

Meeting Minutes

Date of Meeting: Tuesday, May 9, 2017
Time of Meeting: 3 p.m. – 5 p.m.
Meeting Location: Lake Villa Township Office

Regarding: Lake County Division of Transportation (LCDOT)
Fairfield Road and Monaville Road Intersection Improvement
LCDOT Section #15-00120-06-CH
Stakeholder Involvement Group meeting #3 summary

Attending: See attached

Based on interest indicated by the community at the first public meeting, LCDOT formed a Stakeholder Involvement Group (SIG) for the Fairfield/Monaville intersection improvement project. Previous SIG meetings were held on October 12, 2016 and November 15, 2016. This meeting was the third and final convening of the SIG. The attached attendance list indicates who attended from the member list.

Benesch provided all attendees with a SIG 2 meeting summary, an agenda, and the presentation slides to add to their SIG binders. The meeting consisted of a presentation followed by a group discussion. The design team explained that the goals of the meeting were to review the preferred alternative selection process, present the preferred alternative, and for the group to provide final input on the preferred alternative prior to the final public meeting. The design team also explained that the final “Preferred Design” was selected by the Lake County Division of Transportation based on input from the SIG, considerations for environmental resources, and engineering requirements, while meeting IDOT/FHWA regulations.

The design team reviewed the existing conditions, including the crash history, to reiterate the purpose of the project. The primary objective of the project is to reduce crash potential at the intersections within the study area.

The selection criteria used to evaluate the alternatives was presented next. The feedback from the last stakeholder meeting and the public meeting lead to the following criteria used to evaluate the alternatives:

- Decrease crash potential
- Improve intersection operations
- Minimize damages to residential properties
- Accommodate adjacent access
- Minimize environmental resource impacts
- Accommodate driver comfort
- Minimize off-peak delays
- Enhance appearance

Stakeholder Involvement Group Meeting Summary
May 9, 2017

The three alternatives (“do nothing,” traffic signal and roundabout) were presented to the group. The “do nothing” alternative was eliminated from further consideration and evaluation because it does not meet the primary objective of the project of reducing crash potential.

The following statistics were presented:

- Roundabouts typically provide an approximate crash reduction of 60% to 70% compared to an all-way stop.
- Traffic signals typically provide an approximate crash reduction of 5% to 45% compared to an all-way stop.
- Three recently installed roundabouts in Lake County have shown a 46% reduction in total crashes and an 85% reduction in injury and fatal crashes over three years.

The roundabout better satisfies the decrease crash potential criteria.

The intersection traffic operations were analyzed based on 2040 traffic projections. The estimated average delay per vehicle during the busiest hour is presented in the table below:

| Intersection Control | Average Vehicle Delay |
|-----------------------------|------------------------------|
| All-way stop | 39 seconds |
| Traffic Signal | 29 seconds |
| Roundabout | 11 seconds |

The roundabout best satisfies the improve traffic operations criteria.

The traffic signal and roundabout alternatives were compared on right-of-way impacts to both residential properties and the Lake County Forest Preserve. The roundabout requires a larger amount of right-of-way acquisition. Therefore, the traffic signal better satisfies this criteria.

Additionally, the roundabout better accommodates access to adjacent driveways, minimizes off-peak delays, and creates a space to enhance the appearance of the intersection. The turning lanes required by the traffic signal alternative create an additional lane vehicles must cross when making left turns in and out of the driveways. The roundabout also provides motorists the opportunity to make a “U-turn” at the intersection. At off-peak hours, the roundabout does not require drivers to stop at a red light like a traffic signal. This allows for more predictable driver behavior.

The group asked about the cost difference between the traffic signal and roundabout alternatives. The design team noted that the difference in cost was negligible, thus not affecting the selection of the preferred alternative.

Due to its ability to better address the majority of the criteria for selection, most importantly the ability to decrease crash potential, the roundabout was selected as the preferred alternative for the intersection improvement at this location.

Stakeholder Involvement Group Meeting Summary
May 9, 2017

The group discussed the installation of a cul-de-sac on Old Monaville Road as an addition to this project. High speed cut-through traffic was a concern of the SIG members at previous meetings and they wanted to see something done to address these concerns. A cul-de-sac west of the intersection of Old Monaville Road and Monaville Road would eliminate the cut-through traffic while maintaining local access via Fairfield Road. The elimination of the Old Monaville Road and Monaville Road intersection would further decrease crash potential within the study area. Twelve crashes were reported at that intersection from 2006 to 2015, only four less than the intersection of Fairfield Road and Monaville Road in the same period.

The selection of the roundabout as the preferred alternative creates a variety of aesthetic options for the center median. Local roundabouts are typically landscaped, but group input was requested. The group consensus appeared to be something that looks nice, is simple to maintain and doesn't distract drivers at the intersection. LCDOT will be seeking to partner with the Village of Lake Villa on the maintenance of any landscaping installed at the roundabout. Further discussions will take place between the Village and LCDOT.

Staging of the construction and access to current businesses was discussed. The construction will be staged with a limited full closure of the intersection. It was noted that Old Monaville Road could provide access to businesses along Fairfield Road during construction, but that it should not be the primary detour route for all traffic. The timing of the closure of Old Monaville Road at Monaville Road with respect to the closure of the intersection of Fairfield at Monaville should be looked at closely in design.

Finally, the group reviewed the project schedule. The design team will be holding Public Meeting 3 in September of 2017. The preferred alternative will be presented to the public for comment at this meeting. Preliminary design approval is expected by the end of the year. The next phase of the engineering design would subsequently begin, with construction dependent on the ability of construction funding. LCDOT has applied for federal funding for the project. Projects receiving federal funding will be notified later this year.

Stakeholder Involvement Group Meeting Summary
 May 9, 2017

PLEASE SIGN IN

Fairfield & Monaville Intersection Improvement
 Stakeholder Involvement Group Meeting # 3
 Lake Villa Township Office, 37908 N Fairfield Rd, Lake Villa, IL 60046
 Tuesday, May 9, 2017, 3 p.m.



| | Name | SIG Member | Affiliation |
|---|--------------------|--|-------------|
| ✓ | Bessa, Daryl | Resident | |
| ✓ | Dresser, Loreen | Resident | |
| ✓ | Johnson, Julie | Resident | |
| ✓ | Kern, Mary | Resident | |
| ✓ | Planasch, Justin | Resident | |
| ✓ | Prupper, George | Resident | |
| | Ryan, Susan | Resident | |
| | Jorgensen, Jim | Lake Villa Township - Highway Commissioner | |
| | McCollum, Glenn | Village of Lake Villa - Director of Public Works | |
| | Reich, Beth | Grant Community High School | |
| ✓ | Seibach, Randy | Lake County Forest Preserve - Director of Planning and Land Preservation | |
| ✓ | Pryde, Christopher | Lake Villa Fire Department | |
| | Slazes, Frank | Lake Villa Fire Department | |
| | Somerville, Craig | Lake Villa Police Department - Chief of Police | |
| ✗ | Burke, Mike | Lake County Division of Transportation | |
| ✗ | Emde, Matt | Lake County Division of Transportation | |
| | Karry, Emily | Lake County Division of Transportation | |
| ✗ | Trigg, Paula | Lake County Division of Transportation | |
| ✓ | Hayes, Jill | Lake County Division of Transportation | |
| ✓ | Parks, Ryan | Benesch | |
| ✓ | | Benesch | |

✓ PAUL FONDA

MMH CONT ADL SERVICE INC