

QUENTIN ROAD STUDY

Dundee Road to Lake Cook Road



Cook County
Department of Transportation and Highways

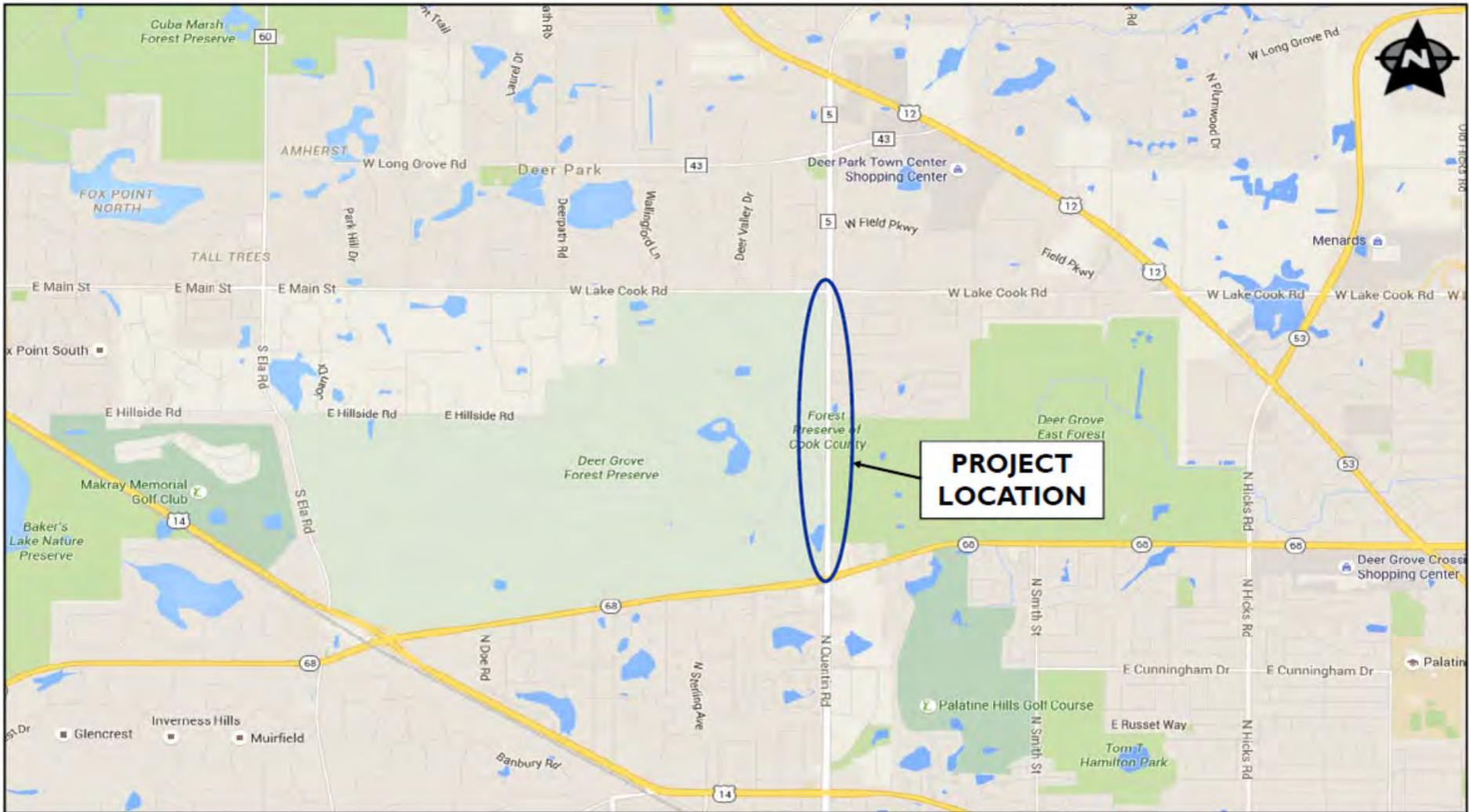
Public Meeting No. 1
December 9, 2015

Welcome!



RE-INITIATE QUENTIN ROAD STUDY
DESCRIBE PLANNING APPROACH
REVIEW EXISTING CONDITIONS
GATHER INPUT AND INFORMATION





Project Study Limits

Project History



- ▶ Studies of Quentin Road have been ongoing since the 1980s
- ▶ Previous study efforts were roadway centric
- ▶ Conclusions from December 2009 Public Hearing
 - ▷ Provide a more balanced study approach
 - ▷ Complete additional environmental studies
 - ▷ Consider additional alternatives
 - ▷ Include multi-modal elements
 - ▷ Focus on safety
- ▶ New Cook County Department of Transportation and Highways leadership
 - ▷ Committed to a transparent and collaborative process
 - ▷ Partnership with the Forest Preserves of Cook County
 - ▷ Embracing innovative and sustainable approach



Planning Approach – Environmental Studies

- ▶ New field studies and data collection
- ▶ Tree inventory
- ▶ Wetland delineations
- ▶ Groundwater surveys
- ▶ Coordination and consultation with resource agencies



Planning Approach – Technical Studies

- ▶ New analyses and data collection
- ▶ Traffic counts
- ▶ Crash reports and operations history
- ▶ Context sensitive alternatives analysis
- ▶ Multi-modal considerations

Existing Conditions Inventory

Focus on the unique context of Quentin Road

- ▶ Deer Grove Preserves
- ▶ Camp Reinberg
- ▶ Quality natural resources
 - ▷ High quality wetlands
 - ▷ Mature trees
- ▶ Unique habitats



Existing Conditions Inventory

Aging and continuing deterioration of the facility

- ▶ Bridge is over 100 years old
 - ▷ Structural condition requires load posted bridge
- ▶ Rutted and cracked pavement
- ▶ Undefined roadway edges
- ▶ Poor drainage



Existing Conditions Inventory

Safety Needs

- ▶ Little or no pedestrian or bike accommodations
- ▶ No shoulders
- ▶ No turn lanes
- ▶ Uncontrolled pedestrian and equestrian crossings



Project Challenges – Traffic, Safety, Environment



- ▶ High congestion levels during peak periods
- ▶ Limited gaps in traffic – for safe turning movement
- ▶ Safe access to Deer Grove and cross access between Deer Grove East and West – for pedestrians, bikes, and equestrians
- ▶ Direct stormwater runoff into Salt & Buffalo Creeks, wetlands, and forest preserve
- ▶ Public and private utilities
- ▶ Minimize impacts and mitigate responsibly – enhance and replace



Quentin Road's Regional Context



- ▶ Strive to balance transportation needs with the unique setting of Quentin Road
- ▶ Critical to transportation network
- ▶ Regional and local connectivity
- ▶ Provides access to and links multiple destinations, including Deer Grove Forest Preserves



Potential Alternatives

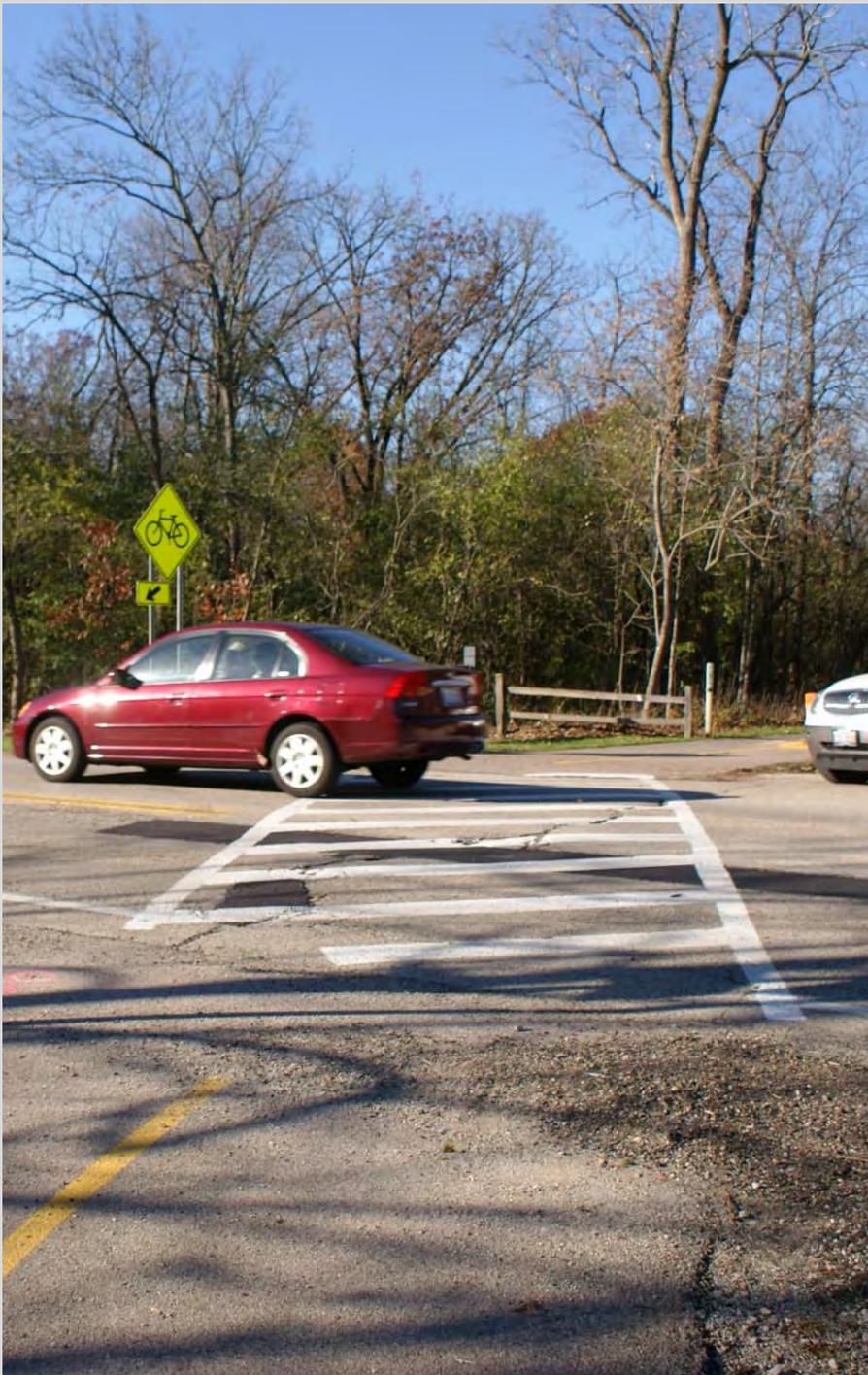


- ▶ Evaluation of shoulders and ditches vs. curbs
- ▶ Inclusion of additional pedestrian and bike facilities and connections
- ▶ Evaluation of travel lane needs
- ▶ Consideration for narrow lane widths
- ▶ Inclusion of sustainable design elements
 - ▷ Water quality – rain gardens/vegetated swales
 - ▷ Drainage outfalls
 - ▷ Habitat enhancement – wildlife crossings

Concepts for Deer Grove/Camp Reinberg

Emphasize User Safety

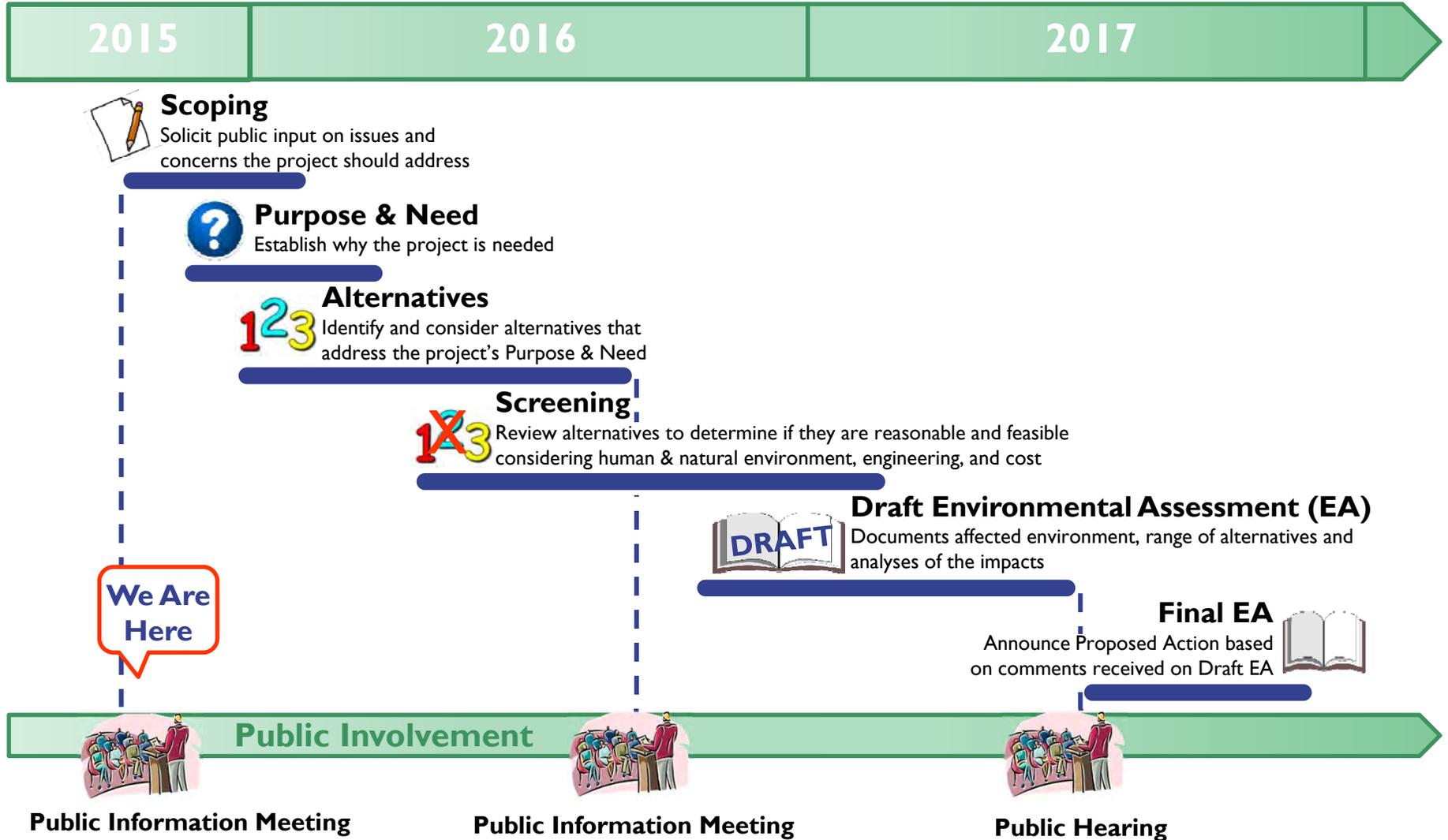
- ▶ Evaluate tunnel crossing
- ▶ Evaluate at-grade crossing with traffic control (signals or stop signs)
- ▶ Balance with needs of Camp Reinberg and Deer Grove as a whole
 - ▷ Minimize tree impacts
 - ▷ Complement new uses



Study Timeline



The Environmental Assessment Report (EA) is expected to be completed by 2017



What Will You See At This Public Meeting?



- ▶ Series of exhibits
- ▶ Project team and staff are available to answer questions
- ▶ Please provide input and comments
 - ▷ Comment period open until December 23rd
- ▶ Future public meetings
 - ▷ Fall 2016 (Present alternatives)
 - ▷ Spring 2017 (Present recommendation)

THANK YOU FOR COMING

Quentin Road Public Meeting No. 1

Next presentation will begin shortly



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