

Appendix E

Public Involvement

Public Involvement Round 1

Development of the 2030 Transportation Plan

Kane County is in the beginning stages of developing the County's 2030 Transportation Plan. The purpose of the plan is to determine major transportation projects, guide transportation decisions and identify resources to implement transportation projects. The County is seeking public comment throughout the Plan Development Process and offers information about the process on the Kane County Division of Transportation's Web Site at www.co.kane.il.us/dot. The next steps in the development of the plan will be to input the socio-economic forecasts into the travel demand model to identify transportation system deficiencies. The County is expecting to complete a draft of the plan in March and bring the plan to the County Board in the summer of 2004.

Upcoming Opportunities for Local Agencies and Members of the Public to Get Involved in the 2030 Plan Development Process

Please call Heidi Files at (630) 406-7308 to confirm your attendance at one of the following transportation planning forums.

The County has set up Planning Partnership Area forums where the 2030 Transportation Plan and other transportation issues will be discussed and addressed. These meetings will all be held at 10:00 a.m. at the following locations:

<u>Date:</u>	<u>Area:</u>	<u>Location:</u>
Wednesday, October 29, 2003	Upper Fox	Randall Oaks Golf Club
Thursday, October 30, 2003	Tri-Cities	Batavia Public Library
Tuesday, November 4, 2003	West Central Area	Elburn Public Library
Wednesday, November 5, 2003	Aurora Area	North Aurora Public Library
Thursday, November 6, 2003	Southwest Area	Waubensee Community College, Bodie Hall, Rm. 147
Thursday, November 13, 2003	Northwest Area	Huntley Village Hall
Wednesday, November 19, 2003	Elgin Area	Elgin Community College, BCC, Room 123
Thursday, November 20, 2003	Campton Area	Campton Community Center



Kane County Division of Transportation
41W011 Burlington Road
St. Charles, IL 60175

We want to keep you posted!

Check out the 2030 Transportation Plan
Development Process or make comments
on our web site at:

www.co.kane.il.us/dot

Or, for more information contact:

Heidi Files
Manager of Planning and Programming
(630) 584-1170
filesheidi@co.kane.il.us

KANE COUNTY
DIVISION of TRANSPORTATION

Paul G. Rogowski.
Director of Transportation

Carl Schoedel, P.E.
County Engineer



41W011 Burlington Road
St. Charles, IL 60175
Phone: (630) 584-1170
Fax: (630) 584-5265

DATE: October 21, 2003

TO: Daily Herald
Courier News
Beacon News
Kane County Chronicle

FAX #:
847/608-0849
847/888-7836
844-1043
232-4962

COMPANY:

FROM: Heidi Files, Planning & Programming Manager

PAGES: 2

SUBJECT: Kane County 2030 Transportation Plan

COMMENTS: Public Meeting Notice

Please publish each week prior to meeting dates as follows: Thursday, October 23rd; Tuesday, October 28th; Monday, November 3rd; Monday, November 10th; and Monday, November 17th.

Sent by lh

Date 10/21

Time 10 AM

KANE COUNTY

DIVISION of TRANSPORTATION

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41W011 Burlington Road
St. Charles, IL 60175
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PUBLIC MEETING NOTICE

KANE COUNTY 2030 TRANSPORTATION PLAN

TO WHOM IT MAY CONCERN:

Public Notice is hereby given to all persons that a series of public forums will be held in the following location regarding the planning process for the Kane County 2030 Transportation Plan:

<u>Date:</u>	<u>Area:</u>	<u>Location:</u>
10:00 a.m., Wednesday, October 29, 2003	Upper Fox	Randall Oaks Golf Club
10:00 a.m., Thursday, October 30, 2003	Tri-Cities	Batavia Public Library
10:00 a.m., Tuesday, November 4, 2003	West Central Area	Elburn Public Library
10:00 a.m., Wednesday, November 5, 2003	Aurora Area	North Aurora Public Library
10:00 a.m., Thursday, November 6, 2003	Southwest Area	Waubensee Community College, Bodie Hall, Room 147
10:00 a.m., Thursday, November 13, 2003	Northwest Area	Huntley Village Bldg. Dept. Building (11333 Kiley Drive)
10:00 a.m., Wednesday, November 19, 2003	Elgin Area	Elgin Community College, BCC, Room 123
10:00 a.m., Thursday, November 20, 2003	Campton Area	Campton Community Center

All interested people are encouraged to attend the public forums. For further information, contact Heidi Files, Planning and Programming Manager for the Kane County Division of Transportation, 41W011 Burlington Road, St. Charles, Illinois 60175, (630) 584-1170 or e-mail at filesheidi@co.kane.il.us.

41W011 Burlington Road
St. Charles, IL 60175

Phone: (630) 584-1170

Fax: (630) 584-5265

tabbertheather@co.kane.il.us

or

rickerftom@co.kane.il.us

Visit our website at
www.co.kane.il.us/dot/COM

TRANSPORTATION QUARTERLY



Council Members

Mayor Jeffrey Schielke
Council Chairman
City of Batavia

Mayor Susan Kirkhamer
Council Vice Chairman
City of St. Charles

Acting President John Schmitt
Village of Algonquin

Mayor David Stover
City of Aurora

President Doug Porch
Village of Big Rock

President Patricia Mueller
Village of Burlington

President Mark Boettger
Village of Carpentersville

President Roger Ahrens
Village of East Dundee

President James Willey
Village of Elburn

Mayor Edward Schock
City of Elgin

Mayor Kevin Burns
City of Geneva

President Everett Clark
Village of Gilberts

President William Schmidt
Village of Hampshire

President Charles Sasse
Village of Huntley

President Barry Kreczmer
Village of Lily Lake

President Mark Delaney
Village of Maple Park

President Marilyn Michelini
Village of Montgomery

President Mark Ruby
Village of North Aurora

President Craig Weber
Village of Oswego

President Varne Wester
Village of Pingree Grove

President Stephen Pickett
Village of Sleepy Hollow

President Jim Hansen
Village of South Elgin

President Sean Michels
Village of Sugar Grove

President Michael Sauber
Village of Virgil

President Eileen Phipps
Village of Wayne

President Larry Keller
Village of West Dundee

Mayor Arthur Prochaska
City of Yorkville

Chairman Michael McCoy
Kane County Board

Francis Klaas
Kendall County Highway Dept.

Staff

Thomas Rickett
Council Director

Heather Tabbert
Regional Planning Liaison

Kane County Council of Mayors Call For:

Local Agency Pavement Preservation (LAPP) Projects*

Mandatory Re-submittal of Project Information for Already Programmed STP Projects**

* The Kane County Council of Mayors is now holding a call for LAPP projects. As per the Council's adoption of a new policy for LAPP projects in the Council's STP Methodology, a minimum of 5% and a maximum of 20% of the council's annual program will be allotted to LAPP projects. This policy may be waived if no LAPP projects are in the program in any given year. The policy is intended to support the maintenance of federal aid eligible routes. Please complete and return for each LAPP submittal the following:

1. The Council STP Project Application/Methodology Data Sheet
2. Project Location Map

** The Council also requires annual updates on all programmed projects in the Council's STP program. Please complete and return for any project currently programmed in the Council's FFY 2003 - FFY 2009 STP program the following forms:

1. The STP Project Application/Methodology Data Sheet
2. The STP Project Milestone Schedule

Please submit all forms by **October 31, 2003** to Heather Tabbert, Regional Planning Liaison. Please contact Heather at (630) 406-7355 or tabbertheather@co.kane.il.us to request the forms.

Kane County Division of Transportation's Mission Statement:

To provide and maintain a safe and efficient transportation system while sustaining the County's vision and values.

2030 Transportation Plan

Kane County is in the beginning stages of developing the County's 2030 Transportation Plan. The purpose of the plan is to determine major transportation projects, guide transportation decisions and identify resources to implement transportation projects. With the mission statement in mind (noted above), the County developed the 2030 Transportation Plan's Goals and Strategies. The Goals encompass Cooperative Planning, System Efficiency, Personal Mobility and Quality of the Environment. The County held a public meeting on September 17th to seek public comment on:

1. The Plans Goals and Strategies
2. The Socio-Economic Forecasts (developed by NIPC)
3. Plan Development Process
4. Existing Transportation System

The County is seeking public comment throughout the Plan Development Process and offers information about the process on the Kane County Division of Transportation's Web Site at www.co.kane.il.us/dot. The next steps in the development of the plan will be to input the socio-economic forecasts into the travel demand model to identify transportation system deficiencies. The County is expecting to complete a draft of the plan in March and bring the plan to the County Board in the summer of 2004.

Upcoming Opportunities for Local Agencies and Members of the Public to Get Involved in the 2030 Plan Development Process

The County has set up Planning Partnership Area forums where the 2030 Transportation Plan and transportation issues will be discussed and addressed. **These meetings will all be held at 10:00 a.m. at the following locations:**

- Upper Fox Area - Wednesday, October 29th at the Randall Oaks Golf Club
- Tri-Cities Area - Thursday, October 30th at the Batavia Public Library
- West Central Area - Tuesday, November 4th at the Elburn Public Library
- Aurora Area - Wednesday, November 5th at the North Aurora Public Library
- Southwest Area - Thursday, November 6th at Waubesa Community College
- Northwest Area - Thursday, November 13th at the Huntley Village Hall
- Elgin Area - Wednesday, November 19th at the Elgin Community College
- Campton Area - Thursday, November 20th at the Campton Community Center

Please **RSVP to Heidi Files, Planning and Programming Manager at (630) 406-7308** or filesheidi@co.kane.il.us to attend one of these forums.



STAR Line
Sub-Committee

- Chairman:
Joe Evers
City of Elgin
- Bill Ganek
Village of Algonquin
- Bob Reiser
City of Aurora
- Neal Baquin
City of Batavia
- President Patricia Mueller
Village of Burlington
- Bill Emmerich
Village of Carpentersville
- Dave Kitzmiller
Village of East Dundee
- Art Sanchez
Village of Elburn
- Tom Talana
City of Geneva
- President Everett Clark
Village of Gilberts
- President William Schmitt
Village of Hampshire
- President Charles Saxe
Village of Huntley
- President Barry Kreczmer
Village of Lily Lake
- President Mark Delaney
Village of Maple Park
- Michael Pubertz
Village of Montgomery
- Michael Glock
Village of North Aurora
- Carrie Hanson
Village of Oswego
- President Verne Weater
Village of Pingree Grove
- President Stephen Pickett
Village of Sleepy Hollow
- Larry Jones
Village of South Elgin
- Mark Koernen
City of St. Charles
- Brent Eichelberger
Village of Sugar Grove
- President Michael Sauber
Village of Virgil
- Joel Lamplough
Village of Wayne
- Joe Cavallaro
Village of West Dundee
- Joe Wynant
City of Yorkville
- Carl Schoedel
Kane County Division of Transportation
- Francis Klaas
Kendall County Highway

STAR Line
(Suburban Transit Access Route)



STAR Line Task Force

On August 15, the EJ&E Task Force voted to merge with the Northwest Transit Corridor Municipal Task Force to form the STAR Line Task Force. This task force was created to pursue the introduction of transit service along the entire EJ & E and Northwest Corridor and will initially focus on implementation of the STAR Line. Mayor Fortner of West Chicago and Mayor McLeod were named co-chairs. Mayor Schock of Elgin was named to the Steering committee. The City of Naperville was also named to the steering committee and will represent the City of Aurora's interests.

The Technical Committee of the Northwest Council of Mayors has pledged \$1 million to each of the ten new STAR line stations proposed for the Northwest Council area. Communities along the Northwest Tollway corridor have each agreed to provide \$5 million in local funding to help with station costs.



The 2030 Shared Path Regional Transportation Plan has been completed and is expected to be adopted by the Policy Committee on October 9, 2003. While the official Public Comment Period has ended, comments on the plan are always welcome. Visit www.catsmpo.com for additional information.

Kane County Paratransit Coordinating Council (KCPCC) Forming



In February 2003, the Kane County Board passed a resolution adopting the *Kane County Paratransit Coordination Study*. This study was the result of a year's worth of data collection, surveying of providers and stakeholders, and interviews with key providers and stakeholders. This process also included several focus group and brainstorming sessions with users and user advocates. There are six recommended coordination strategies that were developed from this study, the first, and most vital for implementing the other five strategies, is to establish a Kane County Paratransit Coordinating Council. Membership is open to all representatives from organizations that provide or are interested in providing paratransit service in Kane County, for their clients, human service agencies, and advocacy groups. This group will meet regularly in order to share information, expand awareness of transportation issues, and identify opportunities for better coordination and operation of paratransit service.

The Kane County Paratransit Coordinating Council (KCPCC) held a kick-off meeting on August 5, 2003. The Council nominated Lynn O'Shea, the President of the Association For Individual Development, to serve as the interim chairperson of the Council. By-Laws and Memorandum of Understanding (MOU) and the Membership Sub-Committee. The MOU will be signed by agencies wishing to become voting members of the Council and suggest a commitment to continue to pursue the formation of the KCPCC and no financial responsibility is involved with signing. These two draft documents will be presented to the council for adoption at the next meeting, scheduled for October 14, 2003.

If you are interested in attending this meeting or would like additional information on becoming a voting member of the council, please contact Heather Tabbert at 630-406-7355 or tabbertheather@co.kane.il.us.

Updates on the County's Planning Areas Studies

West Upper Fox Planning Area Transportation Improvement Plan

The County has competed and adopted the West Upper Fox Planning Transportation Improvement Plan which is available on the County's web site to download: www.co.kane.il.us/dot.

SAMI (Sugar Grove, Aurora, Montgomery) Planning Area Transportation Improvement Plan

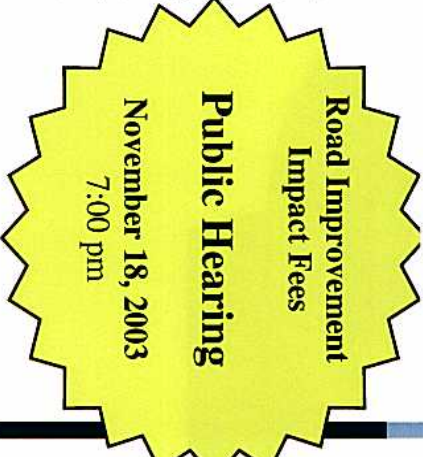
The County is currently working on the SAM Planning Area Transportation Improvement Plan and will present a draft Plan at a meeting of the **Planning Area Working Group on Thursday, October 9th at Wauhausen Community College, in Bodie Hall, Room 147 at 9:00 a.m.**

Northwest Kane County (NWKC) Planning Area Transportation Improvement Plan

A kick-off meeting for the NWKC Planning Area Transportation Improvement Plan was held on September 5th. The County is working with municipalities to obtain data for the study area.

Road Improvement Impact Fees

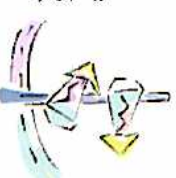
The Public Comment period on the draft Technical Specifications Manual, which outlines the fees and credits, and the draft Comprehensive Road Improvement Plan (CRIP), which identifies the projects eligible for impact fee funding, will begin October 3, 2003 and will run until November 25, 2003. The Impact Fee Advisory Committee will meet on October 8, 2003 to review the draft Road Impact Fees Ordinance. The Public Hearing will be held on November 18, 2003 at 7:00 pm in the Auditorium of the Kane County Government Center. After the close of the Public Hearing and the Public Comment Period, the Advisory Committee will meet on December 10, 2003 to prepare a recommendation to the County Board to adopt, reject in whole or in part, or modify the proposed CRIP. The County Board is scheduled to take final action on Road Impact Fees on January 13, 2004.



Both documents are available for viewing and downloading at <http://www.co.kane.il.us/dot/roadimpact/roadimpact.htm>. For additional information or to request hard copies of both documents, please contact Heather Tabbert at 630-406-7355 or by e-mail at tabbertheather@co.kane.il.us.

Fox River Trail Way-Finding and Signage Program

The Kane County Division of Transportation, in coordination with the Kane County Council of Mayors, the Kane County Forest Preserve District and local Park Districts, has completed all signs for the Fox River Trail Way-Finding and Signage Program. The signs are currently being distributed to all agencies, who will install signs within their jurisdictions. The entire program should be implemented by November 2003.



Congestion Mitigation Air Quality (CMAQ)

Because northeastern Illinois is a severe non-attainment area for ozone, CMAQ funds are available for projects that qualify as Transportation Control Measures, which are projects that improve traffic flow, reduce reliance on single occupancy vehicles, and which will substantially promote the use of more efficient transportation modes such as transit, bicycle and pedestrian facilities. It is anticipated that the proposed FY 2004 CMAQ program will be approved by the CATS Policy Committee on October 9, 2003. Projects in the Kane County Council of Mayors that were allocated funding in the FY 2004 proposed CMAQ program include:

Project Sponsor	Limits	Type of Improvement	Proposed CMAQ Funding
Kane County / St. Charles	Randall Road at IL 64	Intersection Improvement	\$2,000,000
Aurora	Sullivan Road from IL 31 to IL 25	Intersection Improvement	\$830,630
Kane County	Kirk Road from IL 64 to Pine Street	Signal Interconnect	\$569,900
Oswego	Orchard Road Park & Ride Commuter Parking - Pace Service	Transit Service and Equipment	\$222,720



Kane County 2030 Transportation Plan Update

People make important transportation decisions every day considering available options, expense, convenience, safety and overall quality of life. Today, over 410,000 people live in Kane County, and it is projected that Kane County will have a population of 684,320 by 2030. Long range planning is essential to meeting Kane County's transportation needs. Kane County is developing the 2030 Long Range Transportation Plan to identify major transportation projects, guide transportation decisions and gather resources to implement them.

The County anticipates a draft plan to be completed by the end of March 2004. The Plan will be an update of the County's 2020 Transportation Plan and will include a transportation systems inventory, 2030 travel forecast update, identified roadway deficiencies, 2030 Roadway Improvement Plan and a financial resources analysis.

Guiding the Process

The principal steps involved in formulating a long-range comprehensive transportation plan are:

- Consolidate on-going or recently completed county and municipal studies.
- Determine gaps that need to be filled in order to provide a complete picture of the transportation system.
- Extend the current planning horizon from 2020 to 2030 and forecast socioeconomic data to establish future travel demand.
- Evaluate transportation systems and develop recommended plan.
- Conduct a financial analysis by comparing revenues to plan costs.

The public involvement component is an integral part of the plan development process.

AN OPEN HOUSE:

Wednesday, September 17th, 2003, 4:00 to 7:00 p.m.

**At the Kane County Government Center
Auditorium in Building A,
719 Batavia Ave., Geneva, Illinois**

**To present the 2030 Transportation Plan process and seek
comments on the Plan's Draft Goals and Strategies and 2030
Socio-economic forecasts.**



Kane County Division of Transportation
41W011 Burlington Road
St. Charles, IL 60175

We want to
keep you posted!

Check out the
2030 Transportation Plan
Development Process or
make comments
on our web site at:

www.co.kane.il.us/dot

Or, for more information
contact:

Heidi Files
Manager of Planning and
Programming
(630) 584-1170

Kane County Division of Transportation

Kane County Division of Transportation (KDOT) is responsible for maintaining and implementing extensions and enhancements to the County Highway system which totals more than 312 centerline miles. It is our primary goal to enhance the safety and efficiency of our highways for the motoring public. Administrative and technical assistance is also provided to all 16 Township Highway Commissioners for new township roads, subdivision planning and engineering reviews, and projects constructed or maintained with Motor Fuel Tax and Federal funding. The staff also works closely

with local citizens, municipalities, developers and agencies including the Federal Highway Administration, the Illinois Department of Transportation, Metra, PACE, the Chicago Area Transportation Study, the Northeastern Illinois Regional Planning Commission, the Regional Transit Authority, and the Kane County Council of Mayors on various local and regional transportation projects and planning efforts. The division is comprised of 32 maintenance personnel and 28 technical and clerical personnel, totaling 60 full time employees.

REPORT OF PROCEEDINGS - 9/17/03

**CERTIFIED
ORIGINAL**

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**BEFORE THE
KANE COUNTY DIVISION OF TRANSPORTATION**

IN RE: 2030 TRANSPORTATION PLAN

**REPORT OF PROCEEDINGS had at the hearing
of the above-entitled matter, held in Building A,
Auditorium, of the Kane County Government Center,
719 South Batavia Avenue, Geneva, Illinois, on the
17th day of September, A.D. 2003, at the hour of
4:00 p.m.**

REPORT OF PROCEEDINGS - 9/17/03

2

1 MS. PERRY: My name is Lillian,
2 L-i-l-l-i-a-n, Perry, P-e-r-r-y, from the
3 office of State Representative Chapa,
4 C-h-a-p-a, LaVia, L-a-V-i-a, 83rd District.

5 Address is 8 East Galena Boulevard,
6 Aurora, Illinois, 60506, suite 240.

7 What I wanted to say is, that it seems
8 as though ... that the population growth
9 between now and 2030 is going to be larger
10 than the employment growth

11 And I was wondering if they had anything
12 in mind or anything ... any plan on the board
13 by which to address that issue, I mean the
14 drawing board to address that issue.

15 As it stands at this point, they don't
16 seem to have anything. So I told them it
17 would behoove them to take a look at that,
18 whomever is supposed to work on that between
19 now and the year 2030; but that was -- I
20 mean, that, to me, that was a key item.
21 I have to -- after going around and reading,
22 that's the real key thing.

23 The other thing I'm a little worried
24 about is the growth, the land use; that they

REPORT OF PROCEEDINGS - 9/17/03

3

1 use the land in a manner that we're not
2 losing so much of our wetland, our trees
3 between now and 2030. Those are the only key
4 things that I'm really, really worried about.

5 It seems as though, having looked at the
6 process of water, sewage, and so forth, as
7 far as I can tell, they've just kind of taken
8 care of that. Hopefully that will last.

9 Okay. I guess that's it.

10 Oh. Well, because of the employment
11 growth being less than the population growth,
12 which means they don't have jobs for those
13 individuals, there's a big gap there,
14 according to the map.

15 We need hard industry. We need heavy,
16 hard industry in this county. We don't have
17 that. It's gone. We need heavy, hard
18 industry in this valley, and it's gone.

19 Everything seems to be soft, soft
20 employment, more soft employment than there
21 is heavy-duty employment.

22 There's no steel, there's no iron.
23 There doesn't seem to be any metal work
24 personnel in this county; very little.

REPORT OF PROCEEDINGS - 9/17/03

4

1 Now, if they bring back railroads and
2 trains, it might solve some of our problem.
3 Railroad and trains, I think, would go much
4 farther solving our employment problem, if
5 they brought back railroads and trains,
6 rather than cars and buses.

7 They'll put that in here, too, about
8 railroads and trains? There's nothing in
9 this about railway transportation, that's in
10 this, in my packet that I can see.

11 I'd like to know why they didn't
12 consider railroad transit, even if they just
13 had the electric traffic.

14 Like years ago, they had what they
15 called the Third Rail that ran from Elgin to
16 Chicago to Aurora. And it's gone. It's
17 needed. You could actually go from Elgin,
18 Illinois, to Wells Street in Chicago in 45
19 minutes. At one point it was called the
20 Chicago, Aurora & Elgin, at one point. And
21 it just disappeared. It just went.

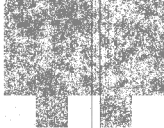
22 I'm going to go ask this gentleman why
23 rail transportation ...

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REPORT OF PROCEEDINGS - 9/17/03

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(Whereupon, at 7 p.m. the above-entitled matter was concluded.)



REPORT OF PROCEEDINGS - 9/17/03

6

1 I, REGINA MARIE JAMELL,
2 Certified Shorthand Reporter No. 084-03217,
3 do hereby certify that the said Report of
4 Proceedings at the hearing of the
5 above-entitled matter was taken at the time
6 and place aforesaid; that the statement given
7 by said person was reduced to writing by
8 means of shorthand and thereafter transcribed
9 into typewritten form; that the foregoing is
10 a true, correct, and complete transcript of
11 my shorthand notes so taken as aforesaid.

12 I further certify that I am not in
13 any way related to any of the participants in
14 this Report of Proceedings, nor am I in any
15 way interested in the outcome thereof.

16 IN TESTIMONY WHEREOF, I have hereunto
17 set my hand this 12th day of September, A.D.
18 2003.



19
20 Marie CSR
21 License No. 084-03217

22
23
24

<p>A</p> <p>about 2:24 3:4 4:7,9 above-entitled 1:14 5:2 6:5 according 3:14 actually 4:17 address 2:5,13,14 aforesaid 6:6,11 after 2:21 ago 4:14 anything 2:11,12,16 around 2:21 Auditorium 1:15 Aurora 2:6 4:16,20 Avenue 1:16 A.D 1:17 6:17</p>	<p>E</p> <p>East 2:5 electric 4:13 Elgin 4:15,17,20 employment 2:10 3:10 3:20,20,21 4:4 even 4:12 Everything 3:19</p>	<p>just 3:7 4:12,21,21</p>	<p>participants 6:13 Perry 2:1,2 person 6:7 personnel 3:24 place 6:6 plan 1:9 2:12 point 2:15 4:19,20 population 2:8 3:11 problem 4:2,4 Proceedings 1:13 6:4 6:14 process 3:6 put 4:7 P-e-r-r-y 2:2 p.m 1:18 5:1</p>	<p>take 2:17 taken 3:7 6:5,11 tell 3:7 TESTIMONY 6:16 thereof 6:15 thing 2:22,23 things 3:4 think 4:3 Third 4:15 though 2:8 3:5 time 6:5 told 2:16 traffic 4:13 trains 4:2,3,5,8 transcribed 6:8 transcript 6:10 transit 4:12 transportation 1:5,9 4:9,23 trees 3:2 true 6:10 typewritten 6:9</p>
<p>B</p> <p>back 4:1,5 Batavia 1:16 BEFORE 1:4 behoove 2:17 being 3:11 between 2:9,18 3:3 big 3:13 board 2:12,14 Boulevard 2:5 bring 4:1 brought 4:5 Building 1:14 buses 4:6</p>	<p>F</p> <p>far 3:7 farther 4:4 foregoing 6:9 form 6:9 forth 3:6 from 2:2 4:15,17 further 6:12</p>	<p>K</p> <p>Kane 1:5,15 key 2:20,22 3:3 kind 3:7 know 4:11</p>	<p>R</p> <p>rail 4:15,23 railroad 4:3,12 railroads 4:1,5,8 railway 4:9 ran 4:15 rather 4:6 RE 1:9 reading 2:21 real 2:22 really 3:4,4 reduced 6:7 Regina 6:1,20 related 6:13 Report 1:13 6:3,14 Reporter 6:2 Representative 2:3</p>	<p>U</p> <p>use 2:24 3:1</p> <p>V</p> <p>valley 3:18 very 3:24</p>
<p>C</p> <p>called 4:15,19 care 3:8 cars 4:6 Center 1:15 Certified 6:2 certify 6:3,12 Chapa 2:3 Chicago 4:16,18,20 complete 6:10 concluded 5:3 consider 4:12 correct 6:10 county 1:5,15 3:16,24 CSR 6:20 C-h-a-p-a 2:4</p>	<p>G</p> <p>Galena 2:5 gap 3:13 Geneva 1:16 gentleman 4:22 given 6:6 go 4:3,17,22 going 2:9,21 4:22 gone 3:17,18 4:16 Government 1:15 growth 2:8,10,24 3:11 3:11 guess 3:9</p>	<p>L</p> <p>land 2:24 3:1 larger 2:9 last 3:8 LaVia 2:4 less 3:11 License 6:21 like 4:11,14 Lillian 2:1 little 2:23 3:24 look 2:17 looked 3:5 losing 3:2 L-a-V-i-a 2:4 L-i-l-l-i-a-n 2:2</p>	<p>S</p> <p>see 4:10 seem 2:16 3:23 seems 2:7 3:5,19 September 1:17 6:17 set 6:17 sewage 3:6 shorthand 6:2,8,11 soft 3:19,19,20 solve 4:2 solving 4:4 some 4:2 South 1:16 stands 2:15 State 2:3 statement 6:6 steel 3:22 Street 4:18 suite 2:6 supposed 2:18</p>	<p>W</p> <p>wanted 2:7 water 3:6 way 6:13,15 Well 3:10 Wells 4:18 went 4:21 wetland 3:2 we're 3:1 WHEREOF 6:16 wondering 2:11 work 2:18 3:23 worried 2:23 3:4 writing 6:7</p>
<p>D</p> <p>day 1:17 6:17 disappeared 4:21 District 2:4 DIVISION 1:5 drawing 2:14</p>	<p>H</p> <p>hand 6:17 hard 3:15,16,17 having 3:5 hearing 1:13 6:4 heavy 3:15,17 heavy-duty 3:21 held 1:14 hereunto 6:16 Hopefully 3:8 hour 1:17</p>	<p>M</p> <p>manner 3:1 map 3:14 Marie 6:1,20 matter 1:14 5:2 6:5 mean 2:13,20 means 3:12 6:8 metal 3:23 might 4:2 mind 2:12 minutes 4:19 more 3:20 much 3:2 4:3</p>	<p>T</p> <p>packet 4:10</p>	<p>Y</p> <p>year 2:19 years 4:14</p> <p>0</p> <p>084-03217 6:2,21</p> <p>1</p> <p>12th 6:17 17th 1:17</p>
<p>J</p> <p>Jamell 6:1,20 jobs 3:12</p>	<p>I</p> <p>Illinois 1:16 2:6 4:18 individuals 3:13 industry 3:15,16,18 interested 6:15 iron 3:22 issue 2:13,14 item 2:20</p>	<p>N</p> <p>name 2:1 need 3:15,15,17 needed 4:17 notes 6:11 nothing 4:8</p>		

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Upper Fox PPA Public Forum 10/29/03

Attendees:

Mike Hall	Engineer	City of Elgin
Tom Wajda	Trustee	Gilberts
Ron Rudd	Village Engineer	Carpentersville
Joe Cavallaro	Village Manager	West Dundee
Larry Keller	Village President	West Dundee
Stephen Pickett	Village President	Sleepy Hollow
Jan Ward	Senior Planner	Elgin
Jamie Bowden	Village Manager	East Dundee
Jeff Mihelich	Asst. Village Mgr.	Algonquin
Bill Ganek	Village Manager	Algonquin
Karen Ann Miller	Planner	KC Development Dept
Brian Fairwood	Associate	Transystems

- IL 31 has congestion and capacity issues in this area
- Northeast Kane County in general has severe congestions issues
- Data in and out of the county (trips) was established from the CATS 1990 Household travel survey. There are older numbers for Cook and McHenry Counties
- E-W movements are becoming very difficult
- There is a need to add more bridges, and there is a desire to look at more local bridges, and there were comments about the need for Longmeadow to be a local bridge crossing
- There were concerns about IL 31 and IL 72 and how there are no additional improvements at intersections
- IL 72 is being addressed
- Randall – highest growth area is here
- There is approximately \$347 million in roadway projects currently
- Concerns about IL 47 corridor issues
 - No planning studies currently
- There needs to be more transit outreach from Pace e/employers
 - Big Timber and Randall Road – need commitments
- Pace: ADA services – meetings w/each municipalities/presentations (Heather Tabbert will be conducting follow up and arrange meetings)
- The County is also initiating a Regional Paratransit Council
- Funding becomes the major issue
 - Impact fees discussion
 - Needs recurring revenue source
 - Sales tax referendum is a possibility
 - Surveys in Lake and Kane County show that Transportation is the #1 concern in Lake and the #2 concern in Kane

- Stressed the importance of bicycle/pedestrian facilities. Please ensure that the County's efforts don't drop due to funding constraints
- Serious issues in Algonquin
- Randall/Orchard crossing plan
- Discussion about developer contributions
- Next Steps in the planning process. Communities and the County will meet again in the beginning of 2004 to review modeling efforts and some initial alternatives to address deficiencies

Tri-Cities Planning Partnership Area
Minutes of the
Kane County Department of Transportation
2030 Public Forum - Batavia, Illinois

October 30, 2003

The Kane County Department of Transportation held an open forum meeting on Thursday, October 30, 2003, at 10:00 a.m. in the Batavia Public Library, Batavia, Illinois.

Present: Kane County Department of Transportation Asst. Director Tom Rickert, Planning and Program Mgr. Heidi Files; Co-op student Jessica Beacon. Also in attendance:

Dick Untch, Dir. of Geneva Community
Development

Tom Talsma, Dir. of Geneva Public Works

Dan Dinges, Geneva City Engineer

Steve Persinger, President, Geneva Park District

Michael Kirschman, Geneva Park District Manager

Peggy Condon, Geneva Park District Commissioner

Greg Chismark, St. Charles City Engineer

Carol Schoengart, Village of Wayne Liaison

Mary Richards, Kane County Board Member

Kai Tarum, Dir. of Batavia Planning &
Development

Rick Smeaton, Batavia Planning and Zoning

Noel Basquin, Batavia City Engineer

Jim Eby, Dir. of Planning & Development,
Batavia

Doug Breunlin, V.P., Robert Anderson &
Associates

Rob Borcheck, Director, A.I.D.

Karen Miller, Kane County Development
Dept.

1. Welcome

Kane County Planning Program Manager Heidi Files introduced herself and explained the Kane County 2030 Transportation Plan (the "2030 Plan") was to introduce the county's planning process to the communities, discuss the goals and strategies of the county's transportation plan and to receive input from the municipalities. Community representatives introduced themselves.

2. Kane County Presentation

Ms. Files presented a PowerPoint presentation discussing the strategies and goals for the 2030 Plan. She asked representatives to think about the deficiencies in their own communities, talk about local transportation plans and their needs. Asst. Dir. Rickert explained the Transportation Department will be reviewing the NIPC numbers within the modeling system and he expected to understand the deficiencies in the roadway system by November/December. Currently, a significant amount of new roadway was planned for the northwest and southwest sections of the county. In cooperatively planning with the communities, Rickert believed significant issues were trying to be addressed.

3. Community Comments

Ms. Kai Tarum, City of Batavia, believed it was important to first address the discrepancies of population centers as compared to employment centers. Kane County Planner Karen Miller indicated the county was addressing those types of issues and was also encouraging residential development closer to jobs. Discussion followed on NIPC's "Paint the Town" program and the notion that many of the high growth municipalities feel their goal is to obtain the projected rooftops and, in doing so, the retail and jobs will come. KDOT staff indicated that even based upon the estimated growth and the various projections, the impact fee program was \$347,000,000 for the next ten years. However, only \$26,000,000 would be raised over the next ten years, causing major corridors to be prioritized and the

possibility of working with developers to address actual impacts. Conversation was raised that it will be important for the county to communicate and educate to the larger municipalities the goals of the transportation plan.

Dir. Rickert conveyed that most of the Tri-City boundaries had been determined and the Tri-City municipalities now held a different philosophy as compared to rest of the county. Near the north part of the county, monthly interaction occurred between the various planning staffs of the different counties. Rickert explained that much of the growth occurring along Route 47 was due to traffic traveling to Interstate 90 and, that after reviewing the modeling efforts, most of the growth would continue to come from Kane County. Once the traffic filled to capacity on Kane County roads, Rickert explained that some of those trips would end up returning back to northern portions of the county. A number of attendees suggested that it would be beneficial to determine the employment and growth centers in DuPage County to see what was occurring in the area and to compare the information to Kane County, wherein Rickert agreed the information would be beneficial but explained much of the travel was heading east toward DuPage County where higher paying jobs were located versus the Randall Road Corridor where jobs were growing but were more service-oriented.

A general dialogue centered on the noticeable increased roadway activity in the Oswego/Plano/Yorkville area and the number of issues which came with that activity. Ms. Files spoke of the county's involvement with Yorkville, Oswego, and Montgomery and how they were addressing their model traffic figures. Because there was a shortage of funding, Dir. Rickert emphasized that developers will be required to fund road improvements.

On the topic of public transportation, Ms. Tarum (Batavia) said her city has been investigating public transportation to promote Batavia's downtown; however, the issue was whether enough density existed to provide the public transportation and convenience to the public. Per the question of whether NIPC was aware of the density figures, Rickert explained the county would be looking at density figures to determine what was eligible for transit. Additionally, because funding shortages existed, Rickert explained Metra would be focusing on its Star Line service over the long-term. Discussing the PACE program, it was noted that PACE will be decreasing or rerouting some of its service routes in the Fox Valley, since on average only 5% of the population utilized the service. Rickert did not foresee the transit issues changing but did see an opportunity for those townships growing in size to opt into providing various dial ride services and adding VIP services to their communities.

Mr. Persinger, Geneva Park District asked that when KDOT looks at placing roads for the future that it not look at open space owned by government agencies as a way to get through to another area. Geneva's open space was not purchased to allow for highway transportation. Dir. Untch, Geneva Community Development, agreed with Batavia's earlier comment about the discrepancies of population growth and employment growth figures and questioned whether an opportunity existed to look at and discuss the consequences of the growth as it relates to new highway facilities being built along arterial routes and whether barriers would be created by intensified facilities, etc. as well as the impact on community character. Rickert explained the county was trying to address those issues but it was a sensitive topic. Mr. Untch emphasized the importance of county development staff and KDOT staff working together to become an advocate in educating the municipalities and the public on the consequences coming. The matter needed to be a priority with the communities as well as the consistent driving force behind the 2030 Transportation Plan. He agreed it may be a challenge with some cities.

County development planner Karen Miller indicated the county development department was in the process of visiting the municipalities in educating and working with them to discuss their development plans, their consequences, and to assist in creating their comprehensive plans. Miller discussed the challenges, including the fact that some municipalities do not want to grow, do not want

county involvement, and that village boards do have turnovers. Rickert agreed education was a priority.

A short conversation followed regarding the limited funding arriving for the Sterns Road Bridge.

Ms. Schoengart, Village of Wayne liaison, inquired as to what type of employment was being considered for the growth areas. Dir. Untch explained Geneva was in the process of looking at light industrial and office/research employment growth in its industrial park, to be fed by the western edge of DuPage County and the eastern portion of Kane County. Batavia recently had a manufacturing business come in with 200 high paying jobs and its employee base was mainly coming from Elgin, Aurora, and some far western areas. Batavia was also looking to increase its white collar jobs and increase the number of residents who work in town. Discussion followed regarding the high prices of residential property in Geneva and the fact that it was keeping potential employees out of the area. Therefore, the city was looking to incorporate pockets of affordable housing. Another issue in Geneva was the tear down/in-fills issue. The Village of Wayne was seeing its employees traveling to Chicago or DuPage County and Ms. Schoengart inquired as to what types of future jobs would be coming to the northern part of the county where much of the activity was occurring.

4. Wrap Up

Dir. Rickert closed the meeting by running through the expected timeline, stating he expects by mid-January the transportation department will be meeting again and presenting its modeling figures and discrepancies. He agreed the county and communities had to look at the transportation issues holistically. Lastly, the participants were directed to forward their comments or questions to Ms. Heidi files at the Kane County Department of Transportation. Rickert would follow up with contacting CH2 Hill, per a request.

(Meeting ended at 11:20 a.m.)

Respectfully submitted,

\s\ Celeste K. Weilandt
Celeste K. Weilandt, Recording Secretary

West Central Area PPA Meeting

11/4/2003

Attendees:

Michael Yagen	Virgil Township
Pat Schulberg	Elburn
David Morrison	Elburn
Karen Miller	Kane County Development Department
Jean Hardt	Village of Virgil

Elurn Comments:

- Elburn desires increased bicycle/pedestrian accommodations
- There are problems with pedestrians crossing IL 47
- Elburn – 2 most expensive roads are gravel – need to add gravel and grade it every three months
- Elburn – when will IL 38, 64, and Keslinger be 4 lanes?
- All of IDOT's money is spent for next 8-10 years
- Tom Rickert - Roadways are the main primer for economic growth
- Elburn wants to look at an IL 47 by-pass. If Anderson is a by-pass option, they should talk to Poulte. The current thought is that Keslinger East of IL 47 to Anderson north will be the Village's by-pass. The Poulte project needs to be designed to accommodate the by-pass option.
- There is new information that some of Metra's new stock can't go over the Fox River in Geneva. This is concerning.
- Elburn said that the future of the transportation system depends on funding that is not available
- Questions about IL 47 and I-88 full interchange?
 - Issue of \$25 mil
 - Need to take out whole bridge at an \$8 million cost
 - \$20-30 per interchange usually – communities usually have to pay for it
- Tom Rickert – Prairie Parkway – we need to be planning for the possibility but look at consequences and convenience. There will be an increase of traffic on county and state roads if it were to be built.
- The Prairie Parkway would change the land use in the western area of the County
- Elburn – growth is coming anyway, Metra is only serving it 2-3% of Kane County residents use transit
- Good school districts and service (open space, libraries) draw people to area, NOT TRANSPORTATION
- Anderson Road overpass is needed
- Bunker and LaFox underpass is needed

Virgil Township Comments:

- Receiving impact of growth from DeKalb County traffic coming into Kane for employment
- There is no money because there is no growth in the township, but the township deals with external growth, and doesn't have money to maintain its own roads. The township is taking hard surface back to gravel
- When Fakroddin was County Engineer there was usually a one million dollar surplus and the County gave extra money to Townships. Now the County's budget is so tight and there is no more money for townships
- The Township recently saw a 4 year incremental increase in tax rate with a referendum
- Looking to pass another referendum to address transportation needs, but it is not likely to pass
- Hurting from no growth policy in the west
- There is a need for different funding structure for roadways
- Gravel roads are the most expensive to maintain
- Will IL 47, IL 38, and Keslinger ever be 4-laned?

Aurora Planning Partnership Area

Minutes of the Kane County Department of Transportation 2030 Public Forum - North Aurora, Illinois

November 5, 2003

The Kane County Department of Transportation held an open forum meeting on Wednesday, November 5, 2003, 10:00 a.m. at the North Aurora Messenger Public Library, North Aurora, Illinois.

Kane County Department of Transportation staff included Tom Rickert, Assistant Director; Heidi Files, Planning and Program Manger; Bike Trails Planner Heather Tabbert; Co-op student Jessica Beacom.

Also in attendance:

Mark Ruby, Village Mayor, North Aurora
Dan Dembinski, PACE
Bill Spaeth, City of Aurora, Community
Development
Fred Burgess, Aurora Township Highway
Commissioner

Amy Fufori, Village of Montgomery, Planning
Pete Wallers, Engineering Enterprises, Consultant
Karen Miller, Kane County Development
Department

1. Welcome

Kane County Planning Program Manager Heidi Files introduced herself and discussed that the Kane County 2030 Transportation plan was to introduce the development process, the goals and the strategies of the county's transportation plan and to receive input from the municipalities and townships. Community representatives introduced themselves.

2. Kane County Presentation

Ms. Files presented a PowerPoint presentation discussing the strategies and goals of the 2030 Transportation Plan. The Transportation Department plans to create a draft of the Transportation Plan by March 2004 with final adoption by summer, 2004. Ms. Files pointed out the various maps in the room which coordinated with the plan, noting the northern part of the county would be significantly impacted.

3. Community Comments

Mayor Ruby (North Aurora) discussed his concerns about commercial development along the Prairie Parkway and whether the county considered the issue. Ms. Files indicated that figures showed the parkway could bring in more traffic and that the county did have concerns about commercial development along Prairie Parkway. However, the county's land use map was portraying the land as agriculture and she believed the county would maintain the parkway as agriculture. Mr. Ruby raised discussion about the parkway designs developed during the 1930s whereby commercial development was kept off the parkways approximately one mile but the land use was kept. Mr. Burgess (Aurora Township Highway Commissioner) suggested the county review the Prairie Parkway to see its relationship to Interstate 39, the feeders into it, fixing existing infrastructure and future designs of infrastructure to handle the traffic). Mr. Burgess agreed better communication was necessary between all the players and that priorities be set together. Ms. Files concurred and explained the county has begun in the last couple of years to bring in the municipalities together to align their transportation

plans with each other. Mr. Ruby suggested that while there has been much focus on major corridors and diffusing traffic, it may be wise to review bridges and utilizing the grid network system.

Ms. Files handed out the SAM (Sugar Grove, Aurora and Montgomery) Area Recommended Plan which she explained was a draft grid network for Kane/Kendall Counties in order to focus on removing the local trips off of the regional arterials by providing a network of collectors which would serve local developments. Mr. Spaeth (Aurora Planning) believed Hankes and Deerpath should not be considered major roadways. The City of Aurora would like to see Hankes Road connected to Indian Trail as an east/west corridor and to remove stress off of Galena Boulevard. Additionally, Mr. Spaeth assumed the roadways around the airport would be collectors wrapping around east and west ends. He suggested that Gordon Road not be directed over Densmore. He also asked to reclassify Gordon Road. Mr. Spaeth indicated he would speak to Kimball Hill on another alignment at Gordon and Prairie Streets. Mayor Ruby suggested that by adding a bridge at Sullivan and the Fox River, an opportunity exists for gridwork roads after crossing the tollway. Mr. Spaeth expressed concerns in the area of Orchard and Galena and traffic traveling up Hankes, then north to Deerpath to get to Oak.

Conversation centered on Metra's plans. Ms. Files explained that Metra was planning to hold off construction on the Sugar Grove extension, wherein it was suggested that the map not reflect the Metra Station off of Prairie Street. Discussion was raised that it may be cost effective to use supplementary transportation in addition to Metra transportation and install Park and Rides to reduce traffic. Mr. Ruby explained Aurora and North Aurora were in the process of rerouting Deerpath with a different configuration to Tanner Road. He indicated major traffic and safety issues were coming off of Mill Creek and much of the traffic was coming down Nelson Lake Road. (Ruby shows the realignment on the map to Ms. Files). Ms. Files indicated it may be necessary to have another meeting to review these comments. Lastly, it was mentioned that Indian Trail had the potential to become a major collector road and that the map should reflect the road classifications as they enter into the discussed area.

Regarding public transportation, Mr. Dan Dembinski, with PACE, explained PACE was developing a study which would be out for bid in January and which would include transportation routes and impacts in the Fox Valley area, Naperville down to Route 55, the area south of North Aurora, and Montgomery. The study will look at current structures, ways to improve them, how to utilize other Park and Rides, and incorporate bikeway paths. Per Mr. Ruby, the City of Aurora has met with a number of agencies to discuss its bikeway plan; however, Aurora would like to connect a pedestrian path from the Prairie Path to the river trails and head west to Lake Run, like the county's bike plan.

Ms. Files further explained Metra plans for the Star Line route, utilizing the old EJ&E line with stations on the eastern edge of Elgin, Bartlett, and Aurora. Per a question, she explained most of the current infrastructure existed and funding would begin shortly. Planner Tabbert explained Kane County has been involved with the municipalities regarding the Star Line route. Discussion followed on how the railroads were working with Chicago regarding freight routes and that it may be beneficial to tie in with the Star Line to reduce some railroad congestion.

Ms. Files briefly explained how the SAM Area Recommended Plan was determined from a county-wide assessment of traffic and development trends done in 2000. She also spoke about how the county was working on an impact fees development program and through the impact fees, the county would be looking at a comprehensive road improvement program, possibly out to 2020. However, \$400,000,000 of roadway projects existed and if the county were to adopt the impact fees program, it would only amount to \$2.6 million dollars per year or \$26,000,000 over ten years and a shortfall remained. Mayor Ruby supported increasing the gas tax such as DuPage County and asked whether the county considered the same. Ms. Files indicated the county was looking at its options to increase revenue. More specifically, on December 11, 2003, KDOT, along with the county board

members, would be meeting to discuss funding issues and the impact fees program. (Ms. Fufori, Montgomery Planning and Consultant, Mr. Wallers arrive.) (Asst. Dir. Rickert arrives.)

4. **Wrap Up**

Ms. Files closed by explaining that by mid-January the department will be meeting again and present the modeling figures. She asked that comments and questions be directed to her at the Kane County Department of Transportation.

(Meeting ended at 11:00 a.m.)

Respectfully submitted,

\s\ Celeste K. Weilandt
Celeste K. Weilandt, Recording Secretary

Campton PPA Meeting Notes
11-20-2003

Julia Glas	Campton Administrator
Karen Miller	KC Development Department
Sam Gallucci	Campton Highway Commissioner
Susan O'Neil	Elburn Herald

Township Comments:

- There is a need for a bus system for Seniors and other members of the public, even if its just on major arterials – people must go east for their jobs
- There will be a large increase in traffic due to the Metra extension and new station in LaFox, and this will have a large impact on the Township. A lot of people whp now go to Geneva for the train, will be going to the new station in LaFox. There is a need for a park and ride
- Work needs to be done at the intersection of LaFox and IL 38. There is constant traffic form 5:30am on.
- When planning subdivisions, please consider the pedestrian element. This needs to be a priority.
- Get school districts to help plan a walkable system – that will reduce the number of trips on the roadway system
- See if school districts will change hours so their commute times are not the same as the people going to work
- Major bus safety issues – look at traffic flow patterns – the township is especially concerned with School Bus safety on Brown Road. The children have no where to stand on the side of the roadways
- Campton Township will have a lot of thoroughfare impact because of new train station
- Anderson was not built to carry traffic from IL 64 down to train station
- Signal at IL 38 and Anderson is needed as soon as possible
- Citizens do anything to avoid Randall Road
- In the future its possible that Randall will keep flow convenient to get to stores or just be such a hassle that customers will stop coming
- People moved here for the rural aspect and are frightened by all the growth – they don't want all the convinces, they want it quiet

Karen Miller

- Randall Road can be used as a lesson that business needs to be brought into downtown

Sam Gallucci

- IL 59 and IL 53 were supposed to serve as a lesson, but Randall still copied it

Julia Glas

- There needs to be a separation between thoroughfare and commercial areas

- If built, Prairie Parkway will become a magnet for commercial buildings
- We don't have a lot of influence on IL 47 because it is a state route
- How does traffic on Randall compare to traffic on IL 59?

Southwest Planning Partnership Area

Minutes of the Kane County Department of Transportation 2030 Public Forum - Waubensee Community College Sugar Grove, Illinois

November 6, 2003

The Kane County Department of Transportation held an open forum meeting on Thursday, November 6, 2003, 10:00 a.m. at Waubensee Community College, Sugar Grove, Illinois.

Kane County Department of Transportation staff in attendance included Transportation Director Paul Rogowski; Planning and Program Manger Heidi Files; Transportation Planner Heather Tabbert; Co-op student Jessica Beacom. Also in attendance:

Sean Michels, President of Sugar Grove
Scott Buening, Sugar Grove Community
Development Director
Joseph Wolf, Trustee for Sugar Grove
Joseph Wywrot, Yorkville City Engineer
David Trlbak, Big Rock Township Highway
Commissioner
Fran Klaas, Kendall County Engineer

Andy Myers, Kendall County Asst. Engineer
Ron Naylor, Sr. Program Mgr. for Engineering
Enterprises
Karen Miller, Kane County Development
Department
Bill Wyatt, Kane County Board member
Tom Runty, Kaneland School District
Celeste Weilandt, Recording Secretary

1. Welcome

Kane County Planning Program Manager Heidi Files introduced herself and discussed that the Kane County 2030 Transportation Plan was to introduce the development process, the goals and the strategies of the county's transportation plan and to receive input from the municipalities and townships. Community representatives introduced themselves.

2. Kane County Presentation

Ms. Files presented a PowerPoint presentation discussing the strategies and goals of the 2030 Transportation Plan and discussed the various agencies government involved in the process. Maps in the room were pointed out by Ms. Files. Attendees were asked for their input.

3. Community Comments

Sugar Grove Village President Sean Michels discussed the heavy traffic coming from the Lakewood development and from the Menards distribution facility into Yorkville and the need to extend **Eldemain** north and to wrap it around to the village's municipal driveway. Additional traffic was moving toward Interstate 88 and the intersection at Dugan Road and Route 30 needed revision, since he believed Dugan Road was not intended for high volume traffic. Mr. Michels suggested lining up Aldamain with the municipal drive to the south. Regarding the T-3 project, Yorkville widened Route 47 down to Base Line Road but due to the railroad/bridge costs involved, Mr. Michels suggested that Kane and Kendall Counties as well Yorkville, Plano and Sugar Grove work together to coordinate their transportation issues on that issue. As to Gordon Road heading south, he suggested linking it up with Route 30. Currently, Yorkville was working with Kimball Hill Homes which was planning to construct a bridge over the railroad tracks at Gordon but due to the existing traffic on Route 47 and Orchard it was suggested that Kane County do what it could to pick up the

transportation right-of-way for the extension of Gordon Road. Mr. Michels suggested that the municipality may need to take over as the property on Gordon Road gets annexed.

Yorkville Engineer Wywrot agreed traffic was an issue and explained intensive development pressure on Route 47 was occurring and south on Base line Road. Many developers were looking to develop there and east to Dixon Road. A transportation plan existed for the southwest corner of Base Line Road and Route 47. Traffic was also an issue at Base Line and Galena. Mr. Michels inquired as to the traffic projections on Route 47 wherein Kane County Transportation Dir. Rogowski indicated State data on the traffic counts was available. Dir. Rogowski discussed the importance of the cooperative efforts of all three agencies (the counties, villages and the State) and that an opportunity existed to work together now rather than deal with the issues later. However, funding would be an issue.

Responding to a question Ms. Files explained the 2030 Transportation Plan would include the entire roadway system, transit, bike/pedestrian paths, interchanges, collector network information and address the deficiencies and the improvements for those deficiencies.

Mr. Michels (Sugar Grove) was supportive of a future Metra site in Sugar Grove and asked for the latest developments, wherein Ms. Files indicated the county was not working with Metra regarding a Sugar Grove station. Instead, Metra was focusing on its Star Line system in the 2030 Plan. Ms. Files did indicate, however, that the County had good relations with Metra and that Metra would be reviewing the county's transportation plan. She would follow up on the matter for Mr. Michels.

Dir. Rogowski continued discussion on the Dauberman bridge explaining that the county plans to continue working on its Phase 1 plan. The Outer Belt would be shown on the map. Currently no funding was available for Phase 2 (construction). Mr. Michels asked whether grant assistance by the county was available, wherein Ms. Files explained the county was available to assist with the writing of grants but funding was competitive currently. A comment was made to place the grant information on the county's web site.

4. Wrap Up

Ms. Files closed by explaining a comment form was available and to forward all comments directly to her within the next month and a half. Dir. Rogowski also suggested that separate workshops among the various agencies may be beneficial to move matters forward cooperatively. He emphasized the plan was a working document; others agreed. Discussion followed on the importance of preservation of right-of-ways and to address the needs now since they were evolving. Yorkville agreed that the "SAM" process/framework already worked well.

Lastly, Ms. Files discussed the shortage of funding occurring, impact fees in general and the benefits of meeting with the agencies in small workshops.

(Meeting ended at 10:50 a.m.)

Respectfully submitted,

\s\ Celeste K. Weilandt
Celeste K. Weilandt, Recording Secretary

Northwest Planning Partnership Area

Minutes of the Kane County Department of Transportation 2030 Public Forum - Huntley, Illinois

November 13, 2003

The Kane County Department of Transportation held an open forum meeting on Thursday, November 13, 2003, 10:00 a.m. at the Huntley Village Hall, Illinois.

Kane County Department of Transportation staff included Asst. Director Tom Rickert; Planning and Program Manger Heidi Files; Planning Liaison Heather Tabbert; and Co-op student Jessica Beacom. Also in attendance:

Chuck Sass, Huntley Village President
Carl Tomaso, Village Administrator, Huntley
Bill Blecke, Village Engineer, Huntley
Ken Kelgard, McHenry County Highway Dept.
Pat Schroeder, CATS Planning Liaison,
McHenry County Council of Mayors
Jeff Young, McHenry County Highway Dept.
Craig Casper, Wilber Smith Associates, for
McHenry County Transportation
John Whitehouse, Engineering Enterprises for
Village of Burlington
Brad Sanderson, Engineering Enterprises for
Village of Hampshire
Nancy Chapoton, Baxter & Woodman

Kay Kummerow - Village of Gilberts, Plan
Commissioner
Jim Bassett, Consultant, Pingree Grove
Verne West, Village President, Pingree Grove
Al Maiden, Consultant for Pingree Grove
Tim Miller, CH2M Hill Consulting
Steve Swanson, Superintendent, School Dist. 158
Mike Ripmeyer, Asst. Superintendent, School
Dist. 158
Karen Miller, Kane County Development
Department
Carol Quandt, Hampshire resident
Celeste Weilandt, Recording Secretary

1. Welcome

Kane County Planning Program Manager Heidi Files introduced herself and discussed that the Kane County 2030 Transportation plan was to introduce the development process, the goals and the strategies of the county's transportation plan and to receive input from the communities. Community representatives introduced themselves.

2. Kane County Presentation

Ms. Files presented a PowerPoint presentation discussing the strategies and goals of the 2030 Transportation Plan. The Transportation Department plans to return back in early January 2004 with municipality comments and create a draft of the Transportation Plan by March 2004 with final adoption by summer, 2004. Asst. Dir. Rickert spoke of NIPC'S traffic projection figures for 2030, including 150,000 in new growth population, 54,000 new rooftops, and over 500,000 new traffic trips.

Asst. Dir. Rickert addressed those points that the Transportation Department was focusing on specifically to coordinate the initiatives of the various municipalities, explaining that the typical "travel desire band" will continue to flow to Chicago or to DuPage County where the new jobs were located. He stressed the importance of communication among the communities and their needs. Various maps in the room which coordinated with the plan were pointed out, noting the northern part of the county would be significantly impacted by traffic.

3. Community Comments

Per a question, an overlay of the Illinois Dept. of Transportation ("IDOT") interstate system would be incorporated as part of the 2030 regional transportation plan but due to fiscal constraints, parts of the Prairie Parkway would be pulled out of the 2030 plan and only that portion south of I-88 would exist. Asst. Dir. Rickert conveyed the recent discussions with McHenry County and Huntley concerning the Longmeadow Parkway extension connecting to just north of Bolz Road to Route Illinois 25 and to Illinois Route 62 west. A proposed concept was to utilize Kreitzer (phonetic spelling) Road (Rickert shows on the map.) to connect to the Algonquin Road extension. A resident raised a question of whether another toll exit off of I-90 at Briar Hill Road would exist due to new subdivision developments, wherein Asst. Dir. Rickert conveyed that tollway exchanges were expensive and the county's current goal was to complete the two tollway interchanges on Route 47, as directed by the Kane County Board. Mr. Sanderson, engineer for Hampshire, explained Hampshire was not pursuing any interchange with the tollway unless there were other discussions going on with the developer. Huntley Village President Sass explained the full interchange at Route 47 could handle the new developments and discussed other routes the traffic could travel to the interstate. Overall, Mr. Sass believed the Route 47 interchange would benefit the entire region.

Mr. Tomaso, Huntley Administrator, explained the Briar Hill Road corridor at I-90 was an important issue with both Hampshire and Huntley and he urged both McHenry and Kane County transportation departments to hold a specific meeting for that corridor area and to discuss how it relates to future traffic impacts. Huntley was near the Del Web development and Hampshire was planning a regional center south of the tollway which would impact Huntley significantly. Therefore, Mr. Tomaso stressed the importance that both government agencies take the lead and coordinate efforts and to not rely on the developers. Dir. Rickert concurred legitimate concerns existed.

Mr. Kelgard, McHenry County Highway Department, inquired as to the proposed six lanes for Randall Road and how traffic was going to be dispersed off of Randall Road and whether Kane County was looking at alternative north/south routes that would tie into the tollway or other roads. Asst. Dir. Rickert explained the county did look at tying in Terrell Road and Galligan Road into the tollway but not enough space existed at Terrell to warrant an interchange. Galligan Road, however, was expected to be a four-lane road. Mr. Kelgard expressed concern about the 2030 projections for McHenry County and the fact that no interchange to the tollway existed in McHenry County and residents were either traveling east to Lake County and/or cutting south to parallel routes to the tollway. Discussion followed how the county was looking at ways to reduce traffic by 10% to 15% off of the arterial roadways and ways to create collector routes, minor arterials and enhancing major arterials as development occurs, which was the purpose of the planning area studies. Asst. Dir. Rickert commented on some of the plans being duplicated to areas west of Route 47. Per Ms. Chapoton's (Baxter & Woodman) question regarding the development off of Galligan and Tyrell, Asst. Dir. Rickert explained Tyrell would not become four lanes south of Route 22 as it relates to the 2020 Plan, however it would have to be reviewed as four lanes with the 2030 projections. School District 158 Supt. Steve Swanson encouraged both counties to work together. He suggested that a light be installed at the intersection of Square Barn Road and Huntley Road since the school district's transportation center would be opening up next summer on Square Bard Road. He also had concerns about development in the southwest portion of the school district and asked the county to keep him posted of changes since the district would be filled to capacity.

Discussion followed as to how Huntley and Hampshire were charging additional impact fees to the developers and still requiring developers to install major roads. Per Asst. Dir. Rickert, 10-year projections were showing that Kane County would have over \$400,000,000 of roadway improvements of which \$342,000,000 was eligible for impact fees, but Kane County could only collect \$2.6 million dollars per year or \$26,000,000 over the ten years. A shortfall remained. Approximately \$500,000 a year existed for capacity improvements. Therefore, partnerships among the communities were necessary.

A representative from Pingree Grove discussed the need for a north/south arterial road from Route 72 to Route 20 and was concerned about the development of the central area of Pingree Grove. Another concern was the long-range plan for a future grade separation at the railroad track alignment and the impact to the environmental corridor to the south. (near the Kornack building.) Asst. Dir. Rickert agreed and discussed those efforts being taken by the Kane County Forest Preserve currently but indicated the opportunity for preservation may be gone.

Discussion followed regarding Lake County's efforts to thwart development, wherein Mr. Miller, of CH2Hill, explained Lake County tried to limit development, but it still occurred and it placed more burden on the existing infrastructure and facilities since the infrastructure was already built out. He believed Kane County was addressing the issue now before it got out of hand. Mr. Whitehouse of Burlington, on the other hand, believed that until impact fees were high enough to cover all improvements and services, the demand for housing would always exist. Another matter he commented upon was the fact that the developments occurring among the "bedroom" communities along the eastern edge of DeKalb County were utilizing the infrastructure of Kane County and the county should consider the impacts from those towns. Mr. Miller, with CH2Mhill, added that external traffic counts into the county were taken into consideration when conducting studies and that he did meet with municipalities in the various counties to discuss their comprehensive plans. More recently, he met with the McHenry County Development Department, Highway Department, and CATS to understand where those agencies anticipated growth.

Conversation then centered around the fact that Kane County recently included public comment in its Planning Partnership Area meetings and was focusing on the 10 Smart Growth Principles. Per Kane County development planner Karen Miller, the county has been inviting villages, developers and the public to participate in the Making It Work workshops in order to educate everyone involved. Out of the PPA meetings, Ms. Miller indicated the county was seeing more communication among the communities. Asst. Dir. Rickert reiterated that the NIPC projections were not goals to be achieved by the communities and the principles needed to be reviewed in order to maintain good relationships. He further explained that the Woods and Pool projection figures were also reviewed in addition to NIPC's projection figures and both figures were close in percentages.

A conversation was raised regarding rail and mass transit and whether it could reduce traffic off the roads, wherein Asst. Dir. Rickert conveyed only a small percentage of the population wanted transit. However, he indicated the county would continue to review transit issues but fiscal constraints existed. Furthermore, Metra was planning to focus on its Star Line route which utilized the old EJ&E line. Concern about the reduction of the PACE bus routes was also noted. Per Rickert, the county would continue to look at efforts to create developments which accommodate mass transit and to look at bike/pedestrian connections and to incorporate them with roadway improvements.

4. Wrap Up

Asst. Dir. Rickert thanked the communities for attending the forum and asked them to fill out the comments section of the handout and to forward comments/questions to Ms. Files at the Kane County Department of Transportation.

(Meeting ended at 11:43 a.m.)

Respectfully submitted,

\s\ Celeste K. Weilandt
Celeste K. Weilandt, Recording Secretary

**Elgin Area PPA Meeting Notes
11-19-2003**

Gordon Smith	IDOT
Dan Walter	Kane County Board
Jan Ward	City of Elgin
Mark Biernacker	City of Elgin
Karen Miller	Kane County Development Department
Rich Hirschberg	Concerned Citizen
Kay Kummerow	Village of Gilberts
Paul Bednar	Consultant
Steve Super	Village of South Elgin

Mark (Elgin) –

- Western growth identifies the need to improve US Route 20
- Projections will occur in the area, may occur sooner than 2030
- Randall and 47 are the only north-south arterials. There is a need for another N-S arterial in the area
 - Corron Rd use to relieve N-S traffic N from Bowes to Russell to I-90
 - Ensure coordination among agencies. Currently, the alignment is blocked by newly acquired Forest Preserve property
 - Elgin would like to identify Prairie Parkway Northern corridor in the 2030 Plan so that municipalities can ensure the preservation of ROW in the future as development occurs
 - US 20 is severely congested. If more N-S links are created, some congestion on US 20 may be alleviated
 - Please put the Prairie Parkway line and Corron Road extension on 2030 Plan

Gilberts

- Shales Parkway and US 20 operates very poorly. Severe congestion exists along US 20, especially at Shales Parkway.
- Will flex time ever have an impact on the transportation system? Can the institution of flex time reduce congestion in this area? Flex time could reduce peak hour traffic, so that not everyone is going to work at the same time.
 - Also recommended Van pools, telecommuting, etc.

Paul Bednar

- Concerned about the intersection of Plank and Coombs Road – not safe and congested
- Plank Rd and Burlington realignment is needed? When will it be implemented?
- Are there any other communities collecting Impact Fees?
 - Some agreements – about 6
 - Elgin has adopted Impact Fee ordinance

- Prefer additional N-S links as opposed to one 8-lane highway carrying all the traffic
- Wants the western north-south alignment on the plan

Dan Walter

- Concerned about congestion on US 20
- Regional bridge plans may help take some of the burden off of US 20
- Comment to IDOT – please assist with bridge crossings to keep them moving

Public Involvement Round 2

KANE COUNTY
DIVISION of TRANSPORTATION

Paul G. Rogowski.
Director of Transportation

Carl Schoedel, P.E.
County Engineer



41W011 Burlington Road
St. Charles, IL 60175
Phone: (630) 584-1170
Fax: (630) 584-5265

DATE: January 5, 2004

TO: Courier News
Beacon News
Daily Herald
Kane County Chronicle

FAX #:
847/888-7836
844-1043
847/608-0849
232-4962

COMPANY:

FROM: Heidi Files, Manager of Planning and Programming

PAGES: 2

SUBJECT: Public Meeting Notice

COMMENTS: Please publish the attached during the week of January 5th. Please publish again a week before each meeting date.

Thank you.

3 columns x 6" ad

Sent by eh

Date 1/5/04

Time 8:35

Kane County Division of Transportation

December, 2003



Kane County 2030 Transportation Plan

Kane County is in the process of developing the County's 2030 Transportation Plan. The purpose of the plan is to determine major transportation projects, guide transportation decisions and identify resources to implement transportation projects. The County is seeking public comment throughout the Plan Development Process and offers information about the process on the Kane County Division of Transportation's Web Site at www.co.kane.il.us/dot. The County is expecting to complete a draft of the plan in March and bring the plan to the County Board for adoption in the summer of 2004.

Upcoming Opportunities for Local Agencies and Members of the Public to Get Involved in the 2030 Transportation Plan Process

A series of forums were held in each of the eight Planning Partnership Areas to review the planning process, the socio-economic forecasts and discuss existing transportation system deficiencies and concerns with local agencies and the public. The next step in the process has been completed. The socio-economic forecasts have been entered into the travel demand model and transportation system deficiencies have been identified. **An evening public meeting/open house and a second series of forums is being held to introduce initial 2030 modeling results and discuss future system deficiencies and the first set of alternatives to address those deficiencies.**

The public meeting/open house will be held on Wednesday, January 28, 2004 from 4:00 p.m. to 7:00 p.m., in the auditorium at the Kane County Government Center in Geneva.

Planning Partnership Area Forums:

<u>Date:</u>	<u>Time:</u>	<u>Area:</u>	<u>Location:</u>
Friday, January 30, 2004	10:00 a.m.	Upper Fox	Randall Oaks Golf Club
Tuesday, February 3, 2004	10:00 a.m.	Aurora Area	North Aurora Public Library
Monday, February 9, 2004	10:00 a.m.	Tri-Cities	Batavia Public Library
Wednesday, February 11, 2004	10:00 a.m.	Elgin Area	Elgin C.C., BCC, Room 123
Wednesday, February 18, 2004	10:00 a.m.	Campton Area	Campton Community Center
Thursday, February 19, 2004	10:00 a.m.	West Central Area	Elburn Public Library
Monday, February 23, 2004	10:00 a.m.	Northwest Area	Huntley Village Hall
Wednesday, February 25, 2004	1:00 p.m.	Southwest Area	Waubensee C.C., Bodie Hall, Rm. 150

Please call Heidi Files at (630) 406-7308 to confirm your attendance at one of the following transportation planning forums.

KANE COUNTY
2030 TRANSPORTATION PLAN

Public Meeting #2
Sign-In Sheet
(Please Print)

Name	Address	Organization
Phyllis Treadwell	446 So. State Hampshire	Citizen C.A.R.C
NORMAN BOXLEITNER	325 PARK BOX 744 HAMPSHIRE	CITIZEN
Tom Rickett	41 Wall Burlington St. Charles 60175	
PAUL BEDNAR	16 RUGBT ELGIN, IL 60120	PAUL BEDNAR PLANNING & DESIGN, LTD.
Heidi Fies.	41 W 011 Burlington Rd. St. Charles 60175	KDOT.
Jan Alend	150 DEXTER ET ELGIN 60120	CITY OF ELGIN
Anthony Vitale	322 West St. SYCAMORE IL 60178	KANE CO WATER RES.
Nate Zimmer		Courier News
GREG CHISHAMK		CITY OF ST. CHARLES
MARK KOENEN		"
JAN STRASMA	46 W 644 W. Rt 38 MAPLE PARK	CITIZENS AGAINST FIRE SPRAWL
PAUL o DIAVE DAILEY	260 PEARSON MON DR, ST. CHARLES	CITIZEN
JACK PETERSEN		IDOT- LAND ACQUISITION
Peggy Erday	613 Eklund Ave. Geneva, 60134	Geneva Citizen

DATE: January 28, 2004
LOCATION: GOVERNMENT CENTER

KANE COUNTY
2030 TRANSPORTATION PLAN

Public Meeting #2
Sign-In Sheet
(Please Print)

Name	Address	Organization
PAUL SCHUCHT	2673 DANFORD WAY, GENEVA, IL	KANE CO. WATER RESOURCES
Mollie Millen	KANE CITY, 719 BATAVIA AVE, GENEVA, IL	" Development "
STEVE BASS	8700 W. BAY PLANK AVE, CHICAGO 60631	PLANK / WATER.
ROBERT SILJESTROM	946 DIANE AV. ELGIN	ELGIN PLAN COMM
Heather Tabbert	41 WOLL BURLINGTON SC. IL	KCCOM
WALTER GAYNOT	496781 DIEFELICH RD HANNAHVILLE IL.	
Bill KECU	61 MAPLE SUGAR GROVE	KANE Co AUDITOR

DATE: January 28, 2004
LOCATION: GOVERNMENT CENTER

KANE COUNTY
2030 TRANSPORTATION PLAN

Public Meeting #2

Sign-In Sheet
(Please Print)

Name	Address	Organization
Mike Gazzola	8700 W Bryn Mawr, Chicago, IL 60631	Paine Wetzel
JOHN GAZZOLA	4	4
Tom ARMSTRONG	150 DEXTER CT EUGEN, IL 60126	C of Eljng
Bill Tabbert	619 Franklin Dr. South Elgin	citizen
Sam Sawtelle	719 Beatavia Ave.	Planning (Kansas)
LARRY GABRIEL	309 N. PRAIRIE ST BANAUA	GENOVA PARK DISTRICT
Wm. L. Green	307 S Jefferson St	Citizen
STEVE PERSINGER	710 WESTERN AVE	GENOVA PARK DIST.
Karen McCompaugh	102 Creekside Ct. St. Charles	Kane City Board
RON NAYLOR	52 WHEELER ROAD, SUGAR GROVE	ENGINEERING ENTERPRISES, INC.
Holly Hudson	2980 Marshfield Ct, Elgin, IL 60120	NIPC

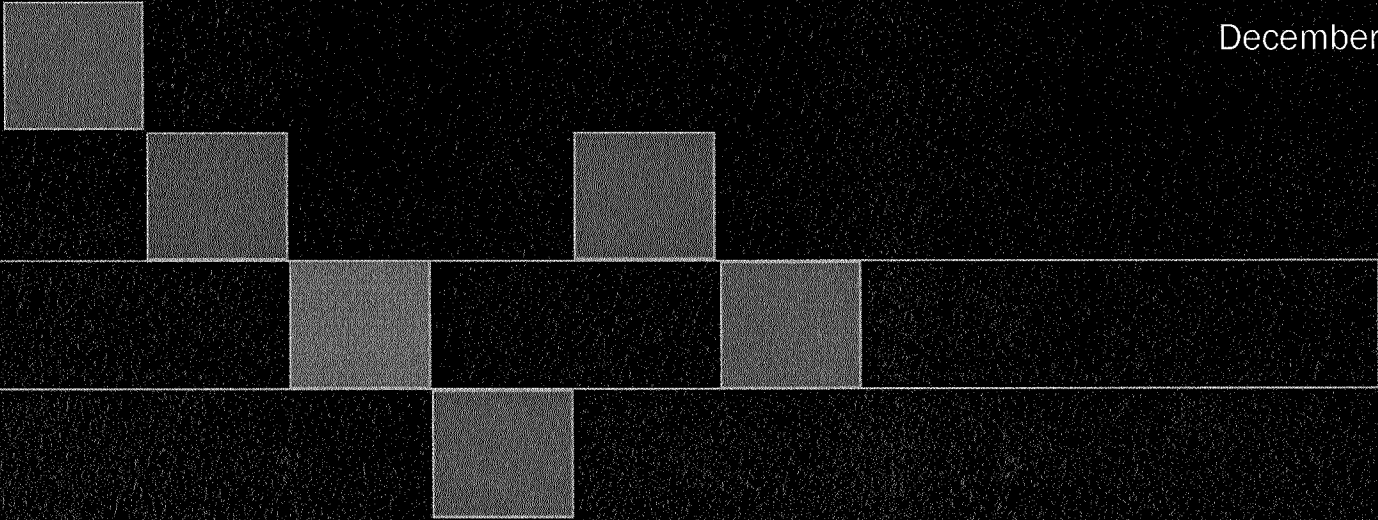
DATE: January 28, 2004
LOCATION: GOVERNMENT CENTER

KANE COUNTY
2030 TRANSPORTATION PLAN

Public Meeting #2
Sign-In Sheet
(Please Print)

Name	Address	Organization
Dwayne Gilligan	11418 Oak Creek Pkwy. Huntley, IL 60142	VS Consultants
Dave Kendall	Wright & Co Downer Grove	

DATE: January 28, 2004
LOCATION: GOVERNMENT CENTER



Kane County 2030 Transportation Plan

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Wednesday, February 25, 2004	1:00 p.m.	Southwest Area	Waubonsee C.C., Bodie Hall, Rm. 150

Please call Heidi Files at (630) 406-7308 to confirm your attendance at one of the following transportation planning forums.

1 S48356

2 STATE OF ILLINOIS)
) SS
3 COUNTY OF K A N E)

4

5

6

7 In Re the Matter of:)
)
8 Public Hearing to allow Public)
Comment Regarding the Kane County)
9 2030 Transportation Plan.)

10

11 REPORT OF PROCEEDINGS had at the
12 hearing of the above-entitled matter,
13 taken at the Kane County Government Center,
14 719 South Batavia Avenue, Geneva, Illinois,
15 on the 28th day of January, A.D. 2004, at
16 the hour of 4:00 p.m.

17

18

19

20

21

22

23

24

1 (The following comment was
2 made at 5:16 p.m.):

3 THE COURT REPORTER: Would you
4 state your name and address, please, sir.

5 MR. KOENEN: I'm Mark Koenen,
6 K O E N E N. My work address is 2 East Main
7 Street, St. Charles, Illinois. I represent
8 the City of St. Charles.

9 We'd be interested in seeing the
10 synchroanal river crossing at the Red Gate
11 Road alignment.

12 Secondly, we request copies of the
13 exhibits which are posted today in full
14 scale.

15 No further comments.

16 Thank you.

17 (The following comment was
18 made at 5:45 p.m.):

19 MR. SILJESTROM: Okay. I have
20 two roles.

21 First of all, I'm a member of the
22 Planning and Development Commission of
23 Elgin. Secondly, I'm chair of the committee
24 that is redoing the Long Range Comprehensive

1 Plan.

2 The Planning and Development
3 Commission looks at current issues that are
4 in the immediate planning process.

5 The Long Range Comprehensive Plan
6 group attempts to look 20 years into the
7 future.

8 Our old plan was from 1983 to 2003.

9 We're seeking to put a plan in place
10 that will offer guidance and leadership in
11 the Elgin area for the next 20 years.

12 It is particularly pleasing to me to
13 see the County taking the role of leadership
14 in issues such as transportation, over which
15 Elgin has not the degree of control that it
16 would like to have.

17 We look to the County to offer that
18 leadership, and to include us in the
19 process, so that these broader issues,
20 transportation, overall land use and
21 coordination between various city bodies,
22 would have a place to go to when seeking to
23 have a sense of leadership to help all of us
24 to work through our challenges.

1 What else?

2 I really respect the detail that the
3 County has gone through, and support their
4 use of outside consultants.

5 I think that's important that we have
6 experts from outside of the area come in and
7 take a look at our area and place us in a
8 much greater context, so that the issues,
9 for example, that we in Elgin or Kane County
10 face are put in terms of a perspective of a
11 much broader picture in all the metropolitan
12 area and certainly other communities
13 throughout the nations of similar
14 circumstances.

15 I urge those forces in Kane County
16 that are involved in planning to continue
17 their efforts and to place new and important
18 emphasis on long-range planning for the
19 entire area.

20 Thank you very much. Have a good
21 day.

22

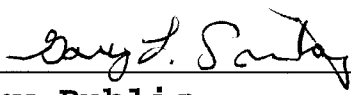
23

24

1 STATE OF ILLINOIS)
) SS.
2 COUNTY OF DU PAGE)
3

4 I, Gary L. Sonntag, Certified Shorthand
5 Reporter No. 84-1003, Registered Diplomate
6 Reporter, a Notary Public in and for the County
7 of DuPage, State of Illinois, do hereby certify
8 that I reported in shorthand the proceedings
9 had in the above-entitled matter and that the
10 foregoing is a true, correct and complete
11 transcript of my shorthand notes so taken as
12 aforesaid.

13 IN TESTIMONY WHEREOF I have hereunto set
14 my hand and affixed my notarial seal this 30th
15 day of January, A.D. 2004.

16
17
18 

Notary Public

19
20 My Commission Expires
21 September 9, 2007.



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above-entitled 1:12 5:9 address 2:4,6 affixed 5:14 aforesaid 5:12 alignment 2:11 allow 1:8 area 3:11 4:6,7,12,19 attempts 3:6 Avenue 1:14 A.D 1:15 5:15	E 1:3 2:6,6 East 2:6 efforts 4:17 Elgin 2:23 3:11,15 4:9 emphasis 4:18 entire 4:19 example 4:9 exhibits 2:13 experts 4:6 Expires 5:20	L 5:4 land 3:20 leadership 3:10,13,18 3:23 like 3:16 Long 2:24 3:5 long-range 4:18 look 3:6,17 4:7 looks 3:3	urge 4:15 use 3:20 4:4
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Batavia 1:14 between 3:21 bodies 3:21 broader 3:19 4:11	face 4:10 First 2:21 following 2:1,17 forces 4:15 foregoing 5:10 from 3:8 4:6 full 2:13 further 2:15 future 3:7	made 2:2,18 Main 2:6 Mark 2:5 matter 1:7,12 5:9 member 2:21 metropolitan 4:11 much 4:8,11,20	various 3:21 very 4:20
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Illinois 1:2,14 2:7 5:1,7 immediate 3:4 important 4:5,17 include 3:18 interested 2:9 involved 4:16 issues 3:3,14,19 4:8	January 1:15 5:15	PAGE 5:2 particularly 3:12 perspective 4:10 picture 4:11 place 3:9,22 4:7,17 plan 1:9 3:1,5,8,9 planning 2:22 3:2,4 4:16,18 please 2:4 pleasing 3:12 posted 2:13 proceedings 1:11 5:8 process 3:4,19 Public 1:8,8 5:6,18 put 3:9 4:10 p.m 1:16 2:2,18	scale 2:14 seal 5:14 Secondly 2:12,23 see 3:13 seeing 2:9 seeking 3:9,22 sense 3:23 September 5:21 set 5:13 shorthand 5:4,8,11 SILJESTROM 2:19 similar 4:13 sir 2:4 Sonntag 5:4 South 1:14 SS 1:2 5:1 St 2:7,8 state 1:2 2:4 5:1,7 Street 2:7 support 4:3 synchronal 2:10 S48356 1:1
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K 1:3 2:6 Kane 1:8,13 4:9,15 Koenen 2:5,5		take 4:7 taken 1:13 5:11 taking 3:13 terms 4:10 TESTIMONY 5:13 Thank 2:16 4:20 their 4:3,17 think 4:5 through 3:24 4:3 throughout 4:13 today 2:13 transcript 5:11 transportation 1:9 3:14 3:20 true 5:10 two 2:20	1983 3:8
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**Minutes of the
Kane County Department of Transportation
2030 Public Forum - West Dundee, Illinois**

January 30, 2004

The Kane County Department of Transportation held an open forum meeting on Friday, January 30, 2004, 10:00 a.m. at the Randall Oaks Country Club, West Dundee, Illinois.

Kane County Department of Transportation staff included Planning and Program Manger Heidi Files, Planning Liaison Heather Tabbert, and Chief of Planning Carl Schoedel. Also in attendance:

Ron Rudd, Carpentersville Engineer	Joe Cavallaro, Village Manager, West Dundee
Steven Pickett, Village President, Sleepy Hollow	Jeff Mihelich, Asst. Mgr., Village of Algonquin
Ken Erickson, Vice President, NAI Hiffman	Marilyn Geier, resident, Gilberts
Joseph Heinz, Consultant, G.L. Heinz & Assoc.	R.W. Siljestrom, Elgin Plan Commission
Delores Brazas, Hampshire Twnshp. resident	Barbara Siljestrom, resident, Elgin
Maryann Dellamaria, Lake Tara Subdivision	Kane County Board Member Debra Allan
Tom Dellamaria, Lake Tara Subdivision	Kane County Board Member Lee Barrett
Bill Ganek, Manager, Village of Algonquin	Celeste Weilandt, Recording Secretary

1. Welcome

Kane County Planning Program Manager Heidi Files introduced herself and welcomed the attendees. Representatives introduced themselves. Ms. Files reviewed where the Transportation Division was in its development process, noting this meeting was the second round of publicly held meetings. She noted that input received from the last set of meetings as well as the socio-economic forecast, transportation deficiencies, and the alternative transportation improvement strategies were incorporated into the department's major project list. Of particular interest, was the fact that the project list was an unconstrained list of community needs, but the list would have to be prioritized. After that process, the department would review the costs and the financial resource analysis to create a draft plan, which was expected by spring 2004. A third set of public hearings would occur and adoption of the plan was expected by summer 2004.

2. Kane County Presentation

Ms. Files presented a PowerPoint presentation discussing the strategies and goals of the 2030 Transportation Plan ("Plan") as well as the county's mission statement. She discussed the various agencies of government involved in the process. Looking to the maps, she pointed out those areas of traffic congestion which the attendees would be focusing i.e., the northwest and southwest areas of Kane County. Major road projects were highlighted, noting that the department would not address all the projects but the projects were to alleviate the congestion and may not necessarily end up in the final Plan. Metra projects and potential PACE service routes were also highlighted. Attendees were asked for their input regarding the Plan.

3. Community Comments

Mr. Siljestrom, Elgin Plan Commission, asked Ms. Files how the county was rationalizing the position of those who thought the county was spreading urban sprawl and those that believed the county should find solutions to the congestion. Ms. Heidi explained the county was working with developers to provide the necessary improvements before development occurs. However, Mr. Carl Schoedel explained that while the county was planning ahead it was in a reactive mode. The county was not in the position to encourage urban sprawl.

A resident expressed concern of what could actually be built at Randall Road and Route 72, wherein Ms. Files explained that the State was planning to improve the Nestler and U.S. 20 intersection, but she was

not aware of any specific improvements for the area. West Dundee Village Mgr. Cavallaro explained Route 72, from West Dundee to the Randall Road intersection was on IDOT's five-year plan. The county, however, Carpentersville and West Dundee were jointly working on Huntley Road from Route 31 to Randall but currently there was no funding.

Ms. Geier, a Gilberts resident, expressed concerns about four-laning Galagan Road and losing some of her property as well as other residents. Ms. Files indicated the county would try to minimize any impact whatsoever but also indicated the improvement was not going to occur during the next year. West Dundee Village Mgr. Cavallaro emphasized the plan was to identify congestion spots. Currently the county was finalizing what the improvements were to look like. Mr. Heinz inquired about IDOT's commitment to its five-year plan for the Route U.S. 20 corridor wherein Ms. Files and Mr. Schoedel explained there were no immediate plans and no real commitment due to the shortage of funds.

West Dundee Village Mgr. Cavallaro agreed that transportation funding was a concern at all government levels and his village was struggling on how to address it. West Dundee needed to come up with a long-term financing program to work into its own improvements. County Bd. member Allan asked whether a point exists that the county has to convey to developers that it cannot add any more roof tops because no funding exists for the roads, schools, etc. Ms. Files explained the Regional Planning Commission 2030 Land Use Plan tries to address that issue, and is conveying to the developers that they have to assist in the building of schools infrastructure, etc., however, at the county level; the county cannot stop the development. Responding to a question, Mr. Cavallaro explained the cities in the Upper Fox do communicate with the various agencies in the initial planning process.

County Brd. member Barrett raised dialog on the recently adopted impact fees, which he said represented a very small percentage of what it would cost to improve the roads. He believed the issue was development and the way it progresses. Instead, a better balance of development was necessary. Mr. Cavallaro explained that the funding that was necessary comes from some type of tax generation. Putting the pressure on the developers was miniscule as compared to the needs of a greater area basis. West Dundee balanced its residential and commercial development thereby reducing its taxes. The Village moves through its reviews process of evaluating what makes sense, such as the pricing of the homes, minimizing the impact on the school district, and looking at the break-even point. Development in West Dundee is also staggered in time-released building permits. The village has been successful in negotiating with its annexation agreement, transition fees for the school district, municipal impact fees, and increasing the overall impact fees, and working through roadway intersections improvements. Mr. Cavallaro reminded the communities that Hampshire's development affects West Dundee and the river crossings in town and how it impacts the communities to the east.

Discussion followed on the plans for the Star Line rapid transit out to Prairie Stone. The county was working closely with the various agencies for the transit plan. A number of hubs were identified in the Traffic Opportunity Assessment Study for transit centers within the county.

Mr. Erickson, NAI Hiffman, agreed funding was an issue and discussed that this area has been identified as an area to provide much employment. While many companies are willing to move in, the State of Illinois has no funds to provide transportation improvements for these companies to move in and the companies are looking elsewhere. A general discussion followed on the State's overall loss of funding and how it was affecting aspects of development, transportation, and employment.

Lastly, conversation was raised that growth was inevitable and that in order to have amenities, residents had to be taxed. It was suggested that the communities would have to find creative ways to finance their improvements and possibly survey what the citizens were willing to pay to get those improvements. It was also suggested that the county increase the gas tax to four cents to bring in an additional \$3.5 million. Mr. Barrett explained the tax capacity of residents and the break-even point of those on fixed incomes.

4. Wrap Up

Ms. Files thanked the communities for their input and closed the meeting by stating a list of alternatives existed and the department would be inputting the local plans from the municipalities, reviewing the resource list, and returning in the spring with a draft plan.

(Meeting ended at 11:04 a.m.)

Respectfully submitted,

\s\ Celeste K. Weilandt
Celeste K. Weilandt, Recording Secretary

**Minutes of the
Kane County Department of Transportation
2030 Public Forum – Aurora Area, Illinois**

February 3, 2004

The Kane County Department of Transportation held an open forum meeting on Tuesday, February 3, 2004, 10:00 a.m. at Messenger Public Library, North Aurora, Illinois.

Kane County Department of Transportation staff included Planning and Program Manager Heidi Files and Assistant Director Tom Rickert.

Also in attendance:

Jim Svoboda, Citizen
Wally Hajost, Citizen
Ken Lopez, Village of North Aurora
Bill Spaeth, City of Aurora
Gary W. Davis, Citizen

Karen Miller, Kane County Development Planner
Penny Cameron, Kane County Board Member
Charlie Day, Citizen
Jim Bibby, Village Engineer, North Aurora

1. Welcome

Kane County Planning and Program Manager Heidi Files introduced herself and welcomed the attendees. Representatives introduced themselves. Ms. Files reviewed where the Transportation Division was in its 2030 Transportation Plan ("Plan") development process, noting this meeting was the second round of publicly held meetings. Information and input received from the last set of meetings as well as the 2030 socio-economic forecast, transportation deficiencies, and the alternative transportation improvement strategies were incorporated into the draft transportation model and into the department's major project list. The project list was an unconstrained list of community needs and the list would have to be prioritized. After the development process and receiving input from the various municipalities in the second phase of public hearings, the Transportation Department would review the costs and the financial resource analysis to create a draft plan which was expected to be out by spring 2004. A third set of public hearings would occur with adoption of the Plan by summer 2004.

2. Kane County Presentation

Ms. Files presented a PowerPoint presentation discussing the strategies and goals of the 2030 Transportation Plan as well as the county's mission statement. She discussed the various agencies of government involved in the process. Looking to the maps, she pointed out those areas of expected population growth, employment growth, and traffic congestion specifically in the northwest and southern areas of the county. The 2003 congested roadway segments were compared to the proposed 2030 congested roadway segments. From there, major road projects and corridors were highlighted, noting that the department would not address all the projects but the projects chosen were to alleviate the congestion and may not necessarily end up in the final Plan. METRA projects, potential PACE service routes, and bike/pedestrian trails were highlighted. Attendees were asked for their input regarding the Plan and to discuss their own local projects.

Ms. Files reminded the attendees that county staff was working with the various municipalities to apply collector networks to serve local traffic congestion, which mostly like would be funded by the developers, and would reduce congestion by approximately 10% to 15%.

3. Community Comments

Ms. Files explained over 80% of projects listed are unfunded. Jim Bibby asked what the priorities of the County in the Aurora Planning Partnership Area are. Tom Rickert said that the most recent planning efforts of the County in this area include the Sugar Grove, Aurora and Montgomery Planning Area Transportation Improvement Study (SAM Plan), and that the priorities outlined in the current draft plan include widening of US 30 to 4-lanes, widening of IL 47 from US 30 to Main Street, and completing a full interchange at IL 47 and I-88. A concerned citizen asked about the plans for IL 47. Rickert answered that there are no plans in the State's 5 year program. The SRA study shows 4-laning of the road and right-of-way protection. The state budget currently includes funding for safety improvements and maintenance; no additional funds are available for capacity improvements. There was a suggestion to change work hours and provide policies to encourage flex hours in order to stagger traffic on the transportation system. Rickert mentioned that about 10 years ago, there were discussions about an Employee Commute Option program which would require all employers with over 100 employees to implement flex hours and other benefits or options for their employees. There is currently no legal ability to require employers to implement such programs.

Rickert explained that the County was working with Metra to study the south expansion of the BNSF line to provide commuter rail service into Montgomery and Kendall County. There was some discussion on the Prairie Parkway. Rickert stated that he is on the Technical Advisory Committee for the Study. There has been a centerline recorded, however the state needs to do a full assessment of socio-economic data, and development a purpose and needs assessment. There are a variety of options being considered including transit options, build and no-build scenarios. Since the proposal is in the initial planning stages, the County is not modeling the proposal. The purpose and needs statement is about 12 months away from being completed, and it takes typically 6-10 years to complete a full federal study.

There was some discussion on the current Kane County Program. Rickert mentioned that the intersection of IL 56 and Kirk was scheduled for 2005-2006 and has CMAQ and bond funding committed and a total cost of about 6 million dollars. The improvement of IL 56 widening to east is currently on hold. There was some discussion about developer contributions for the corners of IL 56 and Kirk Road.

A citizen asked about the potential impact from a proposed Oak Street Bridge. Rickert stated that the County Board is currently honoring the Village of North Aurora's wish not to support the Oak Street Bridge. The County is focusing on the Stearns Road and Longmeadow Bridge corridors. The Oak Street Bridge is still under consideration, however, there is no funding available. Jim Bibby mentioned that there is about \$1.5 million to improve the IL 25 and IL 56 intersection and it will be completed by 2005. The earliest timeframe for the Oak Street Bridge (a proposed 4 lane facility) is 2015-2020. The citizen stated that he resented that money was being spent on the IL 25 and IL 56 intersection and not the proposed bridge corridor. Another citizen stated disappointment for the jurisdictional transfer of Randall Road to the Village of North Aurora, and is concerned about additional curb cuts proposed by the Village. Rickert answered that the County and Village are still working together to ensure adequate spacing and reasonable curb cuts along that stretch of Randall Road. There was a question from Bill Spaeth about the jurisdiction of the bridge on Randall, and Rickert answered that the jurisdiction will be North Aurora's. The County will do significant deck repair on the bridge, and then the Village will be responsible for maintenance thereafter.

Jim Bibby stated that the Village is aiming for 2007 to complete a full reconstruction and widening and a signalized intersection at IL 31. A concerned citizen commented on the need for the signalized intersection and the potential for a serious accident at IL 31 and Oak without the signalization.

A concerned citizen described disappointment in Randall Road. Rickert stated that Randall Road is actually fairly efficient considering the significant amount of traffic it carries. He also stated that Randall Road has as stringent access policies as possible under case and constitutional law. Randall Road has two functions by law; one is to serve transportation needs and the other to provide for economic development. There was a question as to what are the pros and cons of the jurisdictional transfer of Randall Road. Rickert stated that the Village is looking for economic development and sales tax revenue. A benefit to the County is that the transfer removes 1 ½ miles of roadway from the County system. The County will still maintain and plow the roadway for the short-term (5-10 years out). The County, however, loses access control regulations, but foresees the Village's plans to be fairly consistent with what the County's current regulations are.

4. Wrap Up

Ms. Files thanked the communities and members of the public for participating and asked to contact her with further comments/questions.

(Meeting ended at 11:35 a.m.)

**Minutes of the
Kane County Department of Transportation
2030 Public Forum - Batavia, Illinois**

February 9, 2004

The Kane County Department of Transportation held an open forum meeting on Monday, February 9, 2004, 10:00 a.m. at the Batavia Public Library, Batavia, Illinois.

Kane County Department of Transportation staff included Asst. Dir. Rickert; Planning and Program Manager Heidi Files, and G.I.S. Technician Amy Birrell.

Also in attendance:

Kai Tarum, Batavia Community Dvlpmt. Dir.	Carol Schoengart, Village of Wayne Liaison
Noel Basquin, Batavia City Engineer	John Thornhill, Land Planner Consultant
Tom Talsma, Geneva Public Works Director	Joanna Lithrell, V.P., Ciorba Group
Dan Dinges, Geneva City Engineer	William Green, Capital Agri
Steve Persinger, Geneva Park District Director	Thomas Merritt, Resident
Larry Gabriel, Supt. Geneva Park District	Kathryn Trendler, Resident
Michael Kirschman, Geneva Park Dist. Manager	Caryl Van Overmeiren, Kane County Board
Greg Chismark, St. Charles City Engineer	Karen Miller, Kane County Planner
Mark Koenen, St. Charles Public Works Director	Celeste Weilandt, Recording Secretary
Randy Ortgiesen, Fermi Lab Facility Engr.	Gala Pierce, Daily Herald
Jeff Sims, Fermi Lab Engineering	

1. Welcome

Kane County Planning and Program Manager Heidi Files introduced herself and welcomed the attendees. Representatives introduced themselves. Ms. Files reviewed where the Transportation Division was in its development process, noting this meeting was the second round of publicly held meetings. Information and input received from the last set of meetings as well as the 2030 socio-economic forecast, transportation deficiencies, and the alternative transportation improvement strategies were incorporated into the 2030 Plan and department's major project list. Of particular interest was the fact that the project list was an unconstrained list of community needs and the list would have to be prioritized. After the development process and receiving input from the various municipalities in the second phase of public hearings, the department will review the costs and the financial resource analysis to create a draft plan which is expected out by spring 2004. A third set of public hearings will occur and adoption of the plan is expected by summer 2004.

2. Kane County Presentation

Ms. Files presented a PowerPoint presentation discussing the strategies and goals of the 2030 Transportation Plan ("Plan") as well as the county's mission statement. She discussed the various agencies of government involved in the process. Looking to the maps, she pointed out those areas of expected growth and traffic congestion specifically in the Tri-Cities. Major road projects were highlighted, noting that the department would not address all the projects but the projects chosen were to alleviate the congestion and may not necessarily end up in the final Plan. METRA projects, potential PACE service routes and bike/pedestrian trails were highlighted. Attendees were asked for their input regarding the 2030 Plan and their own local projects.

3. Community Comments

Mr. Chismark (St. Charles) asked if the county was enrolled in IDOT's improvement plan wherein Mr. Rickert explained IDOT has communicated it does not have the funding for the projects and will be focusing on maintenance. Per a question, the major projects included in the county's plan were included in the state's model and did include consideration for the Long Meadow Parkway Bridge and the Sterns Bridge. Discussing what will be in the plan, the old Route 56 extension will be a combined state and municipal effort. A three-lane cross section at Oak Street will be included at the south end of the county. To date, the Red Gate Bridge was not included in the plan but would ultimately be included at some point. Rickert emphasized the Plan was focusing on those major projects which would have the best impact on addressing congestion out to 2030. The cost associated with the list of projects was over \$2.0 billion over the next 26 years.

Discussion followed on the significant population growth in general and the growth to occur in Kendall County and its large impacts to roads in southern Kane County. Rickert spoke of the need for more arterial roads such as those found in Elgin and Aurora. Six-laning Randall Road will cost approx. \$100,000,000 to 120,000,000 and currently the county did not have the funds for the project. The SRA Plan showed Fabyan Parkway as needing to be six lanes but currently the county's plan did not show it as a six-lane facility. Staff was working with Sugar Grove, Aurora, and Montgomery and their developers to ensure that enough local streets were built as collector roads for disbursement of traffic.

New roadway systems were occurring along Route 47 due to the new development and frontage roads were being considered for parts of Randall Road. Peck Road was anticipated to be a high volume road in the future; however, it is not being considered for four lanes at this time. Discussing the status of the Outer Beltway, Rickert noted anything north of I-88 was not under consideration and no corridor plans existed south of I-88 because under the federal study, all corridors would have to be considered at one time let alone establishing what direction the corridor may move. Rickert spoke of how identifying the Outer Beltway as regional corridor could change the land use dynamics and growth patterns surrounding it and by identifying it as such; it could actually increase congestion and negatively impact the areas that are trying to be addressed currently.

As far as coordinating efforts with neighboring counties, Rickert explained the county has coordinated efforts with the Northeastern Illinois Planning Commission and has met with Kendall County and DeKalb County and placed their information into Kane County's transportation model as it relates to the Prairie Parkway. After speaking with Kendall County, however, Rickert feels Kane County is low on its volume projections for Kendall County. Also, staff is working with McHenry County on highway network considerations.

A question was raised about plans for bike crossings over Randall Road when it becomes six lanes. Rickert has worked closely with the Bike/Pedestrian Task Force and discussed the high costs involved with bikeways and seeking federal funds for those types of projects. KDOT has been working with Geneva, the Geneva Park District, and Union Pacific regarding an underground passage along South Street at Keslinger and Randall Road. The passage was fully funded, as Rickert understood it. An underpass for the Great Western Trail at Randall and Route 64 was federally funded. Rickert explained staff was trying to address bike bridges as they come and explained that bike bridges would be at the major corridors. Warrants for bridge crossings were also discussed.

Mr. Koenen (St. Charles) summarized that with the overlay of the 2030 Plan over the major road projects, traffic congestion would be a way of life and it was a concern. Rickert reminded the communities that the Plan was going to be reasonably fiscally constrained and roughly two-thirds of the improvements would be gone, or, those improvements would remain with the understanding that funds would have to be found. The only revenue source under consideration for capacity improvements was the new impact fees which only addressed 8% of the actual 10-year capacity

constraints. The Department of Transportation was waiting to hear what funds it would receive in the next federal transportation bill.

A question was asked as to how the model treats congestion as a function of population growth, wherein Rickert explained Kane County and other counties see growth occurring regardless.

Regarding new interchanges for Kane County, the proposed intersections would include a full interchange at Route 47 and I-88 and a full interchange at Route 47 and I-90, which were part of the 2020 Plan. Since funding remained a concern, cities and developers would be seen as paying those costs. From Rickert's understanding a proposed interchange at Briar Hill and the tollway was under consideration and would be fully funded by the developer if it occurred. Per County Board member Van Overmeiren's question about the percentage of costs to the county and to the state, it was a 50/50 split. Funding participation from townships was not factored in.

Discussion followed on whether a study of impact fees was ever done and at what point does their increase affect the new home buyer. Consideration of amortization of impact fees over the long-term was also mentioned. Ms. Files explained impact fees in DuPage County did not impact residential buying whatsoever. From studies done in the far northwest, Rickert conveyed that each rooftop produces \$6,000 to 8,000 worth of impact on the roadway system. States have different laws as to impact fees but some cities include it as part of contributions to their annexation agreement. Kane County stays focused on case law in Illinois.

Should Randall Road become six lanes, Van Overmeiren expressed concern on its negative impacts to the commercial corridor, i.e., less desirable, more dangerous to drivers. Rickert explained that as capacity and volume increased on a four lane road, some of that traffic would have to be forced to stay away from the Randall Road corridor through collector roads. If six lanes were installed, signal optimization would need to be reviewed, some of which have shown that if speeds are reduced, more traffic can move through the signals. Ms. Schoengart (Wayne) asked what percentage of travelers on Randall Road were commuters versus shoppers. Ms. Files could not confirm if the information was available, but Rickert would confirm if the model contained that information.

Ms. Tarum (Batavia) asked about the widening of Main Street in Batavia and expressed concern about Kendall County traffic coming north to Batavia. Rickert explained that traffic from Sugar Grove (Bliss Road) was trying to get to the Batavia area and beyond. Discussion was raised about the area of Butterfield and the Fox River and the widening Oak Street. Rickert conveyed concerns existed for widening Oak Street as a four-lane and that any forcing by the State of that would have to be with the coordination of the cities. He did see Oak Street carrying a lot of traffic in the future. Geneva Public Works Dir. Talsma suggested a grade separation at the east county line and Route 38 (at railroad tracks) to be part of the Plan. Rickert concurred and noted it.

Discussion followed on whether costs included right-of-ways. Per Rickert, the draft plan would include costs estimates. St. Charles' representatives asked to include the Red Gate Bridge in the list, but Rickert indicated staff's focus was on major facilities and the bridge was more of a sub-regional project. He would review again. Batavia Engr. Basquin noted the City of Batavia feasibility study was listed for Route 31 and Fabyan, but actually began at Route 25 and Fabyan Parkway. Rickert explained the county would be reviewing both intersections and safety considerations west of Route 31.

Per a question, Rickert explained all counties usually maintain a transportation plan for a 20 year horizon and if they did not, they were in the process of working on one. A St. Charles representative suggested that the 2030 Plan show future employment centers and growth centers outside of Kane County, particularly from the east, and the planned roadway improvements for those

areas. Ms. Files would follow up. A quick question followed where information was gathered regarding the transportation extension at Randall Road in St. Charles. Ms. Files explained it was conceptual and not part of METRA's plan anymore. Rickert preferred to pull the extension out of the plan if METRA and St. Charles were not considering it anymore.

Conversation was raised regarding the length of expected traffic delays in general, wherein Rickert conveyed it would be 10 times. Further dialog followed that there were costs associated with delay and costs related to the quality of life in general. While the county would like to enhance other transit alternatives, such as bus and bikes, it was difficult when less than 3% of the citizens did not want to utilize them. Ms. Tarum (Batavia) asked to include in the draft report other traffic volume comparisons from the City of Chicago, such as at Michigan Avenue or Golf Road in Schaumburg, as compared to some of Kane County's intersections. Rickert offered to provide maps from CATS and include that information in the draft plan. A short discussion followed regarding trucks and safety issues when planning near landfills as well as consideration by the county for commercial planning. Planner Karen Miller explained commercial development was not developed by the county, but instead, within the municipalities.

4. Wrap Up

Ms. Files and Mr. Rickert thanked the communities for their input and attendance and asked those in attendance to contact Ms. Files with further questions or comments. As a last comment, Rickert added that the 2030 Transportation Plan will move through the Council of Mayors for approval.

(Meeting ended at 11:25 a.m.)

Respectfully submitted,

\s\ Celeste K. Weilandt

Celeste K. Weilandt, Recording Secretary

**Minutes of the
Kane County Department of Transportation
2030 Public Forum - Elgin, Illinois**

February 11, 2004

The Kane County Department of Transportation held an open forum meeting on Wednesday, February 11, 2004, 10:00 a.m. at Elgin Community College, Elgin, Illinois.

Kane County Department of Transportation staff included Planning and Program Manger Files and Asst. Dir. Rickert.

Also in attendance:

Don Bauman, Police Chf., Elgin Comm. College	Annette Miller, Elgin Township
Robert Siljestrom, Elgin Plan Commission	Joe Evers, City of Elgin
Don Volen , Elgin Resident	Millie Kelly, Trustee, PACE, Elgin
Bill Heckert, Supt., School District 301	Karin Allen, University of Illinois, Program Mgr.
Tom Armstrong, Principal Planner, City of Elgin	Rich Hirschberg, Citizen
Sarosh Saher, City of Elgin	County Board Member Deborah Allan
Peter Roqinski, East Dundee	Celeste Weilandt, Recording Secretary

1. Welcome

Kane County Planning and Program Manager Heidi Files introduced herself and welcomed the attendees. Representatives introduced themselves. Ms. Files reviewed where the Transportation Division was in its plan development process, noting this meeting was the second round of publicly held meetings. Information and input received from the last set of meetings as well as the 2030 socio-economic forecast, transportation deficiencies, and the alternative transportation improvement strategies were incorporated into the draft 2030 Transportation Plan (the "Plan") and the department's major project list. The project list was an unconstrained list of community needs and the list would have to be prioritized. After the development process and receiving input from the various municipalities in the second phase of public hearings, the Transportation Department would review the costs and the financial resource analysis to create a draft plan which was expected to be out by spring 2004. A third set of public hearings would occur with adoption of the Plan by summer 2004.

2. Kane County Presentation

Ms. Files presented a PowerPoint presentation discussing the strategies and goals of the 2030 Transportation Plan as well as the county's mission statement. She discussed the various agencies of government involved in the process. Looking to the maps, she pointed out those areas of expected growth and traffic congestion specifically in the northwest and southwest areas of the county. Major road projects and corridors were highlighted, noting that the department would not address all the projects but the projects chosen were to alleviate the congestion and may not necessarily end up in the final Plan. METRA projects, potential PACE service routes, and bike/pedestrian trails were highlighted. Attendees were asked for their input regarding the Plan and to discuss their own local projects.

3. Community Comments

Elgin Planning Commissioner Siljestrom explained the City of Elgin was looking at its long-range plan and focusing on the northwest portion of Elgin. He met with Hampshire's mayor and was updated on their development. With that type of growth, Mr. Siljestrom asked what the county was doing to be proactive in the area. Ms. Files explained the county recognized the growth in the area

and was currently working with the communities to develop a local roadway plan to identify the system needs. Asst. Dir. Rickert added that the Northwest Transportation Planning Area Study was underway for the area and Hampshire was addressing their roadways now for an estimated 10 year projection. However, the county was trying to address the projections to a 26-year projection. Many of the concerns included U.S. Route 20, Big Timber, and possibly Route 72. Significant impacts were identified in the Gilberts, Huntley, and Pingree Grove areas. A projected 50,000 roof tops were identified west of Randall Road while another significant growth area was occurring north of the Illinois border. Mr. Siljestrom believed a catch-22 philosophy existed for planning for roads and the spread of urban growth, noting that if the roads were not planned, criticism was raised and how was the county addressing that.

Mr. Rickert explained the northwest area was over \$2.0 billion in roadway projects and would require additional funding. Fiscally, the county could only afford a few hundred million of those projects. The State of Illinois Dept. of Transportation has indicated it will be funding road maintenance primarily. The county will also be funding for same. Commenting on potential revenue from impact fees, Mr. Rickert noted the fees would only provide about 8% of the improvements, such as intersection updates, for the next 10 years. Mr. Rickert expected development to occur with or without transportation improvements, citing some of the large developments being considered west of Randall Road. Municipalities and developers would have to be involved in the roadway development process.

Because of the future growth expected, ECC Police Chief Bauman and resident suggested not to allow the rooftops to come in because of the impacts. However, Rickert explained polices were in place and constitutional rights existed for property owners who wished to develop their land. From the planning side, however, Rickert believed the development must be approached as "smart growth" and to encourage cities to use smart growth principles.

Elgin Planner Tom Armstrong agreed, but explained that unless each entity agrees to take the same stance, developers will continue to play cities off of each other. He believed strong regional policies needed to exist for cities and developers to follow. Additionally, Mr. Armstrong believed today's congestion was not necessarily the result of development but was from experiencing 40 to 50 years of a roadway system that did not work. He spoke about the successful grid system.

Regarding the proposed roadway improvements, Elgin has supported the county's plans, however, Mr. Armstrong expressed concern that the design stopped at Route 72. There was also a need for an interchange at I-90 and Route 47. Should an interchange not be installed, he saw it affecting economic development for that area. The roadway system west of Elgin appeared to be good. Mr. Armstrong spoke of Elgin's West Suburban study being used as a basis for its planning and suggested to use it countywide. Rickert conveyed similar studies were being used in the Tri-Cities area but studies such as those mentioned only went out to 2020 and the land uses changed over time. Referring to Galligan Road in the Gilberts area, the county was reviewing collector roads on either side of Galligan but environmental issues existed and local roads were being considered.

At a regional level, Rickert explained the county discussed the idea of having more regional control and being more involved. However, he did not see support for that occurring at the various municipal conferences and the county had to be careful not to overstep its statutory requirements as it relates to roadways and access points. Mr. Armstrong suggested depicting on the map the proposed transit system corridor identified for Pingree Grove, Starks Corner, Hampshire and Genoa as it relates to Starks Corner. He believed Starks Corner offered opportunity for a transit-oriented development ("TOD") and suggested to incorporate mixed-use development near TODs. Rickert agreed but explained many developers did not like to develop TODs when no rail line existed.

Mr. Hackert, Supt. School District 301 stated the district was projecting the growth of 6,000 homes. His concern was bus transportation on the already congested roads and safety for the buses to get access onto the roadways. Kane County board member Debra Allen raised discussion on the entities who control access to the roadways when cars back up, wherein Mr. Rickert explained currently the municipalities were the only governmental agencies that had the ability to address the transportation side relative to the developing impact. At the regional level, Rickert has heard discussions about control for facility planning areas and having laws which regulate the control of traffic, similar to storm water flow or other areas of development.

Joe Evers, City of Elgin, spoke of receiving a \$1.6 million IDOT estimate for permanent signalizing at the intersection of Coombs, Plank, and U.S. 20. He asked that Nestler Road and Route 20 be signalized with some lane widening. Mr. Evers believed the only way to fairly apply the \$1.6 million to a developer was through impact fees but agreed it was not truly fair when the traffic already existed. Rickert explained the intersection will receive federal safety funding which was a plus but in the future, funds like that would not be readily available. Instead, Mr. Evers offered the best approach may have to be to force the developers to create alternative routes within a subdivision instead of two major accesses. Rickert agreed and spoke of the minor roadway adjustments a developer can make within a development which can produce better traffic management.

Mr. Armstrong, Elgin, discussed how environmental constraints have changed in today's regulatory environment and no coordination of efforts exists among the county's subdivisions being planned and the large blocks of forest preserve. Mr. Armstrong was working with a developer to interconnect his development with the local streets of another connecting subdivision.

Ms. Karin Allen, University of Illinois, inquired as to whether initiatives were undertaken to promote alternative commuting and ride sharing. Rickert discussed prior employer initiatives which were pulled by the governor. Steps were currently being taken by the county to promote alternate transportation such as the Share Ride signs. However, when less than 3% of the population used the alternatives, it was difficult. Ms. Allen spoke about many Chicago employers not being aware of a tax incentive program offered to employers who provide transportation to their employees. Due to that survey, she emphasized it was important to educate employers and suggested that the county and attending cities at this meeting support the initiative. Ms. Allen offered her assistance to educate the cities and employers through workshops or through other ways.

When asked what message the county could bring back to the various city officials, Rickert stated partnering and cooperation was essential; SRAs needed to be set aside for the future; stewardship of the resources; and carefully reviewing the roadway system and planning for what was really necessary. Rickert spoke about his involvement in the Technical Review Committee, wherein an Elgin representative suggested holding a similar type think tank up in this area to explore ideas.

4. Wrap Up

Ms. Files closed by summarizing the future steps which will take place. Both thanked the attendees for participating and asked them to carefully review the proposed changes and to contact Ms. Files with further comments/questions.

(Meeting ended at 11:30 a.m.)

Respectfully submitted,

\s\ Celeste K. Weilandt
Celeste K. Weilandt, Recording Secretary

**Minutes of the
Kane County Department of Transportation
2030 Public Forum - Campton Township, Illinois**

February 18, 2004

The Kane County Department of Transportation held an open forum meeting on Wednesday, February 18, 2004, 10:00 a.m. at Campton Community Center, Campton Township, Illinois.

Kane County Department of Transportation staff included Planning and Program Manager Heidi Files and Council of Mayors Planning Liaison Heather Tabbert.

Also in attendance:

Sue George Sierra Club Chairwoman/citizen	Karen Miller, Kane County Development Planner
Donna Gillen, Kane County Economic Dvlpmt. Advisory Board and Campton Twshp. Trustee	Deborah Allan, Kane County Board Member
Frank Griffin, Kane County Economic Dvlpmt. Advisory Board and President of the Realtors Association of Fox Valley	Celeste Weilandt, Recording Secretary

1. Welcome

Kane County Planning and Program Manager Heidi Files introduced herself and welcomed the attendees. Representatives introduced themselves. Ms. Files reviewed where the Transportation Division was in its 2030 Transportation Plan ("Plan") development process, noting this meeting was the second round of publicly held meetings. Information and input received from the last set of meetings as well as the 2030 socio-economic forecast, transportation deficiencies, and the alternative transportation improvement strategies were incorporated into the draft transportation model and into the department's major project list. The project list was an unconstrained list of community needs and the list would have to be prioritized. After the development process and receiving input from the various municipalities in the second phase of public hearings, the Transportation Department would review the costs and the financial resource analysis to create a draft plan which was expected to be out by spring 2004. A third set of public hearings would occur with adoption of the Plan by summer 2004.

2. Kane County Presentation

Ms. Files presented a PowerPoint presentation discussing the strategies and goals of the 2030 Transportation Plan as well as the county's mission statement. She discussed the various agencies of government involved in the process. Looking to the maps, she pointed out those areas of expected population growth, employment growth, and traffic congestion specifically in the northwest and southern areas of the county. The 2003 congested roadway segments were compared to the proposed 2030 congested roadway segments. From there, major road projects and corridors were highlighted, noting that the department would not address all the projects but the projects chosen were to alleviate the congestion and may not necessarily end up in the final Plan. METRA projects, potential PACE service routes, and bike/pedestrian trails were highlighted. Attendees were asked for their input regarding the Plan and to discuss their own local projects.

Ms. Files reminded the attendees that county staff was working with the various municipalities to apply collector networks to serve local traffic congestion, which mostly like would be funded by the developers, and would reduce congestion by approximately 10% to 15%.

3. Community Comments

Ms. Files explained it would cost over \$2.0 billion to complete all of the proposed projects. Ms. Gillen asked if a study was done on the possibility of running a parallel road to Randall Road, similar to the frontage road systems on Willow and Palatine Roads where the roads have less lights except for the business. Files mentioned St. Charles has been reviewing a collector road system and Gordon Road runs parallel to Orchard. Staff was also working on the Corron Road extension up north. Files then discussed some of the difficulties in converting Randall Road, such as limited access points and the rights of property owners. Griffin discussed the use of frontage roads but the problem was that the frontage roads were generating a great of traffic as well. Discussion followed regarding the Corron Road bridge extension and the Corron Road extension bringing traffic down to Burlington.

Ms. Files confirmed the improvements for LaFox and Route 38 were a committed IDOT project, to be finished in 2004. Discussion followed on the conceptual rail extension project in St. Charles, noting it was identified in the County's Transit Opportunities Study but was not a desired extension. Further dialog followed regarding the Star Line rail and METRA's pursuit of that line.

A conversation began on the Prairie Parkway with Ms. Files explaining the state was doing its Purpose and Needs study and reviewing alignments, but the northern part of the parkway was not being studied at all. Board member Allan indicated she heard discussions about the widening Route 47 as a logical response to the Prairie Parkway and inquired as to reasons of why it would not work. Discussion followed that the traffic would go around the development.

Regarding METRA's proposed Burlington rail extension, it was met with opposition from DuPage County, resulting in METRA dropping it from their plans. Discussion was raised on whether the county considered an inner urban rail wherein Ms. Files explained light rail was very costly and required years to construct. However, there was talk about bus rapid transit utilizing the right-of-ways as express lanes specifically for buses and was less costly. Ms. George conveyed that the Sierra Club has discussed seeing the continual road widening but never really solving the traffic congestion. She would like to see the considerations beyond the 2030 Plan, noting larger suburban communities were converting old railways or easements to ease congestion. Ms. Files explained the STAR line was innovative but also discussed that many agencies had their own interests rather than looking at the overall plan. Ms. George would like to see light rail considered and to reconsider using the Great Western Trail or adding an adjacent line from Bartlett to Sycamore. Discussion followed that it was important to educate people to seek other commuting alternatives other than the car. Files indicated she work with the regional groups to review. County Board member Allan suggested reviewing those cities with successful light rails (Minneapolis, Pasadena)

Ms. Files continued to discuss the county was working with CATS on transportation options but less than 3% of the county population was utilizing other alternatives. Gillen brought up comparisons of Kirk Road and Randall Road noting Kirk Road did not have the same economic development as Randall Road and was safer than Randall Road. She believed there was less traffic on Kirk due to less curb cuts and less retail. Gillen suggested analyzing both Randall and Kirk Roads and applying the positives to Route 47 before its development starts. Griffin foresaw development along Route 47 as being slow until the water and sewer get connected.

Dialog was raised regarding the employment corridors, which included Randall Road, Kirk Road, the expressways, Huntley, Big Timber, U.S. 20, Plank Road, parts of Route 64, Route 47, Bliss, and Orchard Roads.

Bike Planner Tabbert discussed the proposed bike plans for the underpass at Dean Street in St. Charles and a proposed underpass in Geneva at Randall and South Street. Silver Glen would have an overpass in the future. Ms. George suggested creating more bike options in order to get people to

their jobs, specifically to some of the nearby downtowns. Discussion followed on creating specific bike lanes or bike striping on Randall Road for cyclists wherein Ms. Files explained liability issues arise if the area is striped as a bike lane. Cyclists were safer on the roadways when riding for transportation reasons. Asked whether the county was considering wider shoulders for Route 64 to accommodate future growth, Planner Tabbert explained that as long as enough space existed, it would be safe for cyclists.

Discussion followed on PACE lines and the warrants for bus routes. Files explained that PACE was losing funds and Kane County did not have a busing alternative. Currently, it had enough funds for the maintenance of roads. Prior, the county board did pass a resolution to reinstate a bus route to Waubensee College, which did not work due to lack of ridership, and therefore, the county board could not justify spending additional funds on bus routes.

The attendees proceeded to discuss getting additional funding, one of which ways was through impact fees, motor fuel tax, or sales tax, but that the revenue from those would only pay for a small percentage of the necessary funds. Gillen raised the fact that residents were concerned about hidden taxes. A conversation was raised that residents will have to change their mind-set and shop wiser with less trips. Dialog followed regarding the costs involved in providing bus service for larger estate areas as compared to those residents in close proximity to bus service. Files discussed a study about how far drivers would go before seeking alternatives. Ms. George would like to see the county to continue to pursue funding options beyond 2030.

Gillen noted no RTA existed for Kane County. Files explained Kane County staff does sit on some transportation committees and does have some influence in the METRA and PACE decisions and discusses other transportation options, such as Park & Ride options or high occupancy vehicles ("HOV"). Ms. George asked about the future growth of the Grand Prairie subdivision and whether PACE offers summer bus routes. She also suggested reviewing trolley line opportunities.

4. Wrap Up

Ms. Files thanked the communities for participating and asked to contact her with further comments/questions.

(Meeting ended at 11:35 a.m.)

Respectfully submitted,

\s\ Celeste K. Weilandt

Celeste K. Weilandt, Recording Secretary

**Minutes of the
Kane County Department of Transportation
2030 Public Forum - Elburn, Illinois**

February 19, 2004

The Kane County Department of Transportation held an open forum meeting on Thursday, February 19, 2004, 10:00 a.m. at the Elburn Library, Elburn, Illinois.

Kane County Department of Transportation staff included Planning and Program Manager Heidi Files and Kane County Council of Mayors Planning Liaison Heather Tabbert.

Also in attendance:

Rick Feltes, V.P., Feltes Sand & Gravel Co.
Elburn Mayor Jim Willey
Dave Morrison, Elburn Administrator
Bill Grabarek, Elburn Trustee

Jan Strasma, Citizens Against the Sprawlway
Dan Soltis, BP, Real Estate Project Manager
Karen Miller, Kane County Planner
Celeste Weilandt, Recording Secretary

1. Welcome

Kane County Planning and Program Manager Heidi Files introduced herself and welcomed the attendees. Representatives introduced themselves. Ms. Files reviewed where the Transportation Division was in its 2030 Transportation Plan (the "Plan") development process, noting this meeting was the second round of publicly held meetings. Information and input received from the last set of meetings as well as the 2030 socio-economic forecast, transportation deficiencies, and the alternative transportation improvement strategies were incorporated into the draft transportation model and the department's major project list. The project list was an unconstrained list of community needs and the list would have to be prioritized. After the development process and receiving input from the various municipalities in the second phase of public hearings, the Transportation Department would review the costs and the financial resource analysis to create a draft plan which was expected to be out by spring 2004. A third set of public hearings would occur in the spring with adoption of the Plan by summer 2004.

2. Kane County Presentation

Ms. Files presented a PowerPoint presentation discussing the strategies and goals of the 2030 Transportation Plan as well as the county's mission statement. She discussed the various agencies of government involved in the process. Looking to the maps, she pointed out those areas of expected population growth, employment growth, and traffic congestion specifically in the northwest and southern areas of the county. The 2003 congested roadway segments (24 hours) were compared to the proposed 2030 congested roadway segments. From there, major road projects (unconstrained) and corridors were highlighted, noting that the department would not be able to address all of the road projects due to financial constraints but the projects chosen were to alleviate some of the congestion and may not necessarily end up in the final Plan. METRA projects, potential PACE service routes, and bike/pedestrian trails were highlighted. Attendees were asked for their input regarding the Plan and to discuss their own local projects/issues.

Ms. Files reminded the attendees that county staff was working with the various municipalities to apply collector networks to serve local traffic congestion, which mostly like would be funded by the developers, and would reduce congestion by approximately 10% to 15%.

3. Community Comments

As to whether the projects coincided with IDOT's projects, Ms. Files indicated some of the projects were identified in the Regional Transportation Plan, i.e., the full interchange at I-88 and I-90 and additional lanes were identified by IDOT's SRA studies for Routes 47, 72 and 20. To date, IDOT had no funds for the lane additions but recognized the need for them. Ms. Files indicated her office does work with adjacent counties including McHenry, DeKalb and Kendall Counties as they relate to local plans and has constant discussions with those counties. Kane County was working with Kendall County to address traffic in the Sugar Grove/Montgomery area starting with the north/south Elderman arterial connecting to Ash and then to Dugan.

A question was raised on whether studies existed relating to the destination of truck traffic on Route 47, i.e., were trucks delivering local or within the county, to which Ms. Files indicated she could look into. A citizen raised the fact that IDOT provides statistics regarding the Prairie Parkway. Ms. Files indicated staff has used some of their information, but mostly for DeKalb County. Per Ms. Files, IDOT was working on its Purpose and Needs study for the Prairie Parkway but had not determined the exact alignment. The north portion of the parkway from I-88 to I-90 has since been dropped. Concern was raised that should the Parkway end at Interstate 88, north/south traffic would significantly increase through Elburn.

Discussion followed that the study for the northern part of the Prairie Parkway had to exist somewhere. Again, there was concern about Elburn's planning and the impact by trucks and general traffic even if the bypass was planned for Anderson Road. A suggestion was made to move Route 47 around Elburn without traffic going through the downtown wherein there was a suggestion to move traffic to Meredith and then back. Conversation arose that no matter what happens with the Prairie Parkway, traffic will always impact downtown Elburn and it would preferable to have the alignment of the parkway on the map for Elburn's planning purposes. An attendee commented on his discussion with IDOT representatives who conveyed that there was no need for identifying a corridor because IDOT did not expect the growth to come.

Ms. Files mentioned the new rooftops expected in the county and the increased car trips per day. Discussion followed that while many of the older cities, such as Elgin, had a grid roadway system, many of the new subdivisions tended not to focus on inner subdivision roads. Kane County was currently working with the various municipalities in developing a grid network for future subdivisions. The county's goal was to get the cities to adopt the collector roadway plans for future subdivisions. Looking to the north, a suggestion was made to provide good alternative routes for Route 47, such as Dauberman Road and those Roads to the east.

Elburn Mayor Willey discussed the fact that the Village of Elburn does not promote the two-entrance subdivision and the village is making great efforts to connect up to future roads and provide modified grid roads and interconnect the community while disbursing traffic. Willey believes the Anderson Road bridge will relieve much of Elburn's local traffic. A suggestion was made to extend Anderson Road south to Route 47 wherein Mayor Wiley believed it may be possible but the truck radius was a concern. Willey said there were discussion about keeping the right turn, making the left to Anderson Road and keeping the truck route over the Anderson bridge and not come through town. As to the northern part of town, Willey surmised that Old Anderson Road could be paved to Beith Road and then return back to Route 47. Files conveyed that idea was not in the plan currently but that the county should review what was suggested. She asked if the mayor could provide those plans as suggested for the southern part of Anderson Road.

Elburn Administrator Morrison conveyed what was discussed under the original IDOT plan, discussing the creation of a bypass to Beith Road then down to Route 38, which could be acceptable to IDOT. However, Willey conveyed that there was the concern about keeping some of the traffic for

economic purposes. Someone suggested installing a weight limit on larger trucks to keep traffic congestion down.

Mayor Willey made the comment that he sees the village limits as staying within the wetland boundaries. He also envisions the Village staying within the Kaneland School District.

A concern was raised about the potential impact of a bypass at the fairgrounds area at Route 47 and Beith. Discussion followed regarding the challenge of attracting people to Elburn when so many cars are lined up at the railroad tracks, wherein Willey discussed the perception of Elburn as being a "quiet little town" until one hears the trains. He explained the steps being taken with Metra to have quiet zones.

A question was asked if any real projections were being stated on what the traffic would be in ten years, wherein Mayor Willey conveyed he was told that with the Rochelle project and with the increased deficiency, a 15% decrease in train traffic should occur. However, the Union Pacific, western route, was very large and Willey found that figure hard to believe.

Attendees spoke about the success of Geneva's Route 31 bypass off of Third Street. Willey felt a similar plan like that in Elburn was positive. Mr. Feltes believed it would make sense to continue Anderson Road south of Keslinger but it was then explained that Anderson Road, south of Keslinger, would continue into the Blackberry Creek subdivision and would not have truck traffic. Ms. Files indicated she would speak to Village Administrator Morrison on the Anderson Road plans. Ms. Files continued by explaining what "conceptual" rail lines were.

Dialog then centered on the fact that the Village of Elburn was anxious to hear new about the Anderson bridge as a result of the T-bill (Transportation bill). Morrison added that ancillary projects were included in the T-bill which focused on local accessibility rather than the regional benefit of Anderson Road. He explained that the funding will be earmarked for the project and project management will be provided by KDOT. As to where the Anderson project was prioritized within the T-bill, Morrison did not have an answer but explained that he hoped the project scored very well in meeting the requirements because infrastructure, banking requirements, etc. were being met and there was no objection to the bridge.

Lastly, a discussion centered on the accuracy of NIPC's figures. Morrison conveyed he disagreed with NIPC's earlier projections, commenting he attended the "Paint the Town" workshop at the Kane County Development Department, and the figures appeared to be low.

4. Wrap Up

Ms. Files thanked communities for participating and to contact her with further comments/questions.

(Meeting ended at 11:03 a.m.)

Respectfully submitted,

\s\ Celeste K. Weilandt
Celeste K. Weilandt, Recording Secretary

**Minutes of the
Kane County Department of Transportation
2030 Public Forum – Northwest Planning Partnership Area**

February 23, 2004

The Kane County Department of Transportation held an open forum meeting on Monday, February 23, 2004, 10:00 a.m. at the Huntley Village Board Room, Huntley, Illinois.

Kane County Department of Transportation staff included Planning and Program Manger Files and Council of Mayors Planning Liaison Heather Tabbert.

Also in attendance:

Albert Stefan, Baxter Woodman, Village of
Gilberts
Freda Beth Schmutle, Dev. Consultant, Villages
of Hampshire and Burlington
Carol Quandt, CARE, Resident of Hampshire
Delores Brazae, Farmer and concerned citizen
Dave Johnson, Assistant Village Manager,
Huntley
Bill Blecke, Baxter Woodman, Village
Engineer, Huntley

Karen Miller, Kane County Development Planner
Everett Clark, Village President, Gilberts
Brad Sanderson, Village Engineer for Hampshire
Bill Schmidt, Village President, Hampshire
John Whitehouse, Village Engineer, Burlington
Dave Seigel, Elgin Resident
Jeff Young, Design Manager, McHenry County
Hwy. Dept.

1. Welcome

Kane County Planning and Program Manager Heidi Files introduced herself and welcomed the attendees. Representatives introduced themselves. Ms. Files reviewed where the Transportation Division was in its 2030 Transportation Plan ("Plan") development process, noting this meeting was the second round of publicly held meetings. Information and input received from the last set of meetings as well as the 2030 socio-economic forecast, transportation deficiencies, and the alternative transportation improvement strategies were incorporated into the draft transportation model and into the department's major project list. The project list was an unconstrained list of community needs and the list would have to be prioritized. After the development process and receiving input from the various municipalities in the second phase of public hearings, the Transportation Department would review the costs and the financial resource analysis to create a draft plan which was expected to be out by spring 2004. A third set of public hearings would occur with adoption of the Plan by summer 2004.

2. Kane County Presentation

Ms. Files presented a PowerPoint presentation discussing the strategies and goals of the 2030 Transportation Plan as well as the county's mission statement. She discussed the various agencies of government involved in the process. Looking to the maps, she pointed out those areas of expected population growth, employment growth, and traffic congestion specifically in the northwest and southern areas of the county. The 2003 congested roadway segments were compared to the proposed 2030 congested roadway segments. From there, major road projects and corridors were highlighted, noting that the department would not address all the projects but the projects chosen were to alleviate the congestion and may not necessarily end up in the final Plan. METRA projects, potential PACE service routes, and bike/pedestrian trails were highlighted. Attendees were asked for their input regarding the Plan and to discuss their own local projects.

Ms. Files reminded the attendees that county staff was working with the various municipalities to apply collector networks to serve local traffic congestion, which mostly like would be funded by the developers, and would reduce congestion by approximately 10% to 15%.

3. Community Comments

There was a comment that Brier Hill Road interchange needed to be shown on major potential projects list. Carl Tomasso addressed the Big Timber and Brier Hill improvement and widening. He stated that the Hampshire development activities impact the Village of Huntley and that the improvements to Brier Hill Road should be included in both the Northwest Kane County Study and the Kane County 2030 Transportation Plan.

A concerned citizen said they opposed any improvements to US Route 20 and Big Timber Road. Another meeting participant asked that all proposed grade separations be shown on any future maps. John Whitehouse stated that there is no room to realign Dauberman with Merideth as shown on the map and offered to provide a recommendation for a slightly modified version of the realignment. A question arose about how the County is coordinating with IDOT.

There was some discussion on the funding available out to the year 2030. Ms. Files replied that the County projects revenues to cover about 10-20% of the County portion of the roadway improvements, and that the County is continually aggressively pursuing federal funding for many of the high priority projects. The Village of Hampshire mentioned that they just adopted a transportation impact fee of \$1600 per lot, and needs to further investigate additional revenue sources to provide transportation improvements for the future. There were comments from the citizens concerning the lack of funding for transportation improvements and the burden of new development on the roadway system. One citizen stated that the municipalities need to be educated on the coordination of planning. Another comment included the need for continued coordination between municipalities regarding access agreements.

There was some discussion on the accurateness of the socio-economic forecasts. It was explained that the numbers were adopted by the Northeastern Illinois Planning Commission (NIPC) who coordinated with all of the municipalities in the Chicagoland area, and are expected to be a very good indicator of the magnitude of development that the municipalities are planning for. There was a comment about an annexation of 600 acres of land into the Village of Sycamore and the additional traffic it would put onto Plank Road in Kane County.

There was a comment that the Tyrell/Galligan realignment and expansion to 4-lanes would require a bridge expansion over I-90.

4. Wrap Up

Ms. Files thanked the communities and members of the public for participating and asked to contact her with further comments/questions.

(Meeting ended at 11:35 a.m.)

**Minutes of the
Kane County Department of Transportation
2030 Public Forum - Sugar Grove, Illinois**

February 25, 2004

The Kane County Department of Transportation held an open forum meeting on Wednesday, February 25, 2004, 1:00 p.m. at Waubensee Community College, Sugar Grove, Illinois.

Kane County Department of Transportation staff included Asst. Planning Dir. Rickert, Planning and Program Manager Heidi Files and Kane County Council of Mayors Planning Liaison Heather Tabbert.

Also in attendance:

Scott Buening, Sugar Grove Community Development Director	Judy DeVie, President, Spare Wheels
Tom Meadath, Democratic Candidate for Kane County Board Chairman	Marvel Davis, resident, Big Rock
Ron Naylor, Engineering Enterprises, Inc.	Sally Carr, resident, Big Rock
Steve Grabowski, Transportation Planner, Engineering Enterprises, Inc.	Mike Barr, concerned citizen
Jim Michels, President, Engineering Enterprises, Inc.	Karen Miller, Kane County Board Planner
	Sue O'Neill, Elburn Daily Herald
	Celeste Weilandt, Recording Secretary

1. Welcome

Kane County Planning and Program Manager Heidi Files introduced herself and welcomed the attendees. Representatives introduced themselves. Ms. Files reviewed where the Transportation Division was in its 2030 Transportation Plan ("Plan") development process, noting this meeting was the second round of publicly held meetings. Information and input received from the last set of meetings as well as the 2030 socio-economic forecast, transportation deficiencies, and the alternative transportation improvement strategies were incorporated into the draft transportation model and the department's major project list. The project list was an unconstrained list of community needs and the list would have to be prioritized. After the development process and receiving input from the various municipalities in the second phase of public hearings, the Transportation Department would review the costs and the financial resource analysis of the projects to create a draft plan which was expected to be out by spring 2004. A third set of public hearings would occur in the spring with adoption of the Plan by summer 2004.

2. Kane County Presentation

Ms. Files presented a PowerPoint presentation discussing the strategies and goals of the 2030 Transportation Plan as well as the county's mission statement. She discussed the various agencies of government involved in the process. Reviewing maps, she pointed out those areas of expected population growth, employment growth, and traffic congestion (traffic bands) specifically in the northwest and southern areas of the county. The 2003 congested roadway segments (for 24 hours) were compared to the proposed increased 2030 congested roadway segments. From there, major road projects (unconstrained) and corridors were highlighted, noting that the department would not be able to address all of the road projects due to financial constraints but the projects chosen were to alleviate some of the congestion and may not necessarily end up in the final Plan. Ms. Files reminded that staff was working with the various cities in addressing the major projects and looking to collector networks to serve the communities, which would be funded by developers, and would reduce congestion by approximately 10% to 15%. METRA projects, potential PACE service routes, and bike/pedestrian trails were highlighted.

Kane County Asst. Transportation Dir. Rickert emphasized that the proposed projects on the screen represented \$2.2 billion in infrastructure and, currently, funding was not available. The only current money would focus on roadway maintenance and slight roadway improvements. Only priority projects were being considered. Attendees were asked to speak up now if they did not see their priority projects on the Plan. Staff was reviewing funding alternatives including the recently passed transportation sales tax and the gas tax. Rickert discussed how the public's negative philosophy of transportation changed from 15 years ago. Based upon trends, the Transportation Department sees the development projections as high as 20% greater than NIPC's projections. Dir. Rickert explained the Prairie Parkway was not in the department's projected plan; however, within the planning document the Prairie Parkway would be clarified as an ongoing study by the State of Illinois.

3. Community Comments

Attendees were asked for their input regarding the Plan and to discuss their own local projects/issues. Per a question about the governor cutting back on Forest Preserve monies and how it would affect the bike/pedestrian trails, Dir. Rickert could not confirm what would happen but believed there would be some influences and if the funding was not there, priorities would have to be determined.

A Big Rock resident expressed concern that it will be difficult for Kane County to receive funds for bridge improvements when the governor is already taking funds from the Transportation fund. Rickert agreed there were impacts from it, but the county was taking the necessary steps to ensure that the projects previously committed to the county's Transportation Division through Illinois First, were able to be finalized. Should the state take away money promised to the county, it would cost the residents of Kane County a significant amount of money.

Conversation was raised that the Sugar Grove, Aurora and Montgomery map ("SAM") was a more detailed map than the 2030 because the 2030 map focused on major projects, mostly of which were for state and county routes. Dir. Rickert discussed the SAM area was under review and the Transportation Department was working with Kendall County to see what was occurring in its county.

There was concern about Granert and Daubeman Roads not being used if the Parkway was built, wherein Rickert indicated those roads would become significant arterial roads instead. Ms. Files stressed that the local projects/improvements were being addressed by local municipalities and were being created by the developers.

Per a question, Dir. Rickert explained how road projects get prioritized noting they were mostly based on public policy and the policymakers. Based upon past experience, it depended upon what the public was pushing.

Mr. Scott Buening, Sugar Grove, explained his Village determined its priority list, which included the widening of Route 47 from the County Line up to the railroad decking, with bridge replacement included; the Gordon Road extension south; a full interchange at Route 47 and I-88; and the Municipal Drive extension, both north and south between Route 47 and County Line. Funds had been applied for but there was no word on whether the funding would be received for those projects. Mr. Buening believed the Granert Road project would relieve the traffic issues at Dugan Road but the intersection may need signalization. However, he believed continued traffic congestion would exist because Kendall County was inexpensive to build.

On that topic, he suggested inserting the Prairie Parkway in the Plan as an alternative just to know what the impact will be on the model. However, Rickert explained there was consideration for the parkway at a certain level, but he was more concerned about the dynamics it would present and

believed the state should take the lead on the matter. Language would exist in the plan addressing the parkway.

Mr. Tom Meadath asked whether the county will carry over its goal of preserving 50% of the county as agriculture into its 2030 Plan and what type of legal authority does the county have to maintain the percentage. Kane County Planner Karen Miller explained the County Development Dept. was working on that as its goal with the approach to educate cities and developers to incorporate smart growth principles and to keep the county at 50% agriculture/open space. Ms. Miller emphasized that county staff does not favor sprawl and does initiate certain studies to be done.

Discussion followed on land uses and what steps the county uses to prevent cities from developing further. Further discussion followed that the county should be given more power to control zoning and to back off development, reduce the shortage of water, and reduce traffic issues. Mr. Buening explained that there was nothing the county could do to prevent municipalities from annexing properties. He believed it was up to the cities to make decisions as to their growth and for the cities to create boundary agreements to control growth.

Rickert, after listening to the concerns, commented that similar ordinances, such as the county's stormwater ordinance, may have to be created as it relates to development, in order to protect land. Discussion followed on the problem of building roadways and the development that follows. Resident Ms. Davis pointed out that no one mentions the 1982 enactment of the Illinois Farmland Protection Act and no one abides by it. Dialog followed that the municipalities have control of what type of development goes on annexed land and that the citizens may have to speak up to control that development.

Per Mr. Buening, explained that Sugar Grove requires that developers pay for the infrastructure/roadways since their developments impact the same roads. Discussion followed on attaching I-88 south to Gordon Road, as an alternative. Mr. Buening indicated the suggestion will not work in Sugar Grove first, because the City was planning the development of the Alexander property and the road would bisect the property and make it difficult to provide municipal services to both sides of an interstate highway. Second, once in Kendall County the road could not continue because it would require condemnation of homes and too much development was already occurring on the Kendall County side.

Marvel Davis believed the transportation plan was workable but the position of the Citizens Against the Sprawlway was to see improved existing roads widened and interchanges created rather than building the Parkway and cutting through pristine farmland. She would not object the county widening Jericho Road, which cuts through her own property, let alone knowing how a parkway would impact the environment, the aquifers, wetlands, etc. A question was raised if the parkway would really relieve the traffic, wherein Rickert could not comment.

Discussion followed on how the very large subdivisions must skew the traffic figures. Rickert agreed and commented on the dozen or so proposed residential developments coming forward. He discussed the necessary balance for businesses to come to Kane County, point out that development is occurring along the expressways. Kane County Planner Miller explained that Economic Development Coordinator Sharon Dixon worked with the county's economic business affairs but, overall, the County Development Department believed it was the responsibility of the cities to attract businesses and not compete with them.

Attendees spoke about understanding the overall planning process for developments. One resident believed nothing was being done at the state level to stop development around airports, commenting on the Aurora Airport and the natural contention of human growth. As a suggestion,

Rickert recommended that the attendees speak up and get involved with their legislative representatives to make changes since the county had limited power.

4. Wrap Up

Ms. Files thanked everyone for their input and asked them to contact her with further comments/questions.

(Meeting ended at 2:30 p.m.)

Respectfully submitted,

\s\ Celeste K. Weilandt
Celeste K. Weilandt, Recording Secretary

Public Involvement Final Round

Kane County Division of Transportation

July 2004

Kane County's 2030 Transportation Plan

Kane County is in the process of developing the County's 2030 Transportation Plan. The purpose of the plan is to determine major transportation projects, guide transportation decisions and identify resources to implement transportation projects. Kane County is in the process of seeking public comment on the County's 2030 Transportation Plan. Over the last few months, the County has been coordinating with local agencies, analyzing projected revenues, and reviewing the public comments received. On July 23rd a draft of Kane County's 2030 Transportation Plan will be posted on the Kane County Division of Transportation's web site at www.co.kane.il.us/dot.

Upcoming Opportunities for Public Involvement

The County will host public forums/open houses to present the County's Draft 2030 Transportation Plan. These meetings will be held from 7:00 p.m. to 9:00 p.m.

Date:

Thursday, July 29, 2004
Monday, August 9, 2004
Thursday, August 12, 2004

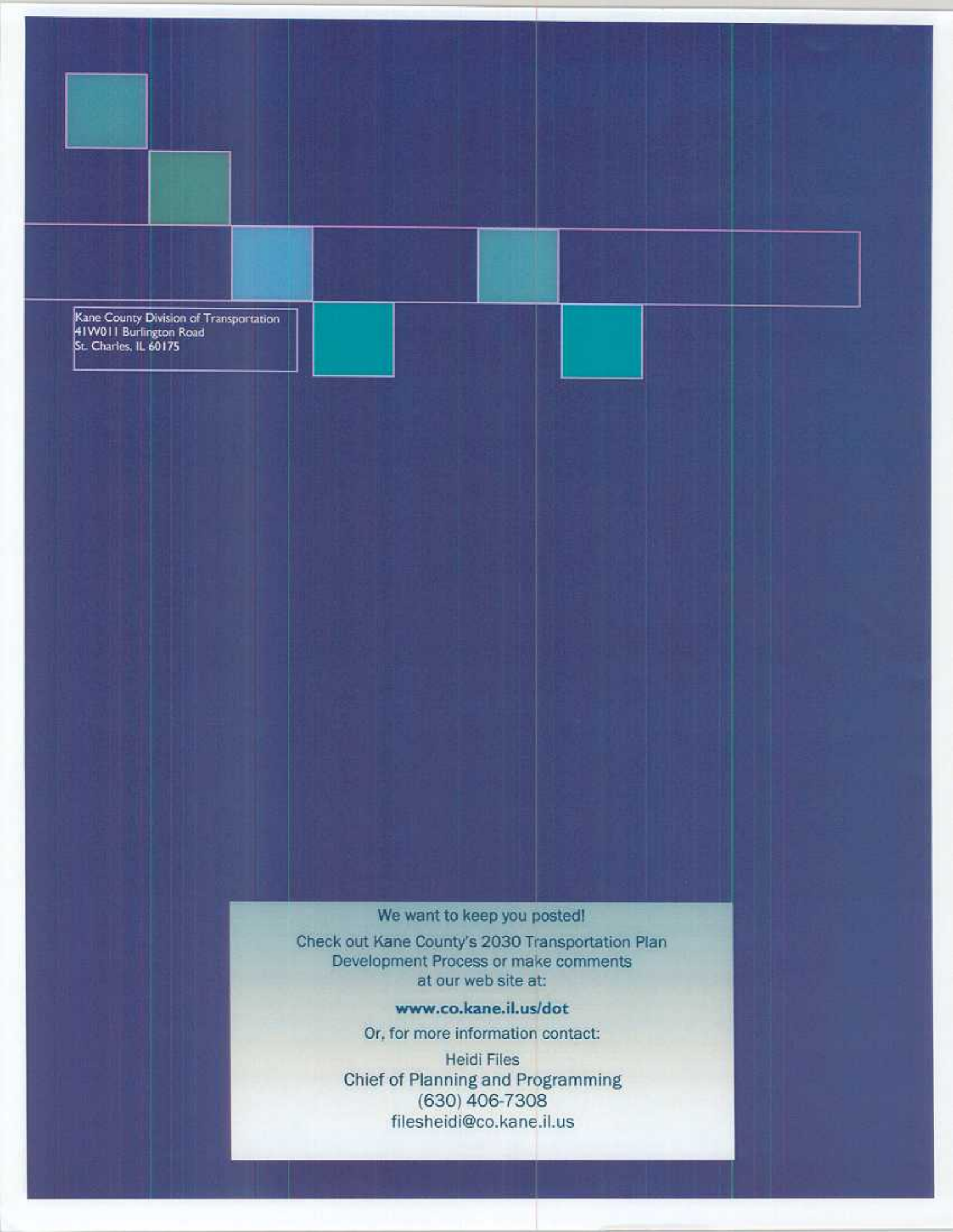
Location:

Randall Oaks Golf Course, 37W361 Binnie Road, West Dundee
Auditorium, Kane County Government Center, 719 Batavia Ave., Geneva
Waubensee Community College, Bodie Hall, Room 147

The County anticipates the following schedule for the remainder of the County's 2030 Transportation Plan development and adoption:

- July 23, 2004 - Draft plan to be available at our website (www.co.kane.il.us/dot) for 30 day public comment period
- August 11, 2004 - Presentation of Kane County's Draft 2030 Transportation Plan to the Kane County Council of Mayors
- September 15, 2004 - Final Draft Plan to be available at our website (www.co.kane.il.us/dot)
- September 24, 2004 - Transportation Committee considers recommending final Plan approval to the County Board
- October 12, 2004 - County Board considers adoption of Kane County's 2030 Transportation Plan

If you have questions or concerns, please call Heidi Files,
Chief of Planning and Programming at (630) 406-7308



Kane County Division of Transportation
41W011 Burlington Road
St. Charles, IL 60175

We want to keep you posted!

Check out Kane County's 2030 Transportation Plan
Development Process or make comments
at our web site at:

www.co.kane.il.us/dot

Or, for more information contact:

Heidi Files
Chief of Planning and Programming
(630) 406-7308
filesheidi@co.kane.il.us

KANE COUNTY

DIVISION of TRANSPORTATION

Paul G. Rogowski
Director of Transportation

Carl Schoedel, P.E.
County Engineer

July 15, 2004



41W011 Burlington Road
St. Charles, IL 60175
Phone: (630) 584-1170
Fax: (630) 584-5265

PRESS RELEASE

Kane County is in the process of developing the County's 2030 Transportation Plan. The purpose of the plan is to determine major transportation projects, guide transportation decisions and identify resources to implement transportation projects. Kane County is seeking public comment on the County's 2030 Transportation Plan. The County will host public forums/open houses to present the Draft 2030 Transportation Plan. These meetings will be held from 7:00 p.m. to 9:00 p.m.

Dates:

Thursday, July 29, 2004

Monday, August 9, 2004

Thursday, August 12, 2004

Locations:

Randall Oaks Golf Course
37W361 Binnie Road
West Dundee

Auditorium, Kane County Govt. Center
719 Batavia Ave.
Geneva

Waubonsee Community College
Bodie Hall, Room 147
Sugar Grove

All interested parties are invited to attend. Draft plan to be available at our website (www.co.kane.il.us/dot) July 23, 2004. If you have questions or concerns, please call Heidi Files, Chief of Planning and Programming at (630) 406-7308.

KANE COUNTY
DIVISION of TRANSPORTATION

Paul G. Rogowski
Director of Transportation

Carl Schoedel, P.E.
County Engineer



41W011 Burlington Road
St. Charles, IL 60175
Phone: (630) 584-1170
Fax: (630) 584-5265

DATE: July 15, 2004

TO: Beacon News
Courier News
Daily Herald
Kane County Chronicle

FAX #:
844-1043
847/888-7836
847/608-0849
232-4962

COMPANY:

FROM:

PAGES: 2

SUBJECT: Draft 2030 Transportation Plan

COMMENTS: Press Release for July 20th issue

Sent by

lh/lm

Date

7/15

Time

8AM

Public Meeting – Final Round
Sign-In Sheet
(Please Print)

Name	Address	Organization
WALTER GROMY	146 HILLTOP LN SLEEPY HOLLOW	—
Heather Tabbert	KDOT	KDOT
Geneva White	865	Northwest Herald.
Frank + Lisa Marino	865 Tipperary St. Gilberts, IL	
DAVID LADEWESER	1701 GOLF RD., SUITE 1000 ROL. MANS. 60008	URS
David D'Agostini	209 Hawthorn Rd. South.	
John Savarini	166 Springs of N. Cville, Rt. 66114	Country Brands.

DATE: JULY 29, 2004
LOCATION: RANDALL OAKS GOLF COURSE

KANE COUNTY
2030 TRANSPORTATION PLAN

Public Meeting – Final Round

Sign-In Sheet
(Please Print)

Name	Address	Organization
Robert Wozniak	716 Surrey Ln. Sleepy Hollow	—
GLENN MORGENROTH	182101 HIDDEN HILLS W.DUNWOODE	K.C.P.C.
Carol Grom	146 Hilltop, Sleepy Hollow	S.H. Trustee
Margaret Scallano	975 Chippendale, C'ville 60110	Kane County Board #24
BRIAN FAIRWOOD	3605 Bradford Ct. Carpinteria 91010	Resident / FranSystems Corp.

DATE: JULY 29, 2004
LOCATION: RANDALL OAKS GOLF COURSE

Public Meeting – Final Round
Sign-In Sheet
(Please Print)

Name	Address	Organization
Pat Oambroske	5 Sparrow Rd - C'ville,	
Jenny Kella	720 Geneva - W. Duane 6018	W. Duane
Christy Sabido	719 S. Batavia Ave. Geneva	Kane Co. Development
Virginia K. Nagy	406. TUSA AVE, C'VILLE 60114	Kane city Plan Com.
Dore Hanley	1218 Timber Dr., Sleepy Hollow	Dundee Township
BOB SPERAZZO	609 DEER HILL CT., C'VILLE 60110	PRECINCT COMMITTEEMAN
Lee Barnett		County Board.
ED LEONARD	504 N. WASHINGTON WHEATON IL	PARSONS BRINCKERHOFF

DATE: JULY 29, 2004
LOCATION: RANDALL OAKS GOLF COURSE

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S49010

STATE OF ILLINOIS)
COUNTY OF KANE)

CERTIFIED
SS. ORIGINAL

BEFORE THE KANE COUNTY
DIVISION OF TRANSPORTATION

In the Matter of:)
Public open house on the)
Kane County 2030)
transportation plan.)

REPORT OF PROCEEDINGS had and testimony
taken at the hearing of the above-entitled
matter, before the Kane County Division of
Transportation, in the Randall Oaks Golf
Course, 37 W 361 Binnie Road, Dundee,
Illinois, on the 29th day of July, A.D. 2004,
at the hour of 7:00 p.m.

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PRESENT:

MS. HEIDI FILES; and
MS. HEATHER B. TABBERT.

REPORT OF PROCEEDINGS - 7/29/2004

1 MR. SPERLAZZO: Robert Sperlazzo,
2 609 Deer Hill Court, Carpentersville; and I
3 guess I have two concerns. One would be the
4 budgetary matters. It seems like a pipe
5 dream. I don't know if we'll ever have the
6 funding for a long time for such an
7 undertaking.

8 My bigger concern is the Bolz-Longmeadow
9 bridge, which is a type of super highway
10 that's planned. The little town of
11 Carpentersville cannot support the
12 infrastructure. It's so easy to throw such an
13 undertaking on Carpentersville while everybody
14 else -- and let us pay for it while everyone
15 gets the free ride. "Free ride" in quotes.

16 And, you know, I am sure it will benefit
17 other communities, but we have to pay the bill
18 and we have to support the added expense of
19 such an undertaking, and I'm not in favor of
20 that.

21 I think that's -- maybe I'll add to it.
22 Maybe a local bridge would be more favorable
23 to our community and help the traffic
24 congestion at the same time. But a super

REPORT OF PROCEEDINGS - 7/29/2004

1 highway is something we don't want.

2 Thank you very much.

3 MS. PAWLOWSKE: Patricia
4 Pawlowske, 5 Sparrow Road, Carpentersville. I
5 do want -- I prefer the bridge to be built
6 over Williams Road. I want to add I don't
7 want Longmeadow. I'm against Longmeadow.

8 That's it, I hope.

9 MS. SCALFARO: Margaret Scalfaro,
10 975 Chippewa, C-h-i-p-p-e-w-a, Circle,
11 Carpentersville. I'm opposed to the proposed
12 Longmeadow Parkway and I'm a County Board
13 member from that district, and on behalf of
14 all the residents there I would like to once
15 again register our wishes that that highway
16 does not go through.

17 And also, we really would like to see a
18 little tiny local bridge which would really
19 help us out a lot.

20 I think that ought to do it. You know,
21 that's the main issue with us. You know,
22 predominantly we're very happy with the way
23 the county takes care of things, you know, but
24 it's a big issue with us.

REPORT OF PROCEEDINGS - 7/29/2004

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(WHICH were all of the
proceedings had in the
above-entitled matter at the
time and place aforesaid.)

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STATE OF ILLINOIS)
) SS.
COUNTY OF DU PAGE)

I, Sharon D. Roche, Certified Shorthand Reporter No. 84-1091, Registered Merit Reporter, a Notary Public in and for the County of DuPage, State of Illinois, do hereby certify that I reported in shorthand the proceedings had in the above-entitled matter and that the foregoing is a true, correct and complete transcript of my shorthand notes so taken aforesaid.

IN TESTIMONY WHEREOF I have hereunto set my hand and affixed my notarial seal this 4th day of August, A.D. 2004.

Sharon D. Roche

Notary Public

My Commission Expires
February 3, 2007.



A	Expires 6:20	notarial 6:14 Notary 6:6,18 notes 6:11	support 3:11,18 sure 3:16 S49010 1:1	8
above-entitled 1:12 5:3 6:9 add 3:21 4:6 added 3:18 affixed 6:14 aforesaid 5:4 6:12 again 4:15 against 4:7 August 6:15 A.D 1:16 6:15	F	O	T	84-1091 6:5
B	favor 3:19 favorable 3:22 February 6:20 FILES 2:2 foregoing 6:10 free 3:15,15 from 4:13 funding 3:6	Oaks 1:14 once 4:14 One 3:3 open 1:7 opposed 4:11 other 3:17 ought 4:20 out 4:19 over 4:6	TABBERT 2:3 taken 1:12 6:12 takes 4:23 testimony 1:11 6:13 Thank 4:2 things 4:23 think 3:21 4:20 through 4:16 throw 3:12 time 3:6,24 5:4 tiny 4:18 town 3:10 traffic 3:23 transcript 6:11 transportation 1:5,8,14 true 6:10 two 3:3 type 3:9	9
B 2:3 before 1:4,13 behalf 4:13 benefit 3:16 big 4:24 bigger 3:8 bill 3:17 Binnie 1:15 Board 4:12 Bolz-Longmeadow 3:8 bridge 3:9,22 4:5,18 budgetary 3:4 built 4:5	G	P	U	975 4:10
C	gets 3:15 go 4:16 Golf 1:14 guess 3:3	PAGE 6:2 Parkway 4:12 Patricia 4:3 Pawlowske 4:3,4 pay 3:14,17 pipe 3:4 place 5:4 plan 1:8 planned 3:10 predominantly 4:22 prefer 4:5 PRESENT 2:1 proceedings 1:11 5:2 6:9 proposed 4:11 Public 1:7 6:6,18 p.m 1:17	undertaking 3:7,13,19	
care 4:23 Carpentersville 3:2,11 3:13 4:4,11 Certified 6:4 certify 6:8 Chippewa 4:10 Circle 4:10 Commission 6:20 communities 3:17 community 3:23 complete 6:11 concern 3:8 concerns 3:3 congestion 3:24 correct 6:10 county 1:3,4,8,13 4:12 4:23 6:2,7 Course 1:15 Court 3:2 C-h-i-p-p-e-w-a 4:10	H	Q	V	
D	hand 6:14 happy 4:22 hearing 1:12 HEATHER 2:3 HEIDI 2:2 help 3:23 4:19 hereunto 6:13 highway 3:9 4:1,15 Hill 3:2 hope 4:8 hour 1:17 house 1:7	quotes 3:15	very 4:2,22	
D 6:4 day 1:16 6:15 Deer 3:2 district 4:13 Division 1:5,13 dream 3:5 DU 6:2 Dundee 1:15 DuPage 6:7	I	R	W	
E	Illinois 1:2,16 6:1,7 infrastructure 3:12 issue 4:21,24	Randall 1:14 really 4:17,18 register 4:15 Registered 6:5 REPORT 1:11 reported 6:8 Reporter 6:5,6 residents 4:14 ride 3:15,15 Road 1:15 4:4,6 Robert 3:1 Roche 6:4	W 1:15 want 4:1,5,6,7 way 4:22 were 5:1 we'll 3:5 we're 4:22 WHEREOF 6:13 while 3:13,14 Williams 4:6 wishes 4:15	2
easy 3:12 ever 3:5 everybody 3:13 everyone 3:14 expense 3:18	J	S	2	2004 1:16 6:15 2007 6:20 2030 1:8 29th 1:16
	July 1:16	same 3:24 Scalfaro 4:9,9 seal 6:14 see 4:17 seems 3:4 set 6:13 Sharon 6:4 shorthand 6:4,8,11 something 4:1 Sparrow 4:4 Sperlazzo 3:1,1 SS 1:2 6:1 State 1:2 6:1,7 super 3:9,24	3	3 6:20 361 1:15 37 1:15
	K		4	4
	Kane 1:3,4,8,13 know 3:5,16 4:20,21,23		5	4th 6:14
	L		6	5
	let 3:14 like 3:4 4:14,17 little 3:10 4:18 local 3:22 4:18 long 3:6 Longmeadow 4:7,7,12 lot 4:19		7	5 4:4
	M		6	6
	main 4:21 Margaret 4:9 matter 1:6,13 5:3 6:9 matters 3:4 maybe 3:21,22 member 4:13 Merit 6:5 more 3:22 much 4:2		7	609 3:2
	N		7	7:00 1:17

KANE COUNTY
2030 TRANSPORTATION PLAN

Public Meeting – Final Round

Sign-In Sheet
(Please Print)

Name	Address	Organization
Mario Frederic	50325 Oak Rd. St. Charles, MO 63071	
Robert Priddy	50325 OAK RD ST CHARLES	
Bob Ahlman	50285 oak rd st Charles	
Nick Hyde	50285 OAK RD ST. Charles	
Z.J. Dunbar SD	700 W Faber Pkwy Batavie	
Gene Dempsey	1750 N. Maryland Ave Aurora	
Greg Christie	2 E MAIN STREET, ST. CHARLES	CITY OF ST. CHARLES
Megan/Peter Booke	50204 Oak Road St Charles	CITIZEN
Jeff Young	1611 Nelson Road Woodstock	McHenry County Hwy. Dept.
Deborah Allen	400 East Chicago, Elgin 60120	Kane City Board #17

DATE: AUGUST 9, 2004
LOCATION: GOVERNMENT CENTER

Public Meeting – Final Round

Sign-In Sheet
(Please Print)

Name	Address	Organization
Elanio Stern	410737 Crane Rd St. Charles	
DAVID PLEBERT	51378 FENDERAIL CT, ST CHARLES, IL	CITIZEN
STEVE PERSINGER	710 WESTERN AVE, GENEVA	GENEVA PARK DIST
FRED NORRIS	44 Stump Cove Ct.	St. Charles - RTA
Cynthia Welsh	51260 Oak Rd Stc	Citizen / Homeowner
Carol SchoenGART	Village of Wayne, P.O. Box 532	Wayne, IL 60184

DATE: AUGUST 9, 2004
LOCATION: GOVERNMENT CENTER

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CERTIFIED
ORIGINAL

1 S49047

2 STATE OF ILLINOIS)
3) SS.
4 COUNTY OF KANE)

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BEFORE THE KANE COUNTY
DIVISION OF TRANSPORTATION

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In the Matter of:)
8)
Public open house on the)
9 Kane County 2030)
Transportation Plan.)

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11

REPORT OF PROCEEDINGS had and testimony
12 taken at the hearing of the above-entitled
13 matter, before the Kane County Division of
14 Transportation, in the Kane County Government
15 Center, Geneva, Illinois, on the 9th day
16 of August, A.D. 2004, at the hour of
17 7:00 o'clock p.m.

18

19 PRESENT:

20

MR. TOM RICKERT,

21

MS. HEIDI FILES,

22

MR. JERRY DICKSON,

23

MS. JILL SCHEIDT, and

24

MR. JIM MILLER.

1 MR. DEMPSEY: Gene Dempsey,
2 D-e-m-p-s-e-y. It just seems to me that by
3 2030, if you don't do anything about mass
4 transit, none of this would be -- it will be
5 gridlocked.

6 Thank you.

7 MR. YOUNG: My name is Jeff Young,
8 Y-o-u-n-g. I'm the McHenry Highway Department
9 Design manager. I'm here supporting the plan.
10 I think this is a good plan, and staff has
11 done an excellent job of coordinating with --
12 the Kane County staff has done an excellent
13 job of coordinating with the McHenry County
14 staff putting together an excellent plan for
15 the future.

16 MS. AHLMAN: Jodi Ahlman, I am a
17 homeowner in the Middle Creek subdivision off
18 of Randall Road to the east. My address is
19 5N285 Oak Road in St. Charles, Illinois 60175.

20 I am here tonight with numerous other
21 homeowners in the Middle Creek subdivision,
22 and I'm going to just list some of the
23 concerns we have about the transportation plan
24 that is being presented tonight.

1 The first is that myself and the other
2 homeowners were completely unaware of the
3 progress of this transportation plan. We were
4 told that this has been an ongoing public
5 comment period for about a year. We only
6 recently found out this month, and that is why
7 we are here tonight.

8 Some of the concerns that we have as
9 homeowners in the Middle Creek subdivision are
10 the fact that a six-lane expansion is proposed
11 from Orchard Road all the way to Highway 20
12 along Randall, and that six-lane expansion
13 will affect, among other things, noise in the
14 neighborhood, safety of the children in the
15 neighborhood for the reason that we are not
16 going to be given a stop light at the ingress
17 and egress of our subdivision.

18 We are also concerned about increased
19 drainage from an expansion of Randall Road.
20 Property owners currently in Middle Creek are
21 having increased water drainage to their
22 properties from the four-lane improvement of
23 Randall Road that occurred within the last 10
24 to 15 years.

1 There is also a concern about increased
2 noise. Many of the homeowners that own
3 property that back to Randall Road currently
4 have been attempting to get permits from the
5 County to build a noise berm and have been
6 denied those requests; whereas, on the west
7 side of Randall Road a proposed new housing
8 development was given the right to build a
9 noise berm, and that causes great concern to
10 the Middle Creek subdivision residents.

11 The Middle Creek subdivision residents
12 are also concerned about the increased traffic
13 flow that may require the County to increase
14 its six-lane expansion plan to an eight-lane
15 expansion plan, which a County representative
16 that was present at the meeting tonight is --
17 whose name is Mr. Rickert, mentioned that
18 currently there is a thought that Randall Road
19 should be eight lanes, but they're only
20 planning for six at this time.

21 The only assurances that Middle Creek
22 subdivision owners have been given about any
23 of these concerns that I have just listed is
24 the fact that currently the County does not

1 have the funds to expand Randall Road to six
2 lanes.

3 This is little consolation to the
4 homeowners for it is our understanding through
5 Mr. Rickert and through the materials and
6 signage that are present at the meeting
7 tonight that the final public comment period
8 will close in October on this plan, and once
9 the plan is passed, the homeowners will have
10 very little opportunity to object or comment
11 on the plan as it exists.

12 Mr. Rickert does inform us that we will
13 have opportunity to comment should the next
14 phases of this plan be implemented; however,
15 there is nothing in the proposed plan as it
16 stands that would allow homeowners such as
17 ourselves to give public comment on proposed
18 construction phases and that causes great
19 concern.

20 To recap, the Middle Creek subdivision
21 owners are concerned mainly with increased
22 noise, the inability to build a berm on their
23 properties as it stands, increased drainage,
24 the safety of our children, the fact that

1 there is no assurances other than Mr. Rickert
2 tonight that our ability to comment in the
3 future will be allowed, only by the oral
4 representation by Mr. Rickert.

5 Thank you for the opportunity to comment
6 this evening.

7 MR. BOGLE: Peter Bogle is my
8 name, B-o-g-l-e. 5N284 Oak Road is our
9 address.

10 So we butt right up to Randall, and our
11 concern, obviously, currently is the noise and
12 just the safety of having four lanes, let
13 alone going to six, with that being as close
14 to our property as possible.

15 So what we have been trying to talk
16 about in the neighborhood, the neighbors that
17 back up to Randall, including ourselves, is
18 about finishing a berm that was started
19 actually on our property, that's there
20 already, and continuing that north and south
21 for the seven or eight houses in the Middle
22 Creek subdivision that back up to Randall.

23 What had come out of some of those
24 discussions were that that might be a problem

1 finishing that berm, that might not be an
2 option, and that's what we were just talking
3 about tonight.

4 So those are -- that's probably No. 1
5 and 2, and the third thing is the drainage
6 aspect of a subdivision being built on the
7 west side of Randall, and if that goes in, how
8 is it affecting the water table coming to our
9 side and flooding the properties? That's
10 pretty much it.

11 I just came tonight to understand more
12 about this whole situation and find out where
13 our voice is heard, and, you know, where we're
14 able to talk to somebody about the overall
15 plan.

16 MR. PLEZBERT: Just a general
17 comment, my name is David Plezbert,
18 P-l-e-z-b-e-r-t. I live in the Middle Creek
19 subdivision, 5N378 Fence Rail Court, St.
20 Charles, Illinois 60174. The back of my
21 property abuts up against Randall Road.

22 What I'm concerned about -- come to
23 tonight's meeting -- it was enlightening about
24 the six-lane expansion, but also our concern

1 comes from, again, the Deer Pond Estate
2 proposed construction project for a new
3 subdivision on the other side which has been
4 allowed to berm by the bike rack.

5 I'm concerned about drainage and, also
6 specific to Randall Road, the noise abatement.
7 As Randall has been busier and busier, the
8 decibel level has quadrupled in just seven
9 years.

10 So this new six-lane highway intrigued
11 my interest, how they were going to address
12 that, and then I also have a concern that --
13 it's my property where the culvert comes under
14 Randall Road from the old Bakers Acres or the
15 proposed Deer Pond Estate subdivision.

16 So this group of County people were very
17 helpful, but those are our concerns.

18 MS. WELSCH: My name is Cynthia
19 Welsch, W-e-l-s-c-h. I back to Randall Road.

20 Currently, I have probably 100 feet of
21 woods, which is protection. It is noisy even
22 with that amount of a very heavily wooded lot.

23 Widening the road would mean that I
24 would lose trees, I would have more noise,

1 reduce the value my property. There's other
2 concerns with that affecting the total
3 neighborhood because the noise bounces -- from
4 a road like that, it bounces into the
5 neighborhood, even though you back to it.
6 It's just as noisy in other areas because the
7 noise bounces.

8 Also we're concerned about the drainage,
9 and the fact that the County has told us that
10 we could not berm, and, you know, just what
11 the future brings with the thought of six
12 lanes and it being voted on and accepted and
13 then, you know, not having a voice.

14 Thank you.

15 (Which were all of the
16 proceedings had in the
17 above-entitled matter,
18 adjourning at 9:00 p.m.)
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STATE OF ILLINOIS)
) SS.
COUNTY OF KANE)

I, Joanne E. Ely, Certified Shorthand Reporter No. 84-4169, Registered Professional Reporter, a Notary Public in and for the County of Kane, State of Illinois, do hereby certify that I reported in shorthand the proceedings had in the above-entitled matter and that the foregoing is a true, correct and complete transcript of my shorthand notes so taken as aforesaid.

IN TESTIMONY WHEREOF I have hereunto set my hand and affixed my notarial seal this 20th day of August, A.D. 1998.

Jean S. Busse
Notary Public

My commission expires
May 16, 2008.



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<p>B</p> <p>back 4:3 6:17,22 7:20 8:19 9:5 Bakers 8:14 before 1:5,13 being 2:24 6:13 7:6 9:12 berm 4:5,9 5:22 6:18 7:1 8:4 9:10 bike 8:4 Bogle 6:7,7 bounces 9:3,4,7 brings 9:11 build 4:5,8 5:22 built 7:6 busier 8:7,7 butt 6:10 B-o-g-l-e 6:8</p>	<p>D</p> <p>David 7:17 day 1:15 10:15 decibel 8:8 Deer 8:1,15 Dempsey 2:1,1 denied 4:6 Department 2:8 Design 2:9 development 4:8 DICKSON 1:22 discussions 6:24 Division 1:5,13 done 2:11,12 drainage 3:19,21 5:23 7:5 8:5 9:8 D-e-m-p-s-e-y 2:2</p>	<p>G</p> <p>Gene 2:1 general 7:16 Geneva 1:15 give 5:17 given 3:16 4:8,22 goes 7:7 going 2:22 3:16 6:13 8:11 good 2:10 Government 1:14 great 4:9 5:18 gridlocked 2:5 group 8:16</p>	<p>K</p> <p>Kane 1:3,5,9,13,14 2:12 10:2,7 know 7:13 9:10,13</p> <p>L</p> <p>lanes 4:19 5:2 6:12 9:12 last 3:23 let 6:12 level 8:8 light 3:16 like 9:4 list 2:22 listed 4:23 little 5:3,10 live 7:18 lose 8:24 lot 8:22</p>	<p>O</p> <p>Oak 2:19 6:8 object 5:10 obviously 6:11 occurred 3:23 October 5:8 off 2:17 old 8:14 once 5:8 ongoing 3:4 only 3:5 4:19,21 6:3 open 1:8 opportunity 5:10,13 6:5 option 7:2 oral 6:3 Orchard 3:11 other 2:20 3:1,13 6:1 8:3 9:1,6 ourselves 5:17 6:17 out 3:6 6:23 7:12 overall 7:14 own 4:2 owners 3:20 4:22 5:21 o'clock 1:17</p>
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KANE COUNTY
2030 TRANSPORTATION PLAN

Public Meeting – Final Round
Sign-In Sheet
(Please Print)

Name	Address	Organization
Heather Tabbert	411011 Burlington Rd, St. Charles	Kane County
Leroy Conner	335 S. Central Ave, Aurora	"
Mary D. Richards	551 W. Downer Pl, Aurora	Kane County
Dakota Sanders	28587 Harder Rd ELKHART	St. Charles Dist 303 Trans.
Michael P. Ferencak	10 Municipal Dr. Sugar Grove	Village of Sugar Grove
Jenn Anderson	400 S Green Street Chicago IL 60607	Kudrna & Associates, Ltd
Matt Rusina	Oak Park	Daily Herald
Ken Desmaretz	426 Violet Lane Batavia	H.W. Lochner, Inc.

DATE: AUGUST 12, 2004
LOCATION: WAUBONSEE COMMUNITY COLLEGE

News Articles

A creeping problem



Wayne Ratzlaff — Chronicle photo staff

Kane County's 2030 plan has identified the Burlington Road corridor as one of the areas likely to be affected by development in the western part of the county.

County braces for gridlock

Roadways to get busier

By TOM SCHLUETER
Kane County Chronicle

GENEVA — Two-thirds of Kane County's roadways will be severely congested in 26 years, projections show.

The worse news is that even with an unprecedented influx of money, the majority of roads still will be congested.

Worse still, it is unlikely that there will be an unprecedented influx of money.

"There is no way we can buy our way out of the traffic congestion of the future," said Thomas Rickert, deputy director of the Kane County Division of Transportation.

The projections take into account all local, township, county and state highways and interstates.

To begin planning for the congestion and update its 2020 transportation plan, representatives of KDOT will be in the auditorium of Building A

of the Kane County Government Center from 4 to 7 p.m. today to take public input on the department's 2030 transportation plan.

In addition, KDOT will conduct public forums in each of the county's eight planning partnership areas in January and February.

Visitors to the public forums will see maps of projected congestion in 2030, when Kane's population will approach 700,000.

One of the maps shows projected congestion if no federal, state, county or local improvements are made. Two-thirds of all roads in the county are lined in red, meaning they will suffer severe congestion.

Another map shows projected congestion if a host of projects are implemented, including two additional regional bridges over the Fox River, the expansion to eight lanes for Interstates 88 and 90 in the eastern part of the county and to six lanes to Route 47; six lanes for Randall and Kirk roads; four lanes for Route 47; four lanes for Route 38 from Randall Road to Route 47; and four lanes for Route 64 from Randall to new LaFox Road.

To learn more, share opinions

• **A public meeting/open house** is 4 p.m. today in the auditorium of Building A, Kane County Government Center, 719 S. Batavia Ave., Geneva.

Public hearings on Kane County's update of its transportation plan:

- Friday, Jan. 30, 10 a.m., Upper Fox PPA, Randall Oaks Golf Club, Dundee
- Tuesday, Feb. 3, 10 a.m., Aurora Area PPA, North Aurora Public Library
- Monday, Feb. 9, 10 a.m. Tri-Cities PPA, Batavia Public Library
- Wednesday, Feb. 11, 10 a.m., Elgin Area PPA, Elgin Community College, Business Conference Center, Room 123
- Wednesday, Feb. 18, 10 a.m., Campton Area PPA, Campton Community Center
- Thursday, Feb. 19, 10 a.m., West Central PPA, Elburn Public Library
- Monday, Feb. 23, 10 Northwest PPA, Huntley Village Hall
- Wednesday, Feb. 25, 1 p.m., Southwest PPA, Waubensee Community College, Bodie Hall, Room 150

February 27, 2004 KC Chronicle

Residents weigh options for Fabyan improvements

By PAUL ROCK
Kane County Chronicle

BATAVIA — John and Gail Carroll do not mind if the county decides to cut 10 feet from their property to make improvements on Fabyan Parkway.

"As long as Fabyan becomes a safer, quieter road, they even would sacrifice the stand of lilac trees in their back yard.

"We all agree something needs to be done with the road," said John Carroll, who lives with his wife on Winnebago Trail, a street that backs onto Fabyan. "It's unsafe. It's worth it if they remove the noise."

The couple were among more than 100 Batavia and Geneva residents who attended an informational meeting in which the Kane County Division of Transportation outlined options for revamping Fabyan between Western Avenue and Kirk Road.

The meeting was the first step in the county's attempt to get state and federal funding for the project.

Fabyan, which currently averages 28,000 cars a day, is one of the county's busiest roads, second only to Randall Road and on par with Kirk.

That volume is expected to jump to 40,000 by 2010 and

60,000 by 2020, said Paul Holcomb, a chief designer for KDOT.

The county is considering several options, both for the short-term and long-term.

Among the short-term solutions under consideration are to widen the road to include a center turning lane and to add traffic signals and signs.

Another option is to make access to some side streets, such as Thoria, Surrey and Heather roads accessible only with right in and right out turns.

Long-term plans include widening the road to six lanes, adding a raised median and building concrete barriers to

completely block access to Thoria, Surrey and Heather roads from Fabyan.

Holcomb said feedback from residents will be used to shape a feasibility study that then would be submitted to state and federal agencies for funding and approval.

Until the study is completed, cost estimates for the project are not available.

"We're trying to identify safety concerns," Holcomb said. "There are various alternatives, and we want to get feedback from these entities and see what they think before we start phase one and get into design issues."

Batavia 4th Ward Alderman

Tom Schmitz said he would like the county to skip short-term solutions and build for the long term.

"I like doing it all the way," Schmitz said. "Plan for the future. Not just 2020, 2050."

Schmitz said some of the proposed changes, particularly limiting access to streets, would be hard for some to accept.

"Closing down streets would be difficult, but with the amount of cars they're estimating, it would be difficult to access them anyway," Schmitz said. "Change is not accepted well, but it's something that has to happen."

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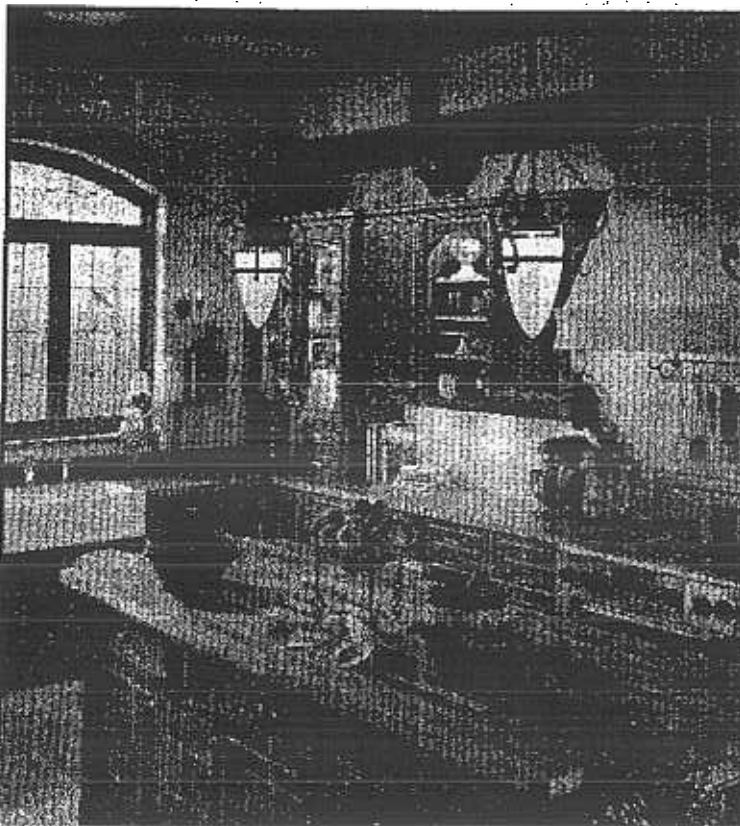
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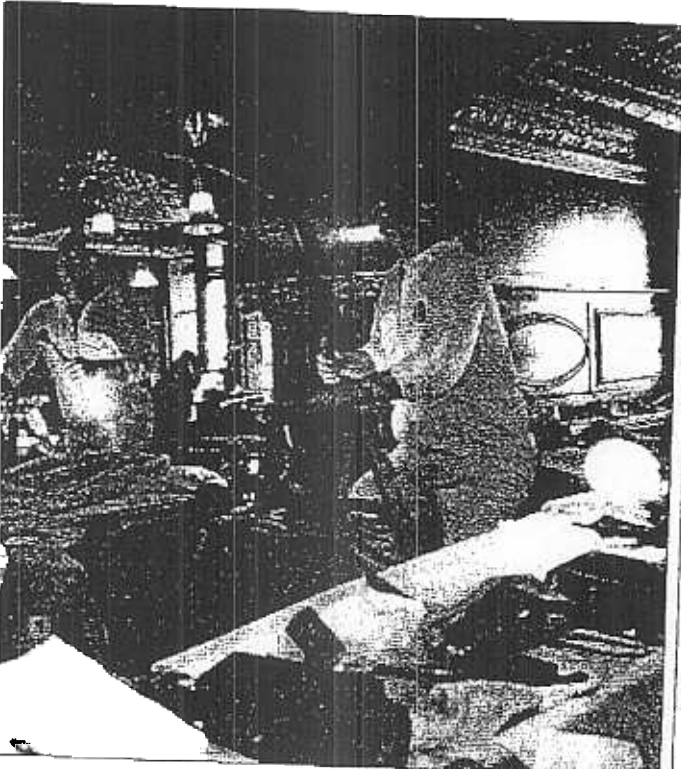
- The new St. Charles city hall office hours will be observed beginning March 1. City offices will be open from 8 a.m. to 4:30 p.m. Monday through Friday; and the utility billing and building and zoning customer service offices will be open from 8 a.m. to 7 p.m. Mondays and 8 a.m. to 4:30 p.m. Tuesday through Friday.
- The Diabetes Support Group at Delnor-Community Hospital will meet at 7 p.m. Wednesday at the Delnor-Community Hospital Health and Wellness Center, 296 S. Randall Road, Geneva. Call (630) 208-3345.

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Laura Stoecker/Daily Herald

ting his new venture, O'Brien's Pub, open for business. Friend

cost more. The pub, O'Brien said, will mix of the bistro's quality clientele with casual fun family. The bar will be more of a ers bar, the center of ivia's social ground, but a place you can go and get ething good to eat," ien said. ews are currently working aint the walls Irish green the ceiling mustard yellow other aesthetic changes to he pub in an Irish mood. ish flag, family photos, the en coat of arms and Norre e paraphernalia will be on the walls. ien said he also hopes to ect the pub's two rooms. ow, though, patrons can

go back and forth between the bar area (outfitted with some tables and chairs and smoking allowed) and the nonsmoking side room that will be used primarily for eating. O'Brien, a musician himself, said he will soon offer entertainment (primarily single artists or two-person bands). "I like to hire young, local talent," O'Brien said. "They're starting out and are experimenting, so they really have a lot to offer." O'Brien has already received approval from the planning commission to make the bistro a pub. O'Brien's Pub and Grill is located at 12 N. River St. The phone number is (630) 406-9200.

County predicts major congestion in the Tri-Cities

BY GALA M. PIERCE
Daily Herald Staff Writer

Kane County officials forecast major traffic congestion on Route 64 and Fabyan Parkway in the next 20 years.

Widening Route 64 and Randall to six lanes and Fabyan to four lanes west of Randall are three solutions identified in the county's 2030 transportation plan. Only about a fraction of the \$2 billion sum of projects might be accomplished.

"It's likely we might only see \$300 million worth of projects done over the next 20 years," said Tom Rickert, Kane County assistant director of transportation, at a public forum for the plan Monday.

About 20 Tri-Cities area officials and four residents attended the meeting at the Batavia library.

Other projects in the plan include widening routes 47 and 38 from two to four lanes.

Even if the county was able to move forward with all the construction needed to alleviate traffic, the Tri-Cities will see extreme congestion on Route 25, Kirk Road, Fabyan Parkway east of the Fox River and Route 31 between Route 64 and Route 38.

The county's population should increase by about 150,000 people in the next 20 years.

"This doesn't look real good,"

said Mark Koenen, St. Charles' public works director, looking at the projections. "It's saying we're going to have to live with congestion."

The meeting was one of a second round of meetings to get input on the potential project list. The county expects to complete a draft of the plan in March and to adopt it in the summer.

Developer-paid impact fees, which the county recently approved, will help with only about 8 percent of funding for construction, Rickert said.

"One of things we expressed to the county board is that it's going to be almost financially impossible to buy our way out of our congestion problems," Rickert said.

One of the problems the county faces is that it doesn't control growth, the municipalities do, said Michael Kirschman of the Geneva Park District.

St. Charles resident Kathryn Trendler said she was concerned about Route 47 becoming another Randall Road commercial corridor.

The county will have a meeting regarding the widening of Fabyan Parkway on Feb. 26 in Batavia, said Batavia City Engineer Noel Basquin, who attended the meeting.

Residents are encouraged to give the county input on the plan. Call (630) 406-7308 or visit www.co.kane.il.us/dot.

March 11, 2004

County has the plan, not the money

Kane transportation staff

releases plan to tackle

future congestion, if

money were no object.

by Susan O'Neill

The Kane County Division of Transportation has a long-range plan for transportation solutions featuring a "wish list" of projects, created by county officials without taking financial constraints into consideration.

Once the financial constraints are added in, they won't have much of a plan, according to Director of Transportation Tom Rickert, who said in a second round of public meetings about the plan that there is no money for transportation projects in Illinois.

Rickert presented the funding realities for transportation projects, looking at the revenues 20 years out.

"There is a \$20 million shortfall to maintain current operations, and there is zero money for capital improvements," he explained.

Nonetheless, transportation staff held public meetings in which they presented the county's 2030 long-range transportation plan for the public's input, if they were to receive the necessary funding. Based on assumptions about population and economic growth in the county, travel forecasts to the year 2030, and transportation deficiencies within the county, division staff developed a number of potential alternative transportation improvement options as part of a draft plan for public review and comment.

The potential projects include widening Route 47 to four lanes, widening some of the area interstates, new bridge corridors, a new north-south road between Route 47 and Randall Road, building an Anderson Road overpass and

realigning roads on the western edge of the county, using Granart, Dauberman, Meredith, Peplow, French and Harmony roads.

"This initial shot at the various alternatives represents \$2.2 billion worth of infrastructure," said Rickert.

Because those resources are not available, he explained that it will be important to understand the priorities of the public and local agencies within the county in order to come up with a final plan that takes these funding realities into consideration.

The county's plan does not take into consideration plans for the Prairie Parkway, either, which is still in the process of being studied by the Illinois Department of Transportation (IDOT). Rickert explained to incorporate the parkway into the county's plan would be premature, because IDOT still needs to "look at

all alternatives without prejudice.

Population growth in the county is expected to be focused in the Sugar Grove/Montgomery area, in and around the town of Elburn and in the northwest corner of the county, explained Kane County planning and programming manager Heidi Files at the Feb. 25 meeting at Waubensee Community College.

In the high-growth areas of Kane County, like Sugar Grove, Aurora and Montgomery, municipalities have been working with developers to build or improve some of the local roadways, explained Rickert.

Community Development Director Scott Buening explained that on Sugar Grove's list of priorities for road improvements, widening Route 47 is at the top. The other three priorities are the extension of Gordon Road south to Galena Road; a full intersection at Route 47 and Interstate 88; and the Municipal Drive extension from Route 47 to County Line Road.

Rickert said that improvements to local collector roads and providing alternatives to arterial roads can help increase mobility within a community. He said these types of plans could decrease the congestion on the arterial roads in those areas by about 10 to 15 percent.

Part of the problem, however, is that the increase in employment will not keep pace with the growth in population.

"It's still a negative trend."

What this means is that residents of these areas will continue to need to travel outside of where they live to go to work, further congesting the roads.

The plan projects that the amount of vehicle travel on county roads will increase by 1.5 times by 2030. The plan also projects that travelers will spend approximately 2.5 times longer on the roadway system, and the amount of delays experienced due to congestion will increase by at least 10 times.

Some of the citizens attending the meeting wondered how to go about stemming the tide of growth that will inevitably lead to more traffic congestion.

"How do you stop municipalities from doing whatever they want?" asked Sally Carr.

"You don't," explained Buening.

There is nothing people in the surrounding communities or the county can do to keep municipalities from annexing property and developing it, he said.

"It's up to the individual municipalities to determine how fast they want to grow," Buening added.

He explained that Sugar Grove is currently holding discussions with some of its neighbors about boundary agreements.

"We're not anxious to create suburban sprawl," he said, adding that Sugar Grove's focus is for "high quality housing" and "moderate growth."

"We don't want to annex just for the sake of annexing."

County planner Karen Miller explained that although the county has no legal authority to slow down the growth of municipalities, county officials have been attempting to educate city officials in the concepts of smart growth and working to maintain the quality of life people within the county have come to expect.

"We do feel it's a realistic goal for 2030," she said, referring to the county's 2030 land use plan that calls for 50 percent of the county to remain agricultural and open space.

A third round of meetings to look at a financially attainable 2030 transportation plan will be held in April.

Citizens may provide feedback and comments to county officials regarding the plan by contacting Heidi Files at 584-7308 or at filesheidi@co.kane.il.us, or by visiting www.co.kane.il.us/doc.

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How Kane County roads could change

By Patrick Waldron Daily Herald Staff Writer

Posted Wednesday, July 28, 2004

Picture yourself stuck behind a line of stopped cars on Route 47 heading north into Kane County from just south of Sugar Grove.

If only there was a way around this mess, you wonder, probably in a strongly worded statement aimed at the SUV in front of you.

Well, relief could be on the way in the form of Gordon Road, a proposed four-lane north-south stretch, between the county line and Galena Boulevard, that is one of dozens of improvements eyed in Kane County's new long-term transportation plan.

Gordon Road is one small part of a 331-page report released last week that lays out \$3.3 billion worth of road, bridge and even bike path plans under consideration at the federal, state and county levels.

"It paints a picture of a growing county that will be strapped to keep up with projected growth in terms of roads and dollars," said Bill Wyatt, an Aurora Republican and chairman of the county board's transportation committee.

So far, county officials predict only \$191 million will be available to the county for projects over the course of the plan. That's far short of the \$1.3 billion needed for the county's cut of the road wish list.

"That's not a new problem for us," Wyatt said. "But what we are trying to do with this plan is take advantage of what we know is going to happen."

The plan will be presented at a series of public forums, the first of which is at 7 p.m. Thursday at Randall Oaks Golf Course in West Dundee.

As development creeps west, county transportation planners are thinking ahead to the next crop of roads that will carry traffic for the next 25 years.

For the last four years, the county's transportation division has worked to organize constantly changing infrastructure visions into one comprehensive 2030 Transportation Plan, a document similar to a land use plan also in the final stages of development.

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To carry more vehicles, particularly in the south and northern ends of the county, the plan shows new secondary roads built to move traffic to expanded primary roads.

"That local road network supports the regional network," said Carl Schoedel. "One doesn't work without the other."

In fast-growing areas like Sugar Grove and **Hampshire** that means building new roads or reshaping existing ones like the now short, two-lane Gordon Road, said Heidi Files, the county transportation department's chief of planning.

It also means building a grid of collector roads, like McKee Street in Batavia or Larkin Avenue in Elgin, in places where only fields or empty lots exist today.

"Those roads will follow as development comes to an area," Files said, adding that residential and commercial developers will be expected to pitch in large sums for construction.

But because funding is limited for larger regional roads, Files said, a priority list based on cost and need has been developed.

Expansion of Randall and Orchard roads is at the top of that list as are bridges and more than a dozen large intersection projects.

The plan calls for much of Randall Road to become six lanes over the next 25 years, a process that will start next month near the new Algonquin Commons shopping center just south of the McHenry County line.

Over the Fox River, the Stearns Road bridge corridor linking Stearns Road to Randall Road is seen as a must by county transportation officials. House Speaker Dennis Hastert is working to bring nearly \$80 million worth of federal money, but county coffers will still have to pick up 10 percent of the \$107 million project.



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ENTERTAINMENT

County envisions 2030 projects

By GENEVA WHITE
gwhite@nwherald.com

WEST DUNDEE - Belva Thomas is unsure whether Kane County officials can solve some of the transportation problems in and around her community.

"I'd at least like to see them try," the six-year Carpentersville resident said as she loaded golf clubs into her trunk Thursday at the Randall Oaks Golf Course. "God forbid we get more traffic lights, but that's probably the only way to solve it."

Just inside the clubhouse, local officials and a small number of residents were looking at Kane County's vision for transportation by 2030. The plan shows local and regional improvements that would involve realigning and widening roads, as well as installing bridges. The total cost for all the projects is \$3.3 billion, with the county's share being \$1.3 billion. The county has about \$190,000 to spend on the projects.

Kane County's population is expected to reach 700,000 by 2030, according to the plan.

"With all the additional development coming, you're going to need additional capacity on the roadway system to reduce congestion and delays," said Heidi Files, chief of planning and programming for the county.

Based on information from the Northeastern Illinois Planning Commission and municipalities, the county predicts major growth in northern Kane County towns such as Elgin, Hampshire and Pingree Grove. The plan also calls for capacity improvements and intersection improvements on Randall Road between Dean and Oak streets in St. Charles in 2005.

The Bolz Road bridge, which could one day become a four-lane thoroughfare that would move traffic from Huntley Road to Route 62 in Barrington Hills, also is included in the plan, as well as the Stearns

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Road bridge in St. Charles Township.

"That superhighway idea is a serious concern to me," five-year Carpentersville resident Robert Sperlazzo said while examining the posterboards displayed on easels. "Algonquin would benefit from it. They don't have to pay for it."

Opposition to the Bolz Road bridge was a common sentiment throughout the room. Those against the project insist that smaller, local bridges are needed in the Carpentersville area to move traffic across the Fox River.

"I'd rather see a network of bridges so you could get a better distribution of traffic," said Kane County Board member Lee Barrett, who serves on the county's Transportation Committee.

County board member John Noverini said a regional bridge would be a disaster for Carpentersville.

"There's no money to build it," he said. "Local bridges will solve local problems."

Dundee Township Supervisor Sue Harney said one answer to resolving transportation hassles in the county is through mass transit.

"People do use mass transit when available," Harney said. "We have significant numbers of people who could better themselves if they had access to better mass transit."

Although the plan does call for more bike and pedestrian accessibility, Files said, implementing additional mass transit is harder. Still, the county does work with Pace and Metra to further investigate options and feasibility for transportation, she said.

The county board is expected to vote on the plan in October. A draft of the plan can be viewed by logging onto www.co.kane.il.us/dot.

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Public Comments

Cooperative Planning

Goal: Coordinate local and regional transportation planning to provide a transportation system that accommodates both existing and future travel demands and supports local and regional land use plans and policies.

STRATEGIES:

- Utilize the relationship between land use and transportation to direct coordinated development and efficient use of resources.
- Preserve and protect potential and existing right-of-ways for transportation systems.
- Balance the need for additional capacity with the need to preserve and maintain the local area's character while applying context sensitive designs.
- Encourage Transit Oriented Development (TOD) and Transit Corridor Planning (TCP) methods to new developments where appropriate.
- Encourage public involvement as part of the transportation planning process along with an updated website to keep the public informed.
- Continue to implement the Rustic Roads Program that will preserve the rural roads and scenic vistas of the County for future generations.

Comments

Have a transportation consultant to go out & get state & federal funds. Pay him on a % basis.

System Efficiency

Goal: Reduce congestion while preserving the County's transportation system and its carrying efficiency.

STRATEGIES:

- Institute transportation system management (TSM) strategies to optimize traffic operations and safety.
- Investigate and utilize relevant transportation control measures (TCM) and institute transportation demand management (TDM) strategies to improve traffic mobility and to optimize system efficiency.
- Provide continuous routes between activity centers and improved access to Tollway facilities.
- Design major roadways to minimize curb cuts and local street intersections.
- Examine methods to minimize commercial truck traffic on residential routes.
- Provide capacity improvements to support recent growth and projected future growth.

Comments

Hwy 47 should be widened to 4 lanes from
 Elburn south to the Kane-Kendall county line,
 and do it now before the area gets built up.
 If possible, keep commercial/retail development
 to major intersections so there isn't a
 strip mall in the middle of nowhere just
 because land is cheap.

Personal Mobility

Goal: Develop a balanced intermodal transportation system that adds to the available travel options, increases personal mobility and offers alternatives to single occupancy travel (SOV).

STRATEGIES:

- Develop a comprehensive network of safe, local and regional bicycle and pedestrian facilities through coordinated planning efforts at local and regional levels.
- Promote a safe, convenient and efficient public transportation system to serve local and regional trips that is both cost-competitive and time-competitive with the SOV.
- Provide convenient, affordable and ADA accessible transportation options to serve local and sub-regional trips for the elderly and disabled.
- Promote safe, compatible development near airports to support private, recreational and business flying needs.

Comments

Kane County residents west of Reddell Rd have fewer options, especially those needing help from a mobility standpoint.

Quality of the Environment

Goal: Maintain and improve the quality of the environment while providing transportation services to growing areas.

STRATEGIES:

- Reduce the current levels of vehicle emissions while maintaining regional mobility and supporting the Illinois EPA's Mobile 6 initiatives.
- Increase the use of innovative alternatives to Single Occupancy Vehicle (SOV) travel.
- Investigate and utilize relevant Transportation Control Measures (TCMs) to improve and protect the air and environmental quality of Kane County.
- Design and construct transportation improvements in a manner and method that preserves and protects the natural resources of Kane County.
- Implement Best Management Practices (BMPs) and all aspects of the Kane County Stormwater Ordinance during design, construction and maintenance of transportation facilities.

Comments

Almost no advertising is done for mass transit in Kane County. Someone, either the County or the Transit providers have to get serious about promoting mass transit, both at what other cities/providers do. Require the providers to spend a % of their budget on PR. And the lower the usage rate, the more they should have to spend.

Transportation Issues or Concerns

Please list any issue or concerns you have regarding the Kane County
Transportation System: roadway network, transit, or bicycle/pedestrian facilities.

Roadway System

Wagon wheel is there.

Transit System

Expand west of Randall Rd &
longer hours (not all jobs end by 6PM)

Bicycle/Pedestrian Trail System

Minimum expenditure. Most use of B/P-ns
for recreation. Spend \$ on how people
get to & from work.

General Comments

Maximum efforts should be put in on building & promoting a good ride system. Less emphasis on the road system. Buying blocktop or concrete is easy. Getting an adult DD son or daughter to & from their job is not so easy.

Kane County Division of Transportation
2030 Transportation Plan
41W011 Burlington Road
St. Charles, IL 60175

Cooperative Planning

Goal: Coordinate local and regional transportation planning to provide a transportation system that accommodates both existing and future travel demands and supports local and regional land use plans and policies.

STRATEGIES:

- Utilize the relationship between land use and transportation to direct coordinated development and efficient use of resources.
- Preserve and protect potential and existing right-of-ways for transportation systems.
- Balance the need for additional capacity with the need to preserve and maintain the local area's character while applying context sensitive designs.
- Encourage Transit Oriented Development (TOD) and Transit Corridor Planning (TCP) methods to new developments where appropriate.
- Encourage public involvement as part of the transportation planning process along with an updated website to keep the public informed.
- Continue to implement the Rustic Roads Program that will preserve the rural roads and scenic vistas of the County for future generations.

Comments

Regional planning is all about getting people to
s from Chicago North South and inter county
transportation is then we fully ignored. People have more
trouble getting from Yorkville to Geneva than to
Chicago

System Efficiency

Goal: Reduce congestion while preserving the County's transportation system and its carrying efficiency.

STRATEGIES:

- Institute transportation system management (TSM) strategies to optimize traffic operations and safety.
- Investigate and utilize relevant transportation control measures (TCM) and institute transportation demand management (TDM) strategies to improve traffic mobility and to optimize system efficiency.
- Provide continuous routes between activity centers and improved access to Tollway facilities.
- Design major roadways to minimize curb cuts and local street intersections.
- Examine methods to minimize commercial truck traffic on residential routes.
- Provide capacity improvements to support recent growth and projected future growth.

Comments

Congestion along Randall road is already horrible - what will it be in 27 years - again failure to plan for N/S travel. I would imagine that RT 47 will be over next Randall Rd - sure would like an on/off ramp at Fola Rd.

Personal Mobility

Goal: Develop a balanced intermodal transportation system that adds to the available travel options, increases personal mobility and offers alternatives to single occupancy travel (SOV).

STRATEGIES:

- Develop a comprehensive network of safe, local and regional bicycle and pedestrian facilities through coordinated planning efforts at local and regional levels.
- Promote a safe, convenient and efficient public transportation system to serve local and regional trips that is both cost-competitive and time-competitive with the SOV.
- Provide convenient, affordable and ADA accessible transportation options to serve local and sub-regional trips for the elderly and disabled.
- Promote safe, compatible development near airports to support private, recreational and business flying needs.

Comments

Amen but good luck. Home city is 99% single vehicle reliant due to how a dense public transportation system brought about because population only considers single vehicle transportation or train to Chicago as options

Transportation Issues or Concerns

Please list any issue or concerns you have regarding the Kane County
Transportation System: roadway network, transit, or bicycle/pedestrian facilities.

Roadway System

Transit System

Point to Point transportation for aged & disabled at a reasonable
cost

Bicycle/Pedestrian Trail System

Fail to see why money is being spent on recreation when
transit services are so poor

General Comments

1) I thought your visuals were wonderful but I missed the one I thought most important - projected population density in 2030 - you showed current & growth but not projected

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Kane County Division of Transportation
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Quality of the Environment

Goal: Maintain and improve the quality of the environment while providing transportation services to growing areas.

STRATEGIES:

- Reduce the current levels of vehicle emissions while maintaining regional mobility and supporting the Illinois EPA's Mobile 6 initiatives.
- Increase the use of innovative alternatives to Single Occupancy Vehicle (SOV) travel.
- Investigate and utilize relevant Transportation Control Measures (TCMs) to improve and protect the air and environmental quality of Kane County.
- Design and construct transportation improvements in a manner and method that preserves and protects the natural resources of Kane County.
- Implement Best Management Practices (BMPs) and all aspects of the Kane County Stormwater Ordinance during design, construction and maintenance of transportation facilities.

Comments

BMP INCLUDES DESIGN OF ONLY

NECESSARY PAVT WIDTH ALONG WITH

LESS CURB & GUTTER AND LESS

"ENCLOSED" DRAINAGE SYSTEMS.

Transportation Issues or Concerns

Please list any issue or concerns you have regarding the Kane County Transportation System: roadway network, transit, or bicycle/pedestrian facilities.

Roadway System

Transit System → DON'T SPEND TOO MUCH TIME OR MONEY

AUTOMOBILES ARE RESPONSIBLE FOR THE TYPE OF SUBURBAN GROWTH

WE NOW HAVE (LARGE LOTS / STRIP MALLS). MASS TRANSIT IS NOT

PRACTICAL TO SERVE THAT TYPE OF DEVELOPMENT. PEOPLE WILL NOT

GIVE UP THE "CONVENIENCE" OF THEIR CARS UNLESS ALL SHOPPING

CENTERS ARE INDOOR MALLS AND THE BUS/TRAIN DROPS THEM OFF AT

HOME. EVEN THEN PEOPLE WANT THE ~~BE~~ STORAGE AVAILABLE WITHIN THEIR OWN VEHICLES.

Bicycle/Pedestrian Trail System

Cooperative Planning

1. The strategies sound good.
2. No examples of what is in place
3. No sub planning teams listed

System Efficiency

1. What sector – group (s) will evaluate?
2. What is the current evaluation process?
3. The current standards were not listed

Personal Mobility

1. What sector – group (s) will evaluate?
2. No documentation on present processing available
3. Current Standards not listed

Quality of the Environment

1. No current standards were available
2. No time line for changes
3. What sector – group(s) will be involved with the maintaining and improvement

Transportation Issues or Concerns

Roadway

1. Many of the current roads in the county are not kept up.
2. City streets in Aurora are still needing repairs
3. As more subdivisions are added and the countryside is removed drainage, traffic and upkeep do not really balance. What funding is set aside? How is the funding being used? How and what groups are working at making sure the roads that are established get the care they need?

Transit System

1. People with handicaps or financial issues are still having major problems getting to appointments. People, because of insurance, need to go to other towns for appointments. What transportation is available and affordable for them?
2. Hours of transportation need to be extended for those that have late appointments. In many cases they are able to get to the appointment – yet not back home.

Bicycle/Pedestrian Trail System

1. The trails are enjoyable. The wilderness and nature is peaceful.
2. How often are the trails policed?
3. More trash cans placed strategically along the paths

General Comments

I feel that this first open house did not give a full picture of what the process is and will be during the next few years. Letting the public get involved should be more than seeing guidelines. Where were the sign ups for concerned citizens to become part of the planning? What standards will be created to help the population give input?

Lorrie Riemer
Coordinator of Volunteers

859-1291 x4347

966-4347?

630-859-1291 ex-121

FAX: 630-906-0796

lriemer@the-association.org



Association for Individual Development
400 N. Highland Ave. Aurora, Illinois 60506

General Comments

Excellent presentation!! As a taxpayer I am concerned about the increased cost. I would suggest that you begin to examine alternative ways of financing i.e tolls, user fees, airport fees, tire fees, additional I Pass uses

Carol_Quandt@hotmail.com

Kane County Division of Transportation
2030 Transportation Plan
41W011 Burlington Road
St. Charles, IL 60175

44W981 Dietrich
Hampshire, IL 60140

Files, Heidi

From: Robert C. Buitron [rcbuitron@speakeasy.net]
Sent: Tuesday, February 10, 2004 12:24 PM
To: Files, Heidi; mayorburns@geneva.il.us
Subject: Long Range Trans

The municipalities need to work together in directing growth, not controlling it. I don't want to see the same traffic congestion that choke Route 59 and Route 56/Butterfield (from as far east as I-355) occur in this area, specifically Randall Rd as an example. If municipalities want growth for financial reasons and developers want profits, both parties need to look at the required infrastructure, determine who's going to pay for it, and complete the necessary construction in a timely manner. I believe the developer has the financial responsibility of paying for these "amenities," and you should increase substantially the developer-paid impact fees to address the funding shortfall for all of the projects considered in this plan.

As you may know, Kane County has reduced its "save the farm land" project to a much lower percent. The open space, wetlands, farms, etc. are fast disappearing. I'm disappointed that this area is losing one of its primary characteristics that makes living here enjoyable. If I want traffic, density, and people, I'd move back to Chicago - at least that city has some kind of public transportation that can get me and others from one side of the city to the other if needed with visual stimulation of a different kind, culturally speaking.

Get your acts together and think ahead for not only ourselves but for future generations.

Robert C. Buitron

Files, Heidi

From: Jeffrey Sims [jsims@fnal.gov]
Sent: Tuesday, February 10, 2004 8:25 AM
To: Files, Heidi
Subject: comments

Heidi:

Great meeting. Sorry I did not participate more but, I like to noodle on things a bit before I speak. My comments are:

1. I am not sure if the entrances to Fermilab (Pine and Wilson) should be listed as congested. I doubt they see even 2000 vehicles per day. And over time they probably should not worsen (the 2030 has them listed at extreme congestion). I doubt that affects anything in your model.
2. I would assume the priority of the projects should be set using your "desire lines" (I think I saw a movie of the same name on late night HBO) graphic. This leads one to converge on Kirk and Randall as the highest priority. I probably just stated the painfully obvious.
3. Should the plan include widening the Farnsworth bridge? So far the plan stops just short with a six lane widening. Will this be a bottle neck especially with the new mall? Route 59 at the tollway had a similar problem recently when an adjacent structure over 88 was replaced.

It is so refreshing to see an organization that is thinking ahead and being proactive.

Nice Job.

Jeff



February 27, 2004

Mr. Tom Rickert
 Kane County Council of Mayors
 41W011 Burlington Road
 St. Charles IL 60175

RE: 2030 Kane County Transportation Plan

Dear Tom:

We appreciate the opportunity to comment on the Kane County proposed 2030 Transportation Plan. Residents of St. Charles rank transportation and traffic congestion as the number one Public Works concern. The comments offered herein are intended to be constructive and in the spirit of making the plan better.

Fox River Bridges –

Historically this has been a significant issue from a County transportation perspective and we believe it should remain as such. The Fox River remains the number one geographic impediment to the development of a more efficient transportation system in Kane County. Although the plan contemplates and indicates two additional regional bridge crossings two questions remain;

1. Is the number of Fox River bridge crossings adequate to meet the transportation needs of the County in 2030?
2. Assuming the number of regional bridge crossings is sufficient is there a need for sub-regional or local crossings?

I don't know the answer to the first question but I do know the answer to the second question is yes. The County has supported the location of a sub-regional bridge at the Red Gate corridor in the past and it is vitally important that this transportation plan identifies support for sub-regional crossings Countywide. We urge the County to include support for the Red Gate Corridor and other sub-regional bridge corridor improvements in the County.

Pedestrian Improvements –

The goals and strategies suggest that pedestrian improvements are valued and important as part of the transportation system. Our experience on a project level basis is that pedestrian improvements are tolerated at best. We request a policy statement that supports the inclusion of these elements or allows them to be added within County ROW in the future. One experience we had was a project where the City was proposing a new bike path and we were told we could not construct the bike path in County ROW. We had to obtain an easement from the adjacent landowner to construct the bike path. Luckily for us the adjacent land owner was the School District and they were cooperative. However in the future we would hope the County would be a catalyst for this type of improvement (even though not roadway capacity related) and not a deterrent.

SUSAN L. KLINKHAMER Mayor

LARRY W. MAHOLLAND City Administrator

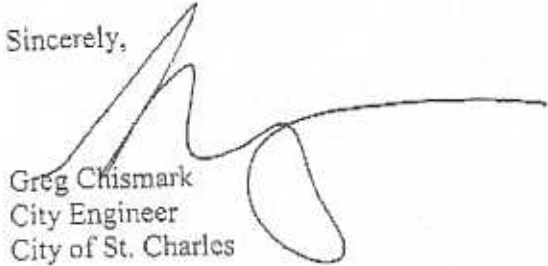
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 From #: 377-4483
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 Re: 2030 PLAN

METRA Station (Conceptual) -

The City is not opposed to the concept of placing a METRA commuted rail station in St. Charles along the Union Pacific rail spur with two comments. First, we request any proposal be developed in close partnership with the City. Because a commuter rail station will cause profound changes to our community we desire the ability to guide the process and object if necessary. Second, we are open to relocating the rail station to the east side of the river to avoid conflicts between trains and cars at the existing rail crossings through St. Charles. Perhaps locating a station close to the airport provides some synergy between modes of transportation. STAR Line, Prairie Parkway and DuPage County Improvements- Some consideration should be given to regionally significant transportation projects. If based on scope and schedule of these projects that they are not developed to a point where impacts can be estimated then perhaps a follow up time frame to incorporate the projects and reassess the County plan is warranted.

In closing I wish to thank you for the opportunity to provide input into the County's 2030 transportation plan. Feel free to contact me should you have any questions or want to discuss any particular item in more detail.

Sincerely,



Greg Chismark
City Engineer
City of St. Charles

Cc: Mark Koenen
File: CATS (C)

Files, Heidi

From: Mike Tableriou [tablerim@amcec.com]
Sent: Friday, August 06, 2004 1:44 PM
To: Files, Heidi
Subject: 2030 Transportation Plan

I've read through the plan and have a strong objection to what I see as the use of Coombs Road.

We live on Coombs Road. Our driveway was always rather dangerous to pull in and out of due to an abrupt hill and "S" curve. The danger has increased exponentially due to the massive housing development in Gilberts on Big Timber Road with the subsequent increase in motorists. This is further threatened to become more dangerous with the addition of new housing subdivisions on Coombs Road just South of Highland Ave.

People have died on our property from car accidents. People run off the road every winter. The noise from the increase in traffic on Coombs Road has increased exponentially. With all the planning goin on, why cannot an extension of Nestler Road be made from Route 20 to Big Timber. Further, I have run into deaf ears in trying to get the speed limit lowered from 45 to 40 on Coombs Road from Highland Ave. north.

It seems the planning takes only the new construction and growth into account and does absolutely nothing to try and preserve existing residential sanctity.

Sincerely,
Michael Tableriou
13N557 Coombs Road
Elgin, IL 60123

Files, Heidi

From: Suzanne Kautz [suzannemkautz@lightfirst.com]

Sent: Monday, July 26, 2004 12:47 PM

To: Files, Heidi

Subject: Transportation for the Poor

Excuse me, if you already addressed this item specifically, but I cannot find anywhere in your plan where you have planned on increasing transportation for the needs of the poor in Kane County. The poorest-of-the-poor and those living in the homeless shelters throughout Kane County need affordable public transportation to and from their jobs, to and from drug and alcohol treatment programs, to and from counseling and medical treatment centers - throughout Kane County and throughout the day and night. When public transportation ends before dark, those working second and third shifts cannot get home! When public transportation ends before dark, those seeking the necessary help for their addictions cannot get home when their program ends! If you want to increase productivity in Kane County, then you **MUST** address the needs of the poor more specifically and more fully in your 2030 plan! Just think how wonderful Kane County could be if we took better care of the poor in our midst. We complain about them, but we do very little to meet their many needs.



PO Box 334, Big Rock IL 60511

August 20, 2004

Kane County Department of Transportation - submitted by fax and e-mail
Attn: Ms. Heidi Files
719 So. Batavia Ave.
Geneva, IL 60134

SUBJECT: COMMENTS ON DRAFT 2030 KANE COUNTY TRANSPORTATION PLAN

Dear Ms. Files,

The draft transportation plan lays out a reasonable and effective approach to traffic needs in Kane County with particular emphasis on improving connectivity of existing county highways. The draft plan is accessible and understandable, and I commend the Department of Transportation for its work.

The realignments of existing county highways to provide for continuous routes is a most important feature of the plan. Specially, the interconnection of five highways in the western third of the county to provide a continuous north-south route will be an essential addition to the traffic movement in the county. The connections further to the east will also enhance traffic movement.

From the evaluation of traffic projections out to 2030 it is clear that the county will be confronted with a diversity of problems, particularly in the southeast area with traffic entering the county from the south.

These diverse problems require diverse solutions, which is why this organization has been working to shift the focus from the Prairie Parkway to funding expansion and improvement of existing roads.

While the 2030 Plan acknowledges the ongoing planning for the Prairie Parkway, we believe the county's plan should anticipate the impact of traffic from the Prairie Parkway on roads within Kane County should the beltway be built. Any north-south traffic using the Prairie Parkway would be dumped on county roads and Illinois 47 once it reached the northern terminus at Interstate 88. The interchange at U. S. 30 would be the only interchange within the county, and it, too, would have a significant impact on Kane County traffic patterns. We are particularly concerned that the proponents of the Prairie Parkway do not recognize the deleterious effects that such a highway would have on traffic in Kane County. Addressing this issue in the 2030 Kane County Plan would help to highlight the impacts.

web: <http://www.sprawlway.org> | e-mail: info@sprawlway.org | voice mail: (815)642-9730

The 2030 Plan acknowledges the interconnection of Kane County transportation systems with those of adjoining counties. I realize that the county is actively working with Kendall County, for example, to assure good connections and continuity between the two counties. Once again, the cooperation between the two counties is essential to creating the diverse solutions to increasing traffic problems in the area. More broadly, I would recommend that the draft 2030 plan include more specific descriptions of the coordination and cooperation between the Kane County transportation plan and those of adjoining counties.

We would also like to cite two specific areas in the 2030 plan which, if adopted, would improve the traffic north-south traffic flow:

1. The plan shows a connection between Bliss Road and Fabyan Parkway in the vicinity of Main Street. This alignment will improve the connectivity between the two roads for traffic to the northeast. However, a second realignment in the same area would benefit traffic continuing to the north -- that is, a direct connection between Bliss Road and Bunker Road. This would be a significant enhancement since Bunker Road will be realigned with LaFox Road and thus provide an effective north-south corridor.
2. Perhaps a more critical area for planning is the Elburn area. Illinois 47 passes through downtown Elburn with a grade level crossing of the Union Pacific Railroad. This creates extensive backups due to the length and speed of trains through the Illinois 47 grade level crossing.

The planned Anderson Road overpass will provide an alternate route through Elburn with a grade separation at the Union Pacific tracks. To make best use of this rail crossing, there need to be improvements to the connection between Illinois 47 at the south edge of Elburn (via Keslinger Road to Anderson Road) and at the north edge of town (via Illinois 38 back to Illinois 47 or continuing north on Anderson Road before returning to Illinois 47).

I recognize that the Village of Elburn has been opposed to a bypass using Anderson Road and has now permitted development south of Keslinger Road that precludes an effective bypass. However, enhancements to the Illinois 47-Keslinger intersection and perhaps a realignment from Anderson Road back to Illinois 47 to the northern would improve what might be called an "alternate route" instead of the dreaded "bypass."

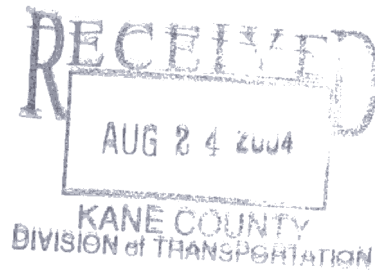
Thank you for the opportunity to comment on the draft plan and for the extensive efforts by the Kane County Department of Transportation staff to solicit and respond to comments from the public.

Sincerely,

/signed/

Jan Strasma
Chairman

cc: Mr. Michael McCoy



52 Wheeler Road • Sugar Grove, IL 60554
TEL: 630 / 466-9350
FAX: 630 / 466-9380
www.eeiweb.com

August 23, 2004

Ms. Heidi Files
Planning & Programming Manager
Kane County Division of Transportation
41W011 Burlington Road
St. Charles, IL 60175

Re: Kane County's 2030 Transportation Plan

Ms. Files:

This letter is in regards to the County's request for public comment on the proposed 2030 Plan. On behalf of the Village of Hampshire, we offer the following comments:

We would suggest that the County consider adding the realignment of Allen Road at the intersection of U.S. Route 20 to its list of priority projects. The projected traffic at this intersection suggests that an improvement should be made. The Village is planning for such a realignment.

- Otherwise, in general, the Village supports the draft 2030 Transportation Plan. We commend the County for its vision into this difficult matter.

If you have any questions or require additional information please contact our office.

Respectfully submitted,

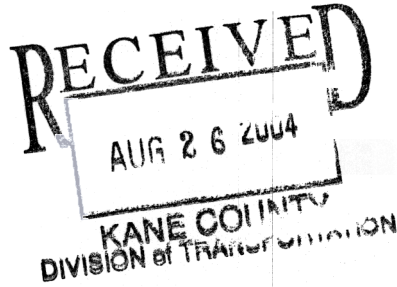
ENGINEERING ENTERPRISES, INC.

A handwritten signature in black ink, appearing to read "Bradley P. Sanderson".

Bradley P. Sanderson, P.E.
Senior Project Manager

BPS/dmg

pc: Mr. Bill Schmidt, Village President
Mr. Chuck Anderson, Village Trustee
Mr. Jim Taylor, Village Trustee
Ms. Linda Vasquez, Village Clerk
Mr. Mark Schuster, Village Attorney
Ms. Fredi Schmutte, Schmutte and Associates

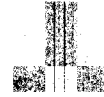


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August 23, 2004

VIA FACSIMILE: 630/584-5265

Ms. Heather Tabbert
Regional Planning Liaison
Kane County Division of Transportation
41W011 Burlington Road
St. Charles, IL 60175

Re: Kane County's 2030 Transportation Plan

Dear Ms. Tabbert:

This letter is in regards to the County's request for public comment on the proposed 2030 Plan and in follow-up of our earlier telephone conversation.

In review of Section 10, Figure 10-2, the intersection of Big Timber Road at US 20 is noted to be a proposed Isolated Intersection Improvement as a part of the recommended 2030 County Fiscally Constrained Roadway Plan. However, in cross referencing to Table 10-2 for the listing of the recommended Isolated Intersection Improvements, the subject intersection was not found to be listed. Clarification of this project and listing is requested. Further, inquiry is made as to where the included listing for the CRIP Intersection Projects at the various locations can be found. What CRIP Intersection Projects are included in the recommended plan?

If you have any questions or require additional information, please give me a call.

Respectfully submitted,

ENGINEERING ENTERPRISES, INC

Ronald G. Naylor, P.E.
Senior Project Manager

RGN/dmg

cc: BPS, EEI

Kane County 2030 Recommended Transportation Plan

Please provide your comments on the Kane County 2030 Recommended Transportation Plan: roadway, transit, and bicycle/pedestrian facilities.

Roadway

Longmeadow Parkway

The portion east of Fox River will affect the aquifer and the forest preserve. Already the need for water is growing. The aquifer needs to be replenished regularly. With the concrete covering the land, the ability to replenish the aquifer is diminished. The Parkway would divide the forest preserve and limit its use.

The environmental effects will be horrendous.

Kane County 2030 Recommended Transportation Plan

Please provide your comments on the Kane County 2030 Recommended Transportation Plan: roadway, transit, and bicycle/pedestrian facilities.

Roadway

Tom Rickett assured the homeowners ^{of Middle Creek} present during the meeting that when the actual construction phase of the expansion of Randall Road ~~is~~ begins, the public would have a specific period of comment and objections for that project. That is extremely important to the homeowners. We are being told by Mr. Rickett that this plan may never be funded & we may never need to worry. However, we are concerned that when the plan is passed, we have no ~~present~~ opportunity to have input on the amount of land taken by eminent domain, the reduction of noise, the increased amount of drainage on our property, & safety of our children.

General Comments

Projected congested roadways 2003/2030
would be helpful if a footnote is added
considering on a 24 hour time table.

Kane County Division of Transportation
2030 Transportation Plan
41W011 Burlington Road
St. Charles, IL 60175

Kane County 2030 Recommended Transportation Plan

Please provide your comments on the Kane County 2030 Recommended Transportation Plan: roadway, transit, and bicycle/pedestrian facilities.

Roadway

A VERY POOR BUSINESS PLAN! YOU HAVE DISCOURAGED A PROBLEM HOWEVER YOU DON'T HAVE THE FOLLOWING.

- ① CLEAR PLAN OR SOLUTION
- ② FUNDING
- ③ COMMUNITY SUPPORT.

I BELIEVE SMALL BUSINESSES WILL BE GREATLY AFFECTED

Kane County 2030 Recommended Transportation Plan

Please provide your comments on the Kane County 2030 Recommended Transportation Plan: roadway, transit, and bicycle/pedestrian facilities.

Roadway

I'm very concerned that access will be limited to egress in and out from Middlecreek Lane to Randall if expansion is approved. It will be interesting, at this point, to see how add'l stoplights at Bolcum + Crane will affect that.

Kane County 2030 Recommended Transportation Plan

Please provide your comments on the Kane County 2030 Recommended Transportation Plan: roadway, transit, and bicycle/pedestrian facilities.

Roadway

I agree that there will be continued growth and traffic in Kane County. We currently experience increased traffic and increased sound with 4 lanes.

We do not want to lose any more property.

We are not receiving any assistance currently from the county for noise abatement with existing 4 lanes.

logically, Route 41 lends itself to a 6 lane road better than Randall. Through the years we have seen growth of Randall from 2-4 lanes.

We stand firmly against 6 lanes and believe that Route 41 lends itself easier. There would be less homes and eminent domain to worry about West of Randall Rd.

We protest the expansion of Randall Road becoming 6 lanes



McHenry County
Economic Development Corporation

2030 file
HEID

September 19, 2003

Kane County Highway Department
41W011 Burlington Road
St. Charles, IL 60175

Gentlemen:

The enclosed resolution in support of a full interchange at IL Route 47 and Interstate 90 was passed unanimously by the members present at the Board of Directors Meeting of the McHenry County Economic Development Corporation (MCEDC) held on September 16, 2003.

MCEDC is a private public partnership who is the voice of the business community in McHenry County. We strongly support regional solutions to transportation issues. Both the business community and the public in McHenry County have identified transportation as one of the two primary threats (the other being education funding) to our quality of life and economic well being. McHenry County is united in support of this needed improvement.

Thank you for your consideration. We will be happy to respond in detail to any questions which you may have.

Sincerely yours,

Charles H. Eldredge
Chairman, Transportation
& Infrastructure Committee



McHenry County
Economic Development Corporation

**RESOLUTION SUPPORTING FULL INTERCHANGE
AT IL ROUTE 47 & AND I-90**

WHEREAS, the inadequacy of the transportation system within the region and in McHenry County is one of the two most serious problems facing McHenry County, and

WHEREAS, the McHenry County Economic Development Corporation (MCEDC) has long supported regional transportation improvements, and

WHEREAS, Illinois Route 47 is a Strategic Regional Arterial, and a major artery for transit into and out of McHenry County, and

WHEREAS, McHenry County is one of the fastest growing counties in Illinois and the Village of Huntley is one of the fastest growing communities within McHenry County, and

WHEREAS, McHenry County has the largest proportion of its citizens who commute to work outside of the County, and

WHEREAS, connection to Interstate 90 is an essential transportation link for all of McHenry County,

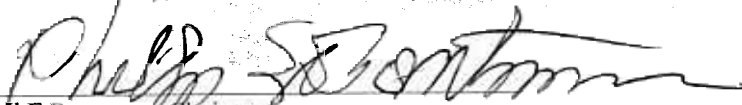
NOW THEREFORE, MCEDC hereby resolves,

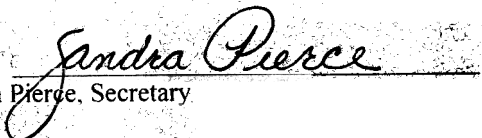
That it strongly supports the construction of a full interchange at IL Rt. 47 and I-90, and opposes any improvements in the Huntley area which would delay construction of that interchange, and we urge our members to vocally express this support to relevant authorities.

2. That the proposed half-interchange at Brier Hill would initially serve McHenry County poorly, and connecting to it effectively would be costly. MCEDC does not however oppose the Brier Hill proposal unless it would in some way delay obtaining the vitally needed full interchange at IL 47.

That true copies of this resolution shall be delivered to FHWA, IDOT, Illinois State Toll Highway Authority, McHenry County Highway Department, Kane County Highway Department, CATS, NIPC, and the McHenry County Board.

Adopted by vote of the McHenry County Economic Development Corporation Board of Directors,
McHenry County, Illinois on this 16th day of September 2003.


Phil E. Bartmann, Chairman
McHenry County Economic Development Corporation

Attest: 
Sandra Pierce, Secretary