



Minutes

Planning Commission

Village of Port Barrington

69 S. Circle Avenue

Port Barrington, IL 60010

Tuesday, January 13, 2026 - 7:00 p.m.

I. Call to Order

This meeting was called to order at 7:00 p.m.

II. Roll Call

Present: Chair Hallett, members Kotarski, S.Alesi, Rosen, Bergbauer, and Russo. **R. Alesi was absent.**

III. Consideration of Approval of Minutes for December 9, 2025 Regular Planning Commission Meeting.

Motion: Kotarski moved, to approve the December 9, 2025 Regular Planning Commission Meeting, seconded by S.Alesi, with minor change.

All Ayes – No Nays – One Absent – Motion Carried 6-0

IV. Update Roberts Road Roundabout

Russo provided a summary of the potential effects of a roundabout conversion of the Roberts/Darrell Intersection on Adjacent Commercial Development (see attached) There was general discussion.

The Potential Effects of a Roundabout Conversion of the Roberts/Darrell Intersection on Adjacent Commercial Development (DRAFT)

Date: 01/13/2026

Prepared For: Port Barrington Planning Commission

Summary

This document outlines the potential impacts of converting the Roberts Rd / Rawson Bridge Rd / Darrell Rd intersection to a modern roundabout, with specific emphasis on how such a change would affect prospective commercial development of the parcel on the southwest corner of the intersection. The findings suggest that a roundabout aligns well with the village's long-term development goals, particularly in attracting community-oriented, pedestrian-friendly businesses.

Benefits of Roundabout Conversion (for Commercial Development)

- Improved Access & Flow: Roundabouts reduce delays and backups, making access smoother for vehicles entering and exiting commercial sites.
- Traffic Calming: Slower travel speeds (typically 25–30 mph) support walkability and reduce crash severity—ideal for attracting family-friendly and pedestrian-oriented businesses.
- Visual Appeal: A well-landscaped roundabout creates a gateway-like impression, enhancing the curb appeal of adjacent retail or mixed-use spaces.
- Better Turn-In Flexibility: With traffic flowing continuously, access to the development parcel is enhanced from all directions, particularly for corner-facing tenants.
- Alignment with Walkable, 'Village-Style' Aesthetic: Supports the planning vision of creating a charming, small-scale, cohesive business district.
- Better lot accessibility: Conversion to a roundabout would allow an access driveway into the property to be added along Robert's road. Lake County current requires a 1000ft gap between a high-speed traffic light intersection and the next access road (**need proof**). Center St. is almost exactly 1000ft from the intersection placing a potential driveway past

the end of the property or on Center Street itself. Conventional road engineering practices for modern roundabouts would allow the distance to be reduced to 500ft. Placing an entrance to the property right in the middle of the lot (see Appendix A).

Business Types Most Likely to Benefit (see references 1, 2 and 4)

- Cafés, bakeries, ice cream shops
- Boutique retail (gift shops, flower shops)
- Small grocery or convenience markets
- Health/wellness (salons, fitness studios, medical offices)
- Neighborhood professional services (real estate, insurance, optometry)

Business Types Less Likely to Benefit (see references 1, 2 and 4)

- Drive-thru dependent fast food restaurants
- Banks or pharmacies requiring extensive queueing capacity
- Auto dealerships or businesses that rely heavily on sightline exposure
- Heavy truck-dependent facilities (warehousing, large-scale logistics)

Concerns & Challenges to Address

- Access Management: Direct driveway connections should be set back ~100–150 ft from the roundabout to ensure safe turning movements.
- Visibility Limitations: Businesses must use enhanced signage and strategic site design to counteract reduced stopped-vehicle visibility.
- Large Vehicle Maneuverability: Site layout and roundabout apron design must accommodate delivery trucks without disrupting passenger traffic.
- Public Perception: Some users, particularly elderly drivers, may perceive roundabouts as confusing. Education and signage will help mitigate.
- Access driveway placement justification.

Strategic Recommendations

- Create a rear access or side connector road to maximize flexibility of commercial layout.

- Emphasize shared parking and pedestrian-first design with high visibility crosswalks and landscaping.
- Incorporate a small green or plaza to extend the roundabout aesthetic into the commercial area.
- Prioritize tenants whose business models align with roundabout benefits.

Supporting References and Bibliography

1. Kansas State University Study – Business Impacts of Roundabouts:
https://www.mtjengineering.com/wp-content/uploads/2013/09/Study-of-the-Impact-of-Rbts-on-Traffic-Flows-Bus.-ksu0910_final.pdf
2. MTJ Engineering Flyer – Business Perception Overview:
<https://www.mtjengineering.com/wp-content/uploads/2014/06/BusinessAndRoundaboutsFlyer-5-15.pdf>
3. FHWA Proven Safety Countermeasures:
<https://highways.dot.gov/safety/proven-safety-countermeasures/roundabouts>
4. Minnesota Transportation Research Blog:
<https://mntransportationresearch.org/2025/03/05/new-project-roundabouts-j-turns-etc-understanding-their-economic-impacts/>
5. NCAMPO Roundabout Access Planning Presentation:
https://www.ncampo.org/documents/InnovationDesign_2014-05-14_1515_Al-Ghandour.pdf
6. TRB Economic Literature Overview on Roundabouts:
<https://rip.trb.org/View/1258918>
7. Lake County Division of Transportation – Roundabouts Overview:
<https://www.lakecountyil.gov/478/Roundabouts>
8. IDOT Roundabouts FAQ:
<https://idot.illinois.gov/transportation-system/transportation-safety/roadway-safety/engineering/intersections/idot-roundabouts/faq.html>
9. IDOT Roundabouts Safety Benefits Overview:
<https://idot.illinois.gov/travel-and-maps/safety/roadway-features/roundabouts.html>

Conclusion

Converting this intersection to a modern roundabout would not only improve traffic safety and flow but would directly support the type of businesses Port Barrington aims to attract: local, walkable, community-first commercial tenants. This conversion—paired with

intentional site planning—represents a rare alignment of infrastructure improvement and economic development strategy.

Appendix A

Justification for allowing a proposed driveway entrance approximately 500 feet from the roundabout's center (or ~450 feet from the nearest yield line).

This distance was selected with careful consideration of roundabout-specific operating characteristics and supported by established traffic engineering principles.

1. **Reduced Approach Speeds**

Unlike signalized intersections, roundabouts inherently slow all entering vehicles. At the subject intersection, speeds through the intersection and immediately downstream would be reduced to approximately 15–25 mph, especially given the single-lane design. This eliminates the risk associated with high-speed vehicle movements adjacent to driveways, which is the primary justification for the 1,000-ft spacing at signalized sites.

2. **Predictable Yield-Controlled Movements**

Roundabouts create consistent vehicle behavior with fewer sudden accelerations and no abrupt green-phase surges. Traffic exits the roundabout in naturally spaced intervals, and vehicles are already moving at moderated speeds, making nearby access points more predictable and safer to navigate.

3. **Decreased Conflict Severity and Frequency**

Roundabouts are widely documented to reduce crash rates and conflict points. The simplified conflict geometry and lower speeds significantly reduce the severity of any potential interactions with vehicles entering or exiting a nearby driveway.

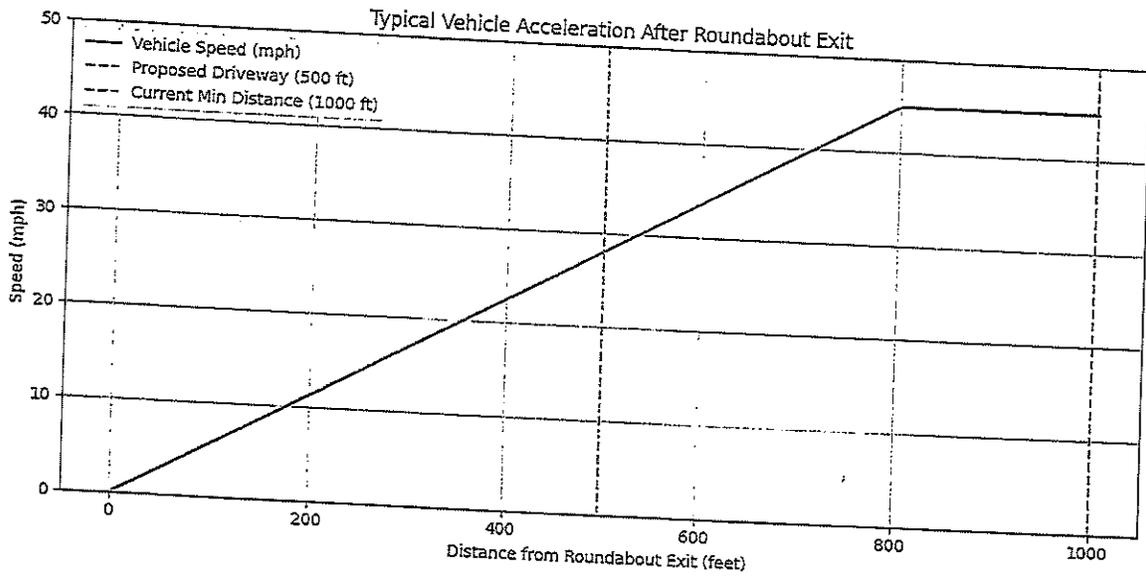
4. **Relevant Precedents and Engineering Guidelines**

National and state-level access management principles (e.g., FHWA, IDOT) recognize that appropriate access spacing must be context-sensitive. In roundabout applications, especially in semi-rural areas with constrained frontage, 400–500 feet from the roundabout's entry or exit point is commonly accepted in practice when supported by operational conditions.

5. **Parcel Constraints and Site Access Viability**

The current 1,000-ft restriction places the potential driveway beyond the end of the parcel frontage, effectively preventing any viable access from Roberts Road. A 500-ft entrance allows for a safe, centered access point aligned with good site circulation and safety practices and would fall well within the taper zone of lower-speed traffic, improving both ingress safety and visibility (see Appendix B).

Appendix B: Vehicle Speed vs. Distance from Roundabout



NB: This chart would support a 'closer is safer' argument w.r.t. entrances on Roberts. Conventional road engineering practice is to not go below 300ft, but there is no hard guideline. In some places in Illinois and Indiana there are business entrances as low as 100-150 feet.

V. Rerouted Bike Way

VI. Affordable Housing Plan Follow Up

1. Tracking Mechanism: Discussion of Committee Responsibilities and Time Frame

2. Discussion of Concepts of Impediments and Ideas on Suggestions to Cure Impediments

There was discussion of the use of “tiny homes”. Rosen indicated that he would research more information on this matter.

VII. Update on Green Project Recommendations

S.Alesi noted that she has reached out to schedule time with Building Inspector.

VIII. Future Native Planting Training and Information Sessions with Citizens of Conservation

Chair Hallett noted that she would follow up and plan future dates for future classes.

IX. Discussion To Bring Water to the Village

Chair Hallett noted no updates at this time. Hallett mentioned she may contact the Lake Zurich Community regarding their water expenses to bring into their village.

X. Discussion on the Changes/Repairs on the Center Street Bridge

Russo mentioned at the Village Board meeting discussion of higher costs.

XI. Any and/or New Business

Kotarski shared an article regarding state funding secured for critical road and bridge improvements and suggested this could help with the Center bridge repair. (see attached).

Russo asked about getting a PC general email address to use for PC related items. Clerk Schroeder noted that she would ask Village Staff.

XII. Open to the Floor

No public present



WILCOX ANNOUNCES \$312 MILLION INVESTMENT IN MCHENRY AND LAKE COUNTY TRANSPORTATION PROJECTS

I'm proud to share that more than \$312 million in state funding has been secured for critical road and bridge improvements across the 32nd Senate District, which includes portions of McHenry and Lake Counties. The investment, which supports both state and local highway projects, is part of the Illinois Department of Transportation's (IDOT) Multi-Year Program.

Every community in the 32nd District will see the benefits, whether through safer intersections, smoother commutes, or better connectivity between towns. I want to applaud the McHenry County Council of Government, the municipalities in the 32nd District, and McHenry County for working collaboratively to ensure the transportation needs of this region were made known as IDOT was preparing the plan.

Statewide, IDOT plans to invest \$50.6 billion between 2026 and 2031. Of that total, \$299.2 million is allocated for state highway projects within the 32nd District, with another \$12.9 million dedicated to local highway improvements.

Over the next six years, 38 projects across the 32nd District will receive funding, including 21 that will receive funding in 2026. State highway improvements will take place along IL Routes 31, 47, 59, 83, 120, 173, and 176, while local roadway projects are planned in Antioch, Fox Lake, Island Lake, McHenry, Port Barrington, Prairie Grove, and Woodstock.

A centerpiece of the program is a \$60 million project to widen and reconstruct Route 31 between Crystal Lake and McHenry. It will also include traffic signal modernization and drainage upgrades. This section of Route 31 has been a bottleneck for years, and once complete, this project will reduce congestion, improve safety, and make travel through McHenry County far more efficient. It's an investment that's been a long time coming, and it's finally happening.

It is important to note that these improvements go far beyond asphalt and concrete. They represent jobs, economic growth, and a renewed commitment to maintaining safe and efficient roads for families, farmers, and small businesses.

To view a full list of projects included in IDOT's six-year Highway Improvement Program for the 32nd District, please visit the "IDOT Multi-Year Plan 2026-2031" link found at the bottom of my website (SenatorWilcox.com).

CONTROVERSIAL TRANSIT LEGISLATION PASSES GENERAL ASSEMBLY

As a member of the Senate Transportation Committee, I have been closely involved in discussions to reform and modernize our regional transit network (Metra, Pace, and the Chicago Transit Authority [CTA]). Unfortunately, the final transit overhaul legislation, **Senate Bill 2111**, was not something I could support.

The new funding model places a heavy financial burden on suburban residents. Every toll on the Illinois Tollway system will increase by 45 cents, and because the rate will now be tied to inflation, drivers will see automatic hikes every two years. In addition, the measure diverts important transportation dollars away from downstate communities and redirects them primarily toward Cook County and Chicago. Despite two years of discussions, the final product functions less as a balanced regional transit plan and more as a bailout for Chicago Mayor Brandon Johnson's CTA.

Equally concerning is the shift in governance. The new Northern Illinois Transit Authority (NITA) board will consist of 20 members. While the Governor, Chicago Mayor, and Cook County Board President each receive five appointments, the counties of DuPage, Kane, Lake, McHenry, and Will receive only one appointment each. This means future decisions regarding service levels, capital priorities, and spending will be dominated by Chicago and Cook County interests. Illinois had a real chance to pursue meaningful reform that treated all regions fairly. Instead, this legislation concentrates power in the hands of leaders who have consistently demonstrated poor financial stewardship, leaving suburban and downstate residents to shoulder the costs.



For many seniors, rising property taxes outpace their retirement income, forcing difficult decisions about whether they can afford to stay in their homes. One bright spot from the



WILCOX CO-SPONSORS NEW LAW THAT INCREASES SENIOR FREEZE HOMESTEAD EXEMPTION

XIII. Adjourn

**Motion: S.Alesi moved to adjourn at 8:05pm, seconded by Russo.
All Ayes – No Nays - One Absent Motion Carried 6-0**

Respectfully Submitted



Elizabeth Schroeder, Deputy Clerk

Chairperson Pam Hallett