



Meeting Notes Community Advisory Council Meeting #4

Randall Road Improvements Study County Line Road to Ackman Road McHenry County

September 12, 2007

This meeting was the fourth presentation of the Randall Road Improvements Study to the membership of the Community Advisory Council (CAC). The purpose of the meeting was to finalize the evaluation criteria and begin brainstorming potential alternatives. The meeting took place at 9:30 a.m. at the Lake in the Hills Village Hall located at 600 Harvest Gate. The agenda for the meeting included the following:

- Introductions
- Approval of August 22, 2007 Meeting Notes
- Summary of CAC Meeting #3
- Finalize Evaluation Criteria
- Brainstorm Improvement Options
 - Arterial Improvement Options
 - Intersection Improvement Options
 - Pedestrian/Bicycle Improvement Options
 - Congestion Management System Improvement Options
- Focus for CAC Meeting #5 on October 10, 2007

Following are highlights of the main topics discussed at the meeting.

I. Introductions

At the meeting there was representation from Baxter and Woodman Consulting Engineers, Chicago Metropolitan Agency for Planning, City of Crystal Lake, HDR, Illinois Department of Transportation Bureau of Local Roads and Streets, McHenry County Economic Development Corporation, McHenry County Division of Transportation, Pace, Village of Algonquin, and Village of Lake in the Hills. A copy of the sign-in sheet is an attachment to this document.

The membership list was mentioned as needing to be updated. Any changes in information should be forwarded to HDR. In addition, any membership changes should be brought forward as well.

II. Approval of August 22, 2007 Meeting Notes

Meeting notes were sent to CAC membership via e-mail and posted on the project website. Hard copies of the notes were available at the meeting. There were no comments on the August 22,

2007 meeting notes or the July 10, 2007 meeting notes. The meeting notes were approved as presented. The notes will remain posted on the project website.

III. Summary of CAC Meeting #3

The third CAC Meeting focused on the concurrence of the study's critical issues, development and concurrence of the Purpose and Need statement and on the development of the Evaluation Criteria. At the meeting consensus was achieved on the critical issues and a Purpose and Need statement was developed. Consensus was achieved on the Purpose and Need statement. Good, detailed information was obtained with regards to the evaluation criteria. Evaluation Criteria were developed for each of three screening levels. A three-level evaluation process was presented.

IV. Finalize Evaluation Criteria

- A revised Evaluation Criteria Worksheet was distributed that included the Purpose and Need statement, explained the evaluation process, and listed the evaluation criteria developed at and since CAC Meeting #3. There were no comments on the evaluation criteria. The criteria were approved as presented.

V. Brainstorm Improvement Options

Improvement Options were brainstormed by category (Arterial Options, Intersection Options, Pedestrian Options, Congestion Management System Options).

- 1) Arterial Options include improvement options having to do with the Randall Road Corridor (for example: lane additions, bus lanes, frontage roads, or access points/driveways, etc.)
- 2) Intersection Options include options having to do with intersections (signalized, un-signalized) along Randall Rd (i.e., 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.
- 3) Pedestrian Options include improvement options having to do with pedestrian/bicycle mobility, including:
 - Crossings (at-grade, grade separated)
 - Parallel Trails
 - Sidewalks
 - Safety medians
 - Bike lanes
- 4) Congestion Management System (CMS) Options include improvement options that will alleviate congestion and improve mobility without major infrastructure improvements. CMS Options should be corridor-based. 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...". Examples include,

- Traffic signal preemption for transit and emergency vehicles
- ITS elements – variable/dynamic message signs
- Transportation System Management (TSM)/Transportation Demand Management (TDM)

Between 15 and 30 minutes was allotted for each category. Improvement Options will be reviewed and added to at CAC Meeting #5. The following Improvement Options were identified.

1) Arterial Improvement Options

- a. Widen to minimum of six lanes
- b. Determine need for shoulders - Rural vs. Urban.
- c. Construct mountable medians.
- d. Construct grass medians (could be used for snow storage) or rural ditch sections.
- e. Resolve future land use issues/redevelopment.
- f. Construct an elevated express lane(s).
- g. Six Lanes (mainline) with a landscape median throughout.
- h. Construct four to six lanes along the mainline with a Frontage Road (possibly from Algonquin to Carpentersville or close section between Bunker Hill and Algonquin Road, so that Frontage Road is accessed and utilized).
- i. Construct four to six lanes along the mainline with a C-D Road (similar to Palatine) and at-grade intersections (safety concern around the commercial buildings due to the conflicting movements between pedestrians and traffic).
- j. Construct six lanes along the mainline with a dedicated HOV/Bus/Shuttle Lane.
- k. Construct five to six lanes along the mainline with a reversible Express Lane(s).
- l. Enhance parallel routes – Square Barn Road (CAC) and (Tyrrell Road and Peck Road, west of Randall Road (Consultant Team)).
- m. Manage/Reduce/Consolidate access points.

2) Intersection Improvements

- a. General improvements associated with all intersections:
 - Eliminate full access for intersections that do not have traffic signals.
 - Remove/consolidate all right-in/right-out access points.
 - Add capacity on side streets to allow vehicles through signal in one cycle.
 - Allow traffic signal priority for buses and express lanes.
 - Eliminate turning movements during peak hours.
 - Allow free flow conditions for right-turn lanes and provide large acceleration lanes.
- b. Intersections were discussed individually starting at County Line and continuing north.

Algonquin Road:

 - Michigan Left Option (either on Randall Road or along minor road).
 - Evaluate the Surgery Center access off of Algonquin Road.
 - SPUI (Single Point Urban Interchange)

- Continuous Flow Intersection (CFI)
- Tight Diamond Interchange
- Grade-separate intersection (through lanes over with local lanes intersecting),
- Construct additional turn lanes (specifically NBL).
- Grade-Separated turn lanes

Bunker Hill Road/Huntington Drive:

- It was noted that the Village of Algonquin is trying to get funding for improvements to this intersection.
- It was suggested to add turn lanes along Huntington Drive.

Stonegate Drive

- It was suggested that access should be limited at Stonegate Drive.

3) Pedestrian/Bicycle Improvement Options

- Allow pedestrians to cut-through residential and commercial lots
- Grade-separate pedestrian/bicycle crossings using tunnels and overpasses at intersections (within Lake in the Hills, Village of Algonquin, and the City of Crystal Lake). Examples include Great Western Trail/Prairie Path, Lake in the Hills' Miller Road area parks, Village of Algonquin's School – Jacobs, and City of Crystal Lake's Nature Preserve – near Ackman Road.
- Install pedestrian signalization at all traffic signals.
- Minimize crossing distances (safety islands).
- Improve pedestrian circulation within business areas.
- Provide sidewalks along both sides of Randall Road from residential to commercial areas. (Schaumburg is a good example).
- Keep pedestrian crossings away from intersections. Potential locations include Stonegate, Lowes-Applebees, Parks-Ken Carpenter Park-Richard Taylor Park.
- Provide a dedicated bicycle lane along Randall Road. Add a bicycle lane in median as its own individual lane along Randall and minor roads.

4) Congestion Management System Options

Due to time constraints, congestion management system options were not discussed. Improvement options for congestion management systems category will be explored at CAC Meeting #5 on October 10, 2007.

VI. Focus for CAC Meeting #4 on September 12, 2007

The focus for CAC Meeting #5 is to continue brainstorming Improvement Options (Arterial, Intersection, Pedestrian/Bicycle, and Congestion Management Systems) and to initiate the Level 1. Functional Evaluation.

The meeting adjourned at 11:30 am

Action Items: An action item for the CAC membership is to continue brainstorming improvement options (Arterial, Intersection, Pedestrian/Bicycle, and Congestion Management Systems) for the Randall Road Study.



Randall Road (FAU 0009) Improvements Study



Sign-in Sheet

Meeting Purpose: Community Advisory Council Meeting #4
Meeting Date: September 12, 2007
Meeting Time: 9:30 AM
Location: Lake in the Hills Village Hall, 600 Harvest Gate

List of Attendees

| Name (print clearly) | Company/ Organization | Phone Number | E-mail Address (print clearly) |
|-------------------------|-------------------------------|--------------|-----------------------------------|
| John Schmitt | ALGONQUIN | 847-658-7613 | JOHNSCHMITT@ALGONQUIN.ORG |
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