



## MEETING MINUTES

**Meeting Date:** October 14, 2009  
**Date Issued:** October 23, 2009  
**Location:** Hainesville Village Hall  
**Project:** 20808.039 – Washington Street, Hainesville Road to Lake Street  
Section #08-00121-08-WR  
**Topic:** Washington Thoroughfare Municipality Coordination Meeting

<u>Attendees</u>	<u>Representing</u>	<u>Phone</u>
Mayor Linda Soto	Village of Hainesville	847-223-2032
Kirk Smith	Village of Grayslake	847-223-8515
Chuck Gleason	LCDOT	847-377-7447
Jarrold Cebulski	Patrick Engineering Inc (Patrick)	630-795-7468
John Heim	Patrick Engineering Inc (Patrick)	630-795-7296
Cindy Flower	Bollinger Lach & Associates	262-378-2200
Dan Bruckelmeyer	Bollinger Lach & Associates	630-438-6400

The following notes reflect our understanding of the discussions and decisions made at this meeting. If you have any questions, additions or comments, please contact us at the above address. We will consider the minutes to be accurate unless written notice is received within 10 working days of the date issued.

The meeting began at 10:00 a.m. The purpose of the meeting was a coordination meeting between the Patrick Engineering Study Team with the Villages of Hainesville and Grayslake for the upcoming Community Advisory Group (CAG) meeting.

1. The meeting began with introductions, followed by Chuck outlining the CAG process and introducing the PowerPoint presentation which will be utilized as the presentation tool for the first CAG meeting.
2. Jarrod began the presentation consisting of introduction and location slides followed by the purpose of the CAG and meeting agenda slides. He turned the presentation over to John for description of existing conditions.
3. The next few slides described the existing conditions of the corridor, focusing on the Hainesville Road/Washington Street and Lake Street/Washington Street intersections as well as the two-lane corridor section itself. Existing and projected 2030 traffic Average Daily Traffic (ADT) counts were also presented.
4. Corridor capacities were described next, identifying that the current corridor Level of Service (LOS) of D, which is substandard according to IDOT criteria. The no-build option for 2030 shows increasing density furthering the need for improvement. The possible solution presented improves the corridor to a LOS B in 2030.

5. Intersection capacities were identified next. Hainesville/Washington operates at a LOS of D and projects to worsen to an E by 2030 with a no-build option. Possible solutions show this can be raised to a LOS C. Haryan Way and Lowlands Drive intersections with Washington Street were also looked at, and both show reductions in delay of 39% and 35% with improvements. A potential realignment of Haryan Way with Lowlands Drive was also presented as a possible solution.
6. Cindy began discussing the queuing found on Washington Street. Currently the major area of traffic queuing is caused by the CN Railroad lines and the numerous trains throughout the day which impede traffic flow. Mayor Soto added that in addition to the trains, school buses which are required by law to stop short of the tracks also add to queuing delays in the morning and afternoons. A possible solution would be the introduction of an underpass at the railroad tracks. A slide was presented showing a proposed road profile in relation to the existing road and intersections. BLA to add Lowlands Drive to the presentation before the first CAG is held.
7. Accesses were discussed next by showing a slide with the number of driveway accesses along the Washington Street study corridor. The 26 access within the corridor demonstrate that with a two-lane corridor there is a high number of locations where vehicles must slow down or stop completely to make a turning movement into these access locations, causing delays and queuing for other drivers behind the vehicle's turning maneuver. A possible solution presented would be the introduction of a continuous bi-directional center turn lane such that vehicles could access these driveways without impeding continuous flowing traffic.
8. A series of slides detailing the traffic safety and accident history between 2005 and 2007 were presented next. The number of rear end collisions along the corridor is higher than the countywide average, likely due to a number of vehicles forced to stop and wait for passing trains, school buses, and drivers making turns into driveways. Mayor Soto pointed out that rear end collisions have also occurred from drivers entering the Big Jack's restaurant immediately after passing through the Hainesville/Washington intersection. Mayor Soto also noted that the inconsistent speed limit north of Washington Street from 40 MPH to 35 MPH to 30 MPH in a short stretch is also a concern of the residents. Chuck mentioned he would look into this.
9. Linear connectivity for pedestrians was discussed next with a series of slides showing the current crossing locations along Washington Street and areas where pedestrians suggested at the Public Information Meeting held in February that they would like to see improved accessibility. Residents would like improved access to the Metra station at Lowlands Drive and improved access to the continuous bike path which runs on the south side of the corridor. Mayor Soto discussed that more residents would utilize the Metra station if the number of daily trains were added. A conceptual development plan for the undeveloped farm north of Haryan Way was shown to demonstrate how additional pedestrian accesses could be created for better connectivity.
10. The study for Washington Street also includes an Environmental Study. A few slides were shown identifying the floodplains, wetlands, and trees along the corridor. Kirk suggested that an aerial exhibit with more clearly defined trees should be used. BLA to add this before the first CAG meeting.

11. The last few slides centered on the next steps to be taken in this study. Jarrod handed out a Community Context Audit form which will be handed out to each member of the CAG to fill out and mail back to in order to further identify resident concerns and provide input to the Project Study Group (PSG).
12. Dan presented the list of CAG invitees to Mayor Soto and Kirk. Mayor Soto suggested an additional member from the Sanctuary portion of the Deerpoint Settlement development be included and would provide a name if she was able to find a willing participant.
13. The time and date for the CAG was set for Wednesday, November 18 at 6:00 P.M. at the Hainesville Village Hall.
14. The meeting concluded at 11:30 A.M.

**PATRICK ENGINEERING INC.**

Jarrod J. Cebulski, P.E.

Orig: Chuck Gleason, LCDOT

cc: Attendees