

See the attachment of the proposed Maple Courtney "restricted access" of Maple and Courtney based on current speed limit and safety concerns or residents of Brayton Knolls and the land owners who would have to agree to ROW acquisition.

The strategy again was to request from the County one of the two options:

1.) Reduction in speed limit reducing the required distance for ingress and egress lanes.

2.) Transfer of jurisdiction of Maple from US Route 20 all the way to Ratfield road based upon future growth.

If neither of these options are going to work, then the only option we have is to have the city reduce it's request for a "full intersection" to restricted access with removable islands so the intersection could be configured like existing intersections to the north off of maple, without requiring 5 lanes at maple and Courtney.

The general consensus is that there is an understanding for "Safety" at Maple and Courtney, restricted access is a viable option, and that a number of inquiries need to be made again to the County before any determination can be made. The timetable is uncertain at this point, but we will continue to ask the "hard" questions and that community safety issues should be the main concern and planning appropriately with a reconfigurable intersection may be the only way to proceed at this point. The City of Marengo may need to change it's requirement for a full intersection at this time until feasible with speed limit reduction or jurisdiction of the road from Route 20 to Ratfield Road.

The message was loud and clear that through traffic across Maple with a full intersection and Courtney being designated as collector road would have grave safety consequences and that fatalities of drivers or residents at Courtney and Maple would not be an option.

The next Transportation Committee meeting will be on Saturday October 20th at 08:30am.

The "Action Items" from this meeting were as follows:

1.) Discover the date of the "next" McHenry County Transportation Meeting to attend

2.) Make sure we include as any type of argument the location of this intersection in relation to the Locust school \*Life Safety\*

3.) The desire to have sidewalks included as part of the design for the East and West side of any intersection at Courtney and Maple

4.) Patrolling of Maple and Courtney issues

5.) Assemble a comprehensive list of benefits for any successive administrations

There was a reluctance to approve any widening of US Route 20 until we've had the opportunity to talk with Don Manzullo and Pamela Althoff as the sentiment was that any widening of Route 20 would hurt the chances for any "bypass" plans that would include West Coral Road/Pleasant Grove to the South and Dunham/River Road to the North.

Signals at Prospect Street and Route 20 and 176 were discussed.

Right now we meet the traffic warrants at Prospect and Route 20, but a new traffic study would have to be done for 176 and Prospect.

Discussion around making Prospect Street a designated Truck Route might run into opposition from the schools with Life Safety south of the Railroad tracks, but might be possible North of the tracks. It was uncertain whether there would be any funding or grant benefits in establishing an official truck route. Road improvements along with sidewalks are supposed to be done in Phase 2 of the Prospect Street improvements. No time frames were discussed about when Phase 2 improvements are targeted.

My suggestion was to change the "land use" designations to residential roads on Courtney first so that Courtney will not be considered a "connector" road, and then to change the land plan from "mobility" to "access". No action item was taken on that suggestion.

Lisa Trainor and Todd Hall are also members of this committee.

So we are kind of in hold mode right at the moment. I plan to try and call both Pam Althoff and Don Manzullo in the interim prior to the meeting on the 20th and get some kind of feel for their support of a bypass in lieu of Route 20 being widened to 3 lanes.