



Randall Road Improvements Study

Community Advisory Council

Meeting #4

September 12, 2007

9:30 am

Lake in the Hills Village Hall

600 Harvest Gate

Lake in the Hills, IL



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Agenda for Meeting #4

- Introductions
- Approval of August 22, 2007 Meeting Notes
- Summary of CAC Meeting #3
- Finalize Evaluation Criteria
- Brainstorm Improvement Options by Category
 - Arterial Options
 - Intersection Options
 - Pedestrian/Bicycle Options
 - Congestion Management Systems Options
- Focus for CAC Meeting #4 on September 12, 2007



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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 - Incorrect or outdated information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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Comments to Meeting Notes?

- Discussion of CAC #3 meeting notes
 - Approval of CAC #3 meeting notes



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Summary of CAC Meeting #3

- Identified critical issues
- Explained (briefly) the NEPA process
- Developed and reached consensus on Purpose and Need
- Reviewed the Evaluation Process
- Initiated discussion of Evaluation Criteria





Review of the Purpose and Need

- The purpose of the Randall Road Improvements study is to identify a transportation system improvement that will enhance mobility and local access while addressing safety issues, community values, and environmental impacts within the study area.
- Randall Road improvements are needed to:
 - Improve regional mobility
 - Enhance local access/local system deficiencies
 - Improve pedestrian/bicycle mobility
 - Accommodate community values/land use planning goals
 - Address safety concerns



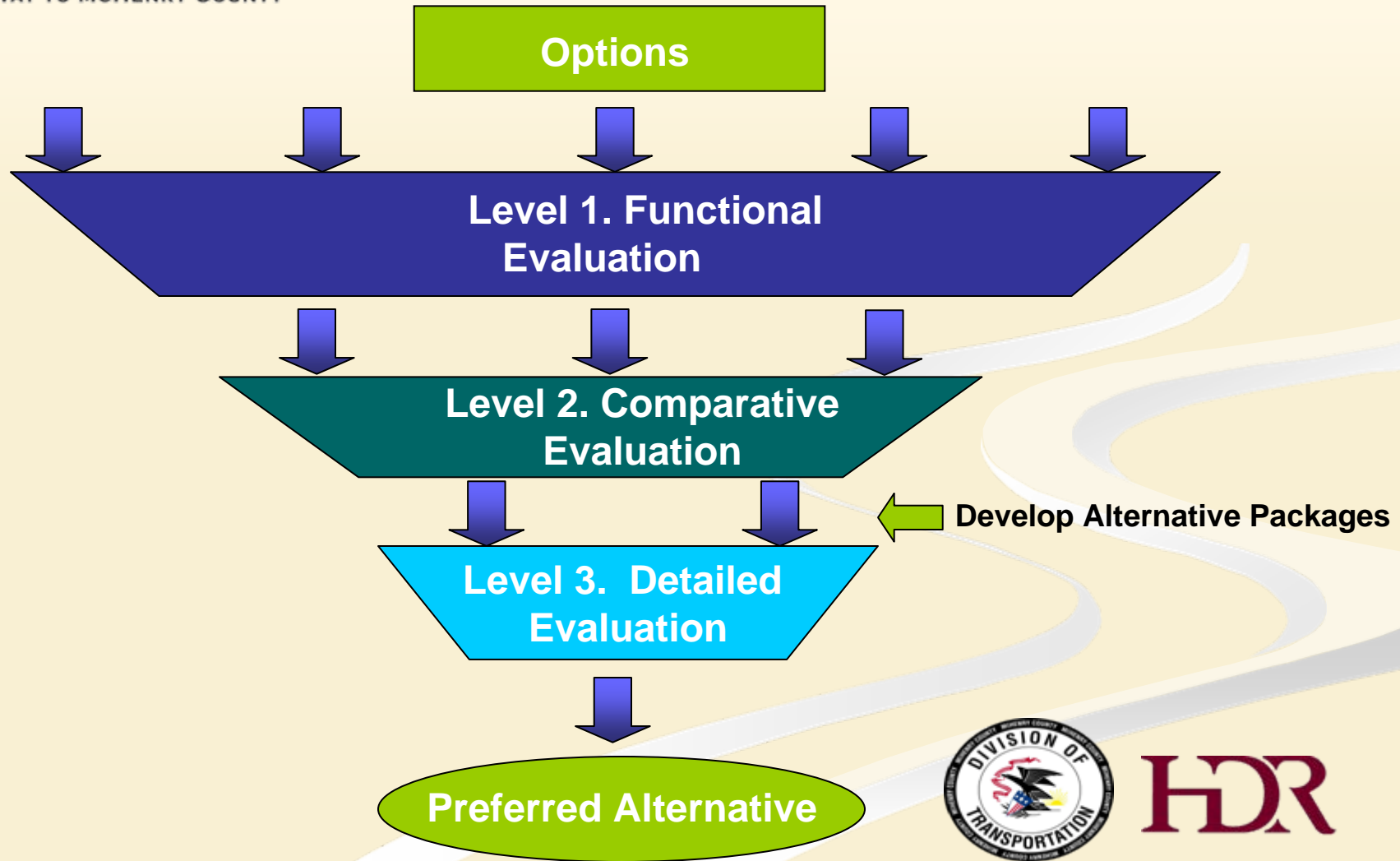


Review of the Evaluation Process

- Iterative filtering process that includes input from the public and other affected stakeholders
- 3 Screening Levels
 - Level 1. Functional Evaluation.
 - Level 2. Comparative Evaluation.
 - Level 3. Detailed Evaluation.
- Uses evaluation criteria developed based on the Purpose and Need
- The Result: Preferred Alternative



Evaluation Process





Finalize Evaluation Criteria

Let's review:

- Criteria are based on Purpose and Need
 - Criteria Definition: List of measures used to assess suitability of alternatives (Options/Packages) with project specifications (Purpose and Need)
- Criteria developed for all 3 Levels of Evaluation before alternatives are identified
- Review/Discuss Evaluation Criteria Worksheet and Evaluation Criteria





Evaluation Criteria

| Need | Level 1: Functional Evaluation* Eliminates Options that are Not Feasible/Unrealistic (Y/N) | | | | Level 2: Comparative Evaluation Identifies Feasible Options that Best Address Purpose & Need (High/Med/Low) | | | | Level 3: Detailed Evaluation Identifies Preferred Alternative Package that Best Addresses the Purpose & Need, Minimizes Environmental Impacts | | |
|---|---|----------------------|----------------------------|-------------|--|----------------------|----------------------------|-------------|---|-----------------------|-----------------------|
| | Arterial Options | Intersection Options | Pedestrian/Bicycle Options | CMS Options | Arterial Options | Intersection Options | Pedestrian/Bicycle Options | CMS Options | Alternative Package 1 | Alternative Package 2 | Alternative Package 3 |
| Regional Mobility | <ul style="list-style-type: none"> •Is it compatible with the existing or planned transportation system? | | | | <ul style="list-style-type: none"> •Arterial Operations (Level-of-Service) •Compatibility with the Rakow Road Widening Study •Compatibility with the six-lane section south of Harnish Road | | | | <ul style="list-style-type: none"> •Arterial Operations (Level-of-Service) | | |
| Local Access/ Deficiencies | <ul style="list-style-type: none"> •Is access to significant features/roadways maintained? | | | | <ul style="list-style-type: none"> •Intersection Operations (Level-of-Service) •Ease of Maintenance •Compatibility to Comprehensive Plans of municipalities •Integrating w/local road system | | | | <ul style="list-style-type: none"> •Travel Time? •Ease of Maintenance | | |
| Pedestrian/ Bicycle Mobility | | | | | <ul style="list-style-type: none"> •Estimated Pedestrian/Bicycle Use •Bicycle Parking Needs/Usage •Spacing btn ped/bike crossings •Distance (curb to curb) across Randall Rd •Connectivity local/reg & ex/planned facilities | | | | | | |
| Community Values | <ul style="list-style-type: none"> •Is it compatible with local goals and objectives? •Does it preserve future transit options? | | | | <ul style="list-style-type: none"> •Amount of new ROW required Amount of Sensitive Environmental Impacts • Estimated Capital Cost •Local Agency/ Municipality Support •Ease of Construction •Potential Relocations (commercial/residential) •Parking Impacts •Aesthetics/Visual | | | | <ul style="list-style-type: none"> •Amount of new ROW required (acres) •Amount of Sensitive Environmental Impacts (acres) •Estimated Capital Cost (\$) •Public Support •Potential Relocations (commercial/residential) •Parking Impacts •Aesthetics/Visual | | |
| Safety <i>(Assuming Options Designed To Applicable Standards)</i> | | | | | <ul style="list-style-type: none"> •Traffic/Pedestrian/ Bicycle Safety based on option characteristics | | | | | | |



Brainstorm Improvement Options

- Break into Groups of 2 or 3
- Rotate to each of four stations
 - 15 minutes at each station
 - Station 1: Arterial Options (John Ambrose)
 - Station 2: Intersection Options (Michelle Link)
 - Station 3: Pedestrian/Bicycle Options (Julie Hoberg)
 - Station 4: CMS Options (Matt Washkowiak)
 - Document options on Post-it Boards
- Bring your constituency and point of view to the table





Brainstorm Improvement Options

■ Keep in mind:

- Planning horizon is approximately 30 years (2030)
- Options will be subject to design criteria set by state and local agencies (SRA Guidelines)
- Think outside the box, there are no bad ideas
- Be specific, may be grouped later
- Use corridor familiarity, critical issues, and Context Audit results



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Station 1: Arterial Improvement Options

- Includes improvement options having to do with the Randall Road Corridor (for example: lane additions, bus lanes, frontage roads, or access points/driveways, etc.)
- Be specific, for example:
 - What are the limits of the additional lane or frontage road (from where to where)?
 - What will the median look like (grass, raised, barrier)?
 - Does the alignment need to be shifted (from where to where)?
 - Should we eliminate/consolidate/add an access point





Station 2: Intersection Improvement Options

- Includes options having to do with intersections (signalized, un-signalized) along Randall Rd; for example:
 - improving specific intersections (i.e. adding turn lanes, adding/removing a traffic signal, reconfiguring the intersection, etc.)
- There are 7 signalized intersections, 5 two-way stop controlled intersections, and 12 other access points along Randall Road – be specific.



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Station 3: Pedestrian/Bicycle Improvement Options

- Includes improvement options having to do with pedestrian/bicycle mobility
 - Crossings (at-grade, grade separated)
 - Parallel Trails
 - Sidewalks
 - Safety medians
 - Bike lanes
- Be specific with limits and location and descriptions of options.



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Station 4: Congestion Management System (CMS) Improvement Options

- According to the Federal Register (December 19, 1996), an effective congestion management system is:
 - "a systematic process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion and enhancing the mobility of persons and goods..."
- Options should be corridor-based
- Examples:
 - Traffic signal preemption for transit and emergency vehicles
 - ITS elements – variable/dynamic message signs
 - Transportation System Management (TSM)/Transportation Demand Management (TDM)





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Focus of CAC Meeting #5 on October 10, 2007

- Continue Brainstorming Improvement Options
- Begin to screen options through Level 1: Functional Evaluation



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Questions or Comments?

- **Next CAC Meeting (#5) October 10th**
- Same Location
- Please sign-in if have not done so
- Please leave nametags behind for reuse at next meeting



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