

WELCOME



**I-55 at IL 59
Access Project**

**COMMUNITY ADVISORY GROUP
MEETING #2**

**Joliet Junior College
November 14, 2017**



**Illinois Department
of Transportation**

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**Community
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Group**

Meeting #2
November 14, 2017



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OUTLINE / AGENDA

- Recap of CAG #1 Presentation
- Recap of CAG #1 Workshop
- Community Context Audit / Survey Results
- Draft Problem Statement
- Draft Purpose and Need
- Workshop Introduction – Criteria for Alternative Analysis
- Workshop – Evaluation Criteria / Potential Ideas for Improvements



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RECAP OF CAG #1 PRESENTATION

- Initial meeting held on October 10, 2017
- Attended by 38 stakeholders plus project study team
- Diverse interests in stakeholder/CAG make-up

Key Elements of CAG #1

- Project and study overview
- NEPA Environmental Studies Process
- Description of CSS process and tools
- Stakeholder involvement plan
- Project schedule
- Role and ground rules of CAG
- Public information meeting

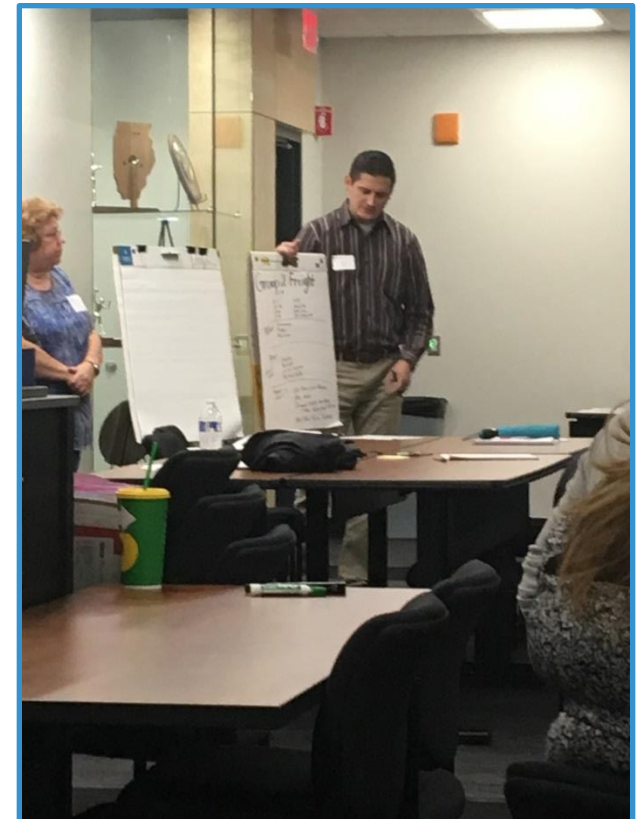


RECAP OF CAG #1 WORKSHOP

Six Distinct Discussion Groups Breakout Session

- Group 1 – Safety
- Group 2 – Freight
- Group 3 – Congestion
- Group 4 – Pedestrian/Bicycle
- Group 5 – Quality of Life
- Group 6 – Community Character

Breakout session followed by prioritized ranking by stakeholders



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RECAP OF CAG #1 WORKSHOP

Group 1 – Safety

- Four major safety concerns
- Identified dangerous routes
- Perceived cause of safety concerns

Group 1: Safety

Major Safety Concerns:

- Congestion
- Inadequate Infrastructure
- Increased truck volume
- * lack of pedestrian accommodations especially on west side

Dangerous Routes

- * 52/59
- * 55/52
- * 80/55

light timing
Boating Cycle

Main Causes of Crashes

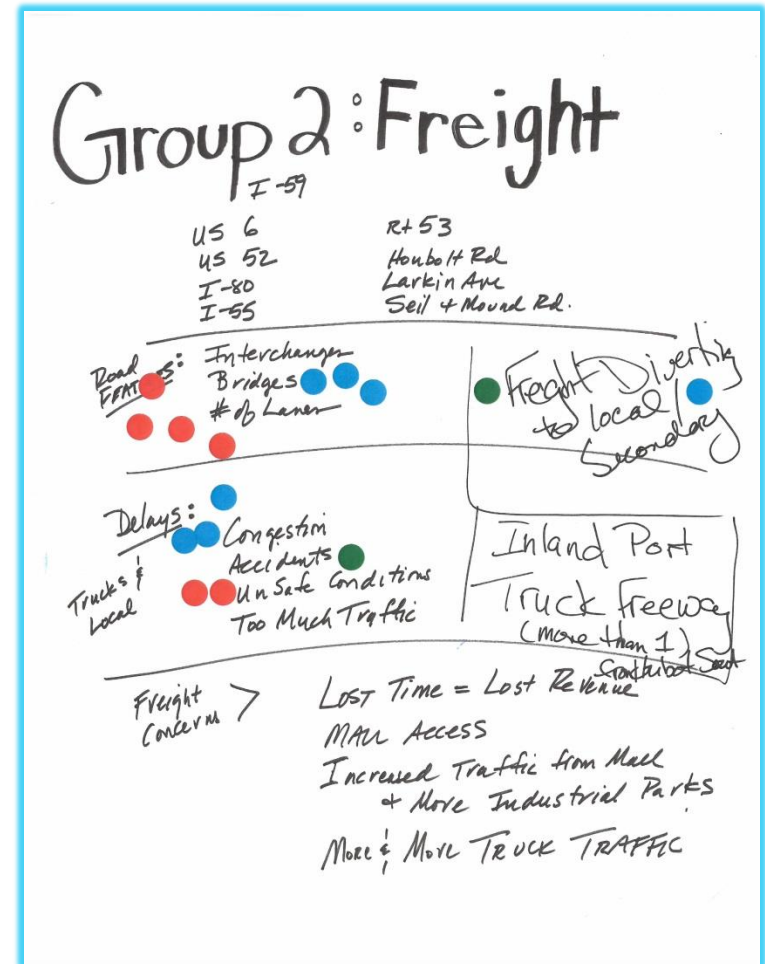
- * Congestion
- * Inadequate Accomodations



RECAP OF CAG #1 WORKSHOP

Group 2 – Freight

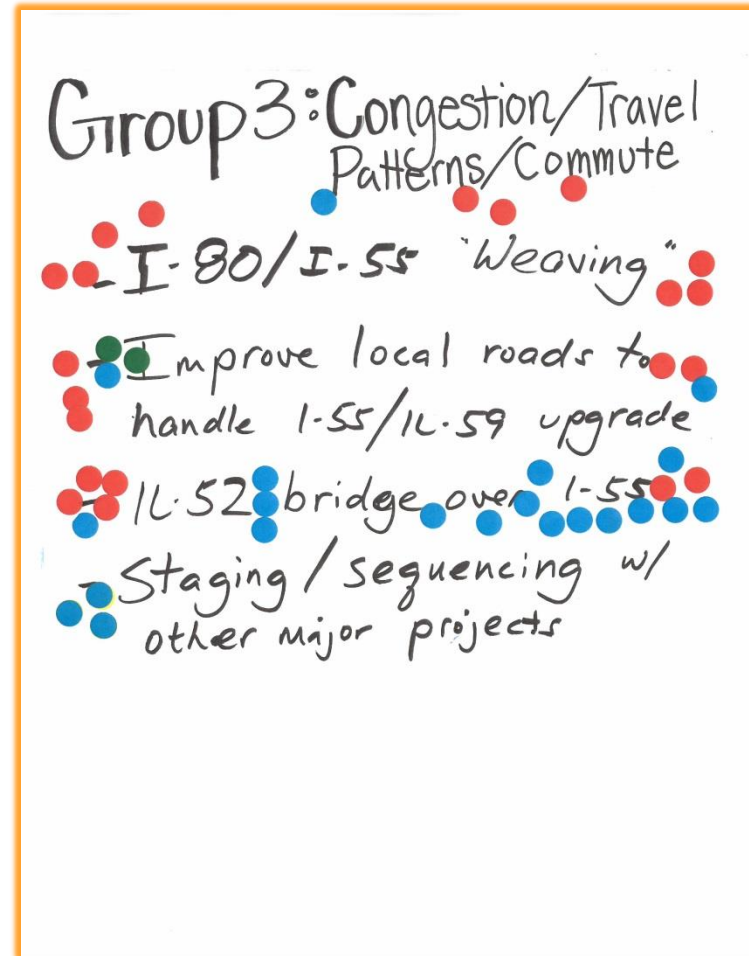
- Truck routes most prevalent
- Roadway features considered
- Delays – trucks & local
- Freight safety concerns



RECAP OF CAG #1 WORKSHOP

Group 3 – Congestion

- I-80 at I-55 interchange weaving
- I-55 at IL 59 interchange upgrade and local roadways/network support needs
- US 52 limitations
- Need for staging / sequencing with other major projects in the area



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RECAP OF CAG #1 WORKSHOP

Group 4 – Pedestrian/Bicycle Accommodations

- Provide access across interstate
- Connections to recreational trails and parks
- Access across local system intersections
- Separated accommodations vs. on-road
- Current focus – destination vs. recreation

Group 4: Pedestrian/Bicycle

GROUP REPRESENTATIVES:

- Village of Shorewood, JJC,
resident, Local Business,
Township, Will County

- Across interstates ●●●●●●●●
- ● Connections to Rock Run/other parks
- Crosswalks + Intersection Signals ●
- Separated path ●●●●●
- Seems more recreational than destination oriented

● School bus Safety on Roads
Pedestrian No Sidewalks ●
● West esp.



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RECAP OF CAG #1 WORKSHOP

Group 5 – Quality of Life

- Overall traffic congestion / high truck traffic
- Traffic congestion at US 52 and I-55 ramps
- Roadway needs ped/bike accommodations
- Advantages / Disadvantages for completing the I-55 at IL 59 / Seil Rd interchange
- Preserving green space / trails / rural community feel

Group 5: Quality of Life

1) QUALITY OF LIFE

- TRAFFIC CONGESTION
- IMPACT ON SS & S2
- TRUCK TRAFFIC



2) - MORE LANES

- SIDE WALKS - BICYCLES & PED TRAFFIC

3) ●● SHOREWOOD & INTERCHANGE AT SEIL RD ●●

4) ●●●●● SAVE AS MUCH AS GREEN SPACES AS WE CAN ●●●●●

5) - TRAILS? & IMPACT GIVE A LITTLE ●

6) YES

7) SAME AS 1

Noise
DUP AGE Five
Rural Comm
Entire



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RECAP OF CAG #1 WORKSHOP

Group 6 – Community Character

- Rural Feeling with Suburban Access
- Appreciation for quiet, nature, river & recreation
- Abundance of Natural Resources
- Open Space Key Benefit For Residents
- Negatives – Transportation Hazards/Rush Hour/Traffic Congestion
- Perception – *“Transportation is a big problem which could be a big asset”*

Group 6: Community Character

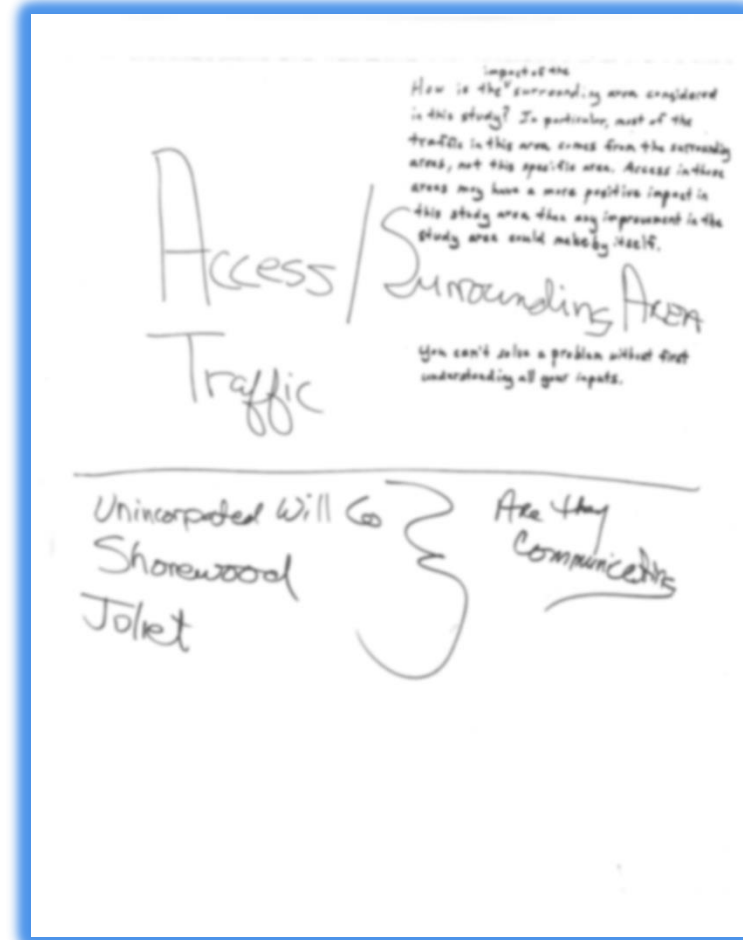
- Feels like Country, but Suburban access
 - We love: quiet; natural beauty
 - Older communities
 - - don't love: transportation hazards, Rush hour; Congestion
 - What features/amenities
 - Nature, biking, canoeing, River
 - - access to good shopping
 - What natural Resources
 - Forest Preserves
 - Water - creek, Rivers, ponds
 - Park and Open Space Unanimously reason for living here.
 - Transportation
 - Big Problem
 - Could be a big asset
- Small feel town



RECAP OF CAG #1 WORKSHOP

Combined Group – Other Considerations

- Consider surrounding areas beyond study area
- Consider access in areas beyond the study area
- Understand all of your inputs
- Are all of the communities communicating?



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COMMUNITY CONTEXT AUDIT

Community Context Audit / Project Survey

- 301 audits/surveys taken to date (October 31st)
- 22 Questions
- Brief Summary of Responses Follow
- Survey and public meeting feedback also utilized



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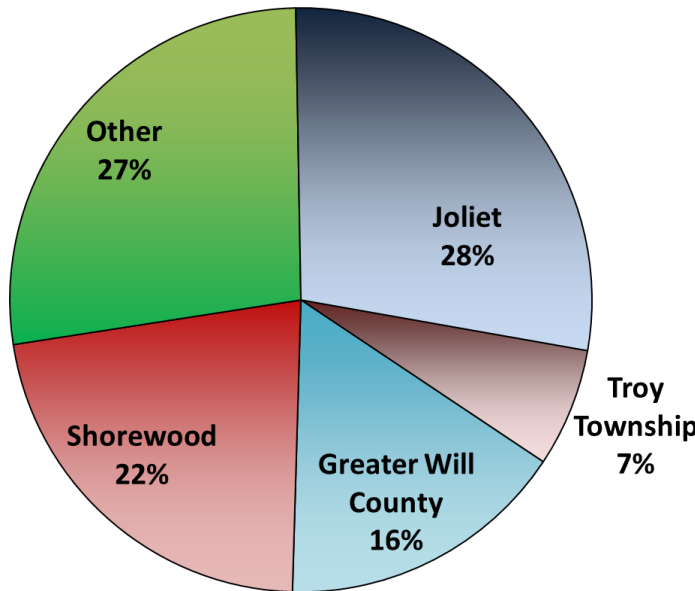


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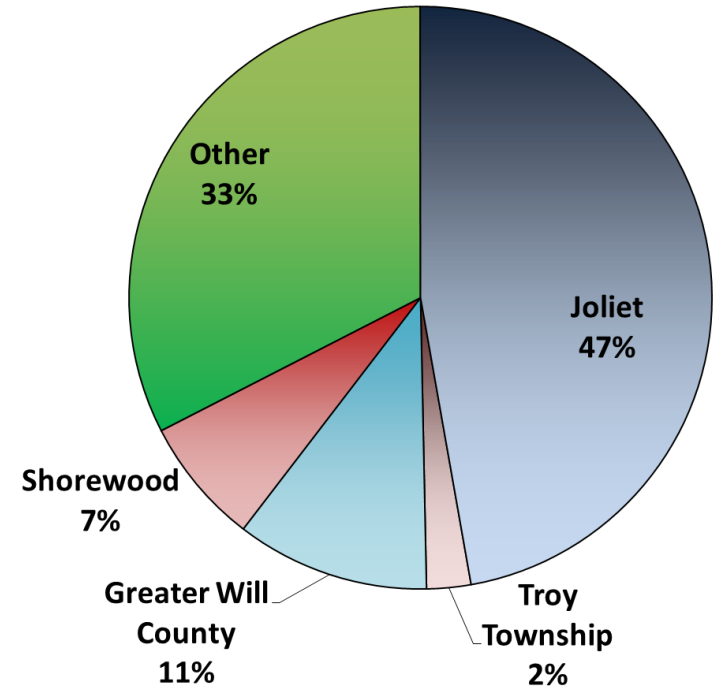
COMMUNITY CONTEXT AUDIT

QUESTIONS 1-4: Where do you live, work and primary reasons and frequency for travel through study area?

1. LIVE IN



2. WORK IN



3. 65% travel within/through study area at least 3 times per week.
4. >60% of travel is for work; 48% noted travel frequently for shopping and visiting family/friends.



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COMMUNITY CONTEXT AUDIT



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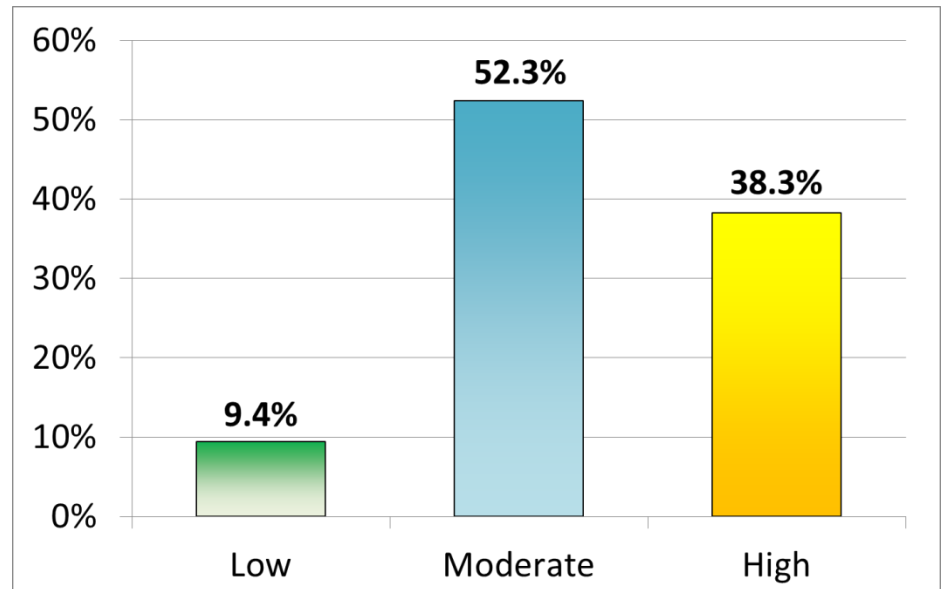


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QUESTIONS 5-7: These questions focused on Traffic Congestion & Delays, Use of Alternate Routes and Traffic Safety.

5. TRAFFIC CONGESTION LEVEL



- Routes avoided include: US 52, I-80 and I-55/I-80 Interchange. Alternate routes used: US 6, US 52, Black Road, River Road, Houbolt Road, Local Neighborhood Streets, No Alts Available
- Safety concerns are relative to high truck volumes & speed. Locations identified: I-80 at I-55 Weaving, US 52, I-55 Exit to US 52

COMMUNITY CONTEXT AUDIT



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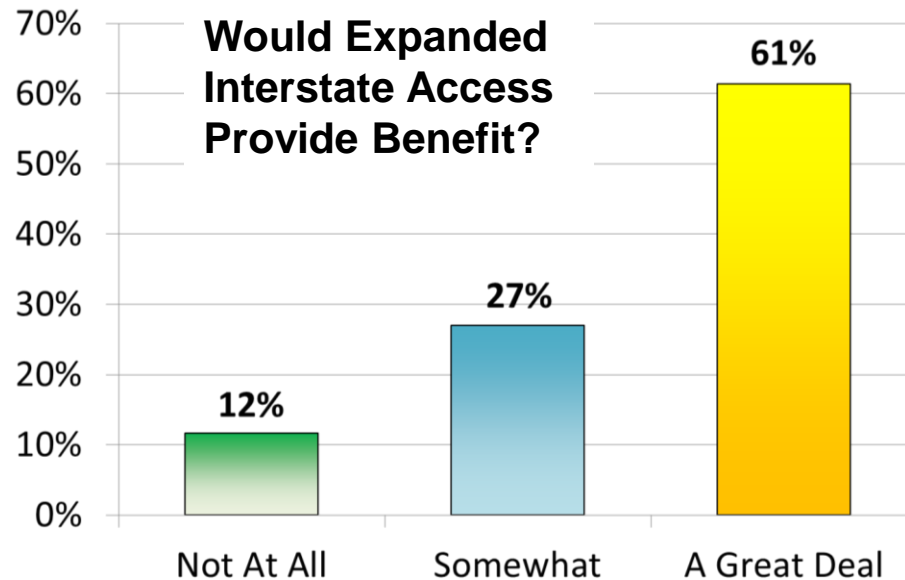
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QUESTIONS 8-9: Asked for input toward perceived benefits with potential improvement types?



8. 122 comments received: 58 desired additional access at I-55/IL 59 interchange
9. 64% - connectivity improvements, great deal of benefit
26% - connectivity improvements, somewhat of benefit



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COMMUNITY CONTEXT AUDIT

QUESTIONS 10-12: Asked for input toward community resources & characteristics, natural resources and recreation.

10. 36% responded that there are social, cultural, historical or architectural community features within the study area.
Features include: Rock Run Creek Trail, Joliet Junior College natural areas, the civil war period stone walls on JJC property, and the airport.
11. 60% noted important natural areas and green space within the study area.
Features identified: Rock Run Creek, forest preserves, trails, JJC, DuPage River, I&M Canal, farmlands and parklands.
12. Over 50% noted access to recreational facilities within the study area is important.





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COMMUNITY CONTEXT AUDIT

QUESTIONS 13-14: Asked for input toward sensitivity to environment and to flooding.

13. 50% responded that environmentally sensitive areas are present with frequency of responses noting the JJC natural areas / fen, Rock Run Creek, Forest Preserves, DuPage River and various wetlands.
14. 30% noted concern and sensitivity for flooding with the remainder of respondents responding no or commenting they were unsure. Most providing comments noted areas running along the DuPage River and Rock Run Creek.





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COMMUNITY CONTEXT AUDIT

QUESTIONS 15-17: Asked for input toward assessment of existing infrastructure.

15. 107 supplemental comments received

- ADA accommodations are lacking/needed
- Sidewalks and their continuity are lacking/needed
- Pedestrian/bicycle access is poor

16. 103 supplemental comments received

- with many requesting new or better access
- bike lanes or separate pathway
- improved signage and traffic signals

17. Varying comments were received with respect to roadway lighting

- some noting safety benefits such as reduced wildlife crashes
- while others noting need for protection of natural areas and minimizing light pollution



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COMMUNITY CONTEXT AUDIT

QUESTIONS 18-19: Asked for input toward roadway effectiveness for commuting patterns and traffic operations.

18. 53% responded that roadways are NOT effective for commuting patterns.
 - 115 supplemental comments were received suggesting options
 - Full interchange at I-55/IL 59 to provide congestion relief needs
 - Better signage
 - Better traffic signal timing

19. 38% responded that traffic signals are effective for traffic operations.
 - 116 supplemental comments were received
 - Half suggesting new signals be studied at various locations
 - Excessive delays noted by many at US 52/IL 59 and US 52/I-55



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COMMUNITY CONTEXT AUDIT

QUESTIONS 20-22: Asked for input toward Economic Development, business and other advocacy interests within the project study area.

20. 65% of respondents noted an awareness of planned Economic Development, 146 comments were received noting the following:
 - Rock Run Crossing mixed use development
 - various commercial and light industrial warehousing
 - various retail and housing.
 - Both positive (jobs, improved economy in region) and negative (traffic – truck and cars, noise).
21. Almost 85% of respondents noted that interstate and/or local roadway improvements would lead to increased economic development.
22. 78% noted they believe that stakeholders in the area should include business and other advocacy groups. Groups mentioned:
 - Disability Resource Center
 - environmental groups such as those at JJC
 - and local bike clubs.

DRAFT PROBLEM STATEMENT

Workshop Group Breakout Session Priority Ranking

- The Transportation Problems along I-55, from I-80 to US 52 to be solved by this project are (red dots) :
- The Transportation Problems associated with local routes integral to I-55 within the project study area to be solved by this project are (blue dots):
- Additional CAG identified issues and concerns are (green dots):



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DRAFT PROBLEM STATEMENT

Draft Project Problem Statement

Interstate 55 (I-55) is a north-south interstate that is a vital transportation facility for the greater Chicago area. The I-55 at IL 59 Access project study area includes the following surrounding land uses: residential, commercial, industrial/warehousing, institutional, forest preserve and open space/parklands.

The transportation problems along I-55, from I-80 to US 52, and local routes integral to I-55 to be solved by this project include traffic congestion, high truck traffic in residential areas, safety, multi-modal transportation, lack of connectivity and access. The existing partial access of IL 59 at I-55, to and from the south only, restricts the regional connectivity needed for the economic viability of the study area. Furthermore, the limited connectivity of existing local roadways within the study area contributes to the following: traffic congestion, heavy truck traffic on local roadways and the responsiveness of first responders to emergencies within the study area.

Solutions should consider the quality of life and community character as well as minimize impacts to sensitive environment resources. The incorporation of bicycle and pedestrian facilities should also be considered where possible to provide better connectivity for the purpose of commuting and recreation.



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DRAFT PROJECT PURPOSE & NEED



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DRAFT PROJECT PURPOSE & NEED STATEMENT

- Fundamental requirement for a project involving the NEPA process
- Provides the foundation for project justification under NEPA and Section 404 of the Clean Water Act
- Concise technical document providing information and facts about the transportation needs
- Establishes the framework for which alternatives can be developed, measured and evaluated
- Clarifies and describes why impacts may be acceptable based on the project needs



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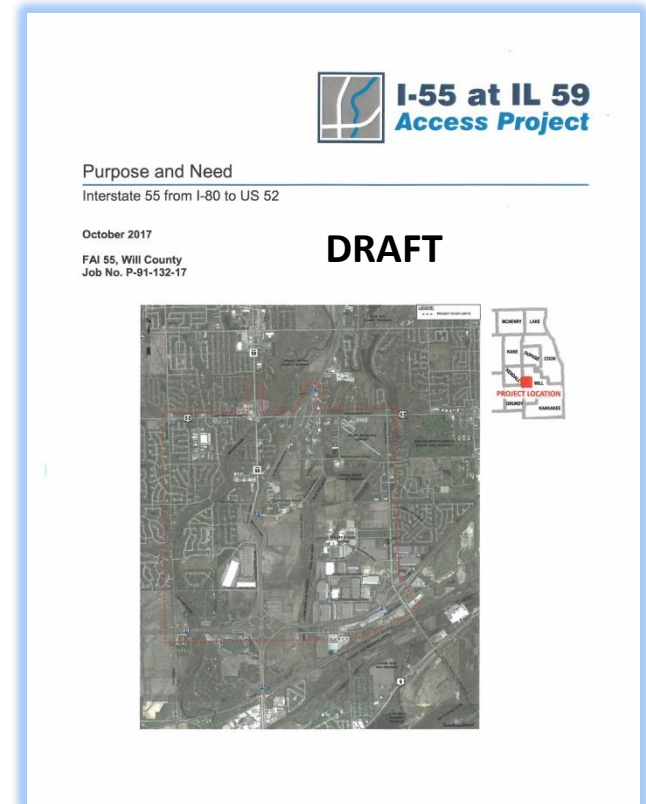


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DRAFT PROJECT PURPOSE & NEED

The Project Purpose and Need (P&N) is a technical document, which presents a concise introduction of transportation system needs as a result of system limitations, deficiencies, service and operations.

- Outline and justification
- Draft P&N will be revisited by CAG as refined.
- FHWA/IDOT will review





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DRAFT PROJECT PURPOSE & NEED

Project Purpose

The purpose of the project is to provide a safe and efficient transportation facility for both interstate travel along I-55, and for the regional and local roadway network accommodated by and affected by access to and from I-55 for the existing and the future transportation needs. This will be accomplished by improving regional mobility and local connectivity, system linkage, and providing support for economic development and sustainability. Inherent with such improvements is the enhancement and connectivity of existing bike/pedestrian accommodations, while either avoiding or minimizing impacts to multiple and sensitive environmental and community resources.

Project Need

The project is needed to improve regional mobility and local connectivity, system linkage, and support economic development. The project need has been defined by review of technical data as well as an early and strong stakeholder involvement process.



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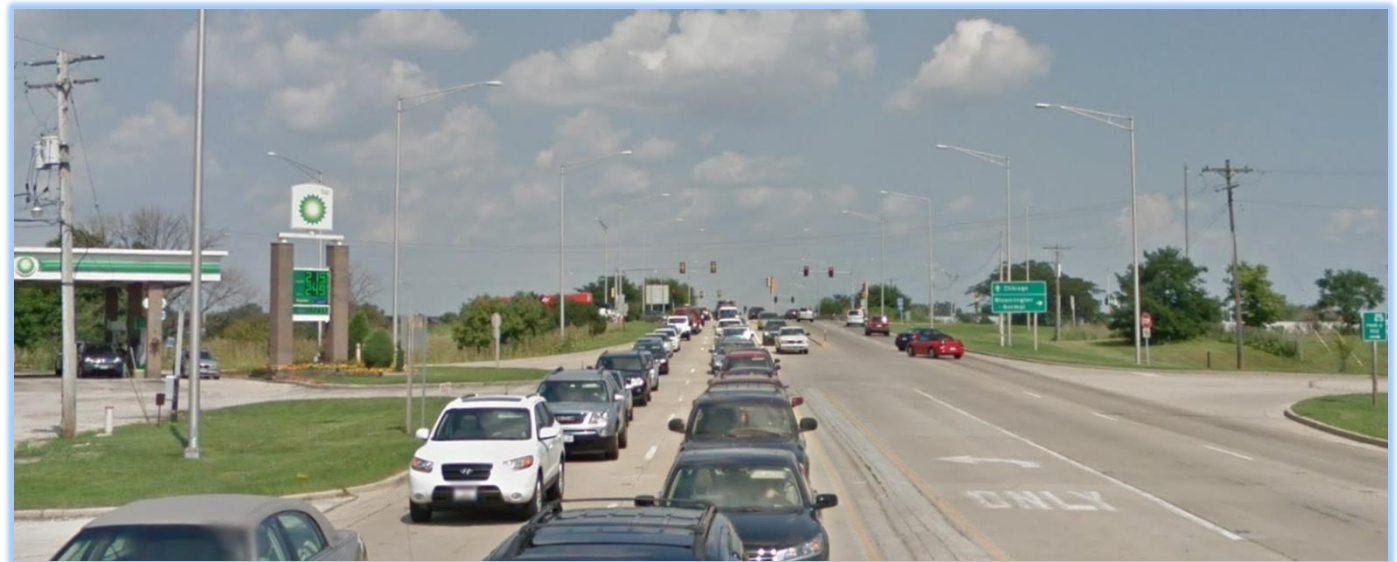
DRAFT PROJECT PURPOSE & NEED

Improve Regional Mobility and Local Connectivity:

Mobility refers to the ability (or inability) of traffic to move through an interchange, intersection or roadway section.

*The Technical Evaluation for **Improve Regional Mobility and Local Connectivity** includes two primary focus areas:*

- *Existing Traffic Volumes and Anticipated Growth*
- *Operational Levels of Service*





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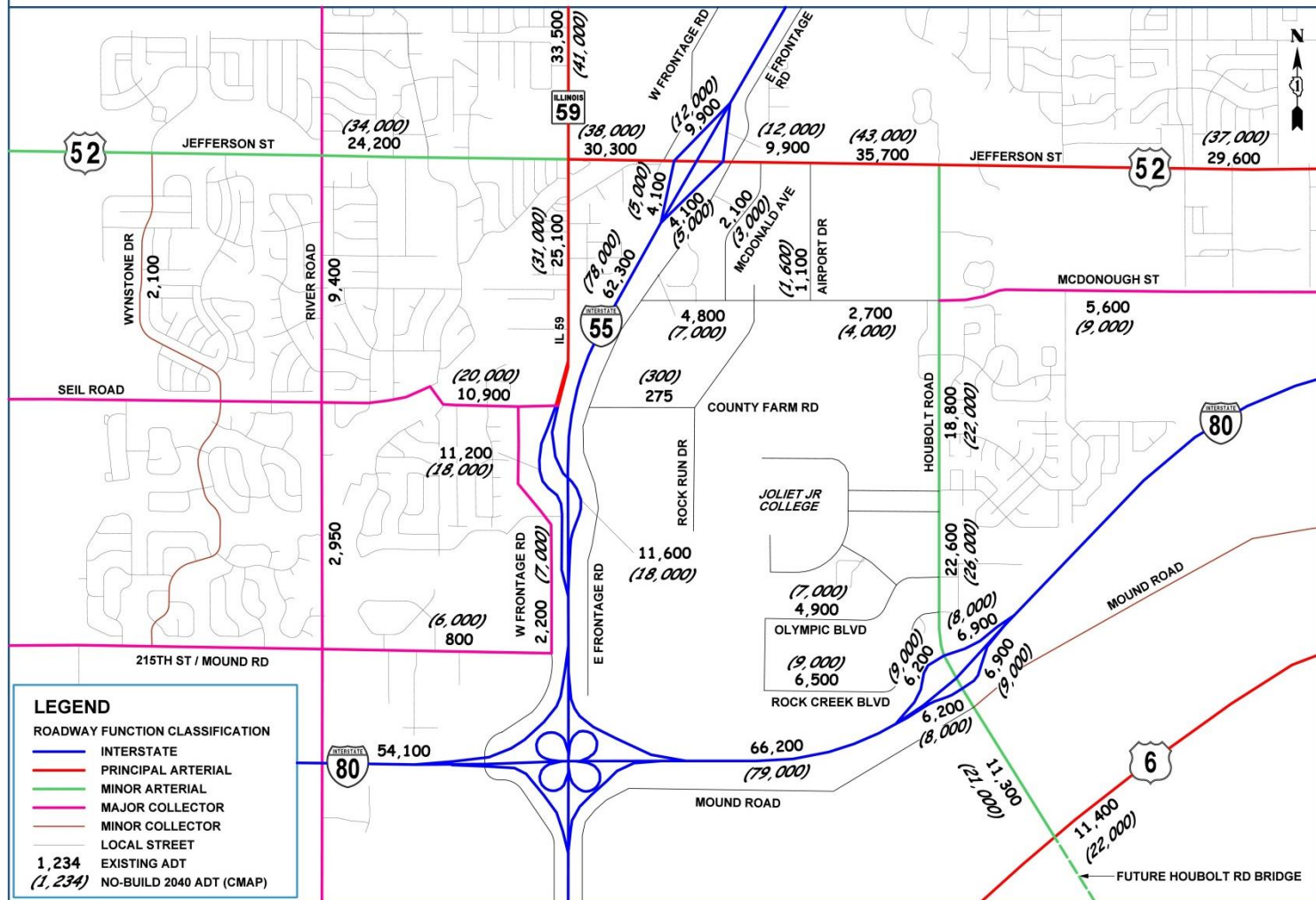


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DRAFT PROJECT PURPOSE & NEED

Existing Traffic Volumes and Anticipated Growth:



Projections from Chicago Metropolitan Agency for Planning (CMAP) – GoTo 2040

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DRAFT PROJECT PURPOSE & NEED

Levels of Service (LOS):

- A Level Of Service is a an operational grade, similar to a school grading system. LOS can be determined for an overall interchange/intersection/expressway segment.
- LOS grades range from A to F
- LOS A being the best level of operation, equating to free flow with no travel delays
- LOS F being the poorest level of service/operation equating to almost gridlock condition with extensive delays.



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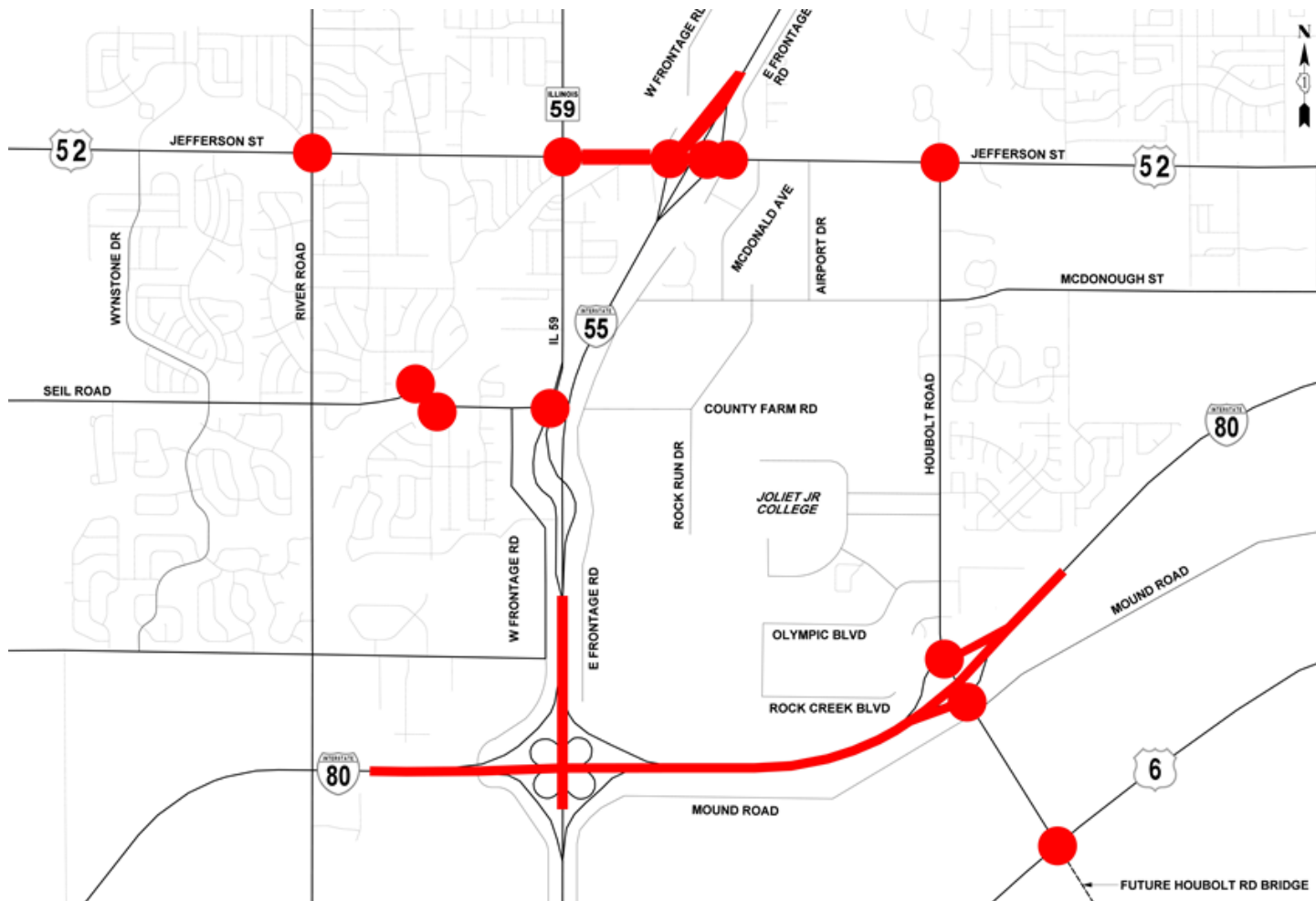
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DRAFT PROJECT PURPOSE & NEED

Unacceptable Levels of Service (LOS) along I-55, I-80 and major intersections within the study area:





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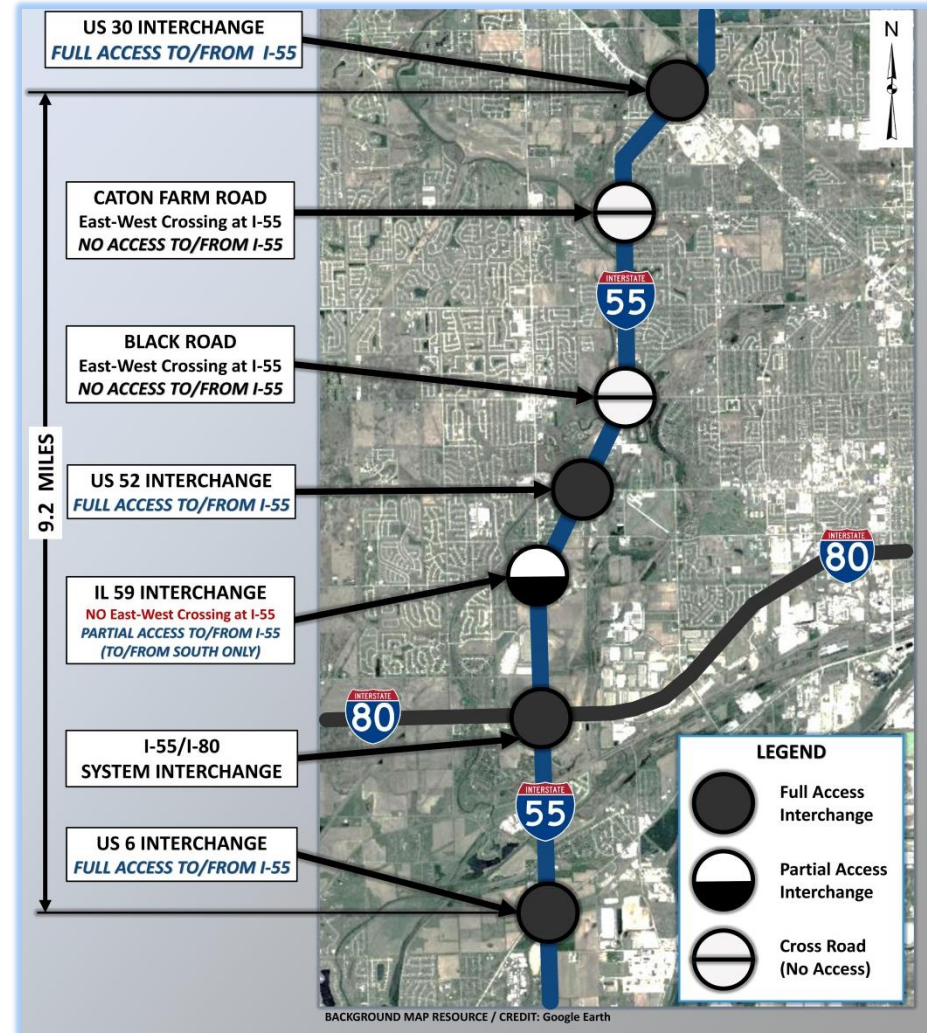


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DRAFT PROJECT PURPOSE & NEED

System Linkage:

- Limited number of roads cross I-55
- Overloading of US 52 a concern
- Mixed comments for additional access at IL 59 and I-55
- Ped/Bike crossings over I-55





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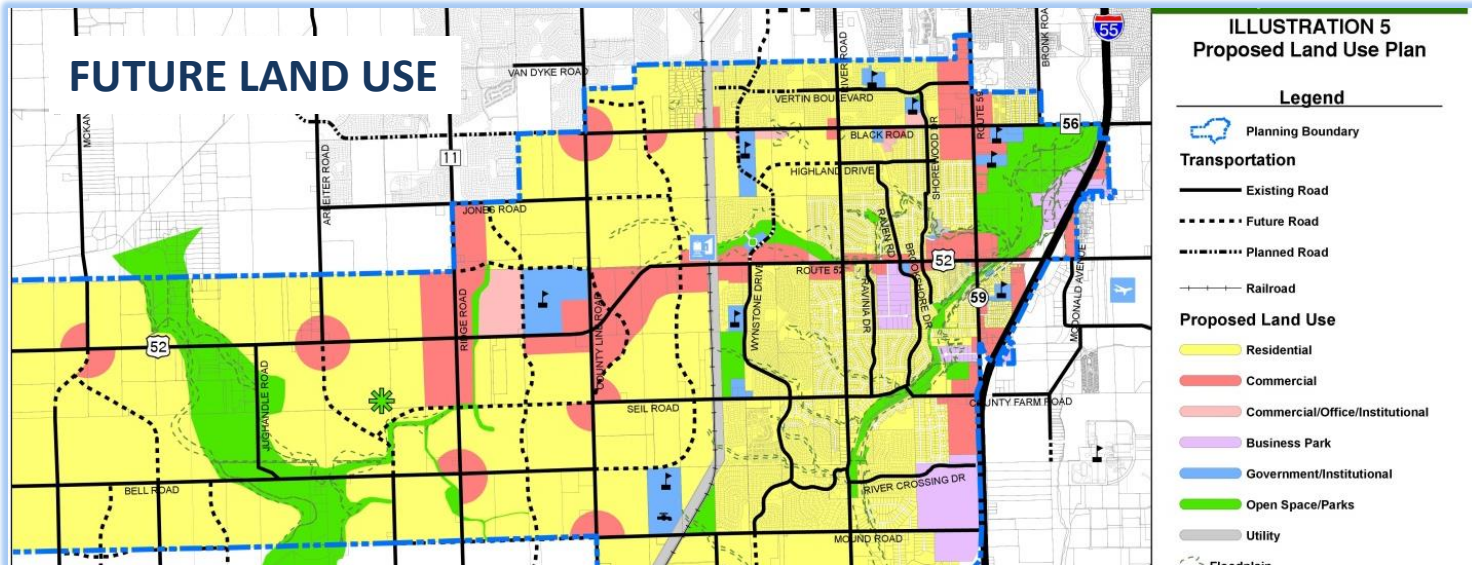
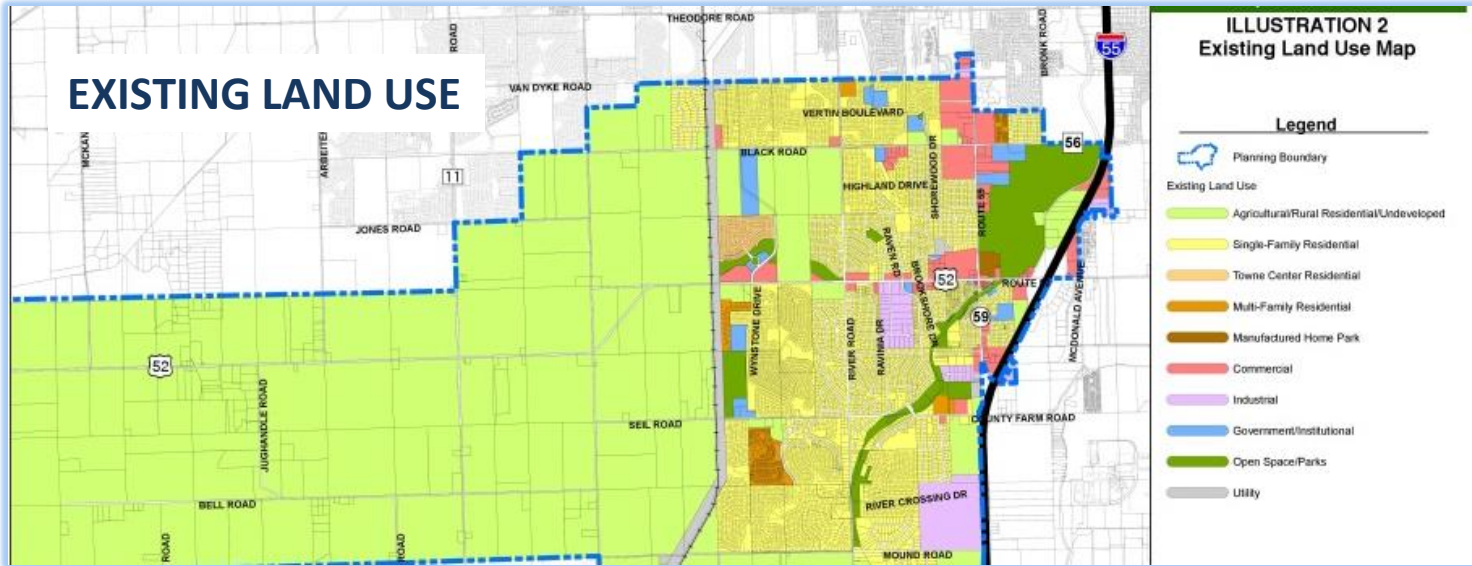


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DRAFT PROJECT PURPOSE & NEED

Support Land Use and Economic Development:

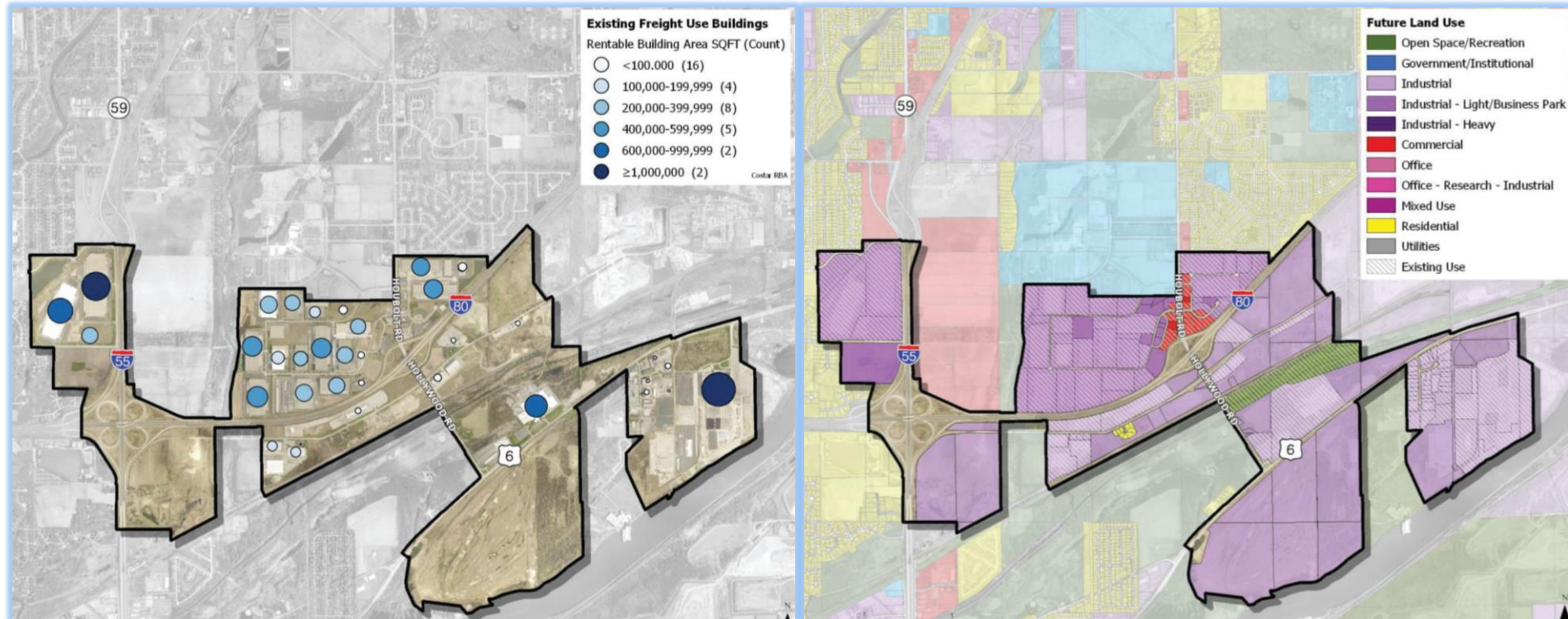
- Existing Agricultural / Rural Residential / Undeveloped Lands Land Use to Future Residential



DRAFT PROJECT PURPOSE & NEED

Support Land Use and Economic Development:

- I-80/Houbolt Road Freight Cluster



Source: Will County Community Friendly Freight Mobility Plan

ALTERNATIVES ANALYSIS

Process

ALTERNATIVES ANALYSIS ARE PREPARED:

- To provide an efficient and safe travel route/system
- To address needs defined within the purpose and need

Develop Initial Alternatives/Concepts

Fatal Flaw / Purpose & Need Screening

Level 1 Screening

Level 2 Screening

Draft/Present Preferred Alternative



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ALTERNATIVES ANALYSIS

Screening Process Criteria

- Focus on safety & transportation benefits
- Best meet the stated needs of the project
- Environmental Resource Impacts
- Major Property and Land Use Impacts
- Cost

Fatal Flaw / Purpose & Need Screening

utilize an order of magnitude review

Level 1 Screening

includes an initial quantification of benefits, impacts and costs

Level 2 Screening

detailed comparison/quantification of benefits, impacts and costs



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ALTERNATIVES ANALYSIS

Evaluation & Selection Criteria



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A Sample Evaluation Matrix could look something like this:

<i>Alternative</i>	<i>General Description</i>	<i>Safety Benefits?</i>	<i>LOS Improvements?</i>	<i>Traffic Capacity Improvements?</i>	<i>Other Major Benefits of Note</i>	<i>Environmental Resources Impacted?</i>	<i>Other Major Impacts of Note</i>
1	Add lane improvements to roadway "x" with wide center median	Add lane provides ability to go around turning vehicle; Center median refuge to avoid rear end crashes	No Build LOS "D"; Build LOS C Delays by 20%	Add lane improvement provides added capacity	Off-street shared use path for pedestrians and bicyclists	Bridge widening over XXX is within floodplain and has encroachment into wetlands	Requires bridge widening over XXX for add lanes, median and shared use path
2	Intersection improvements including new left and right turn lanes	Left turn lanes greatly reduces rear end crashes from through traffic	NO Build LOS "D" with two movements with LOS "E" Build LOS "C" with no movements with no LOS "E"	Intersection capacity improved, but overall capacity improvement is limited	Traffic signals interconnected, pedestrian sidewalks, cross walks and push button activation for pedestrian signals	Avoids all environmental resources	

EVALUATION CRITERIA IS THE INSTRUMENT IN WHICH AN ALTERNATIVE IS MEASURED TO DETERMINE THE ADVANTAGES AND DISADVANTAGES AND TO COMPARE WITH OTHER ALTERNATIVES.



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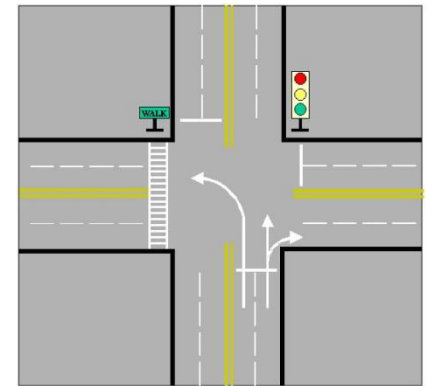
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WORKSHOP – ALTERNATIVES ANALYSIS

Brainstorming Session

- **Part 1 – Discussion of Evaluation Criteria**
- **Part 2 – Concepts / Ideas of Potential Improvements**





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NEXT STEPS / CLOSING

THANK YOU

Next CAG meeting will be:

February 2018