

US 20 at Shales Parkway Phase I Engineering Study

P-91-027-20

Community Advisory Group Meeting #3 Summary

April 25, 2023 | 2:00 – 4:00PM

SUMMARY

The third and final Community Advisory Group (CAG) meeting for the US 20 at Shales Parkway Study was held in-person on Tuesday, April 25 from 2:00-4:00PM. Study area residents and representatives of various local agencies and businesses were in attendance to provide feedback on the study's alternatives that were carried forward, the identified Preferred Alternative, and US 20 median and safety improvements.

The meeting consisted of attendee introductions and a live presentation, followed by a large group discussion and questions. CAG members were asked to share their concerns and experiences with everyone. Overall, attendees welcomed the opportunity to provide comments and concurred with the selection of the Roundabout interchange as the study's Preferred Alternative.

POWERPOINT PRESENTATION

- A PowerPoint presentation was given by the study team and included details on the study's schedule and next steps, project phases, a summary of Public Information Meeting #2 (PIM #2) community feedback, and comparisons between draft interchange alternatives. The study team indicated PIM #2 comments did not support the Feasibility Study – US 20 with IL 390 Extension (dated 2017) and supported the Roundabout and Single Point Urban Interchange (SPUI) concepts over the Diverging Diamond Interchange (DDI). As a result, the Roundabout and SPUI options were carried forward for more detailed geometric refinement and alternatives analysis.
- The team stated that while the Roundabout and SPUI alternatives are very similar, the Roundabout alternative provides the project area with the most benefit and has been identified as the study's Preferred Alternative. The team reported that a new eastbound US 20 entrance ramp was added to the Roundabout interchange near the existing Shales Parkway intersection, as well as new bicycle and pedestrian accommodations.

PROJECT TEAM

Illinois Department of Transportation

Lori Brown

Tania Muller

Kimberly Murphy

Sagar Sonar

David Vargas

RS&H:

Ashley Hochstatter

Richard Hoffman

Arielle Malinowski

Nick Schaeffler

Metro Strategies Group:

Jordan Rogalski

Tammy Wierciak

ATTENDEES

Residents:

Marv Kramer

Joli Sumoski

Gregory Winer

Agencies & Businesses:

Martin Burke (Mackie Consulting)

Dan Dinges (Village of Bartlett)

Steven Kaminski (Mackie Consulting)

Dean Kelley (Abbott Land & Investment Corp)

Jack Kennedy (Abbott Land & Investment Corp)

Tony Lucenko (Elgin Development Group)

Matt Mann (Village of Streamwood)

Marc Mylott (City of Elgin)

Scott Nielsen (Village of Streamwood)

Tara Orbon (CCDOH)

Ron Rudd (City of Elgin)

David Waden (City of Elgin)

- In addition, the team provided an overview of US 20 median and intersection safety improvements east of Lambert Lane. Improvements include the addition of a raised median, left turn on green arrow only maneuvers at the US 20 intersections of Lambert Lane and Naperville Road, new sidewalk and multi-use paths, and crosswalks for access across US 20 at Lambert Lane and Naperville Road. The improvements are included as part of the Preferred Alternative.
- The team presented the study's noise analysis and abatement process information. The study will include the noise barriers proposed and being built as part of a previous US 20 Phase I study around the US 20 and Shales Parkway interchange. The current study also includes additional traffic noise study limits and will extend east along US 20 to the residential neighborhood at Monarch Drive.
- Last, the team facilitated a large group discussion to solicit CAG member feedback on exhibits showing the difference between the Roundabout and SPUI alternatives, as well as US 20 median and intersection safety improvements east of Lambert Lane. Comments and questions are described in greater detail below.

COMMENTS AND QUESTIONS

The following documents the comments and questions CAG members provided during the meeting.

- **Mr. Dean Kelley (Abbott Land & Investment Corp), Mr. Martin Burke (Mackie Consultants), and Steven Kaminski (Mackie Consultants)** asked the study team a variety of questions pertaining to the Preferred Alternative's proposed impacts to driveway access, rights-of-way, traffic flows, and stormwater drainage along Bluff City Boulevard. Mr. Kelley stated that reduced driveway access may limit future types of development in the area. Study team members responded to their driveway access, rights-of-way, and traffic flow questions with detailed explanations of the Roundabout exhibit's design elements, access control requirements, and IDOT's traffic signal optimization process. With respect to drainage and other environmental concerns, the study team responded that impacts will continue to be evaluated and further detailed as part of the Preferred Alternative's development process; however, the project's goal is to avoid increasing drainage runoff to the nearby Bluff Spring Fen. The study team stated that the Roundabout alternative results in a smaller amount of impervious pavement than the SPUI alternative, reducing the potential amount of drainage runoff needing to be diverted away from the Fen.
- **The City of Elgin** expressed support for how the Roundabout maintains full access to the Copart facility (1475 Bluff City Blvd, Elgin).
- **The Village of Streamwood** expressed support for the Roundabout's limited number of intersections in comparison with the SPUI alternative. The Village asked how proposed improvements would impact north-south traffic on Shales Parkway. The study team responded that specific traffic data for north-south traffic on Shales Parkway outside the study area was not included in the analysis but that reduced delays at the proposed interchange should encourage motorists to use the US 20 and Shales Parkway interchange versus alternative routes.
- **The Village of Streamwood** also asked for clarification on the locations of proposed sidewalks and multi-use paths. The study team reviewed sidewalk and path locations on both the Roundabout and US 20 Median and Safety Improvements exhibits.
- **The Cook County Department of Transportation (CCDOH)** asked for clarification on access control

needs and locations. The study team reviewed the need for access control, proposed access controls on the Roundabout and SPUI exhibits, and explained how ingress and egress would be maintained at adjacent properties for each interchange option.

- **Mr. Gregory Winer (Resident)** expressed support for the study's proposed new pedestrian crossing safety enhancements and sidewalks. He asked if the study's proposed sidewalks can connect to the Oak Ridge community association's existing sidewalks. The study team responded that IDOT works with local communities to address sidewalk gaps where feasible. If communities support new sidewalk installation and agree to provide long-term maintenance, IDOT will add them to the project.
- **The Village of Bartlett** expressed safety concerns about the access to the Bartlett Park District's Villa Olivia from Naperville Road. The study team responded that further conversations with the Park District are needed but that relocating the golf course's access has not been requested by the Park District. CCDOTH indicated support for the potential relocation of the driveway if requested by the Park District.
- **Mr. Winer** expressed vehicle safety concerns for motorists exiting the Moretti's parking lot (1175 W Lake St, Bartlett) and requested the study team consider right-turn only driveway access for the restaurant. Mr. Winer also asked if dedicated bicycle paths will be added to the area in the future. The study team responded that although there would be no upfront bicycle path construction costs for local municipalities as part of the interchange improvement process, each community would be required to maintain the new paths in their jurisdictions moving forward. The study team stated that the City of Elgin and Village of Bartlett have expressed initial interest.
- **Mr. Kelley** asked if there were any proposed plans to widen Gifford Road. Ms. Tara Orbon (CCDOH) responded that Gifford Road is under County jurisdiction and stated that there are currently no County plans to widen the roadway within the next five years.
- **Mr. Marv Kramer (Resident)** expressed safety concerns with the Shales Parkway and Maroon Drive intersection due to sight distance issues caused by an existing fence and a rise in roadway elevation. Mr. Kramer also asked if there was a way to reduce truck traffic on Shales Parkway. The study team responded that Shales Parkway is under the jurisdiction of the City of Elgin and the Maroon Drive intersection is outside the limits of this study. At the US 20 and Shales Parkway intersection, all the alternatives studied improve safety and level of service for all users.
- **Mr. Winer** asked how local school bus routes will be impacted by future Shales Parkway improvements. The study team responded that the project's prior traffic studies did not specifically investigate school bus routes or perform an origin-destination study; however, the team stated that they will reach out to School District 46 to obtain bus routes.

NEXT STEPS

At the conclusion of the meeting, the project study team indicated they will be proceeding with the Roundabout interchange as the Preferred Alternative and asked if there were any additional comments, objections, or feedback before proceeding; no responses were received. The team reported that no additional CAG meetings will be held for the remainder of this study. A public hearing will take place during late fall 2023, where the Preferred Alternative and impacts will be presented to the public. Phase I design approval is anticipated in 2024.