

KANE COUNTY

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Petition #4598 Access Overview

At the 4/18/2023 Development Committee meeting, Petition #4598 (F to B-3, Laura Lopez, 15-34-306-046, -030, & -031) was considered. With objections about access to Pearl Street, Committee members requested KDOT to review the possibility of direct site access to Montgomery Road.

In accordance with the County Permit & Access Regulations, staff has conveyed to the petitioner that access will not be permitted to Montgomery Road and will be to Pearl Street. At the request of the Development Committee, staff has reviewed the concept of a right-in/right-out access and continues to discourage any direct access to Montgomery Road. County regulations call for consolidating, eliminating and limiting accesses for operational and safety reasons:

- “Whenever possible, access should be provided via existing cross streets in lieu of additional access points to arterial or collector roads.” – **Since Montgomery Road is a County arterial, site access shall be via Pearl Street.**
- “For corner lots at an intersection where only one of the roads is a County highway, and where access is available from the other intersection road, access to the County highway may... be restricted or prohibited.” – **Access to corner lots to be from the lesser-traveled roadway to minimize increases in traffic conflicts and accidents.**
- Based on a 35 mph design speed (30 mph posted speed), the minimum spacing for new right-in/right-out (RI/RO) accesses is 300 feet. – **Does not meet the minimum spacing criteria. The prevailing speeds are also higher than the posted speed limit of 30 mph.**

County Regulations also specify certain design features for a RI/RO access, which would be the responsibility of the applicant to construct. A triangular “porkchop” island and 300-foot median along the highway, centered on the access, with a barrier to discourage prohibited movements. – **These improvements would be difficult due to existing roadway constraints and costly to construct.**

Montgomery Road –

- 2-lane arterial with severe congestion and traffic volume ~12,800 vehicles per day in 2018
- projected to grow another 5,000-10,000 vehicles per day by 2050
- warrants 4-laning, but right-of-way constraints and drainage issues limit Improvements
- current focus is on safety enhancements and addressing turning movements

Access Control Regulations –

- established by County Board utilizing AASHTO and IDOT design standards
- promotes safety, reduces congestion, and maintains the integrity and efficiency of road
- limiting and eliminating driveways where possible within the intersection functional area
- goal is to reduce conflicts and the number of decisions motorists must make on roadways

Other Concerns – regarding safety & design standards:

- minimal driveway throat length into site not provided with anticipated impacts to roadway
- each new access to County highways increases roadway segment crashes
- per regulations - access should not be used in lieu of good planning
- staff anticipates that motorists would violate any restrictions placed on the right-out