



The graphic features a green header with the word "WELCOME" in white. Below this is a circular logo divided into four quadrants: top-left (green) shows two walking figures, top-right (blue) shows a cyclist, bottom-left (white) shows a car, and bottom-right (orange) shows a car. To the right of the logo is a speaker icon. The text "PUBLIC HEARING" is in blue, "June 28th, 2018" is in green, and "ELA ROAD at LONG GROVE ROAD Intersection Improvement" is in black. The website "www.ElaLongGrove.com" is in orange. Logos for Lake County Division of Transportation and STV 100 Years are also present, along with a "- 1 -" page indicator.

WELCOME

PUBLIC HEARING

June 28th, 2018

ELA ROAD at
LONG GROVE ROAD
Intersection Improvement

www.ElaLongGrove.com

Lake County
Division of Transportation

STV 100
Years

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The Lake County Division of Transportation (LCDOT) welcomes you to the Final Public Hearing for the Phase 1 study for potential improvements to the intersection of Ela Road and Long Grove Road. We thank you for attending today's meeting and we look forward to obtaining your feedback.

Meeting Agenda

- Review Project Study Process and Progress
- Review Improvement Needs
- Review Alternatives Considered & Studied
 - » Review Incorporation of Stakeholder Feedback & Key Design Considerations
- Present Preferred Alternative
- Review Public Involvement Activities
 - » Stakeholder Involvement Group
 - » Public Information Meetings
- Discuss Next Steps
- Solicit Input and Comments



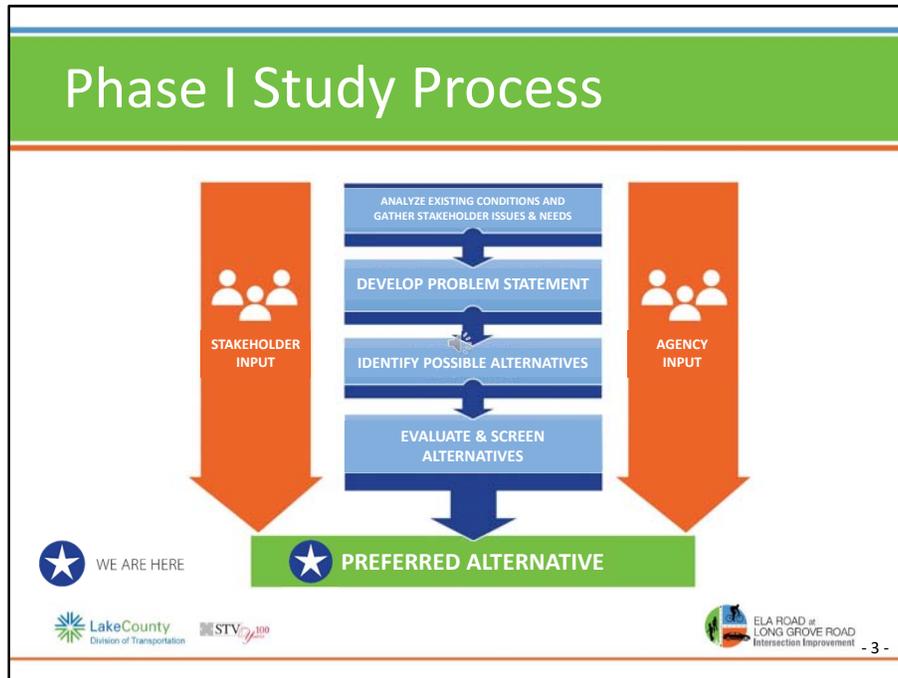


During this meeting we will provide a review of the project study progress, identified improvement needs, and public involvement activities.

We will discuss the range of alternatives considered, evaluation criteria used to help in the decision making process and present the Preferred Alternative.

We will discuss stakeholder input obtained throughout the duration of the project and discuss how stakeholder comments received throughout the study have helped shape and improve the final project.

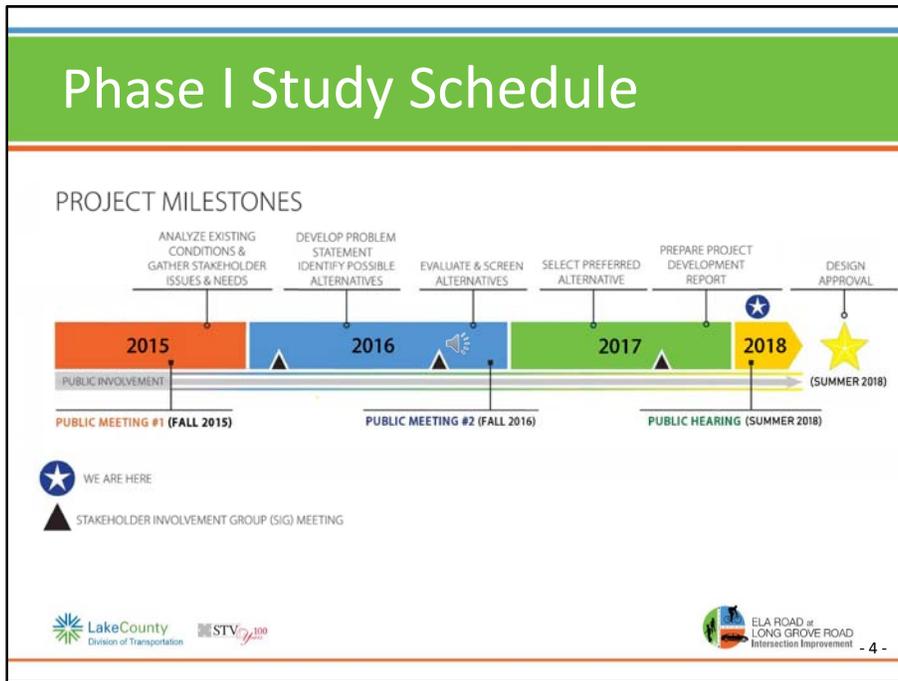
The next steps for the project will be also be discussed. Most importantly, we'd like to hear your input and comments.



The goal of this study is to identify a solution (or Preferred Alternative) with stakeholder and public agency input in a transparent and open manner.

The first step involves outlining the current conditions, issues and needs within the study area and assessing future deficiencies if nothing is done. This input provides the justification of the need for the project and development of the Project Problem Statement or Purpose & Need. Establishing a clear Purpose & Need sets the stage for the consideration of solution alternatives.

An array of alternatives (including a do nothing alternative) was evaluated for this project to identify those alternatives that best support the project goals; account for project costs and constructability; and avoid or minimize impacts. Using the established Purpose & Need, criteria were established to evaluate and screen the alternatives to identify the Preferred Alternative for the project.



This is a summary of the project schedule. Throughout the study, there have been opportunities for the public and LCDOT to meet and shape the project. The Phase I study is anticipated to be approved in the Summer of 2018.

Improvement Needs

- Improve Safety
 - » Protect Bicyclists and Pedestrians
 - » Reduce Rear End Collisions
 - » Protect Turning Movements
 - » Eliminate Illegal Shoulder Riding
- Improve Connectivity to Cuba Marsh
 - » Provide Pedestrian & Bicycle Connections to Established Networks
- Reduce Intersection Delays



This intersection has been identified as having both safety and capacity concerns. LCDOT initiated this Phase I study in 2015 to evaluate how these concerns could be addressed. Based on our study findings, several key improvement needs have been identified that are being addressed as part of this project. These include the following:

- Improve safety for vehicular traffic as well as pedestrians and bicyclists;
- Incorporate improvements to eliminate illegal shoulder riding;
- Improve pedestrian and bicycle accommodations;
- Improve connectivity to the Lake County Forest Preserve District (LCFPD) Cuba Marsh trail from both the Barrington and Deer Park communities;
- Improve ability to make left turns to and from Long Grove Road while reducing queues on both roadways.

Alternatives Considered

- Roundabout
- Traffic Signal
- Various Alternatives with 1-way Stop on Long Grove Road
 - » No Pedestrian Enhancements
 - » Rectangular Rapid Flashing Beacon (RRFB) Pedestrian Crossing at mid-block location north of intersection
 - » Stop Controlled Intersection with Rectangular Rapid Flashing Beacon (RRFB) Pedestrian Crossing at intersection
 - » Pedestrian/Bicycle Grade Separation
- 3-way Stop
- Left Turn Restrictions
- Do Nothing

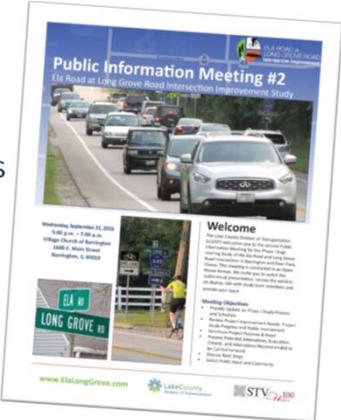


The following list summarizes the range of alternatives that were considered as part of the screening and evaluation process. They included roundabout and traditional signalized intersection alternatives, 1-way and 3-way stop alternatives, including several with a rectangular rapid flashing beacon (or RRFB), a turn lane restrictions alternative and the do nothing alternative, as required by IDOT and the Federal Highway Administration or FHWA.

All alternatives, other than the last two noted, include pavement widening on both Ela Road and Long Grove Road to provide left turn lanes.

Evaluation Criteria

- Safety
 - » Motorized
 - » Non-Motorized
- Non-Motorized Accommodations
- Impacts
 - » Property
 - » Community
 - » Environmental
- Travel Performance








Using input from project stakeholders, the team established evaluation criteria that was used to rank the alternatives in best addressing the project needs. This criteria included the alternatives' ability to improve safety, both for motorized and non-motorized users of the intersection. Alternatives were also ranked based on how well they accommodated non-motorized traffic through the intersection, as well as impacts to adjacent property owners, the overall community and environment. The ability of each alternative to improve travel performance through the intersection was also considered in the overall evaluation.

Through a qualitative assessment and evaluation process, the team narrowed the alternatives down to three to be studied in greater detail. These included the Traffic Signal, Stop Controlled Intersection with Rectangular Rapid Flashing Beacon (RRFB) Pedestrian Crossing at Intersection and the Do Nothing Alternative.

Alternatives Carried Forward

**Stop Controlled Intersection
with RRFB Pedestrian Crossing**



Signalized Intersection



and the No-Build Alternative



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Of the three alternatives carried forward, the two proposed alternatives had nearly identical proposed roadway geometry and similar footprints in terms of relative size and impacts. Both alternatives provided a left turn lane at the north entrance of Fox Glove Lane and separate left turn lanes for the southbound Ela Road and westbound Long Grove Road approaches to the intersection. Additional improvements included the inclusion of an 8' wide shared use path on the west side of Ela Road, to connect the existing Cuba Marsh trail system to the north leg of Fox Glove Lane. Bicycle lanes were maintained for both the south and east legs of the intersection, and proposed bike lanes were provided on the north leg of the intersection for both alternatives.

Key Considerations

- **Safety**
 - » Protected Turning Movements
 - » Protected Pedestrian and Bicycle Crossing Movements
- **“Drivers Must Stop for Pedestrians” Law Compliance**
 - » Marked Crosswalk – 18%*
 - » RRFB – 61%*
 - » Signal – Close to 100%
- **Operational Performance**
 - » Least Overall Delay at Intersection
 - » Influence of Lake-Cook Road Intersection

* Active Transportation Alliance Study
*“Illinois Drivers Must Stop for Pedestrians Law,
 Observational Study of Motorists’ Compliance”*
 August 19, 2014



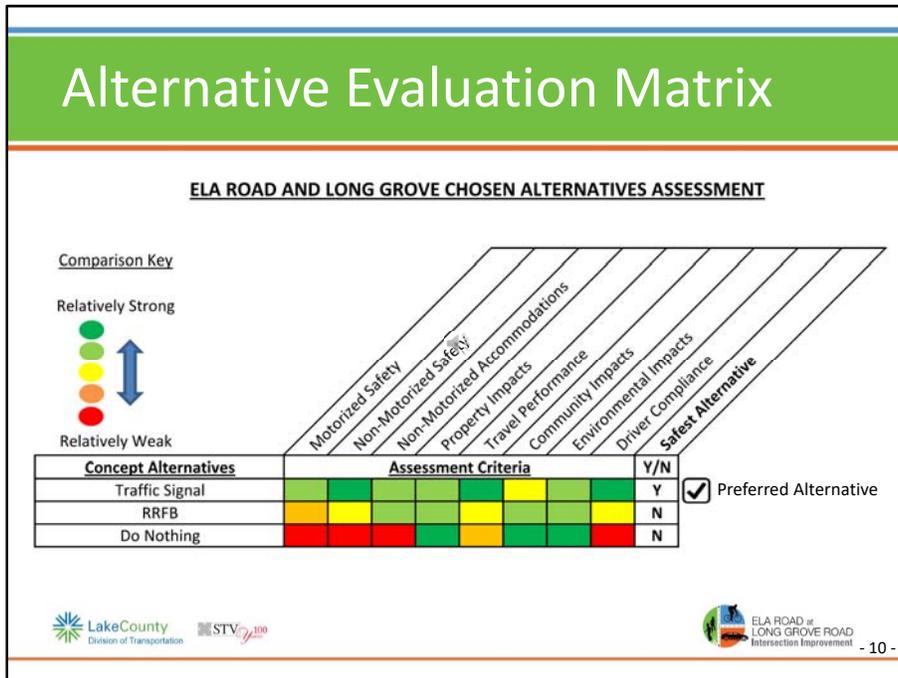


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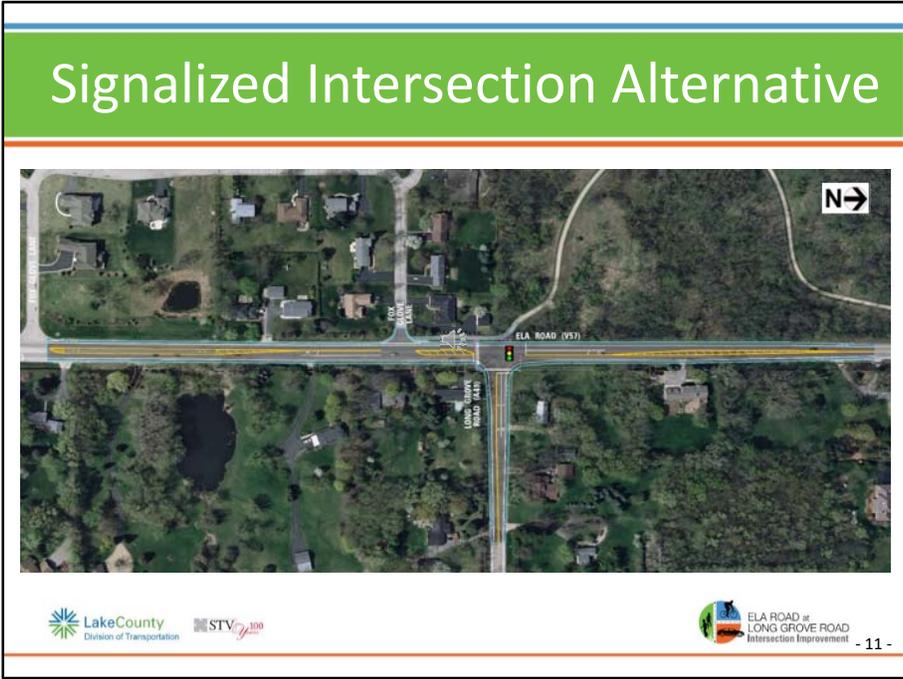
Several key considerations went into the selection of the Preferred Alternative. The need to improve safety led to the selection of an alternative that provided the safest movements through the intersection for vehicles, pedestrians and bicyclists.

The “Drivers Must Stop for Pedestrians” law compliance was also a key point in our evaluation of alternatives. In August of 2014, the Active Transportation Alliance released a study of vehicle compliance with the Illinois “Drivers Must Stop for Pedestrians” law, which states that all Illinois drivers must come to a complete stop for pedestrians in all crosswalks. The previous law required them to yield and stop when necessary. The results of the study indicate that only 18% of vehicles comply with this law when only a marked crosswalk is provided. The study found that compliance increases to 61% with an Rapid Rectangular Flashing Beacon. Compliance at a traffic signal with a signalized crosswalk phase is close to 100%.

The operational performance of each alternative was also closely evaluated. Although the operational performance at this intersection is influenced by the Ela Road / Lake Cook Road intersection, it is important to select an alternative that is compatible with any future improvement at the Ela Road / Lake Cook Road intersection.



Based on each alternative’s performance in addressing the established assessment criteria, the Traffic Signal alternative was selected as the Preferred Alternative for this project.



Detailed exhibits showing the Signal Intersection Alternative are on display in the adjacent exhibit room. Project study staff and Lake County Division of Transportation representatives are on hand to discuss any questions you might have and provide additional information.

Public Involvement Activities

Stakeholder Involvement Group Activities

- SIG #1 – March 2016
- SIG #2 – June 2016
- SIG #3 – December 2017

Public Information Meetings

- Meeting #1 - November 2015
- Meeting #2 – September 2016

Public Hearing

- Today

All public involvement materials and meeting summaries are available on project website

www.ElaLongGrove.com



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LCDOT realizes that the success of a project is contingent upon the participation and input from our stakeholders. There have been public involvement opportunities throughout this study. A Stakeholder Involvement Group (or SIG) was established following the first Public Meeting. The SIG is comprised of 15 members representing various agencies and community residents. SIG members assisted the study team with the identification of transportation issues & concerns, development of project goals & objectives and provided input on the alternatives.

A total of three SIG meetings and two Public Information meetings have been held for this project. Public Information meetings were conducted to provide stakeholders with an opportunity to review study materials and provide comments and input at major decision making milestones in the project. There are no additional planned public involvement meetings following today's Public Hearing.

Meeting summaries for all public involvement meetings have been posted to the project website.

Incorporated Stakeholder Input

- Focus on Safety
 - » Protected Vehicular Turning Movements
 - » Protected Pedestrian and Bike Crossings
- Multi-Use Path Refinements
 - » Completing the Barrington Bike Network Connection between Cuba Marsh & Fox Glove North Entrance
 - » Proposed Crosswalk Location
 - » Accommodations for Bike Lanes, North of Intersection

Throughout the study, the team has solicited and received input from stakeholders including residents, community leaders and planners, and users of the facility. A predominant theme in the feedback we received was to focus on safety at this intersection. This input helped guide the team to select an alternative that provided the safest turning, bicycle and pedestrian movements at this intersection. Input from stakeholders also led to additional refinements of the intersection design, including the addition of an off-street multi-use path on the west side of Ela Road, adjustments to the proposed crosswalk location to improve safety and visibility, and the incorporation of on-street bike lanes, north of the intersection.

Incorporated Stakeholder Input

- Minimize Impacts
 - » Existing Driveways
 - » Quality Trees in Forest Preserve Property
 - » Right-of-Way
 - » Roadway Lighting
 - Shielding and/or Directional Lighting
- Environmental Considerations
 - » Remove Invasive Trees
 - » Address Drainage Issues

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Intersection Improvement

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Additionally, the team was asked to take a closer look at specific areas within the project study limits, to reduce impacts to adjacent property owners. Revisions were incorporated to minimize impacts to driveways, forest preserve trees and limit right-of-way acquisition. LCDOT will investigate shielding and/or directional lighting options in Phase II to minimize spillover onto surrounding properties. Environmental enhancements include the identification and removal of invasive trees on forest preserve property, incorporation of stormwater detention to help mitigate flooding experienced south of the intersection, and the inclusion of water quality improvements at drainage outfalls on LCFPD lands.

Next Steps

- Review Public Hearing Comments
- Finalize Phase I Documents
- Phase I Study Approval (Summer 2018)
- Prepare Construction Documents (2018-2019)
- Anticipated Construction Date (2020)*

*Construction currently programmed in 2020. Subject to change based upon project readiness and availability of funding.



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After this meeting, the project study team will review comments provided at this meeting, incorporate any final changes into the project study documents and complete the project development report. The Phase I study approval is anticipated mid-2018. The project will then begin the preparation of detailed construction documents with an anticipated construction start date of 2020, subject to change based upon project readiness and availability of funding.

We want to hear from you

- Submit Written Comment Forms
- Provide Verbal Comments to Court Reporter
- Complete Online Comments at www.elalonggrove.com

Comments received by July 12th, 2018 will become part of the Public Hearing record



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Your comments are valuable to us. Completed comment forms may be submitted during the Public Hearing, verbally provided to the onsite court reporter or submitted to the Lake County Division of Transportation by mail or email via the contact information on the comment form and meeting brochure. You may also submit comments through the project website.

We encourage comments at any time throughout the study, however written comments received by **July 12th, 2018** will be specifically added to the public meeting record. A comment and response summary will be assembled following the comment period and posted to the project website.

THANK YOU



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That concludes our presentation. We value your input and appreciate your involvement in this study's public involvement process. Please proceed to the exhibit room to view detailed exhibits and speak with study team representatives. Thank you.