



# Randall Road Improvements Study

Community Advisory Council

Meeting #11, 2008

November 13, 2008

9:30 am

Lake in the Hills Village Hall

600 Harvest Gate

Lake in the Hills, IL



**HDR**



GATEWAY TO MCHENRY COUNTY

# Agenda for Meeting #11

- Introductions
- Approval of August 28, 2008 Meeting Notes
- Summary of CAC Meeting #10
- Public Meeting Summary
- Public Meeting Comments
- Preferred Alternative Discussion
- Funding/Project Phasing
- Next Steps
- Focus for CAC Meeting #12



**HDR**



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# Introductions

- Modify membership list as required to account for:
  - Incorrect or outdated information
  - Changes in Representation
  - New members



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# Public Meeting Summary

- 76 signed in
- Special thanks to:
  - Tom Murtha – CMAP
  - Sandy Oslance – Algonquin/Lake in the Hills Chamber
  - Fred Mullard – Village of Lake in the Hills
  - Charlotte O'Donnell – Pace
  - Erik Morimoto – City of Crystal Lake
  - Bob Mitchard – Village of Algonquin
  - Victor Ramirez – City of Crystal Lake
  - Mike Sullivan – Kane County
  - Dan Shea – McHenry County Board
  - Ed Dvorak – McHenry County Board
- CAC very helpful with alerting public of the meeting, set-up/clean up, answering questions, supporting the project, and representing the CAC.



**HDR**



# Comments to Meeting Notes?

- Discussion of CAC #10 meeting notes
  - Approval of CAC #10 meeting notes



**HDR**



# Summary of CAC Meeting #10

- Reviewed Alternative Packages for Level 3. Detailed Evaluation and CAC membership provided comments
- Reviewed Traffic Operations Models
- Reviewed Options A, B, C, and D for the Public Lands Section 4(f) Evaluation
- Discussed the second Public Meeting (September 23, 2008)



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# Public Meeting Comments

- 95 comments received
- Many website hits
  - ~1,500 hits in October
- Content of comments covered the following topics:
  - General Support/Opposition of alternatives and/or project
  - North Section
  - South Section
  - Public Lands Section 4(f) Evaluation
  - Business Concerns
  - Other Corridor Concerns: access, traffic signal timing, other projects, new alternatives, project termini, cost, speed limits, etc.



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# Samples of Comments

## ■ General Support or opposition

**Status:** Local Resident

**Mailing List:** No

**Comments:** To whom it may concern,

I recently found out about the proposed changes for Randall road and the possible access closure from Village Road.

I have concerns about this because of the increase traffic burden it would cause to Carlement Drive and the residents of the Villages condominium complex.

During bad weather access between the condominium buildings can be difficult enough with out placing increased traffic on top of it, not to mention the possible impact to property values within the complex.

During the summer months there is heavy foot traffic throughout the complex as residents travel to and from the pool.

While not ideal, I would strongly recommend proposed Alternatives 3 or 4 (over 1 or 2).

If I can provide any other information please feel free to contact me.

NO

We prefer Alternative #4.



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# Samples of Comments

## ■ North Section

**Mailing List:** No

**Comments:** I live off of Village Road and use this road to get to Randall on a daily basis. Any of the 4 options will drastically affect. While I understand making a left hand turn onto Randall at times is crazy, most hours of the day I can do it. If I go to Ackman and the light, I can barely get into the lane because people on Ackman won't let you in because it is usually backed up as well. For me to go down to Miller is just as bad because making a left hand turn onto Miller is crazy as well. I understand improvements need to be made on Randall but there are hundreds of houses that will be affecting in the same way that I am and that use Village Road daily. I hope that the neighbors will be affected will be notified of the proceedings. I have let all my neighbors & friends who use Village know about this as no one knew ahead of meeting. I would venture to say if more knew about this, they would come out to support keeping Village road open and not RIRO only.



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# Samples of Comments

## ■ South Section

1) Extend northern limit to McHenry Avenue. This intersection has a low level of service, and the Rakow Road project may be years away due to ROW acquisitions

2) Alternatives 1 and 2 close too many side roads. Stonegate Road is critical for developments east and west of Randall. Bunker Hill and Huntington would need extensive improvements to serve the shopping

I like the idea of the continuous flow intersection this appears to be the most cost effective least disruptive and still moves the greatest amount of cars.

I am concerned however for the greater potential for traffic accidents.

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# Samples of Comments

## Public Lands Section 4(f) Evaluation



**RANDALL ROAD IMPROVEMENTS STUDY**  
Public Informational Meeting #2 – September 23, 2008

I'm strongly opposed to any proposal for expanding Randall Road north of Acorn Ln/ Palois dr. There is no need. If you are forced to proceed, the only acceptable plan is Alternative #3, Public Lands Impact Evaluation A. This action would have the least impact on residents, wildlife and nature. Rerouting Woods Creek can't end well. Years ago changes were made to the creek that resulted in a law suit, Lake In The Hills v. Crystal Lake, and years of damage to

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Telephone: 641-656-5511

Status: Local Resident

Mailing List: Yes

Comments: Wrecking 26 homes because you don't want to impact a pint-sized park is insane. I'm all for parks, but when it comes to taking peoples homes, the choice should be obvious. Look at the cost of demolishing 26 homes compared to widening in a park with no structures. This is wrong and I hope you all come to realize that.

those property values is wrong (see Impact Evaluations B C D) Just Plain Wrong!



please print clearly



# Samples of Comments

## ■ Public Lands Section 4(f) Evaluation

**Status:** Local Resident

**Mailing List:** Yes

**Comments:** I was devastated and honestly appauled to discover that the county in it's infinite wisdom has decided to level two streets worth of homes to accomodate a road widening project. It seems to me that it is a bit unrealistic & not thoroughly thought over. In this economy, how can you expect people to WILLINGLY give up their homes to accomodate this? My daughter attends daycare in one of the homes on Clayton Marsh. I see no reason to level the home that Annie & Emil Hund have earned & worked so hard to own, There is perfectly good acreage on the the west side of Randall Rd. that will accomodate this "need" without demolishing homes. These people have worked hard & are surviving the current economy so that you can come along & offer them "fair market value" (which is completely inaccurate right now). I speculate that they will turn down the unreasonable offer & fight the "system" to try to prevent this from happening on the East side of the road. In the end, they can potentially loose their home regardless & not even receive the supposed "fair market value". This is unfair & UN-American. Isn't humanity worth more than the few bucks made in taxes on the park? GEEZ. Has anyone considered the OTHER people this will affect? People like my daughter who are provided with a SAFE & LOVING enviroment to learn & grow in? The fact that she would likely need to go to another daycare because the new location for Ann's Child Care isn't as close? Truly, I am disappointed. I moved out here eight years ago to get away form the "big city politics & beurocracy". CLEARLY, it is here to stay and can not be avoided. Why does society have to be about convenience rather than humanity and morality? People wonder what has happened to the moral fiber of this country? This is a stepping stone to that calousness. Please consider the alternatives to demolishing the homes on Clayton Marsh. I know there have to be several available to you. Please choose one that is morally right.





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# Samples of Comments

## ■ Business Concerns

**RANDALL ROAD IMPROVEMENTS STUDY**  
**Public Informational Meeting #2 – September 23, 2008**

↓ own a business @ 132 South Randall Rd.  
EVERY option except alternative #3 would basically shut down access to our business. Cars would have to enter at Benker Hill & try to maneuver their way to us, or go way west on Algonquin & travel back through many blocks to reach us. We just opened a month ago – and this would totally constrict our business. Alternatives 1 & 2 would also kill any visibility we now have. Unless you already know our bus – you will miss us. Alternative 3 gets our support. We need a light @ Stonegate!! The other options will also create MORE spiders & issues on the frontage Rd driving behind our business! Diced Fresh

**RANDALL ROAD**

please print clearly



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# Samples of Comments

## ■ Other Comments/Concerns

The solution, as has occurred at Rakow and in many areas of Randall is SLOW EVERYONE DOWN!! The current speed limit between Miller & Ackman and beyond is 55 mph. It should drop to 45 mph. The speed limit is outdated back when there were less cars, less services (businesses) being built along that stretch of road. If you close off Village or Alexandra Miller will become super congested for cars heading West, it will flood the access on Miller as well as Claremont. It is a huge mistake to do what is proposed. Again, the solution is simple - SLOW THE CARS DOWN!

RANDALL ROAD

SPORTS



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# Samples of Comments

## ■ Other Comments/Concerns

**Mailing List:** NO

**Comments:** Before tearing down homes....please brainstorm a little more.

I'd like to add that perhaps, if you must keep Randall Rd from major renovation, then you should consider putting in an express lane for those who aren't interested in shopping. The commute time from 90 to Algonquin is sometimes a ridiculous 40 min. I do not take Randall unless I have to--instead I take Bartlet Rd instead. Some, however, aren't as lucky as me. Again, something with an express form of transportation is needed-- electric tram, or even lanes designated for express only whether above the flow of traffic (San Francisco) or below ground (Chicago).

Another idea--Rt 20 (Lake St). There are exits rather than traffic light intersections in some areas. I think the communities could benefit from a design change like this. Unfortunately, it may be too late, as some structures are now in place for good.



**HDR**



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# Samples of Comments

## ■ Other Comments/Concerns

**Comments:** Hello,

I am the inventor of the parallel flow intersection (see my article in ITE Journal in the Oct'07 issue) and have been watching the progress of your project since I discovered my intersection design was one of the alternatives being considered (which has been pretty exciting for me). I notice now that the CFI has been chosen over the parallel flow.

For my own information and perhaps leading to a better design, I would like to discover from you what the reasons and/or concerns were that led to the decision. I notice that in the last screening available on your public information site, the parallel flow was ranked slightly higher than the CFI (same in all categories but scored better for local agency support).

I have many years in roadway engineering and appreciate the many complexities that go into deciding on an alternative, so I'm sure you are making the best decisions for the project. So, I want to stress that I'm not questioning your decision making.

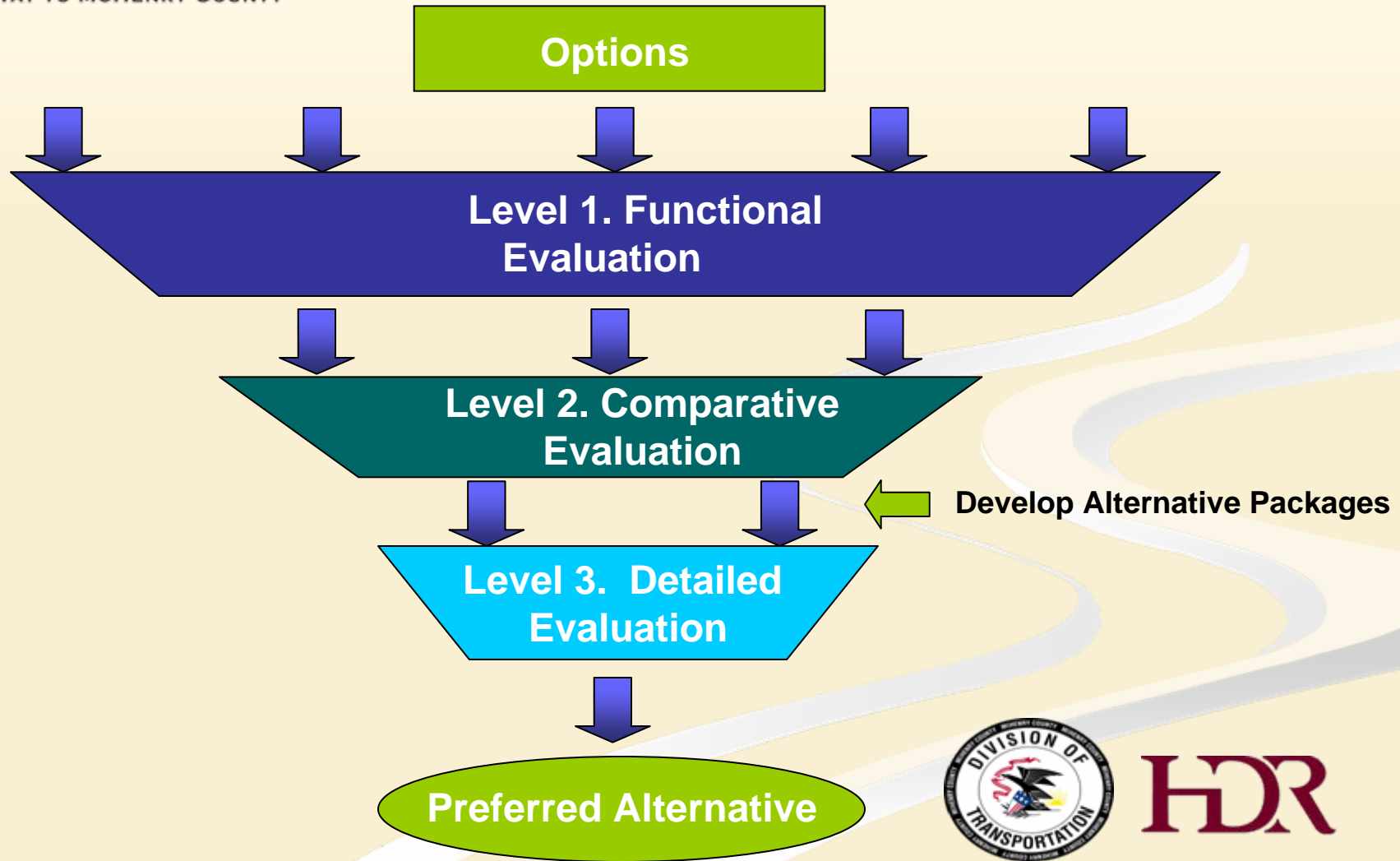
This project has given my intersection more consideration than any other I'm aware of, so out of professional curiosity (and it's kind of my baby), I'd be very grateful for any information on the parallel flow option you can provide to me (pros and cons).

Also, if you have any interest in considering the parallel flow on other projects, I'd be very happy to provide what assistance I can.

Regards and best of luck on your project.



# Evaluation Process





# Preferred Alternative Discussion

## ■ Detailed Evaluation Results

- Public Support based on Public Meeting comments
- Alternative 1 and Alternative 2 = Low Support
- Alternative 3 and Alternative 4 = High Support



**HDR**



# Preferred Alternative Discussion

- What is the Preferred Alternative?
  - Combination of Elements from Alternatives
  - Algonquin – Continuous flow (CFI) or Parallel flow?
    - Informational packet to be distributed at future meeting
  - Section between Acorn/Polaris and Miller Road
    - Section 4(f) Public Lands Alternatives
  - Village Road – Angela Lane – Alexandra Blvd
  - Pedestrian options





# Preferred Alternative Discussion

- What are design details of the Preferred Alternative?
  - Balancing public comments and safety
  - Alignment Shifts to avoid and minimize impacts
  - Median type
  - Drainage details: curb and gutter vs shoulders and ditches
  - Design variances to save ROW
  - Congestion management options





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# Funding/Project Phasing

- Phase II and Phase III (Design and Construction) are not funded
- Rakow Road Improvements and Miller Road Improvements current priority
- Innovation and collaboration needed
  - Funding Sources (refer to matrix)
  - Phasing of improvements



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# Focus of CAC Meeting #12

- Present Preferred Alternative
- Addressing the Purpose and Need
  - Geometry
  - Traffic
  - Environmental Impacts/Mitigation
  - Cost
- Congestion Management
- Revisit Funding
- Prepare for Public Hearing



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# Questions or Comments?

- Next CAC Meeting (#12) – tentatively scheduled in January 2009
- Same Location
- Please sign-in if have not done so
- Please leave nametags behind for reuse at next meeting



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