



Meeting Notes Community Advisory Council Meeting #7

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

March 6, 2008

This meeting was the seventh presentation of the Randall Road Improvements Study to the membership of the Community Advisory Council (CAC). The purpose of the meeting was to review the results of the Level 2. Comparative Evaluation. 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 November 14, 2007 Meeting Notes
- Presentation of 2030 Traffic Projections
- Summary of CAC Meeting #6
- Review Evaluation Status/Results for Level 2. Comparative Evaluation
- Focus for CAC Meeting #8
- Discussion of Updated Stakeholder Involvement Schedule

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

I. Introductions

At the meeting there was representation from Baxter and Woodman, Chicago Metropolitan Agency for Planning, City of Crystal Lake, HDR, Kane County, McHenry County Division of Transportation, McHenry County Economic Development Corporation, 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 November 14, 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 November 14, 2007 meeting notes. The meeting notes were approved as presented. The notes will remain posted on the project website.

III. Presentation of 2030 Traffic Projections

A handout containing diagrams of existing (2007) and future (2030) peak hour volumes and average daily traffic (ADT) volumes within the study area was distributed to CAC membership. Randall Road and sideroad traffic volumes were presented and discussed with the CAC membership. Existing (2007) ADT volumes ranged between 35,400 and 45,500 vehicles while McHenry County's future (2030) ADT volumes ranged between 59,100 and 76,100 vehicles. McHenry County's future traffic volumes have been submitted to CMAP for comment/approval. The discussion also included a brief description of how the future traffic volumes were obtained, as well as, general trends and observations about the traffic. It was noted that although the Saturday peak hour traffic volumes were in general higher than the weekday peak hour traffic volumes, p.m. peak volumes are being used for the design volumes. This is because the p.m. peak period occurs five days a week versus Saturday peak occurring one day a week.

The project team also presented several examples of roadways that currently carry traffic volumes similar to those projected for Randall Road in 2030. Examples included Cicero Avenue (IL 50) by Midway Airport, North Ave (IL 64) by I-355 in Glendale Heights, and 159th Street by I-88 in Naperville, Illinois. Of the locations presented each had a typical section that included six general purpose lanes. It was noted that there were not very many locations with similar volumes that are arterials; research found that most are expressways.

IV. Summary of CAC Meeting #6

The sixth CAC Meeting focused on the results of the Level 1. Functional Evaluation. The meeting also reviewed the stakeholder involvement process to date and highlighted the achievements of the CAC. Intersection and interchange options were also reviewed and discussed in detail.

V. Review Evaluation Status/Results for Level 2. Comparative Evaluation

The purpose of the Comparative Evaluation is to identify strengths and weaknesses in feasible improvement options and determine which options best address the Purpose and Need. Figures graphically displaying the preliminary results of the Comparative Evaluation were distributed to CAC membership along with a document that provided assumptions used to rank the options as high, medium, or low.

After a brief review of the Randall Road Evaluation Process and the scoring, the preliminary screening results of the Comparative Evaluation were presented and discussed for each category of potential improvement options. The highest scoring options will be grouped into packages that will be evaluated in Level 3. Detailed Evaluation and presented at CAC Meeting #8. A summary of the discussion for each category of improvement options is provided in the following paragraphs. In general, there were no objections to the results presented for arterial options, intersection options, and pedestrian/bicycle options. The project team will move forward with the formation of alternative packages, which will be presented at CAC Meeting #8 on April 10, 2008.

Arterial Options

The Comparative Evaluation was conducted for a total of three arterial options. After evaluation and incorporation of the homework results (which scored the Local Agency Support), the six

lane arterial scored the highest, followed by the six lane/HOV/Bus/Shuttle option, and followed by the lowest scoring option; which was the eight lane arterial. It was clarified that the six lane/HOV/Bus/Shuttle options includes 4 general purpose lanes and two HOV/Bus/Shuttle lanes.

Intersection Options

The Comparative Evaluation was conducted for each intersection independent of each other. Results were presented by intersection. After a review of the preliminary results for the Level 2. Comparative Evaluation, it was determined that the Modern Roundabout option would be eliminated from consideration due to capacity issues. After receiving high scores at all intersection locations evaluated, the project team took a closer look at the option using 2030 traffic projections and performed research to identify locations with roundabouts that had similar traffic volumes to Randall Road's projected volumes. The analysis showed that the projected traffic volumes within our study area are greater than the capacity of a multi-lane modern roundabout. In addition, the Eliminate Access option was eliminated for Bunker Hill Road and Acorn Lane/Polaris Drive based on future traffic volumes, surrounding land use, and access concerns.

The pre-final results of the Comparative Evaluation were presented with the following options receiving the highest scores for intersections along Randall Road:

- Algonquin Road. Modified Diamond (Tight Diamond, SPUI, etc.)
- Miller Road. Additional Turn Lanes
- Bunker Hill Road. Additional Turn Lanes
- Stonegate Road. No-Action closely followed by the Right-in/Right-out and Install a Traffic Signal/Add Turn Lanes options
- Acorn Lane/Polaris Drive. No-Action
- Village Road. Close Access/Divert traffic to Angela Lane
- Angela Lane. No-Action
- Alexandra Boulevard. Close Access/Divert traffic to Angela Lane

Based on homework responses and discussion, the SPUI is more favorable for implementation over the Tight Diamond option for the Randall Road and Algonquin Road Intersection. It was also noted that further analysis was required for the unsignalized intersections of Village Road, Angela, Lane, and Alexandra Boulevard to determine is eliminating access and rerouting traffic is feasible based on projected traffic volumes and development.

Since the last CAC meeting, two intersection options were added to the evaluation based on a recommendation from the City of Crystal Lake, including:

- Quadrant Roadway option for the intersection of Randall Road at Algonquin Road
- Continuous Green-T option for the intersections of Randall Road with Village Road, Angela Lane, and Alexandra Boulevard.

Each option was presented in detail. After evaluation, the Quadrant Roadway option was eliminated from consideration in Level 1. Functional Evaluation based on the Local Access/Deficiencies and Community Values criteria. The Continuous Green-T option passed through Level 1. Functional Evaluation and was presented in the results matrix for the Level 2. Comparative Evaluation. During the meeting, the level of Local Agency Support was received through an informal vote. The option will be ranked as high based on an average of the vote (6

for high, 1 for medium, and 1 for low) in the Comparative Evaluation for all three locations including Village Road, Angela Lane, and Alexandra Boulevard.

A comment was made as to evaluating restrictions of movements at various intersections during peak travel times. This will be taken into consideration during the operational analysis of the Preferred Alternative.

Pedestrian/Bicycle Options

The Comparative Evaluation was conducted for the north-south options and the east-west options. After evaluation and incorporation of the homework results (which scored the Local Agency Support), the Sidewalks along both sides of Randall Road option scored the highest of the north-south pedestrian/bicycle options. The Convert Woods Creek Culvert into Underpass option scored the highest of the east-west pedestrian/bicycle options closely followed by Grade-Separations (overpasses) at the parks (Ken Carpenter Park and Richard Taylor Park), Miller Road, Angela Lane, and near the Algonquin Library and Jacobs High School. It was noted that these options will be evaluated in greater detail; however, their implementation will depend on local agency support, potential impacts, and funding. A question was raised as to how the Complete Streets legislation will impact the Randall Road Improvements Study. The project team is in the process of determining the affects of this legislation.

VI. Focus for CAC Meeting #8

The focus for CAC Meeting #8 is to review and discuss the Alternative Packages that will be analyzed in Level 3. Detailed Evaluation. In addition, sensitive environmental features within the study area will be presented.

VII. Discussion of Updated Stakeholder Involvement Schedule

A new stakeholder involvement schedule was distributed to CAC membership. Meetings are now scheduled for Thursdays. The next meeting is scheduled for Thursday, April 10, 2008. The second Public Meeting is scheduled for July.

The meeting adjourned at 10:30 a.m.

