



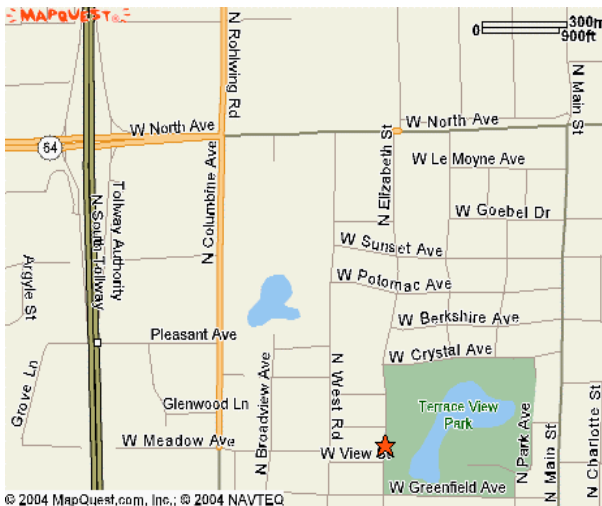
Organizing and educating neighbors to work with IDOT to achieve a better design for Route 53

www.cssforum.org/il53

IDOT Route 53 Public Hearing

Thursday, August 19, 2004
3:00 - 8:00 p.m.

Open House Format
Parkview School,
341 N Elizabeth St., Lombard, IL



PLEASE ATTEND the PUBLIC HEARING and give your input to IDOT.

Why should you attend the public hearing if you are south of St. Charles Road?

1. Lombard Residents have put in a request to extend the build to Madison Street.

- Madison/Route 53 intersection is dangerous with the current line-of-sight problems and a difficult grade especially in winter.
- The congestion on St. Charles Road is at unacceptable limits due to the alternative routes being right-in and right-out only. Residents want another full access intersection to relieve some of the East-West traffic currently on St. Charles Road.
- Currently children who attend Madison Elementary School have a very circular route to get there.

2. IDOT has funding to rebuild the bridge over the East Branch of the DuPage river which is on the west side of the I-355 overpass in Glen Ellyn. A four-lane substructure will be built, but only a two-lane superstructure.
3. An off road bike trail running the full length of the project corridor and linking the Great Western Trail and the Illinois Prairie Path are included in the designs for Route 53.
4. IDOT has promised that once construction is completed from North Avenue south to St. Charles Road and possibly to Madison Street, traffic numbers and accident rates will be reviewed to see how they have changed. They will compare these to the current phase I studies and assess whether the project has changed enough so that a four-lane divided road is no longer needed. Although no one can foretell the future, it is prudent to go to a public hearing for a road that is traveling past your home. This may be the only public hearing scheduled for Route 53 from Roosevelt to North Avenue.

Important things to note about a public hearing

It is an open house format which means you can attend any time between the hours given. Stations for various design aspects of the route will be set up around the room. There will be stations for bike paths, safety, hydrology, etc. IDOT will take the time to answer any questions you may have. What they will not have time for is to argue points since this is expected to be a highly attended event. Please be considerate of your neighbors so that as many people as possible have the opportunity to ask questions and give their input.

Do not leave without giving your public statement. A stenographer will be available to take your statement for submission to IDOT. There will also be comment sheets available with drop boxes for your comments as well. Other statements can be submitted, but it should be clear what the point is of these statements. For example don't just toss in a newspaper article on the merits of three-lanes.

You don't need to agree or disagree with the entire design. This is not a package deal. For example, bike paths can be commented on separately, as can lane widths, intersection treatments, sidewalks etc. So please, do take the time to break it down a bit. Overall design preference for a three-lane or five-lane design rather than the four-lane divided design being presented can, of course, be indicated.

If you cannot attend, mail your comments to:
John Baczek, Project Manager
IDOT Bureau of Programming
201 West Center Court
Schaumburg, IL 60196

Design elements that may be presented at the public hearing

¹Three-lane road	
Pros	Cons
<ul style="list-style-type: none"> • Fits into the corridor width better with less impact to homes • Adds capacity to the project • As safe as a four-lane divided. • Natural Traffic Calmer • Can aid in driver destination satisfaction 	<ul style="list-style-type: none"> • Not recommended for mass transit busing routing • May tend to congest if there is a slow moving vehicle • Not desirable if a large volume of trucking is present.

Four-lane divided	
Pros	Cons
<ul style="list-style-type: none"> • Increases capacity • Allows for trucking • Is preferred by Pace busing • Allows for slow moving vehicles 	<ul style="list-style-type: none"> • Adds to overall congestion levels in the area by increasing traffic volumes • Increases noise • Increases speeding and weaving • Adds to end destination driver frustration

Asphalt pavement instead of concrete	
Pros	Cons
<ul style="list-style-type: none"> • Less expensive • Smoother/quieter • Easier to resurface 	<ul style="list-style-type: none"> • Asphalt cannot be grooved (used to provide extra traction or as a audible warning e.g., rumble strips)

Vegetated median	
Pros	Cons
<ul style="list-style-type: none"> • Gives the highway a suburban avenue feel • Helps reduce noise • Is a natural traffic calmer • Reduces rain runoff • If trees are planted, cools the road in summer and traps dust 	<ul style="list-style-type: none"> • A barrier median, whether vegetated or not adds to end-destination driver frustration

Off -road bike lanes	
Pros	Cons
<ul style="list-style-type: none"> • Off road bike path allows for narrower traffic lane widths since bikes do not need to be accommodated on road • A more pleasant biking experience especially as it wends its way away from Route 53 in areas • Helps with fitness of public • Helps with independence of children • Adds to property values 	<ul style="list-style-type: none"> • On road bike paths are safer • Driveways can be a point of annoyance with bikers • Pedestrians and bikes can also tangle • Bike paths are wider than sidewalks, 8 to 10 feet instead of five feet

Lower speed limit	
Pros	Cons
<ul style="list-style-type: none"> • Safer for vehicles and pedestrians • Increased reaction time for driver 	<ul style="list-style-type: none"> • Adds to congestion and drive time

U-Turn capability	
Pros	Cons
<ul style="list-style-type: none"> • Helps alleviate end-destination frustration 	<ul style="list-style-type: none"> • Decreases safety • Adds to the width of the road in some areas since space is needed for the vehicle to make a complete U-turn.

11-foot inner lanes	
Pros	Cons
<ul style="list-style-type: none"> • Decrease from the original 12-foot design • Lessens the impact of the road on homes • May help in slowing traffic for a more consistent speed among lanes 	<ul style="list-style-type: none"> • Less room for driver error

12-foot outer lanes	
Pros	Cons
<ul style="list-style-type: none"> • Decrease from the original 13-foot design • May make drivers more comfortable 	<ul style="list-style-type: none"> • Allows for more trucking

Curb and gutter without shoulder	
Pros	Cons
<ul style="list-style-type: none"> • Prevents shoulder driving • Prevents parking along highway 	<ul style="list-style-type: none"> • Not as good for handling non-point specific water pollution • May make it less safe to retrieve the mail from roadside mailboxes

¹ IDOT will NOT present a three-lane design