



CAG Meeting #4

Summary

Community Advisory Group Meeting #4 Summary

The fourth Community Advisory Group (CAG) meeting for the Barrington Road Interchange on the Jane Addams Memorial Tollway (I-90) Phase I Study was held on January 30, 2013 from 1 to 3 P.M. at the Hoffman Estates Village Hall, 1900 Hassell Road, Hoffman Estates, IL 60169.

The meeting included the following topics:

- Power point presentation that provided an introduction of the project team and CAG members
- CAG Meeting 3 and PSG Meeting Results
 - Bridge – reuse vs. replacement
 - Traffic projections
- Transit coordination activities and general configurations
- Bicycle/Pedestrian considerations
- Screening Process (General Understanding of Agreement)
 - Fatal Flaw Screening - Alternative 2, 4-Quadrant Type A Parclo eliminated
 - Purpose & Need Screening
- Group Exercise 1 – Preferred Bike/Ped. Accommodations
- Group Exercise 2 – Preferred Interchange Alternative
- Next Steps/Schedule

Project Team Attendance

- Marty Morse, IDOT
- Ken Doll, IDOT
- Jennifer Kaluarachchige, IDOT
- Gary Salavitch, Hoffman Estates
- Greg Dreyer, Illinois Tollway
- Richard Russo, Illinois Tollway representative
- Kevin Nelson, CMT
- Tice Cole, CMT
- Jason Dove, CMT
- Lou Dixon, CMT
- Kara Peach, Planning Communities
- Kevin Hall, Planning Communities
- Peter Johnston, GRAEF
- Elli Cosky, Metro Strategies (representing Illinois Tollway)

The meeting was attended by 11 of the 36 CAG members. A list of CAG members that attended is provided on the next page.



CAG Meeting #4

Summary

CAG Member Attendance

- Peter Fahrenwald, Regional Transportation Authority
- Peter Gugliotta, Hoffman Estates Planning Director
- Casey Hutson, Phoenix and Associates
- Brandy Kellom, Pace
- Marcie Majewski (alternate for Gregg Majewski), Jerseys Pizza
- Mark Masciola, South Barrington
- Bill McLeod, Hoffman Estates Mayor
- Ross Morizzo, Morizzo Funeral Home
- Charlotte O'Donnell, Pace
- Ryan Richter (alternate for David Kralik), Metra
- Jeffrey Skender, Resident/Bike Activist

General Information/Comments

Transit Configurations

- The PSG has decided to remove and replace the bridge over I-90. On I-90, this will provide for
 - A) accommodation of future star line and
 - B) accommodation of bus on shoulder
 - C) full shoulders on both sides
- PACE indicated that funding exists for any of the bus transit options, but that rail is not funded at this point and is a concept for future consideration
- The width of the median was discussed, and it was determined that since the bridge will be replaced, that all options for the median width on I-90 associated with any of the transit configuration options are still feasible
- The PSG, IDOT, and Tollway are not ready to disclose the transit configuration concepts because they have not been fully vetted. These will be discussed at the next CAG meeting, as well as the upcoming public meeting
- The PSG wants to ensure the CAG is presented all the information so the CAG can comfortably select a preferred transit configuration

Bike/Pedestrian Options

- CAG member asked how bike/ped. and transit configuration discussions can be separate? They appear to be intrinsically connected.
 - The purpose of the meeting today is to get feedback on what bike/ped. amenities would be selected if transit was not a factor. This will be revisited at the next meeting once the transit configurations are further advanced. The bike/ped. preferences discussed and/or selected today will not be set in stone.



CAG Meeting #4

Summary

Fatal Flaw Screening

- CMT presented one additional alternative for a general understanding of agreement to remove based on the fact that it creates the same issues between Higgins and Hassell Road. Introducing another signal does not provide enough flexibility for future traffic and could potentially affect side street operations. This would have impacts on signal timing now and in the future, and would create a queue invasion fatal flaw. This was not based on new criteria, just amended traffic data.
- One CAG member stated that the CAG was not really leaning toward that alternative at the last CAG meeting anyway.
- There were no further comments, and a general understanding of agreement was achieved to eliminate Alternative 2.

Purpose and Need Screening

- It seems if the center transit station on I-90 is selected, the bridge over I-90 should have bike/ped. access. It was questioned as to who would pay for this.
- The PSG is trying to hone in and reduce the number of alternatives being analyzed and evaluated to narrow down to a preferred interchange option, then address bike/ped. and transit
- CAG member stated if you do not put in signals (protected crossings) at ramp locations, bike/ped. access will be unprotected and less safe.
 - Options that include signals (protected crossings) are being provided for feedback

Group Exercise 1: Bicycle/Pedestrian Infrastructure

The CAG reviewed handouts that included various bicycle and pedestrian cross section (typical sections) options along both sides of Barrington Road. Typical cross sections included:

1. Curb/gutter (no sidewalk or path)
2. 5' sidewalk
3. 6' one-way shared use path
4. 7' one-way shared use path
5. 10' two-way, shared use path
6. 12' two-way, shared use path

The purpose of the exercise was to identify their preferred bike/ped. amenities for each of the three remaining interchange alternatives. Full size, black and white, exhibits of each interchange alternative (6, 7 and 8) were provided for each table to mark up their preferred concepts.



CAG Meeting #4

Summary

Summary of Comments

Table 1

- A two-way path needs to be selected regardless of the transit and interchange alternatives
- Given the lack of information on transit access and land use at this time, it is difficult to determine the most appropriate bike/ped. amenities; the location of transit should dictate the “what” and “where” for bike/ped. facilities
- Infrastructure needs to accommodate both bicycles and pedestrians
- Free flow ramps will likely not include protected (signalized) crossings; Tollway would need to research the feasibility of crossing their ramps

Table 2

- There are existing bike paths in the southwest quadrant. Consider taking some parking from some of the buildings west of Barrington Road
- Prefer two-directional on west side of Barrington, while east side would have the minimum sidewalk (refer to drawing)
- There are potential site constraints like trees and parking along the Barrington Road right-of-way
- Two important factors are the proposed park-n-ride location for the transit and if bike/ped. paths would be able to cross free-flow ramps
- A center station would create only two crossings of free-flow ramps, versus four without a center station; this would create a more hospitable walking environment and provide more options of directions to walk

Table 3

- There is a potential to utilize the AMC theater as a park-n-ride facility
- A transit station in the southwest quadrant would merit bike/ped. facilities along the west side of Barrington
- Would like to see where the center station is placed and what crossing over free-flowing traffic would look like
- Option 1 and 2 on the handout are preferred if along the west side of Barrington
- Option 8 on the handout is preferred if along the east side of Barrington
- Will interchange determine transit, then transit determine bike/ped.?

Table 4

- The bike/ped. facilities (type and location) selection will be based entirely on the transit configuration selection
- Regardless of interchange or transit option, a two-way, multi-modal path along Barrington Road is preferred
- Option 1 and 7 on the handout are ideal



CAG Meeting #4

Summary

Group Exercise 2: Preferred Interchange Alternative

The CAG reviewed an updated evaluation matrix handout in order to provide feedback on issues/concerns associated with the remaining interchange alternatives. Given the data included in the evaluation matrix, as well as the results of the screening analysis and new information associated with transit and bike/ped. options, CAG members were asked to provide their opinions on which alternative would best serve the community.

Summary of Comments

Table 1

- Alternative 6 appears to be the safer and most logical choice

Table 2

- A parclo interchange with a slip ramp at Higgins Road is less desirable from a transit perspective due to passenger perception of expressway-based service
- Emergency vehicle response time is much better with Alternative 6

Table 3

- Alternative 6 is preferred as the other options appear to be close in location to the IL 59 interchange, which creates a spacing issue
- Alternative 6 allows more flexibility for bike/ped. options; a centralized location to tie into PACE facilities
- Alternative 6 also provides the best emergency response time; over a 13 minute time savings
- Alternative 6 also appears better for economic development – more attractive for business locations when it is a fully-accessible interchange in one centralized area
- Does PACE prefer for all the transit facilities to be at Barrington Road?
 - Any option that can best avoid arterial roads would help quicken the trips
 - This is not just an issue of passenger perception of express trips, but also a real value to operations

Table 4

- Wetlands impacts need to be considered for any option chosen
- Also concerned about increased traffic north of I-90
 - Traffic projections north of Mundhank would not change due to project at I-90 and Barrington

Based on the input from today's meeting, the PSG, in particular IDOT, asked if the CAG has a general understanding of agreement that Alternative #6 is the **draft** preferred alternative. CAG members did not object to this as long as it can include a two-way, multi-modal bike/ped. path along Barrington Road.



CAG Meeting #4

Summary

Next Steps

Upon completion of the exercises, next steps were discussed. The project is moving closer to a draft preferred alternative – the comments from today will be incorporated into upcoming stages. All alternatives will be presented at the upcoming public meeting, but could be refined slightly based on the comments from today. The goal for CAG #5 is to have a preferred alternative by the end of the meeting, including transit and bike/ped. facilities.

Schedule

- Public meeting scheduled for February 21, 2013
- CAG Meeting #5 in March
- Public Hearing in April
- Combined Design Report by early summer