

## **Garland Road Bike Lane Meeting**

### **December 3, 2009**

Meeting was opened by Township Supervisor Glenn Swanson leading the Pledge of Allegiance.

Dave Geary, Village of Wauconda Public Works, started by introducing the elected officials in attendance. Those present from the Township were: Glenn Swanson, Supervisor, Chris Rowe, Clerk, Sheryl Ringel, Trustee, Mary Schorr, Trustee, Gary Thompson, Trustee. Those present from the Village of Wauconda were: Mark Knigge, Mayor, Ginger Irwin, Clerk, Lincoln Knight, Trustee, John Barbini, Trustee, and Pam Wahl, Trustee. Also present were Bob Devry, Engineer, Rudy Magnan, Attorney, John Ridgway, Attorney, Nancy Burton, Wauconda Park District, and Dan Quick, Village of Wauconda Administrator.

Dave Geary stated that this meeting was to provide information on the reasons and status of the proposed bike lane. The Village of Wauconda and the Township of Wauconda were splitting the cost of this venture 50/50. He announced that at a later date there would be a meeting to discuss the policy and funding issues.

Mr. Devry presented a slide presentation showing the difference between a bike lane and path, where the lane would be constructed on Garland Road, and how issues would be addressed. A bike lane is an extension of the roadway separated by markings. A bike path is a roadway which is opened to both bicycle and motor vehicle travel. Bike paths are usually installed on roadways that do not have adequate width to provide a striped bike lane.

After studying the area, it was decided to go with a bike lane. The estimated project cost is \$600,000. To date, a \$245,000 grant has been awarded through the state. Other grants have been applied for. The next step would be:

- 1) A formalized letter would go out to those affected by the lane
- 2) Meetings would be held with individual property owners to discuss and address the impact to their property. At that time easement issues would also be addressed.
- 3) During construction, owners would be kept informed of excavation issues.
- 4) To set up meetings and respond to the letter, property owners would need to contact Mr. Devry.

### **Public Comment:**

Residents were given the floor to make statements and ask questions. Those who participated in public comment were: Mr. & Mrs. Reardon, Garland Road, Suzanne Seaman, Bonner Road, Oscar Dahl, Garland Road, Isabel Hennessy, Garland Road, Dave Guzzardo, Winding Lane, Monica Jablonski, Winding Lane, Jeff Killian, Garland Road, Pete Nathan, Garland Road, Bruce Bermann, Garland Road, Mary Oakley, Garland Road, John Hannan, Garland Road, Pete Tortorice, Garland Road, Brian Hofberg, Lakemoor, and John Chew, Garland Road.

Some of the concerns stated were safety issues and speeding problems on Garland Road. Suggestions of slowing down the traffic on Garland Road were made. Easement, wetlands, grading levels, drainage, utility placements, final cost of project, and parking were some of the points mentioned by the public.

Questions that the residents would like to be addressed:

- 1) Who is pushing for this since the residents on Garland Road are so opposed?
- 2) What happens to the land owners who will lose their parking due to the extended pavement into their driveways?
- 3) Will residents who live in surrounding neighborhoods still have school bus service or will their children now have to walk to school.
- 4) If the center of Garland Road is all over the place, how will you determine the easement rights and will everyone be impacted differently because of this.
- 5) How much will it actually cost?
- 6) Why not have a shared bike path on Bonner Rd. and leave out Garland Rd.

### **Summary:**

Key points that were stated:

- 1) The elected officials of the Village and Township will be the officials who will be voting on this issue.
- 2) All drainage, property improvements, embankments, curbs, and retaining walls will be discussed with each individual property owner before and during the project.
- 3) Deeded property extending into a roadway is subject to right of way statutes.
- 4) Motor fuel tax monies go into a restricted account to be used only for road improvements. This will offset the cost of the project.
- 5) Follow up letters will be mailed to residents that are affected by the bike lane, and other meetings will be set up to discuss financial issues and environmental studies of this further.