



Meeting Notes Community Advisory Council Meeting #5

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

October 10, 2007

This meeting was the fifth presentation of the Randall Road Improvements Study to the membership of the Community Advisory Council (CAC). The purpose of the meeting was to finish 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 September 12, 2007 Meeting Notes
- Summary of CAC Meeting #4
- Brainstorming Session Continuation: Identifying Alternative Options
 - Congestion Management System Options
 - Revisit/Enhance Improvement Options identified at last CAC Meeting
- Focus for CAC Meeting #6 on November 14, 2007

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

I. Introductions

At the meeting there was representation from Algonquin/Lake in the Hills Chamber of Commerce, 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, Kane County, McHenry County Division of Transportation, McHenry County Planning Department, 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 September 12, 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 September 12, 2007 meeting notes. The meeting notes were approved as presented. The notes will remain posted on the project website.

III. Summary of CAC Meeting #4

The fourth CAC Meeting focused on the concurrence of the three-level evaluation process and evaluation criteria. In addition, improvement options were identified for three of the four categories including Arterial Options, Intersection Options, and Pedestrian/Bicycle Options. Due to time constraints, Congestion Management System (CMS) Options were not discussed at CAC Meeting #4. As a review, the three-level evaluation process was briefly explained.

IV. Brainstorming Session Continuation: Identifying Alternative Options

CMS Options

After a brief reminder of the rules and goals for brainstorming, the brainstorming session continued from CAC Meeting #4 with the identification of improvement options, beginning with CMS Options.

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, and Transportation System Management (TSM)/Transportation Demand Management (TDM)

The following CMS options were identified by the membership of the CAC:

- Emergency Vehicle Preemption
- Traffic Signal Coordination
- Bus and Transit Priority
- Flexible Working Hours for major employers
- Incident Management
- Carpooling/Park and Ride Lots (Noted example – Kiss and Ride)
- Lane delineation for commuters (High Occupancy Vehicles (HOV) or I-PASS users)
- Commercial circulator (holidays/peak periods)
- Truck Lane/Slow moving vehicle designation
- Coordinated speed limits along corridor
- Access Management
- Dedicated parking lot circulation streets
- Explore public/private partnership (Noted example was with I-PASS and advertisements on bus shelters)
- Tollway fare adjustments for peak periods
- Tolloed arterial express lane during peak periods
- Dynamic Message Signs
- Use I-PASS to collect travel time data
- Bus Rapid Transit system/grade separations/HOV

It was noted that the project needs to address the environment and the benefit of reducing travel demand.

Once CAC membership had concluded identifying CMS improvement Options, a list of CMS Options identified by the consultant team was presented. Many had already been identified during CAC CMS brainstorming session. The consultant list included:

- Provide shuttle service during peak shopping time.
- Provide a Park and Ride facility in the southeast quadrant of the intersection between Randall Road and Ackman Road or in the northwest quadrant of the intersection between Randall Road and Miller Road.
- Provide Dynamic Message Signs – located for drivers to use alternate routes such as Rakow Road to IL Route 31 (SB) and Algonquin to Pyott Road (NB) in case of accidents or other road conditions causing extreme delays.
- Provide HAR (Highway Advisory Radio).
- Provide Accident Investigation sites.
- Provide traffic signal priority for express lanes.
- Provide emergency pre-emption.
- Provide bus/transit pre-emption/traffic signal priority.
- Continue to optimize traffic signal timing along Randall Road.
- Restrict turning movements during peak hours.

Revisit/Enhance Improvement Options identified at last CAC Meeting

After CMS Options were identified, improvement option categories discussed during CAC Meeting #4 were revisited for enhancements and additions. A memorandum was distributed summarizing the options developed by CAC membership, as well as, those identified through public comment and the consultant group.

Arterial Options. The following arterial improvement options were presented.

- Keep four lanes along the mainline
- Construct six lanes along the mainline
- Construct eight lanes along the mainline
- Keep four lanes along the mainline and add a center bi-directional turning lane
- Construct six lanes along the mainline and add a seventh lane in the center as a bi-directional turning lane
- Keep four lanes (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).
- Construct six lanes (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).
- Construct a four-lane controlled-access arterial (similar to Palatine).
- Construct a six-lane controlled-access arterial (similar to Palatine).
- Construct six lanes along the mainline with a dedicated HOV/HOT/Bus/Shuttle Lane.
- Construct five lanes along the mainline with one lane being a reversible express lane.
- Construct six lanes along the mainline with one lane being a reversible express lane.
- Enhance parallel corridors (similar to Kane County - Square Barn Road, Tyrrell Road and Peck Road, west of Randall Road, Other(?)).

- Construct express lanes using a double-deck structure (local lanes at-grade, express lanes elevated (similar to Wacker Drive)).

No additional arterial options were noted. It was noted to refer to the express lanes options as controlled access arterials. A short video was presented of the Palatine Road controlled access arterial with collector-distributor (C-D) roads.

Intersection Options. The following intersection improvement options were presented.

- 1) General Intersections Improvements (to apply to Randall Road corridor)
 - Provide acceleration/deceleration lanes at access points.
 - Reduce/manage/consolidate access along Randall Road (especially non-signalized intersections such as right-in/right-out locations).
 - Eliminate full access for intersections that do not have traffic signals.
 - Add capacity on side streets for turning lanes.
 - Eliminate turning movements during peak hours.
 - Allow free flow conditions for right-turn lanes and provide large acceleration lanes.
 - Investigate opportunity to use Paired Intersections.
 - Investigate access for express lanes.
- 2) Algonquin Road
 - Single point urban interchange (SPUI).
 - Roundabout.
 - Michigan Lefts (Median U-Turn) option (either on Randall Road or along minor road).
 - Evaluate the Surgery Center access off of Algonquin Road (possibility for realignment, easier connection of frontage roads).
 - Continuous flow intersection (CFI).
 - Tight diamond interchange.
 - Grade-separated turning movements (through lanes over with local lanes intersecting).
 - Construct additional turn lanes (specifically northbound left turns).
 - Super Street intersection.
 - *Parallel Flow Intersection (added after CAC Meeting #5)*
- 3) Bunker Hill Road/Huntington Drive (The Village of Algonquin is in the process of locating funding for improvements to this intersection)
 - Construct exclusive right turn only lanes.
 - Add turn lanes along Huntington Drive.
 - Eliminate Access.
- 4) Stonegate Drive
 - Allow a right-in/right-out only at its intersection with Randall.
 - Grade-separate the intersection with Randall.
 - Install a traffic signal.
 - Eliminate access.

- 5) Acorn Lane/Polaris Drive/Harvest Gate
 - Auxiliary Lane connecting to Algonquin Road.
 - Tight diamond interchange.
 - Construct a SPUI.
 - Convert intersection to a multi-lane roundabout.
 - Eliminate Access.

- 6) Miller Road
 - Construct additional exclusive turn lanes.
 - Construct a tight diamond interchange.
 - Construct a SPUI.
 - Convert intersection to a roundabout.
 - Eliminate Access.

- 7) Village Road
 - Install a traffic signal.
 - Close/Eliminate access at Village Road and divert traffic on Carlemont Drive to Angela Lane and extend Carlemont Drive to Miller Road.

- 8) Angela Lane
 - Install traffic signal.
 - Construct additional exclusive turn lanes.
 - Convert to a full-access intersection.
 - Eliminate Access.

- 9) Alexandra Boulevard
 - Close/Eliminate access at Alexandra Boulevard and divert traffic on Carlemont Drive to Angela Lane/Skyridge Drive to Ackman Road.
 - Install a traffic signal.

No additional intersection options were identified. Unconventional interchange and intersection configurations were presented including the Tight Diamond Interchange, Single Point Urban Interchange (SPUI), Continuous Flow Intersection (CFI), Michigan Lefts (Median U-Turn) Intersection, Super Street Intersection, Paired Intersections, and Modern Roundabout. General advantages and disadvantages of these options were highlighted in the discussion.

The Village of Algonquin expressed interest in conducting a traffic study in conjunction with McHenry County at Bunker Hill Road/Huntington Drive. The Village stated concern that the existing traffic patterns may not continue into the future once the Randall Road improvements are completed because the existing pattern reflects vehicles avoiding Randall Road due to congestion. The Village requested that impacts to the Randall Road at Algonquin Road Intersection be considered when analyzing potential changes (primarily access changes) to the Randall Road at Bunker Hill Road Intersection. Based on the Village's traffic analyses, there are currently several trips being made along Bunker Hill Road as an alternate route to avoid Algonquin Road. Once the Randall Road/Algonquin Road Intersection is improved, these trips

are anticipated to decrease. The County requested any traffic studies the Village has completed to assist in the Randall Road traffic analysis.

Pedestrian/Bicycle Options. The following pedestrian/bicycle improvement options were presented.

- 1) Bike and Pedestrian Trails, Paths, and other Facilities
 - Provide a trail connection to Prairie Trail – north of Acorn Lane (potential location of Hawk Signal).
 - Provide a dedicated bicycle lane along Randall Road.
 - Add a bicycle lane in median as its own individual lane along Randall and minor roads.
 - Allow pedestrians to cut-through residential and commercial lots in order to by-pass Randall.
 - Improve pedestrian circulation within business areas.
 - Provide sidewalks along both sides of Randall Road from residential to commercial areas. (Schaumburg is a good example).
 - Provide bicycle parking facility.

- 2) Intersection Pedestrian/Bicycle Improvements
 - Consider improvements to Bunker Hill Road existing pedestrian crossing including: grade-separated crossing, safety island, remove crossing.
 - Install pedestrian signalization at all traffic signals.
 - Remove pedestrian signalization at all traffic signals.
 - Minimize crossing distances (safety islands).
 - Install Hawk Signals north of Acorn Lane. (Pedestrian actuated, off-set between north & south).
 - Keep pedestrian crossings away from intersections. Potential locations include Stonegate, Lowes-Applebees, Parks-Ken Carpenter Park-Richard Taylor Park.

- 3) Grade-Separated Crossings
 - Use Woods Creek culvert to cross under Randall Road.
 - Grade-separate pedestrian/bicycle crossings using tunnels or overpasses at intersections (within Lake in the Hills near Miller Road area parks, Village of Algonquin near library and Jacobs High School, and the City of Crystal Lake at Ackman near the access to Lake in the Hills Fen). Examples include Great Western Trail/Prairie Path and Palatine.
 - Provide grade-separated crossing at Acorn Lane/Polaris Drive.
 - Provide grade-separated crossing at Miller Road.
 - Provide grade-separate crossing at Angela Lane.

No additional pedestrian/bicycle options were identified. Photos of pedestrian/bike paths in Schaumburg, Illinois and HAWK signals were presented and explained.

V. Focus for CAC Meeting #6 on November 14, 2007

The focus for CAC Meeting #6 is to initiate the three-level alternative evaluation process and evaluate identified options (Arterial Options, Intersection Options, Pedestrian/Bicycle Options, and Congestion Management Systems Options) through the Level 1. Functional Evaluation and potentially the Level 2. Comparative Evaluation. The purpose of the Functional Evaluation is to eliminate options that are unrealistic/non-feasible for the Randall Road Corridor.

The meeting adjourned at 11:30 am



Randall Road (FAU 0009) Improvements Study



Sign-in Sheet

Meeting Purpose: Community Advisory Council Meeting #5
Meeting Date: October 10, 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)
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