



CPC Governance Board

Minutes

May 14, 2008

7:00 – 9:00 pm

Round Lake Police/Public Works Building

SE Corner Townline & Bacon Road

Round Lake, IL

I. Pledge of Allegiance

II. Roll Call

County Board Members:

- Suzi Schmidt, County Board Chairman
- Larry Leafblad, District #6
- Terese Douglass, District #11
- Bonnie Thomson Carter, District #5
- Diana O'Kelly, District #10

Municipalities:

- Mayor Tim Perry, Grayslake
- Mayor Burnell Russell, Volo
- Mayor Jean McCue, Round Lake Park
- Mayor Ted Mueller, Hainesville
- Mayor Richard Hyde, Waukegan
- Mayor Bill Gentes, Round Lake
- Mayor Salvatore Saccomanno, Wauconda
- Trustee Ed Sullivan, Mundelein
- Mayor Kristina Kovarick, Gurnee
- Mayor Jeffrey Harger, Libertyville

LCP Staff:

- Dave Young, President
- Russell Medley, Marketing & Research Director

LCDOT Project Manager:

- Chuck Gleason

Task Force Chairs:

- Marty Buehler, Technical Task Force Chair
- Mike Warner, Environmental/Stormwater Task Force Chair
- Dennis Sandquist, Land Use/Economic Development and Municipal Impacts Task Force Chair
- Sherry Hartnett, Public Information Task Force Chair

IDOT Representative:

Peter Harmet, Bureau Chief – Programming

Consultants:

- Chuck Stenzel, TranSystems
- Jeff Hall, TranSystems
- Grace Dysico, TranSystems
- Barry Stuedemann, Roux Associates, Inc.
- John LaMotte (Brian Martin), LaKota Group
- Zack McConnell, LaKota Group
- Regina Webster Associates

III. APPROVAL OF FEBRUARY 13, 2008 CPC GOVERNANCE BOARD MINUTES

MOTION: To approve February 13, 2008 CPC Governance Board Minutes

MOTION BY: Douglass

SECOND BY: McCue

DISCUSSION: none

Roll Call: Ayes: Schmidt, Leafblad, Douglas, O’Kelly, Perry, McCue,
Mueller, Gentes, Saccomanno, Sullivan
Nays: none

ACTION: passed

At this point, members Thomson-Carter and Kovarik arrived.

IV. ADD-TO AGENDA – Bill Gentes – none.

V. PUBLIC COMMENTS

- Member Douglass read out loud the following note that was sent to her from a concerned resident.

”Hi Ms Douglas-

If you attend the meeting tonight, can you please enter my comments below into the record?

Thank you.

1. When we purchased our home in Prairie Crossing, we were informed of the possibility that a road (53 extension) could be built north of us. However, under no circumstance were we informed of the possibility that an elevated expressway was a possibility. If we had known that an elevated expressway was a possibility we would not have purchased this home since we bought this house primarily due to the community’s association with a peaceful quiet setting. Since full disclosure was not made of this potential defect in the house (location), this may represent a breach in the intent of the sale resulting in class action lawsuits from surrounding homeowners.

2. If an elevated expressway is built, we would demand that noise abatement procedures and mechanisms be installed whereby there is no increase to the

current average sound level. This may include berms, trees, attenuating walls, etc. Many communities are enacting laws to lower noise levels. Why would we want to create a system whereby we increase noise levels? The same applies for lighting.

3. We strongly urge that the Commission consider and adopt an at-grade roadway with underpasses as required. This has proven to be a very sensible solution in many communities and intersections (Milwaukee Ave and Dempster, Deerfield Road near Waukegan Rd., etc.) with a lessened impact to the quality of life in nearby residential communities.

Thank You

Bill Roberts
1142 Prairie Trail
Grayslake, IL “

- Sandi Morris, resident of Grayslake, stated that there are many Grayslake residents that want to preserve the rural character of Grayslake and of other communities and that the Grayslake residents that she spoke for encourage the local businesses to flourish and support environmentally sensitive planning of the Bypass. She expressed her full support for the at-grade boulevard approach with round-a-bout intersection control and underpass at railroad crossings. It is her opinion that this alternative would meet all her expressed concerns and meet the traffic need.
- Bob Harmon, resident of Grayslake, stated that his biggest concern was in regard to the possibility of the above-grade alternative with a barrier wall. If this alternative was pursued, the expressway would be an inconvenience for the local residents.

VI. CHAIRMAN'S REMARKS – Bill Gentes

6.1 Appointments to the Land Use, Economic Development & Municipal Impact

- Brunell Russell, Village of Volo
- Mike Purtell, City of Waukegan
- Jean McCue, Village of Round Lake Park

Motion: the appointment of Burnell Russell, Mike Purtell, and Jean McCue to the IL Route 120 CPC's Land Use, Economic Development & Municipal Impact Task Force.

Motion By: Perry

Seconded By: O'Kelly

Discussion: A question was raised regarding the Village of Volo's lack of participation and whether the Bylaws address a lack of participation at the CPC meetings. A consensus was reached to send a letter requesting representation from those municipalities that don't attend on a regular basis, if the Mayor's are unavailable, a designee would be required.

Motion: to approve the amendment of the requirement of a municipality's Mayor or his representative's attendance at meetings.

Motion by: Perry

Seconded by: O'Kelly

Roll Call: Ayes: Schmidt, Leafblad, Douglas, Thomson-Carter, O'Kelly, Perry, McCue, Mueller, Gentes, Saccomanno, Sullivan

Nays: none

ACTION: passed

Motion: the appointment of Burnell Russell, Mike Purtell, and Jean McCue to the IL Route 120 CPC's Land Use, Economic Development & Municipal Impact Task Force with the requirement of each municipalities Mayor or his designee's attendance at meetings.

A leave to the previous roll call vote was granted.

ACTION: passed

VII. IL ROUTE 120 FEASIBILITY STUDY'S PROJECT TEAM REPORT – CHUCK GLEASON – CHUCK STENZEL

7.1 Public Information Task Force Report – Chuck Gleason, Jeff Hall

- The last meeting was in January, all municipalities have the toolkit at Village Halls and in newsletters.
- The next meeting will be in early fall 2008.

7.2 Environmental/Stormwater Task Force Report – Mike Warner, Grace Dysico

- Ms. Dysico reported that the last meeting was January 23 and that input was obtained during the March workshop.
- Environmental resources are very important and the consultant will continue working with this taskforce in order to ensure that the analysis of the road character and selected road placement would not be detrimental to the environment.

Discussion occurred on whether interaction between the Task Forces exist, and it was reported that interaction occurs as needed, and also, during the meetings of the Technical Task Force.

7.3 Land Use/Economic Development/Municipal Impact Task Force Report – Dennis Sandquist; John LaMotte, Zac McConnell

Dennis Sandquist reported:

- The Land Use workshop in March was well attended. Concerns were raised on environment and roadway character.

- The Lakota Group participated one on one with individuals at the workshop and obtained feedback.
- The proper balance of all aspects will be achieved based on the land use.
- The consultant will bring the revised land use strategies map to the Land Use Task Force in early June and then recommend it to the CPC on June 11 for approval.
- A question was raised at this time on the relevance of the communities' land plans and the importance of community coordination and cooperation.
- Subsequent meetings were conducted with the consultant and the municipalities of Hainesville, Grayslake, Round Lake, and Volo and were very positive and productive.

7.4 Technical Task Force Report – Marty Buehler, Jeff Hall

Jeff Hall gave a status update:

- The Purpose and Need Statement was submitted to IDOT for a formal review.
- The Decision Matrix Criteria was revised and will be reviewed tonight.
- He introduced Matt Smith who would be presenting.
- Mr. Hall gave a brief overview on the Approach stating that the land use, financing and traffic will lead to the road character. Innovative financing would need to be investigated as funding is nominal.
- Mayor Perry requested that the Board not vote on the Purpose and Need Statement and Decision Matrix Criteria until his staff and other Village engineers review them further and report the findings to the Board. This delay on voting would impact the project schedule minimally. The consensus of the Board was to allow the review by staff and not vote on the item tonight; therefore, at the next meeting, the Board will need to vote on the Purpose & Need Statement, Decision Matrix Criteria, and the Land Use Vision.

The Purpose and Need Statement

Grace Dysico presented:

- Comments from the Federal Highway Authority Association and IDOT have been incorporated into this Statement.
- Based on the Statement, the system linkage and continuity that exists are inconsistent and not safe due to design deficiencies.
- Regional cooperation and coordination will promote thoughtful land use planning to ensure a safe roadway that meets the growing transportation needs of each community.
- Member Thomson-Carter asked whether a boulevard with round-a-bouts is a four lane road. Mr. Hall responded that it is; however, the Statement mentions this only to indicate what the volumes are and that demand needs to be reasonably met. If the volumes are served well with the boulevard, it may meet the purpose and need. This will have to be duly considered throughout this process.

Decision Matrix Criteria

Jeff Hall presented:

- The cost will be significant and funding may not be available; therefore, other financing strategies need to be considered. The topic of “Probability of Achieving Financing Strategies” was added based on past discussions with the Technical Task Force to analyze how likely it is to get financing.
- Right-of-way impacts – the number of acquisitions needs to be determined.
- Environmental impacts – planning must be guided by the studies produced by the Environmental/Stormwater Task Force.
- Traffic benefits – demands, the efficiency of traffic flow, level of service and mean delay in each of the alternatives will be reviewed in order to select the lowest alternative possible and pick the highest class of interchange where needed. Vehicle hours and miles of travel corridor-wide will be analyzed.
- Road user benefits – travel time demands, whether today or for year 2030 have to be addressed because of existing and future safety problems.
- Network impacts – there will be a benefit of traffic reduction on parallel routes and other routes that commuters have been accustomed to taking due to congestion. The preferred roadway should be more of a direct route.
- Economic impacts – the compatibility of existing and future land uses need to be coordinated to spur economic development throughout the corridor.
- Enhancement opportunities – the amount of natural areas, transit accommodations, and bike network will depend on the chosen road placement.
- Member Douglass questioned how the road will end and how it will impact the rest of the network (i.e. how 53 dead ends). Mr. Hall responded that the impact would depend on the alternative and how it ties into the existing IL 120 - i.e. a cul-de-sac may be warranted in the eastern termini. Ms. Douglass recommended that the impact of how the road ends be made part of the decision matrix criteria.
- These items will be discussed at the next Technical Task Force meeting and terminology will be revised and provided to the Governance Board prior to the next CPC meeting.

Presentation of Travel Demand Results

Matt Smith presented:

- The purpose is to get traffic volumes on IL 120 and other major routes in order to compare the differences between the alternatives.
- Supporting information was acquired from IDOT & FHWA. The modeling represents a study based on origin and destination and the time elapsed to get from one point to the other. Several updates were made to the sub-regional model as CMAP had some errors in their model.
- The sub-regional corridor model was developed using the 7-County Regional Model from CMAP. The sub-regional model contains major County roads and local roadways.
- This model allows for a more detailed analysis than is required for the federal process where changes can be made to the street networks and test the different alternatives.
- Various land use plans were tested with the model; the results were that throughout the region, traffic changed less than 1%. Ms. Thomson-Carter

asked for clarification on the 1% change. The answer given was - the change represents a regional change of traffic and volume within the corridor.

- Ms. Douglass asked what the assumptions were. Mr. Walstedt answered saying that all the assumptions are based on CMAP's model with some adjustments of the overall traffic volume in the corridor. Mr. Buehler provided some background information on CMAP and how their reports/models are utilized by governments and others to plan developments accordingly.
- The model contains the existing traffic numbers and the 2030 projections. There was discussion on the reality of the numbers as the CMAP projection is not enough and should be increased by approximately 20%. The Board was advised to be cognizant of the fact.

Jeff Hall presented :

- Daily Traffic Volumes – Existing Conditions
 1. The legend depicts the amount of traffic in different color schemes.
 2. Throughout the corridor, where there is a 4 lane roadway (from Hwy 94 to Hunt Club and Almond) traffic moves well, further west, traffic is less, but more congested.
 3. Parallel routes are also more congested at certain areas.
- The six different travel demand scenarios (5 are without 53 and all are with 2030 improvements):
 1. Scenario 1 - No improvements to IL 120 (No Build)
 - Includes all of the 2030 roadway network improvements that are planned other than IL 120 Bypass and IL 53: Peterson Road widening to 4 lanes, Rte. 45 widening to 4 lanes north of 137, and smaller improvements if found in the CMAP model. Cedar Lake Road and Bacon Road will also be taken into consideration).
 - The demand will remain the same since the existing roadway is at capacity.
 - Parallel routes will continue to be utilized by IL 120 commuters.
 2. Scenario 2 - Widen existing IL 120 to 4 lanes, no By-Pass – these are the same alternatives that have been discussed throughout this process.
 - Traffic will increase and the roadway will be congested; therefore parallel routes will continue to be utilized.
 3. Scenario 3 - 4 Lane Arterial/Boulevard By-Pass
 - Existing IL 120 would remain as it is
 - Traffic numbers will be the same
 - Level of service will be different for the arterial with signals and Boulevard with round-a-bouts
 - Parallel routes utilization will be reduced
 - Growth continues along the corridor
 4. Scenario 4 - 6 Lane Arterial By-Pass
 - Capacity will increase, but the demand will be met
 - Parallel routes will continue to be used
 - Mr. Sullivan asked that besides the commercial growth, what would the demand be if improvements occur on the surrounding

roadways? The answer given was that the model incorporates all proposed roadway improvements and that the demand would still be warranted.

- Mayor Mueller stated that he does not see a change in the existing IL 120 by 2030 and that the Mayor at that time will have the same problems as he has currently. Mr. Hall offered that the Bypass will benefit existing IL 120 in that traffic will move through the Bypass while the businesses in the Hainesville/Grayslake area will continue to use existing IL 120.
 - Member O’Kelly asked if it is realistic to assume the projected State road improvements will be in place by 2030. Mr. Buehler remains optimistic.
 - Member Leafblad commented that cost does not seem to be a primary aspect. Mr. Buehler responded saying that the importance of cost is of priority and that is why the Decision Criteria were amended to include the “Probability of Achieving Financing Strategies.”
5. Scenario 5 - 6 Lane Expressway By-Pass
- Features interchanges and access control – does not always mean a tollway.
 - No driveways or gas stations at interesections
 - A lot of capacity and traffic flows efficiently
 - Existing IL 120 would remain
6. Scenario 6 - 6 Lane Expressway By-Pass, with IL 53
- Traffic volume is much higher
 - Traffic patterns are very different
 - Member Thomson-Carter asked for clarification about where the traffic volume on Wilson & Nippersink goes. Mr. Hall and Mr. Walstedt said that those numbers depict the traffic that would dissipate in that area as well as continue north.

7.5 Upcoming Project Schedule

- An email with the dates was sent to the CPC.
- The Land Use Vision will be reviewed in June by the TTF and then the CPC will review it.
- Preferred Road Character presentation in August, public meeting in September with approval in October.
- Preferred Road Placement presentation in the fall of 2008 and final decision in Spring of 2009.

VIII. REPORT – CPC’s FISCAL AGENT, CHUCK GLEASON

8.0 Status of 2007 Membership Renewal

- Chuck Gleason reported that the Village of Libertyville was billed in 2 increments and that 2nd payment will be received soon and all others are paid in full.

IX. PUBLIC COMMENTS (on agenda items)

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- A member of the public asked about the assumptions made on the traffic model and whether the numbers were changed since the presentation to the Technical Task Force. Mr. Walstedt and Mr. Hall said that the difference was due to the incorrect number of lanes on some roads in the 2030 model which has now been corrected. This same individual requested to see the model data files. Mr. Buehler and the Chairman indicated that they would consider the request.

X. NEXT MEETING DATE – to be determined.

XI. ADJOURN – Bill Gentes

MOTION: To Adjourn

MOTION BY: McCue

SECONDED BY: Saccomano

DISCUSSION: none

ROLL CALL: all ayes

ACTION: meeting adjourned at 8:24 p.m.

Prepared by Martha Koechig