



# CAG Meeting #3

## Summary

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### Community Advisory Group Meeting #3 Summary

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The third Community Advisory Group (CAG) meeting for the Barrington Road Interchange on the Jane Addams Memorial Tollway (I-90) Phase I Study was held on December 6, 2012 from 1 to 3 P.M. at the Hoffman Estates Village Hall, 1900 Hassell Road, Hoffman Estates, IL 60169.

The meeting included a power point presentation that provided an introduction of the project team and CAG members, a review of CAG Meeting #2 and the latest Project Study Group (PSG) meeting, a discussion of the evaluation criteria and associated measures, the alternatives screening process, and an exercise to discuss evaluation criteria priorities as well as pros and cons of the alternatives being carried forward.

During the fatal flaw screening process a general understanding of agreement was reached on eliminating for further consideration alternatives 1, 3, 4, and 5 while a general understanding of agreement on the purpose and need screening process for alternatives 0, 2, 6, 7 and 8 was deferred until the next meeting. (Attached is a summary table of the alternatives 0 thru 9, including no-build for your reference.) Upon conclusion of the alternatives discussion exercise, the next steps and the remaining project schedule were discussed.

### Project Team Attendance

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- Marty Morse, IDOT
- Ken Doll, IDOT
- Christian Iroume, IDOT
- Gary Salavitch, Hoffman Estates
- Greg Dreyer, Illinois Tollway
- Tice Cole, CMT
- Jason Dove, CMT
- Dave Palia, Planning Communities
- Kevin Hall, Planning Communities
- Peter Johnston, GRAEF

The meeting was attended by 14 of the 36 CAG members. A list of CAG members that attended is provided below.

### CAG Member Attendance

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- Hersh Sincett (for Peter Fahrenwald), Regional Transportation Authority
- Peter Gugliotta, Hoffman Estates Planning Director



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- George Kanagin, Phoenix and Associates
- Brandy Kellom, Pace
- Charlotte O'Donnell, Pace
- Michael Kies, Hoffman Estates Park District
- Jennifer Killen, Cook County Highways
- David Kralik, Metra
- Mary Ann Magnifico (for Kelley Clancy), Alexian Brothers Health System
- Barbara Cornew, Active Transportation Alliance (alternate for Dan Persky)
- Marcie Majewski, Jerseys Pizza (alternate for Gregg Majewski)
- Bill McLeod, Hoffman Estates Mayor
- Ross Morizzo, Morizzo Funeral Home
- Lisa Scoville, Millrose Restaurant
- Jeff Skender, Resident/Bike Activist

### Other Attendees

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- Kelly Farley, CMT
- Lou Dixon, CMT
- Elli Cosky, Metro Strategies (representing Illinois Tollway)
- George Moser, Stonegate Properties
- Ray Kincaid, Hoffman Estates Trustee
- Gary Stanton, Hoffman Estates Trustee

### Draft Alternatives Discussion

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During the facilitated exercise portion of the meeting, CAG members were able to provide their input and discuss the alternatives being carried forward for the project. Three questions were presented to each table, and CAG members reviewed the evaluation matrix to answer them:

- 1) Which evaluation criteria are most important to you?
- 2) Are there any evaluation criteria that are missing?
- 3) What are the reasons you prefer one alternative over another?

#### Table 1

- Bike/Ped. Safety and Emergency Response Time are the most important criteria
- Parks and recreational facilities access should be a consideration to evaluate alternatives
- Instead of area coverage as a measure for emergency response criteria, time travel savings should be considered



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- If BRT is built in the median of I-90, enough pavement needs to be provided for efficient vehicular and non-vehicular access and mobility
- Alternative #6 seems to meet the needs of the project the best, and it also has the most potential to include a park-n-ride facility
- Include more visuals of pedestrian and bicycle operations

### Table 2

- Bike/Ped. Safety, Transit Considerations, and Emergency Vehicle Response Time are the most important criteria
- More specifics are needed related to proposed transit services and operations to determine which alternative best complements them
- Should add potential economic/business impacts during construction as an evaluation criteria
- Need to ensure that the efficient movement of truck traffic and freight is taken into consideration
- Too much focus on cars and not enough information is presented on the effects on other modes of transportation, particularly Pace and Metra operations

### Table 3

- Bike/Ped. Safety, Safety Considerations (primarily Emergency Vehicle Response Time), and Permanent Traffic Impacts are the most important criteria
- Environmental impacts are also important but all alternatives have similar, minimal impacts
- Redevelopable land opportunities could be an additional evaluation criteria
- Potential for bike/ped. along both sides of Barrington Road should be considered
- The economic impact during the short- and long-term should be considered
- What are the cost differences between protected and unprotected bike/ped. crossings?
- Because of the importance of congestion relief and safety improvements, Alternative 7 seems to make the most sense

### Table 4

- Safety Considerations (primarily Emergency Vehicle Response Time) and Bike/Ped. Safety are the most important criteria
- Include more visuals of pedestrian and bicycle operations
- Instead of area coverage as a measure for emergency response criteria, time travel savings should be considered
- More specifics are needed related to proposed transit services and operations to determine which alternative best complements them
- Alternatives 2 and 6 provide the best options for transit, including long-term BRT

## Next Steps

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Upon completion of the alternatives discussion exercise, next steps were discussed, including the further refinement of the evaluation criteria and the alternatives being carried forward by the PSG,



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and the purpose of the next CAG meeting and Public Meeting #2. Tentative dates for the next CAG meeting are late January or early February, with Public Meeting #2 likely to take place in late February. During these next two months, including at these meetings, alternatives will be further evaluated, and a draft preferred alternative will be determined.