including:
 - Safety
 - Safety Tier Assessment
 - Crash Data
 - Injuries and Fatalities
 - Mobility
 - Existing and Projected Future Traffic (No Build)
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 - Public Meeting #1
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Gaps in Multi-Modal Network



What goes into development of the Purpose and Need?

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 - Mobility
 - Existing and Projected Future Traffic (No Build)
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Public Involvement

General Comments

- Mixed use paths needed as they would enhance connectivity, community, and safety
- Bike and pedestrian paths strongly favored by many commenters
- Widen IL 120 to four lanes
- IL 53 north-south extension to divert traffic
- Build IL 120 bypass instead of widening
- Concerns about a potential bypass
- Reliability of future traffic volume and population projections
- Reduce congestion at convergence of IL 120/IL 134/Hainesville Road
- Increased IL 120 traffic a concern for motorists, trail users, and pedestrians
- Need for safe pedestrian crossings
- Concerns about widening near schools, businesses, and churches due to safety
- Traffic congestion along IL 120 causing long commute times
- Roundabouts suggested for calming traffic flow

Working Purpose and Need

- The **purpose** of this PEL Study is to identify potential projects that would:
 - Improve safety of the IL 120 corridor for motorized and non-motorized users
 - Reduce congestion and travel delays
 - Enhance modal interrelationships in the IL 120 corridor
- The **need** is to address the following issues:
 - Crashes on IL 120
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 - Gaps in the pedestrian and bicycle network
 - Limited transit connectivity

Discussion Questions

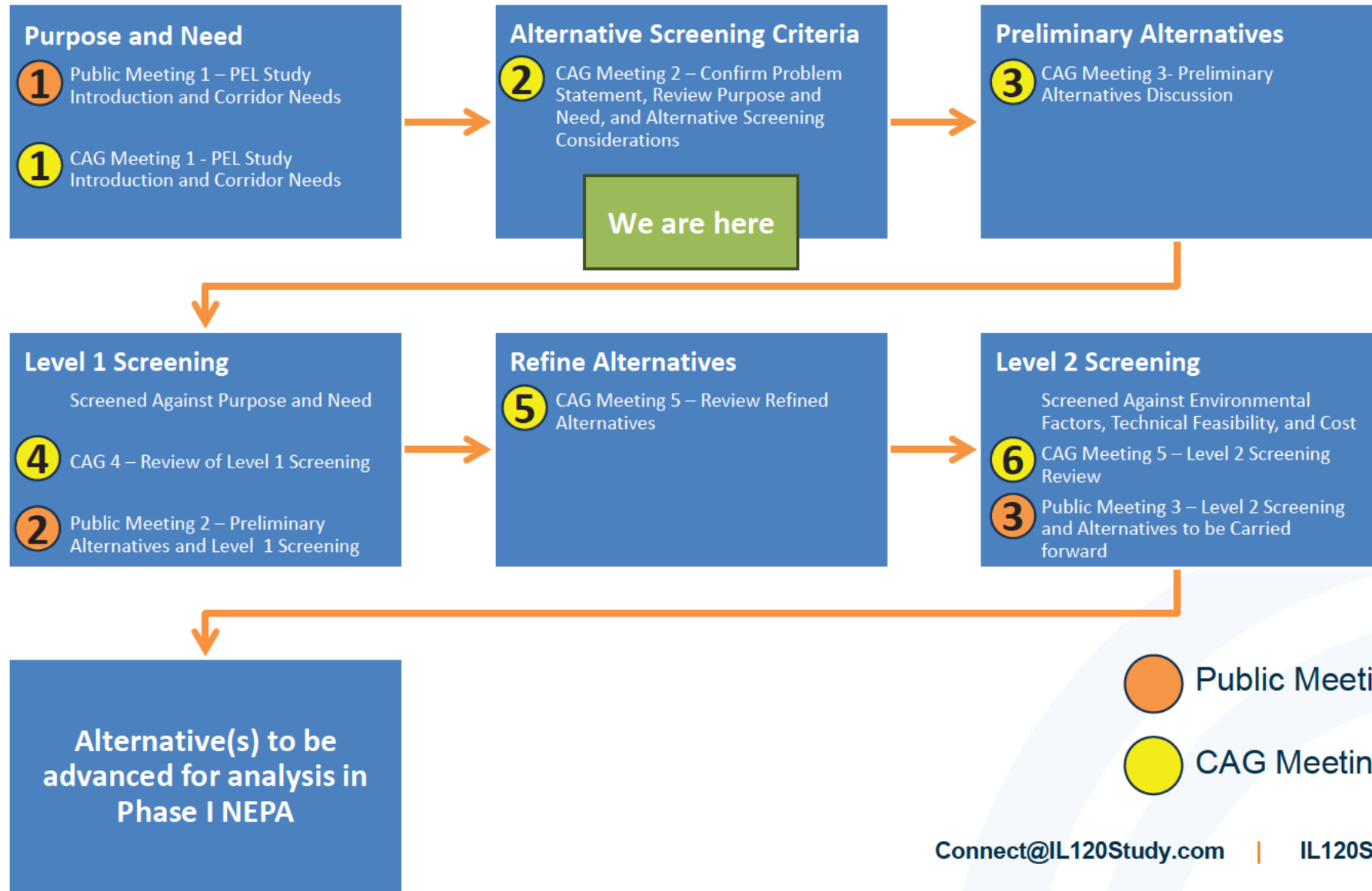
- What questions do you have about the working Purpose and Need?
- What are your key takeaways?
- Does the P&N explain why the study is being done?
- Does the P&N capture the transportation issues and challenges?
- Does the P&N provide a vision for the study?
- Does the P&N state the intended or desired outcomes?
- Does the P&N establish the foundation for decision-making and screening alternatives?
- What are we missing?
- **In-Person CAG Members:**
 - Please raise your hand to ask a question or offer a comment.
- **Online CAG Members:**
 - Please type questions or comments into the chat box. Otherwise, click the “raise hand” button to request the moderator to unmute your mic.

Purpose and Need Next Steps

- Draft Purpose and Need will be reviewed by the Federal Highway Administration and Resource Agencies including:
 - U.S. Army Corps of Engineers
 - U.S. Environmental Protection Agency
 - U.S. Fish and Wildlife Service
 - Illinois Environmental Protection Agency
 - Illinois Historic Preservation Agency
 - Illinois Department of Natural Resources

Screening Process for Developing Alternatives

Screening Process for Developing Alternatives



Factors for Screening

- **Increase Safety**
 - Crash Frequency
 - Crash Severity
 - Ped/Bike Safety
 - Roadway Geometry
 - Conflict Points between Vehicles
 - Conflict Points between Vehicles & Non-Motorized Users
- **Improve Mobility**
 - Congestion
 - Existing and Future Travel Demand
 - Travel Times
 - Travel Reliability
- **Support Multimodal Connections**
 - Local and Regional Route Connectivity
 - Ped/Bike Crossings

Factors for Screening

- **Natural Resources**

- Wildlife and Vegetation
- Sensitive Species
- Cultural and Historic Resources
- Solid and Hazardous Waste
- Agricultural Resources
- Floodplains
- Wetlands and Streams
- Parks and Natural Areas

- **Social/Economic Resources**

- Demographic characteristics
- Environmental Justice Considerations
- Community Facilities
- Land Use
- Noise
- Air Quality
- Visual Resources

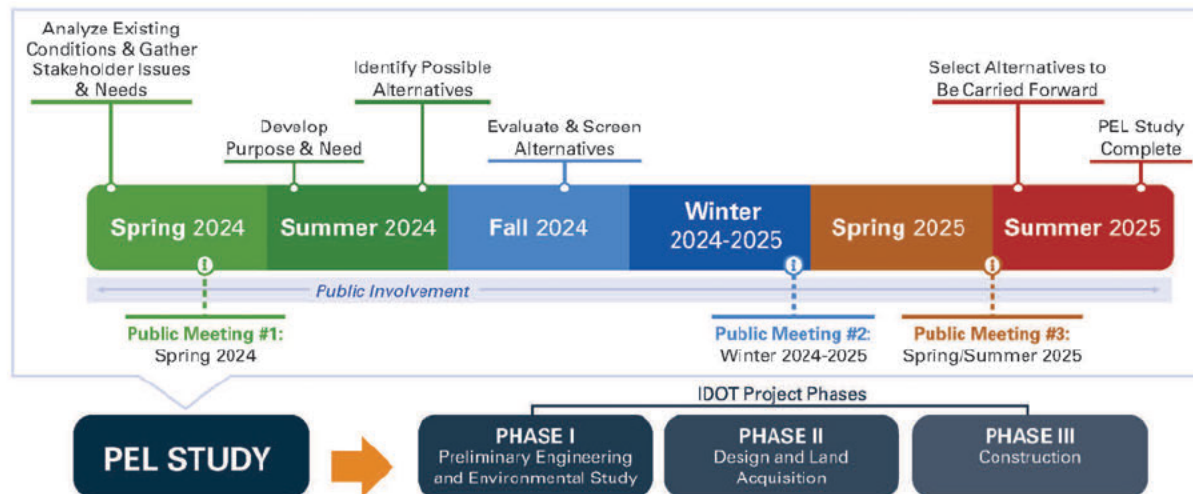
Discussion Questions

- What questions do you have about the screening process?
- What are your key takeaways?
- What are we missing?
- **In-Person CAG Members:**
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- **Online CAG Members:**
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Overall Next Steps

Overall Next Steps

- Next CAG Meeting (CAG #3)
 - Anticipated Fall/Winter 2024
 - Present Alternatives Developed Based on Screening Criteria
 - Obtain CAG Input on Alternatives
- Next Public Information Meeting
 - Anticipated Winter 2024-2025



Open Comment

Open Comment

- **In Person attendees:**
 - Please raise your hand to be called on.
- **Online attendees:**
 - Please type questions or comments into the chat box. Otherwise, click the “raise hand” button to request the moderator to unmute your mic.

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. List of Attendees

<u>First Name</u>	<u>Last Name</u>	<u>Organization</u>	<u>Initial to Confirm Attendance</u>
Michele	Bauman	Avon Township	
Lori	Bell	Property Owner	
Pat	Carey	Property Owner	
Dawna	Choe	Woodland Community Consolidated School District	
Kevin	Considine	Lake County Partners	
Jelena	Crudele	Property Owner	
Gerry	Daley	Village of Hainesville	
Mike	Eillis	Village of Grayslake	
Matt	Emde	Lake County Division of Transportation	
Carl	Evert	Property Owner	
Elmer	Fallos	Warren Township	EP
Brian	Frank	Lake County Stormwater Management Commission	
Louis	Garcia	Round Lake Area Schools	
Karen	Gill	Property Owner	KG
Lynn	Glickman	Community Consolidated School District 46	
Maribeth	Hamm	Grayslake Chamber of Commerce	
Sandy	Hart	Lake County Board	
John	Idleburg	Lake County Sheriff's Office	
Kenny	Idstein	Property Owner	
Kevin	Kleinjan	Lake County Forest Preserves	
Lincoln	Knight	Wauconda Township	
Russell	Kraly	Village of Round Lake	PB
Linda	Lucassen	Village of Round Lake Park	
Mike	May	Village of Volo	
Kristy	Miller	School District 46	Ktm
Don	Mobley	Bicycle Club of Lake County	
Gina	Sanderson	Property Owner	
Linda	Soto	Lake County Transportation Alliance	
Kay	Starostovic	Grant Township	
Rick	Strauss	Wauconda Community School District 118	
Lawrence	Todryk	Property Owner	LT
Karen	Warrington	Property Owner	
John	Wasik	Lake County Board	
Liz	Wiczer	School District 127	
Craig	Wrobel	Property Owner	
Matthew	Zakula	Property Owner	
Primo	Zipfel	Student	

ILP»STUDY

IL60 to Almond Road

August 29, 2024
1:00 p.m. to 3:00 p.m.

COMMUNITY ADVISORY GROUP MEETING #2 – PUBLIC SIGN-IN SHEET

Name (Please Print)	Address	City/Zip	Phone	Email
Sue Simpson		Graylake		
Amy Garver		Graylake		
Matthew Za				
Adam Wedoff	Village of Round Lake ^{PN}	Graylake		
Gail Hagen		60030		
Tom LEBIEDZ		60030		
Tet>1 RASM U ¹ / ₂ tl'J		U>OcBo		
Peter ggs v		(oCD30		
Brian Morris		eLYvf/		
Mark Derssm				
71/116?/4 L ^t _i h /JJ t _f .P ^m		60030		

August 29, 2024
1:00 p.m. to 3:00 p.m.

COMMUNITY ADVISORY GROUP MEETING #2 -- PUBLIC SIGN-IN SHEET

[illegible]

COMMUNITY ADVISORY GROUP MEETING #2 – ONLINE

ATTENDEES SIGN-IN SHEET

Name (Please Print) City/Zip		Address Phone		Email
Sam Beard				
Mike H.				
Bill Morris				
Jalena Crudele				
Mark Petersen				
Brian Frank - SMC				
Scott Manning - HDR				
Jeff Young - HDR				
Ryan Pater - HDR				
Lily Kielp – Kaskaskia Engineering Group				
Jamy Lyne – Kaskaskia Engineering Group				

COMMUNITY ADVISORY GROUP MEETING #2 – ONLINE

ATTENDEES SIGN-IN SHEET

Name (Please Print) City/Zip		Address Phone		Email
Thomas Baba				
Carl Evert				
Matt Emde				
Susan Zingle				
Anthony T. Dean				
UMCL				
Douglas Ower				
Brandy Schroff – Round Lake				
Craig Wrobel				
Barbara Klipp				
Paul Law				