

Illinois Department of Transportation

# IL120 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](http://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:**
  - **Please raise your hand to ask a question or offer a comment.**
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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

# 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

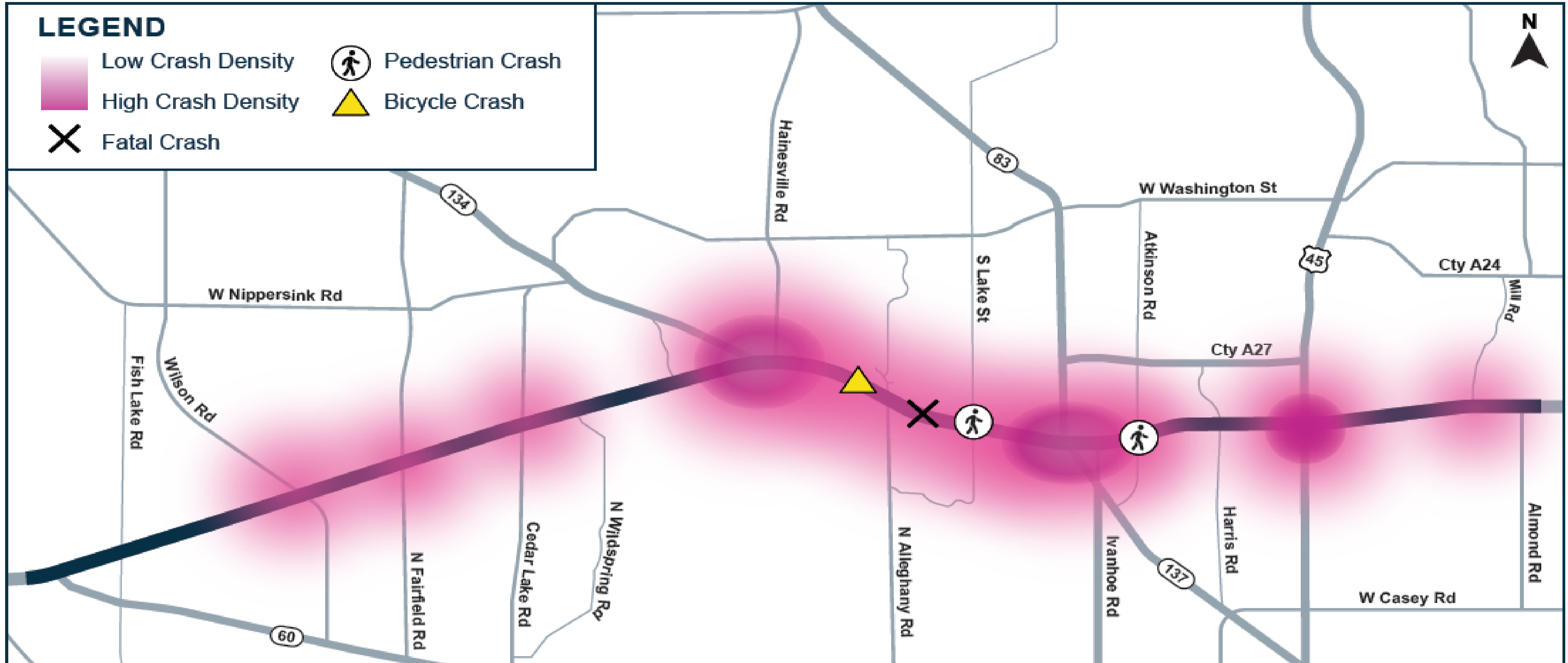
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- Public Comments

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# Safety



Crash Density Map, 2017-2021

# 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
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- Refined by Public Involvement Including:
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## EXISTING LEVEL OF SERVICE (A.M.)

IL 120 FROM IL ROUTE 60 TO ALMOND ROAD



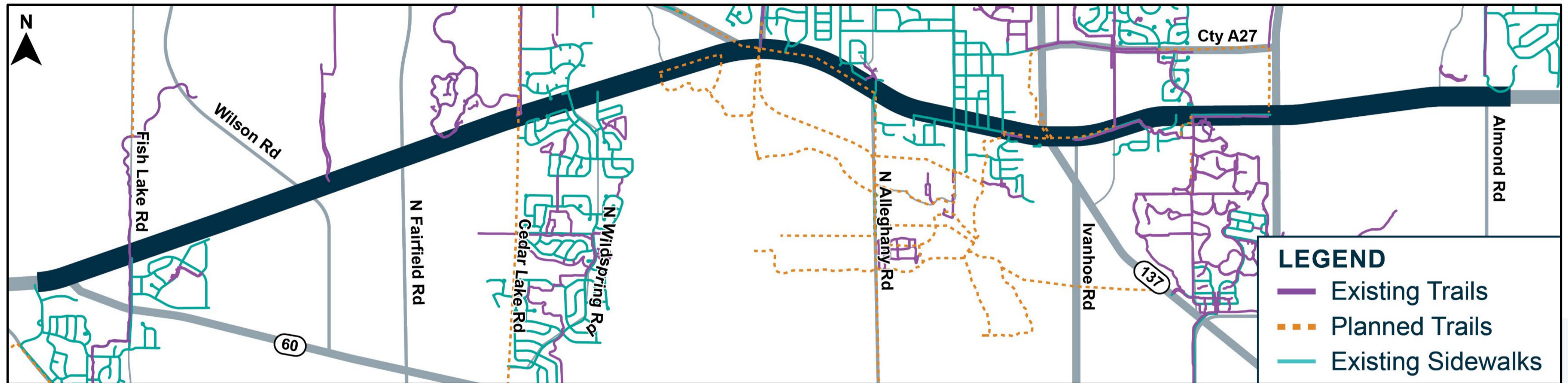
## EXISTING LEVEL OF SERVICE (P.M.)

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)
    - 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
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  - CAG Feedback
  - Community Context Audit

# Gaps in Multi-Modal Network



# What goes into development of the Purpose and Need?

- Developed with Existing Conditions Data Including:

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  - Safety Tier Assessment
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- Mobility
  - Existing and Projected Future Traffic (No Build)
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- 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**

## 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
  - Travel delays and decreased traffic flow
  - Gaps in the pedestrian and bicycle network
  - Limited transit connectivity

# Discussion Questions

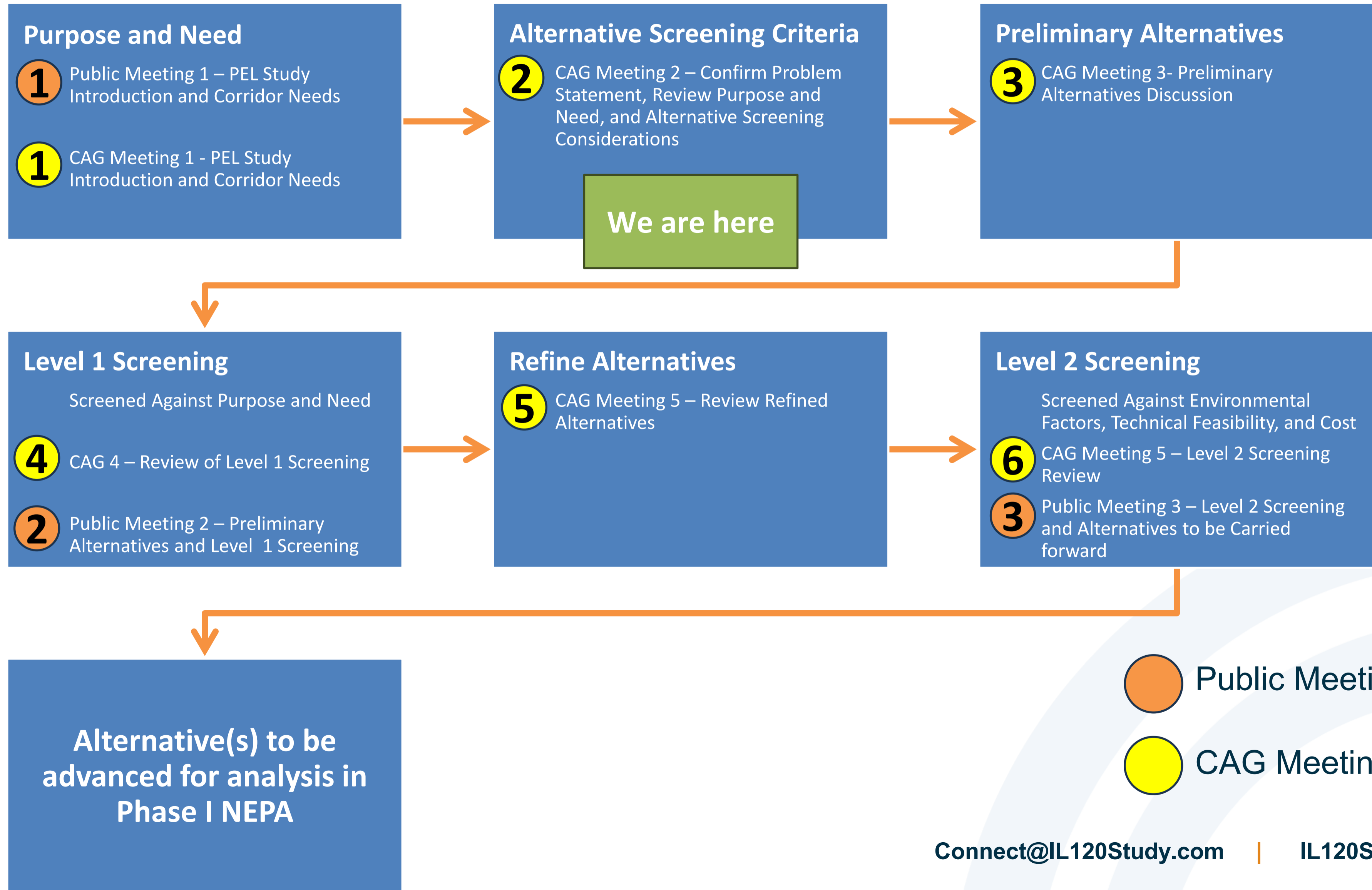
- What questions do you have about the working Purpose and Need?
- What are your key takeaways?
- Does the P&N explain why the study is being done?
- Does the P&N capture the transportation issues and challenges?
- Does the P&N provide a vision for the study?
- Does the P&N state the intended or desired outcomes?
- Does the P&N establish the foundation for decision-making and screening alternatives?
- What are we missing?
- **In-Person CAG Members:**
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# 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

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# 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

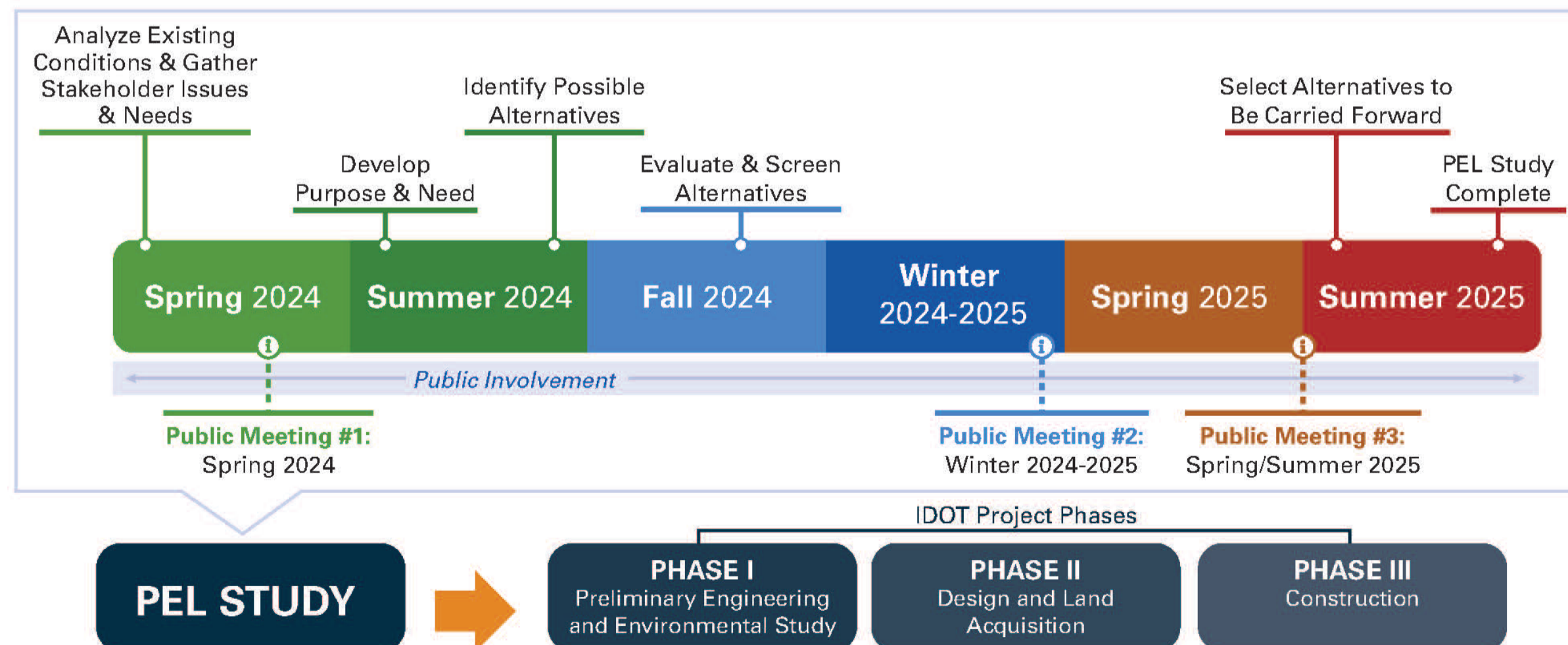
# Discussion Questions

- What questions do you have about the screening process?
- What are your key takeaways?
- What are we missing?
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# Overall Next Steps

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- 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

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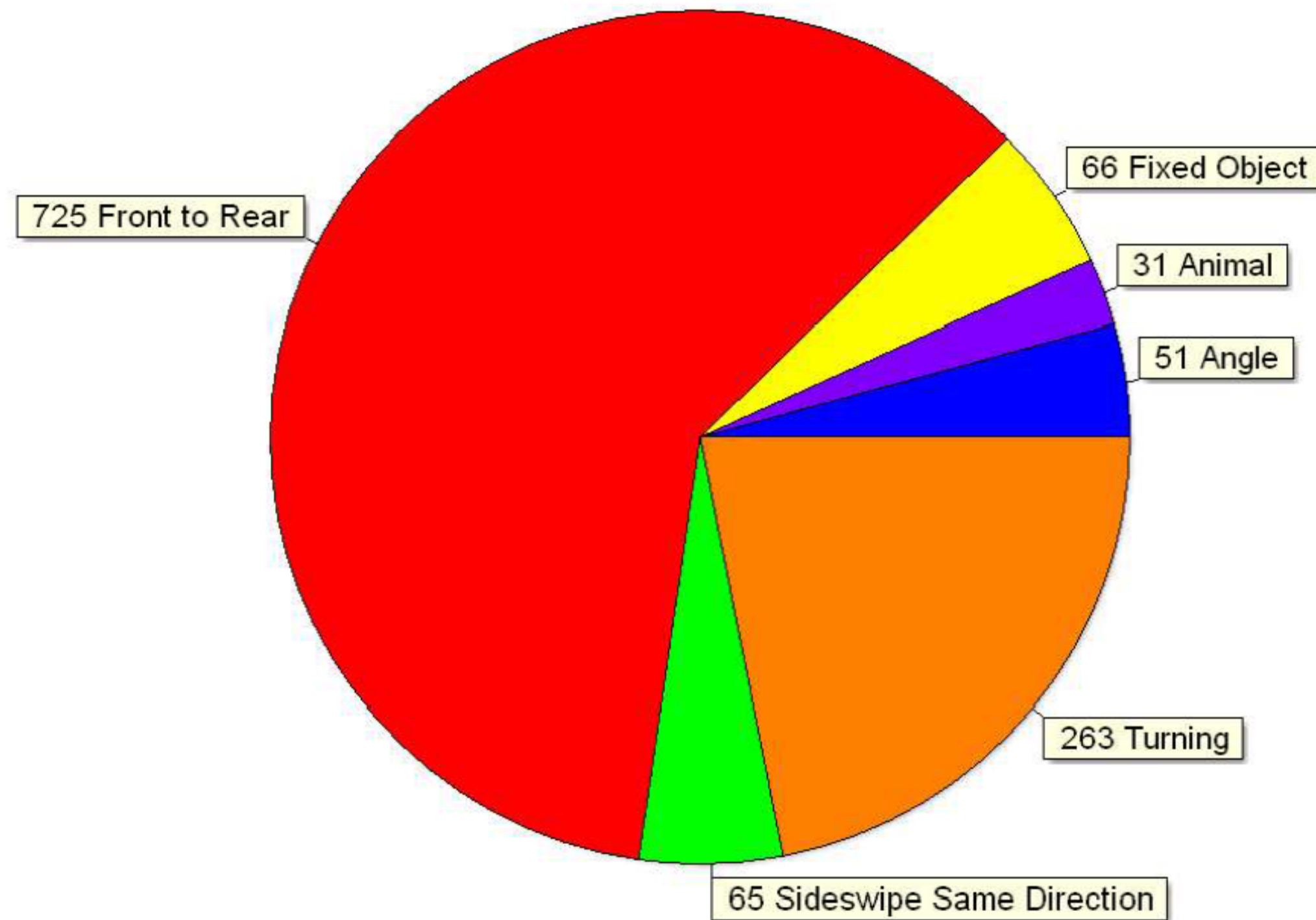
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  - Please type questions or comments into the chat box. Otherwise, click the “raise hand” button to request the moderator to unmute your mic.

- [www.il120study.com](http://www.il120study.com)
  - Central source for information
  - Study updates
  - Meeting schedule
  - Opportunities to submit comments or questions
- [connect@il120study.com](mailto:connect@il120study.com)
- CAG Point of Contact
  - [scott.manning@hdrinc.com](mailto:scott.manning@hdrinc.com)

# Additional Data

Type of Crash 2017-2021 (Top 6 Types Accounting for 95% of Crashes)  
1,263 Total Crashes



Crash Types 2017-2021

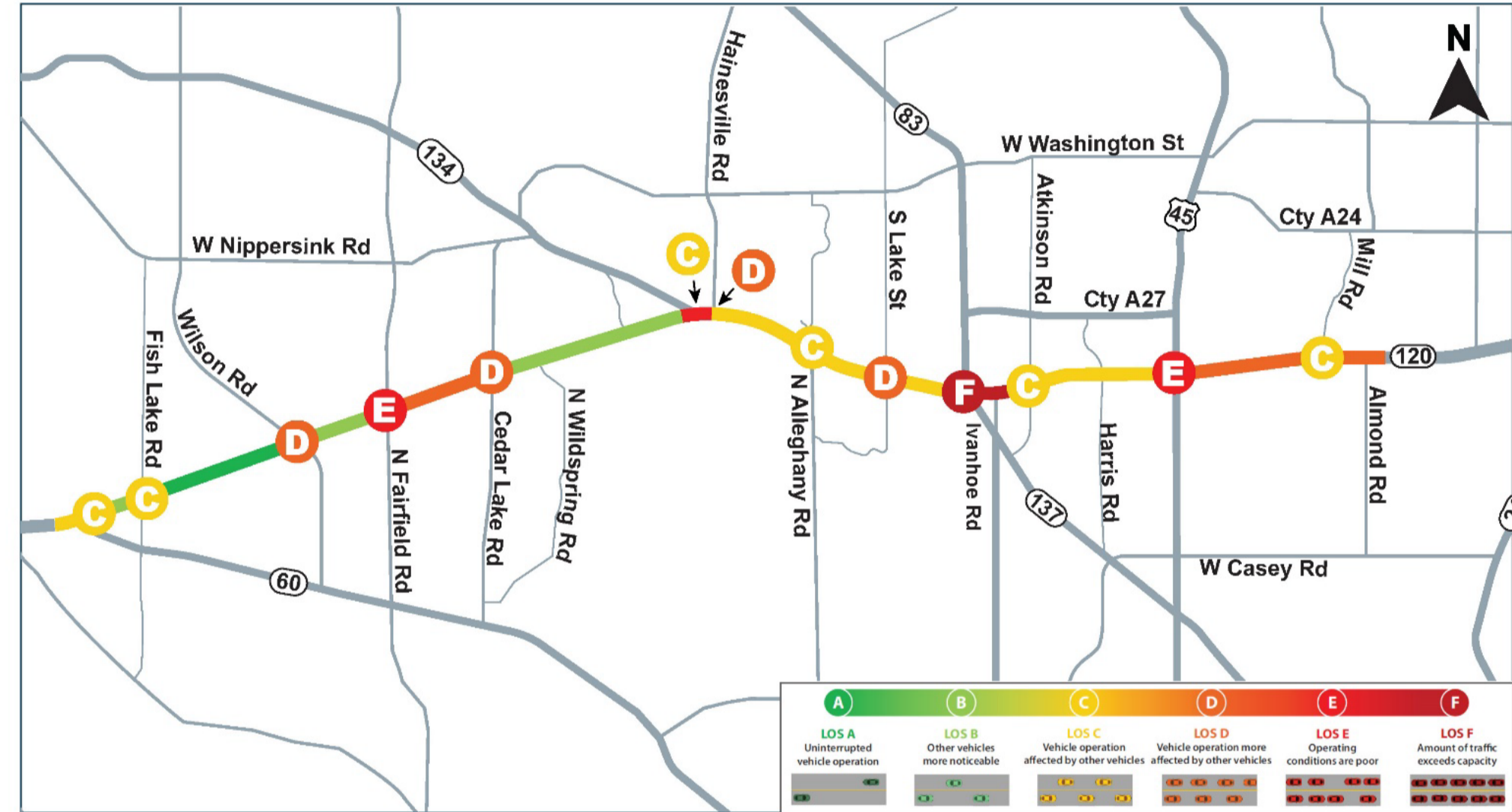




# Mobility



NO BUILD 2050 LEVEL OF SERVICE (A.M.)  
 IL 120 FROM IL ROUTE 60 TO ALMOND ROAD



NO BUILD 2050 LEVEL OF SERVICE (P.M.)  
 IL 120 FROM IL ROUTE 60 TO ALMOND ROAD

## Casey Road and Almond Road

- Significant increases in traffic due to IL 21 and US 45 widening
- Limit access to Casey and Almond Roads due to safety concerns in an already traffic overburdened area

## Railroad Crossings

- Underpass or overpass needed at IL 83 and IL 120 biggest concern among commenters
- Bottlenecks due to passing trains at crossings
- IL 120 at IL 137 intersection in Grayslake causes bottleneck

## Bicycle and Pedestrian

- Pedestrian crossings at Harris Road, IL 83, and Lake Street
- IL 120 / IL 134
- Current “V” split a safety concern