



MEETING SUMMARY SIG MEETING #1

**November 18, 2021, 2pm
Old McHenry Crossings Phase I
Section No. 19-00999-65-ES**

The Stakeholder Involvement Group (SIG) Meeting #1 was conducted November 18, 2021, for the Old McHenry Crossings Phase I Project. Due to the COVID-19 pandemic and Lake County's policies, which prohibited in-person public meetings at the time of the meeting, this event was conducted via Zoom videoconference. The meeting consisted of an upfront PowerPoint presentation by the project team, which included two interactive workshops with the SIG, followed by a public comment period, and question/answer session. The meeting began at 2pm and ended at 4pm and was attended by 20 SIG members, 14 project team members, and 2 other attendees. The purpose of this SIG meeting was to introduce the project team, provide a general project overview, report out the results of the Virtual Public Forum, and solicit input from the SIG on goals and objectives for the project.

Notification

The SIG members were notified of the meeting via email on November 8, 2021, and were requested to register to attend the meeting. Advanced materials were provided to the SIG on November 12, 2021, and included a project location map, SIG Member list, Agenda, and Virtual Forum Comments Summary.

Meeting Attendance

The following SIG members were in attendance:

NAME	ORGANIZATION	TITLE
Ms. Jill Anderson	Foglia YMCA	Interim Executive Director
Mr. Michael Brown	Village of Lake Zurich	Director of Public Works
Mr. Joe Christopherson (John Kelly)	Lake Zurich Fire Department	Deputy Chief - Administration
Mr. Roberto Diaz	Hawthorn Wood Unit 5	Resident
Mr. Douglas Duval	St. Matthew's Lutheran Church & School	Church & School Administrator
Mr. Greg Dwiell	Forest Lake Community Association	Board Chair
Ms. Erika Frable	Village of Hawthorn Woods	Director of Public Works/Village Engineer
Mr. Howard Goodman	Transit Management Association Lake- Cook	Executive Director
Mr. Michael Gressick	Copperfield of Hawthorn Woods	Resident
Mr. Jim Herriman	Quentin Road Baptist	Head Engineer
Mr. Bill Koch	Hawthorn Garden Center	Owner
Dr. Philip Lane	Old Barn Lane	Resident
Mr. Marc Linhardt	Commuter	Commuter
Mr. Ryan May	White Birch Lakes	Resident
Dr. Dean Romano	Lake Zurich School District 95 / Spencer Loomis / Middle School North	Assistant Superintendent for Business & Operations

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NAME	ORGANIZATION	TITLE
Mrs. Patrice Ronczkowski	Heather Highlands / Quentin Road Baptist / Ela Twp Republicans	Resident
Mr. Philip Ruiz	Lake County Stormwater Management Commission	Engineer
Mr. Rob Sabo	Wicklow Village Community Group	Resident
Mr. Paul Smith	Wicklow Village Community Group	Resident
Ms. Kim Wasson	Forward Stride Stables	Owner

The following individuals have been invited to be a part of the SIG but did not attend the meeting:

NAME	ORGANIZATION	TITLE
Mr. Bob Atwater	Apex Landscaping	Owner
Ms. Ellyn Kearney	Bridle Woods	Resident
Mr. John Kelly	St. Matthew's Lutheran Church & School	President/Chair
Mr. Joel Klippel	Forest Lake	Resident
Ms. Mia Langer	Hawthorn Trails	Resident
Mr. Erich Massat	Wheeling Wheelmen TLEN Cycling Team / LZSD 95	Commuter / Bus Driver
Mr. George Sambor	Architect/Planner/35 year resident	Resident

The following project team members attended the meeting:

LCDOT	Shane Schneider, Kevin Carrier, Chuck Gleason, Julian Rozwadowski
TRANSYSTEMS	Matt Smith, Chuck Stenzel, Ben Vander Wal, Mat Ciss, Alissa Kidd
CBBEL	Mike Matkovic, Matt Huffman, Pete Knysz
TESKA	Jodi Mariano, Gabi Van der Vant

Other non-SIG and project team members in attendance:

NAME	ORGANIZATION	TITLE
Ms. Catherine Sbarra	Lake County	County Board Member Dist #19
Ms. Jessica Vealitzek	Lake County	County Board Member Dist #10

MEETING AGENDA & PRESENTATION:

A meeting agenda was prepared and is included in Attachment A, and was distributed ahead of the meeting:

1. Introductions
2. Zoom Utilization
3. Project Overview & Project Development Process
4. Public Involvement Approach
5. Virtual Public Forum Summary
6. Interactive Workshop #1 & #2
7. Introductions to Purpose & Need
8. Next Steps & Schedule
9. Q&A

The meeting was facilitated via PowerPoint presentation using Zoom Meetings platform which covered project introductions, project overview, project development process, public involvement approach, and results from the Virtual Public Forum. The PowerPoint slides are included in Attachment B. Two interactive workshops were conducted. Interactive Workshop #1 consisted of an online poll via Mentimeter to get input/answers to a series of questions where participants could see the results live. Workshop #2 consisted of small breakout groups with a project team facilitator and a scribe to have a discussion about the issues and needs along with goals and objectives within the study area. PDFs of the PowerPoint slides are included in Attachment B. Video recordings of the presentation and meeting activities are posted to the project website at the following link: <https://omxproject.com/public-outreach/>.



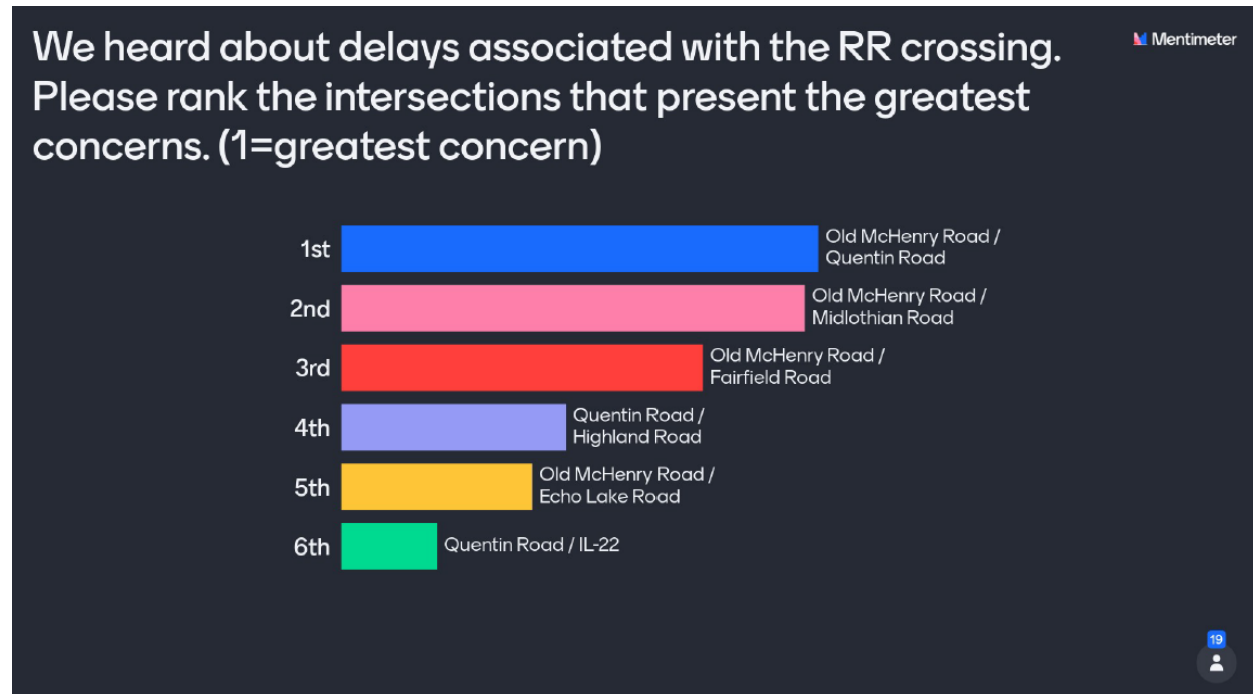
INTERACTIVE WORKSHOP #1 – Large Group Exercise

The project team facilitated Interactive Workshop #1 as an online poll via Mentimeter. Prior to this exercise, a summary of the Virtual Public Forum and key takeaways were reviewed.

VIRTUAL PUBLIC FORUM <u>WRITTEN COMMENTS</u> KEY TAKEAWAYS	
# TIMES REPEATED	COMMENT
15+	<ul style="list-style-type: none">• Concerns about design + construction impacts to adjacent institutions + businesses• General support for a grade separation at Old McHenry Rd + CN RR
4-5	<ul style="list-style-type: none">• Incorporate bike + pedestrian facilities• Comments advocating for and against widening Old McHenry Road + Quentin Road• Concerns about impacts of additional RR traffic• Questions about the definition of a grade separation
1-3	<ul style="list-style-type: none">• Accommodate emergency vehicle access• Expand improvements to other surrounding roadways (Half Day Rd, 83 to Quentin; 53 extension)• Calm traffic and reduce speed limit of Old McHenry Road• Keep existing conditions as is• Review + adjust signal timing• Questions about how this project will be funded

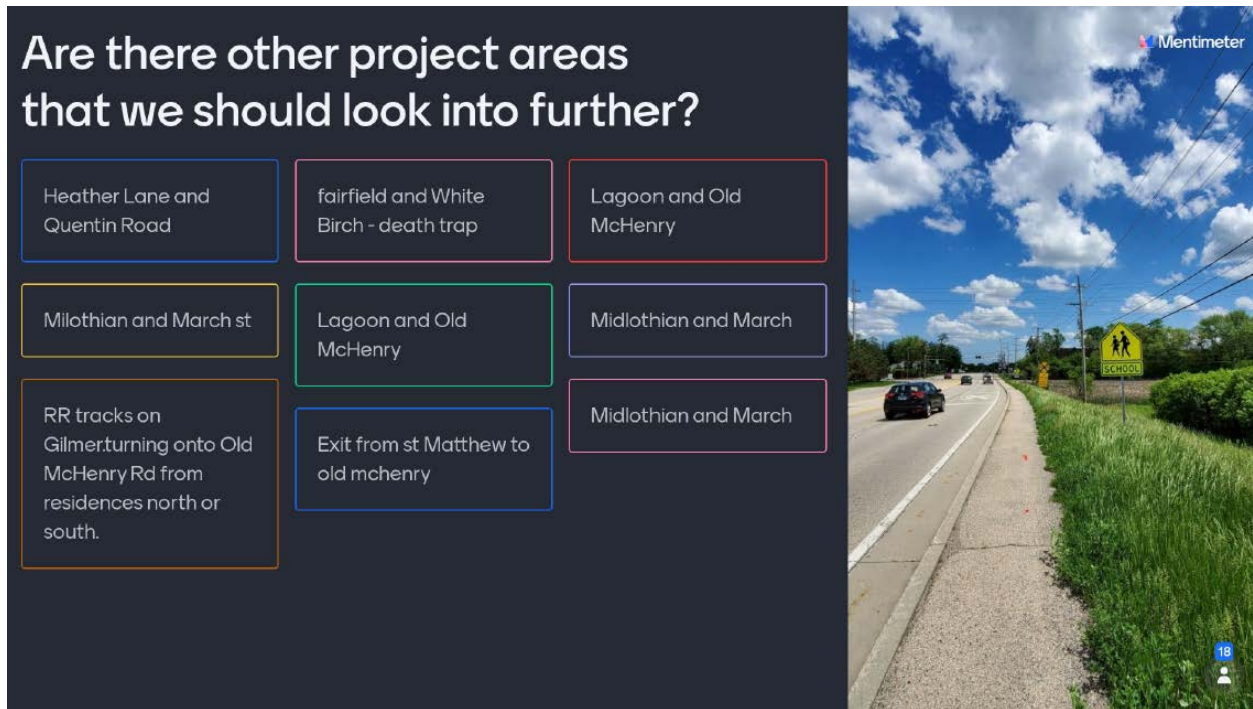
The project team asked a series of questions and SIG members provided responses via their smart phones or other devices. Inputs were summarized and displayed on the Zoom shared screen. Approximately 20 people participated in this activity. The full Mentimeter Report is included in Attachment C. A summary of the online polling results follows below:

Question 1: We heard about delays associated with the RR crossing. Please rank the intersections that present the greatest concerns (1=greatest concern)



1. Old McHenry Road / Quentin Road
2. Old McHenry Road / Midlothian Road
3. Old McHenry Road / Fairfield Road
4. Quentin Road / Highland Road
5. Old McHenry Road / Echo Lake Road
6. Quentin Road / IL-22

Question 2: *Are there other project areas that we should look into further?*



The image shows a Mentimeter poll results screen on the left and a photograph of a street on the right. The poll screen has a dark background with the question "Are there other project areas that we should look into further?" at the top. Below the question are eight colored boxes, each containing a project area suggestion. The suggestions are: Heather Lane and Quentin Road (blue), fairfield and White Birch - death trap (pink), Lagoon and Old McHenry (red), Milothian and March st (yellow), Lagoon and Old McHenry (green), Midlothian and March (purple), RR tracks on Gilmer, turning onto Old McHenry Rd from residences north or south. (orange), Exit from st Matthew to old mchenry (dark blue), and Midlothian and March (magenta). The photograph on the right shows a paved road with a sidewalk, grass, and a yellow school sign. A blue sky with white clouds is visible. The Mentimeter logo is in the top right corner of the poll screen, and a small "18" icon is in the bottom right corner of the photograph.

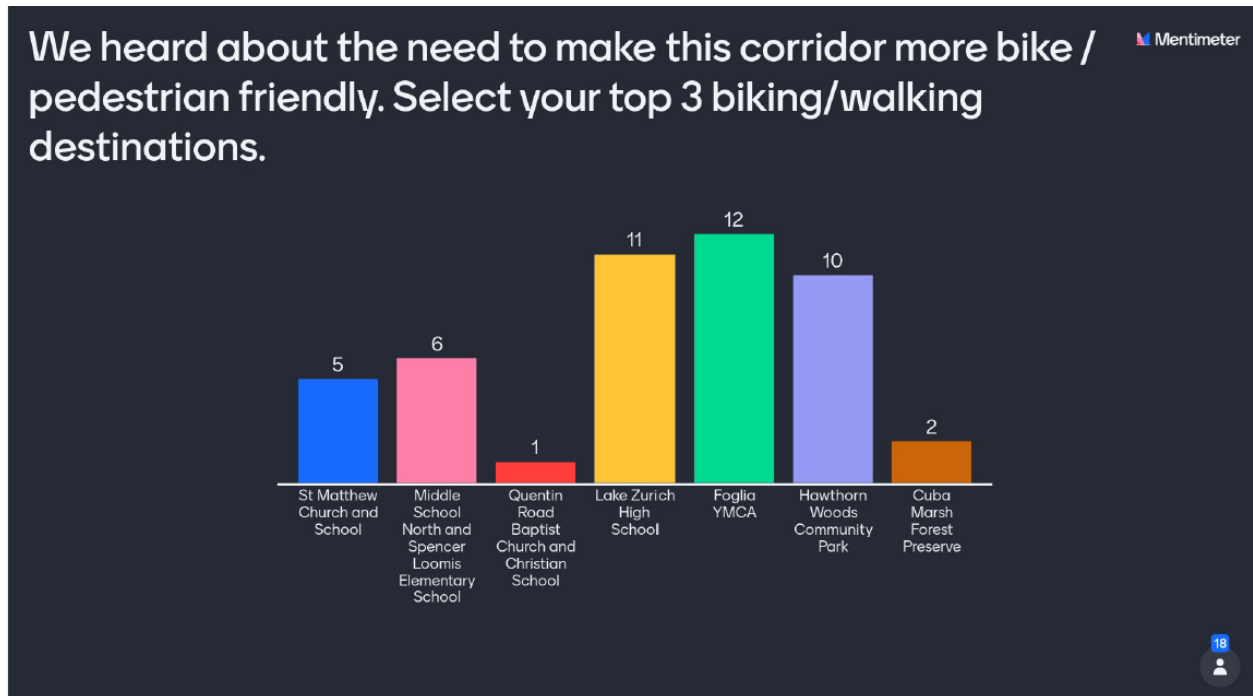
Are there other project areas that we should look into further?

- Heather Lane and Quentin Road
- fairfield and White Birch - death trap
- Lagoon and Old McHenry
- Milothian and March st
- Lagoon and Old McHenry
- Midlothian and March
- RR tracks on Gilmer, turning onto Old McHenry Rd from residences north or south.
- Exit from st Matthew to old mchenry
- Midlothian and March

A summary of results includes:

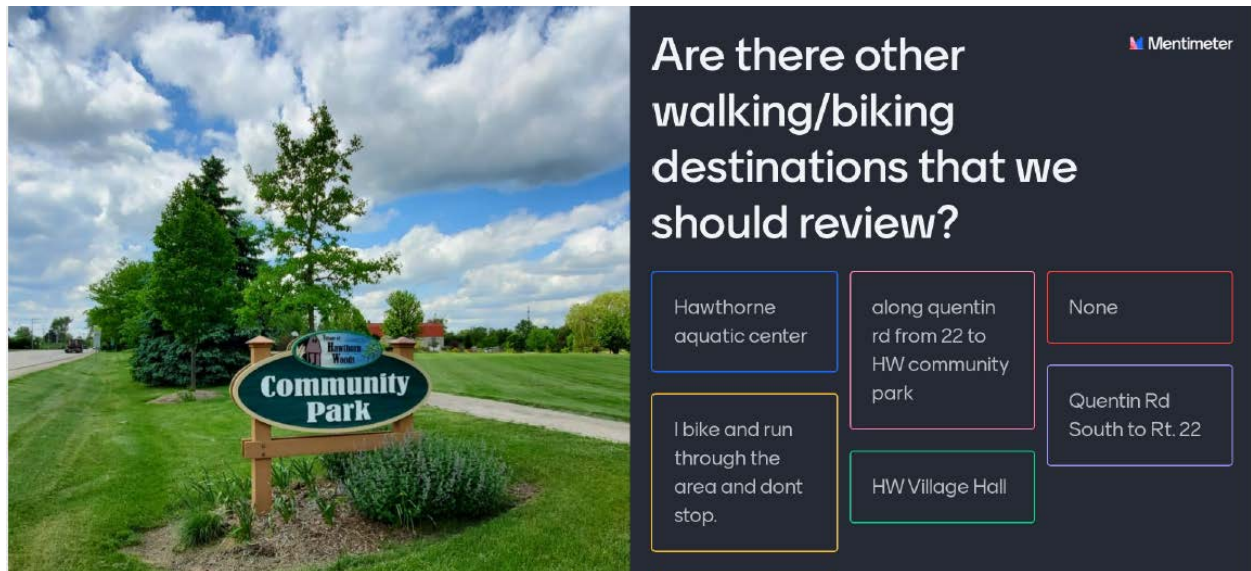
- Old McHenry Road areas: RR Tracks / Gilmer; Lagoon Drive, St Matthew Church exit, Lakeside Drive, Hawthorn Gardens, and at Quentin Road
- Quentin Road areas: Heather Lane, Old McHenry Road
- Midlothian Road areas: March Street
- Fairfield Road areas: White Birch Lakes subdivision
- Bike path needs along Old McHenry Road
- Lighting

Question 3: We heard about the need to make this corridor more bike / pedestrian friendly. Select your top 3 biking/walking destinations.



1. Foglia YMCA
2. Lake Zurich High School
3. Hawthorn Woods Community Park
4. Middle School North and Spencer Loomis Elementary School
5. St Matthew Church and School
6. Cuba Marsh Forest Preserve
7. Quentin Road Baptist Church and Christian School

Question 4: *Are there other walking / biking destinations that we should review?*



1. Hawthorne Woods Aquatic Center
2. Hawthorne Woods Village Hall
3. Quentin Road between Route 22 and Hawthorn Woods Community Park

Question 5: What characteristics about the corridor are special and should be protected?



1. Open Space
2. Trees
3. Wildlife
4. Country feel and flavor
5. Trees and Nature

Question 6: *What other issues / concerns should we look into?*



A screenshot of a Mentimeter poll results screen. The title is "What other issues / concerns should we look into?". The screen displays eight response boxes arranged in a grid. The responses are: "avoid too much train traffic (for us residents)", "Longevity of the project", "Protecting traffic flow especially while buses are on the road with our students.", "Not making another rt, 12", "Speed and safety", "Noise", "Noise considerations with any proposed improvements", "Train noise", and "Future proof". The Mentimeter logo is in the top right corner, and a user icon with the number 22 is in the bottom right corner.

Response
avoid too much train traffic (for us residents)
Longevity of the project
Protecting traffic flow especially while buses are on the road with our students.
Not making another rt, 12
Speed and safety
Noise
Noise considerations with any proposed improvements
Train noise
Future proof

1. Safety for all users
2. Noise mitigation during construction and in the future
3. Traffic Calming and traffic flow
4. Providing safer biking and walking connections
5. Water Quality – health of Forest Lake and the overall watershed
6. Support for local businesses – maintain access for St Matthew’s Church and Hawthorn Gardens
7. Railroad items – avoid train traffic and noise, keep trains from stopping on the tracks

INTERACTIVE WORKSHOP #2 – Small Group Break Out Exercise and Reporting Back

The project team facilitated Interactive Workshop #2 via three small groups using Zoom breakout rooms. Each small group had a project team facilitator and scribe. The focus of this workshop was to discuss the project issues and needs, and then discuss goals and objectives for the Old McHenry Road corridor and Quentin Road corridor.

Small Group Breakout to Discuss:	<u>GROUP #1</u>	<u>GROUP #2</u>	<u>GROUP #3</u>
<ul style="list-style-type: none">• Project Issues & Needs (5 min)• Discuss Relative Importance of Goals/Objectives (20 min)<ul style="list-style-type: none">• Old McHenry Road Corridor• Quentin Road Corridor	Douglas Duval Erika Frable Marc <u>Linhardt</u> Ryan May Dean Romano Patrice <u>Ronczkowski</u> Paul Smith	Michael Brown Roberto Diaz Greg <u>Dwiel</u> Jim Herriman Philip Ruiz	Jill Anderson Joe Christopherson Howard Goodman Michael <u>Gressick</u> Bill Koch Philip Lane Rob Sabo Kim Wasson
<i>Report Out to Large Group (15 min)</i>	<i>Facilitated by:</i> <i>Matt Smith & Gabi Van der <u>Vant</u></i>	<i>Facilitated by:</i> <i>Matt Huffman & Pete Knysz</i>	<i>Facilitated by:</i> <i>Chuck <u>Stenzel</u> & Mat Ciss</i>

The scribe notes sheets taken during the meeting are shown below:

Group #1

BREAKOUT GROUP # 1 Facilitated by: Matt Smith, TranSystems Documented by: Gabi Van der Vant, Teska	
Purpose and Need Categories	Goals & Objectives
SAFETY	<ul style="list-style-type: none"> • Access for Emergency vehicles when train is coming through • Access to Churches/ schools (issues entering and exiting, backups and safety concerns)
TRANSPORTATION	<ul style="list-style-type: none"> • Improve traffic signal timing and coordination • Heather Lane/ Quentin Rd cars get trapped when train gate is down • Possibility of traffic cameras to prevent drivers from rolling through lights, but can get dangerous from people stopping on yellow • Roundabouts as an option to help with traffic, but they are difficult for pedestrians and cyclists. <i>Introduce more conflict points for pedestrians and cyclists and traffic doesn't stop</i> • Accident statistics for roundabouts – improve safety for motorists by about 80% (reduce speed and conflict points) Will roundabouts be single lane or double lane? <i>Because of traffic volumes, multi-lane roundabouts will have to be looked at</i> • Yellow buses require most turning space (truck apron)
DRAINAGE	<ul style="list-style-type: none"> • Issues with water draining under the roads in corridor
ENVIRONMENTAL	<ul style="list-style-type: none"> • <i>Lots of noise pollution from stop and go traffic, with or without train</i>
TRAFFIC CONGESTION	<ul style="list-style-type: none"> • Improve community non-motorized connections to reduce amount of traffic • Delays due to CN
QUALITY OF LIFE	<ul style="list-style-type: none"> • <i>Insert comments here</i>
NON-MOTORIZED TRAVEL	<ul style="list-style-type: none"> • School accessibility (more options to walk would be ideal, within 1.5 miles schools don't provide transport so it's up to the parents, need better traffic flow during student drop off/pick up times) • <i>Consider how connections (biking/ walking) function in colder months – snow plows bury paths in snow and ice during winter months</i> • <i>Pedestrian tunnel?</i>
OTHER CONSIDERATIONS	<ul style="list-style-type: none"> • Would it be possible to provide train schedule? • Events (many people commute to them via bike/walk, lack of event parking) • Utility companies (will there be coordination to relocate underground?)

Group #2

BREAKOUT GROUP # 2 Facilitated by: Matt Huffman (CBBEL) Documented by: Pete Knysz (CBBEL)		
Purpose and Need Categories	Old McHenry Road Goals & Objectives	Quentin Road Goals & Objectives
SAFETY	<ul style="list-style-type: none"> Maintain/improve (CN RR backups with respect to emergency services) 	<ul style="list-style-type: none"> Safety getting in/out of Baptist Church/School (maintain access)
TRANSPORTATION	<ul style="list-style-type: none"> 	<ul style="list-style-type: none"> Improve intersection at Highland and other side streets Overall improvement to north/south and east/west travel
DRAINAGE	<ul style="list-style-type: none"> Potential floodplain impacts and potential added impervious surface – project will require detention/comp storage 	<ul style="list-style-type: none"> Potential floodplain impacts and potential added impervious surface – project will require detention/comp storage
ENVIRONMENTAL	<ul style="list-style-type: none"> Potential wetland impacts – will require wetland mitigation 	<ul style="list-style-type: none"> Maintain Forest Lake water quality (stormwater runoff) Potential wetland impacts – will require wetland mitigation
TRAFFIC CONGESTION	<ul style="list-style-type: none"> Minimize additional traffic in area Alleviate congestion at RR Maintain access at church 	<ul style="list-style-type: none"> Traffic concerns (Rt 22 & Quentin – bottleneck) Minimize additional traffic in area (if the roadway is widened more cars will come) Baptist Church/School (maintain traffic flow) Backups down Quentin Road affect accessibility (backups as far south as Highland)
QUALITY OF LIFE	<ul style="list-style-type: none"> 	<ul style="list-style-type: none"> Maintain character along corridor Avoid impacts along Quentin Road
NON-MOTORIZED TRAVEL	<ul style="list-style-type: none"> Maintain/improve walkability (2) Improve safety for cyclists (on-road; including north on Midlothian) 	<ul style="list-style-type: none"> Access Forest Lake down to Rt 22 Improve safety for cyclists (on-road) Make connections north to Old McHenry Road
OTHER CONSIDERATIONS	<ul style="list-style-type: none"> 	<ul style="list-style-type: none"> Maintain the context and character; concern that any widening would affect this.

Group #3

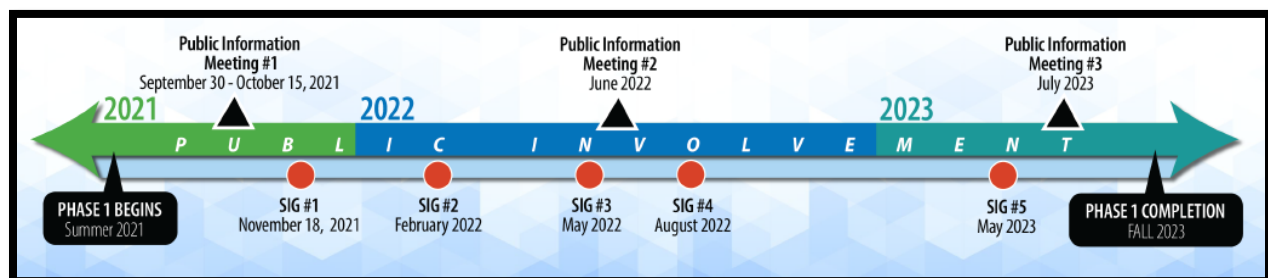
BREAKOUT GROUP # 3 Facilitated by: Chuck Stenzel, TranSystems Documented by: Mat Ciss, TranSystems		
Purpose and Need Categories	Old McHenry Road Goals & Objectives	Quentin Road Goals & Objectives
SAFETY	<ul style="list-style-type: none"> • Poor lines of sights at intersections, preemption at intersections, protection for pedestrians • Trains at rush hour/ all the time causing emergency response delays for safety vehicles. Police and fire department shift change also affected by train traffic with officers needing to cross the tracks • People behind others turning into Garden Center think they are turning down Quentin 	<ul style="list-style-type: none"> • Turn lane at Heather – people cheat and use this turn lane to get to turn lanes at Old McHenry. Results in crashes and near misses. • Same comment as Old McHenry Road - Poor lines of sight at intersections, preemption at intersections, protection for pedestrians • Going around the corner into a right turn lane too fast and is an accident waiting to happen
TRANSPORTATION	<ul style="list-style-type: none"> • Be cognizant of roundabouts and losing trees/land • Install emergency pre-emption on traffic signals 	<ul style="list-style-type: none"> • How will you get 4 lanes passed the barn? • Crossing improvements
DRAINAGE	<ul style="list-style-type: none"> • 15 years ago, LCDOT wanted to borrow retention from Hawthorn Gardens, put 6' pipe in ground. Public water/aqua Illinois is on Hawthorn Gardens property b/c pipe is in front of garden center 	
ENVIRONMENTAL	<ul style="list-style-type: none"> • Residents moved here for what they have – all sorts of wildlife. Don't want cement city 	
TRAFFIC CONGESTION	<ul style="list-style-type: none"> • How does church members and garden customers get out when the road elevation changes? • How do users get to YMCA? 	<ul style="list-style-type: none"> • Unique time to look at Quentin Road. Haven't experienced congestion because Old McHenry currently closed, except for turn lane SB to EB on 22 is backed up.

Group #3 (continued)

<i>Purpose and Need Categories</i>	<i>Old McHenry Road Goals & Objectives</i>	<i>Quentin Road Goals & Objectives</i>
QUALITY OF LIFE		<ul style="list-style-type: none"> Do we really need 4 lanes along Quentin? It's a very tight corridor and people don't want to give up land There is no way that anything more than what is already on Quentin can be widened. If the road is widened, it will no longer have the country feel, it will feel urban. Will be the same as what is south of 22. Nobody south of 22 can complain of being near a country road because that was all farm field.
NON-MOTORIZED TRAVEL	<ul style="list-style-type: none"> Reach out to biking clubs to get more info March/Midlothian there are no stop signs, speed limit is 50 mph – ped improvements are warranted Keep bike lanes in mind Very narrow gravel walkway/coach walk so you feel wind of cars and trucks No bike lines, lots of bikers noticed – will be more traffic because of development – complete streets Incidents with bicyclists and motorists not seeing eye to eye on use of road Access to YMCA to walk/bike to enjoy nature around area 	
OTHER CONSIDERATIONS	<ul style="list-style-type: none"> Hope that land is taken from open land instead of homeowners Due to inflation, the project will cost more for each year that goes by without any action. 	

Next Steps

The next steps in the project process were covered. The immediate next step is to complete various project surveys and data compilation. The project team will be working on developing the draft Purpose and Need Statement, which is the basis for this project. The next SIG meeting is planned for February 2022.



Comments

A SIG Member verbal comment period was offered where a SIG member could make a verbal public statement. One SIG member made a comment:

- Dean Romano – Commented to the benefits of the virtual meeting format for the SIG meetings and improved accessibility and use of people's time.
 - The project team responded, that while the virtual format does provide improved accessibility, the in-person meeting format also has its benefits.

Q&A

A question and answer session was held with the project team where the SIG members could type in their question using Zoom Chat or ask verbally, and the project team would provide an answer. Below is documentation of the questions asked and answers:

- Can you explain the process of how we got to where we are today? I know you said that this project was in the Lake County's 2040 plan, however, was that for the grade separation or the whole corridor.
 - The Lake County 2040 Transportation Plan was developed in 2011-2014, and evaluated all transportation projects around the county. This location was identified as a potential grade separation location along with widening of Old McHenry Road and Quentin Road. There were other projects in the area that were also identified. Not all projects in the 2040 Plan have been initiated and included in the 5-year transportation funding program for the County. This project was advanced forward into a Phase I Engineering Study due to the convergence of numerous higher volume County and State Routes as well as a potential railroad grade separation location.
 - Currently the County has obtained \$12 in funding for a potential grade separation from the Illinois Commerce Commission and the project team will be seeking additional federal and state funding, as more funding will be needed for the overall project.
- Can you explain the project team members that have been out onsite to-date? Has there been a proposed improvement identified?
 - Currently the project team is in the data collection stage of the project. A variety of surveys and data collection must occur to properly evaluate the existing conditions. From that information, a project purpose and need can be established, which is establishes the need for an improvement.
 - Some of the surveys that have occurred and that will be occurring include: traffic counts, topographic survey, wetland delineations, utility surveys, and historic property surveys.
 - The project team anticipates completing the data collection stage of the project in early 2022.
 - We are at the beginning of the study. No studies have been conducted to know if any changes are needed. Therefore, no studies have been conducted to know if roadway reconstruction or widening is needed, and if so, if there will be any impacts.

- At what stage does CN Railroad get looped in as a stakeholder given that they are a private entity and the railroad itself is privately owned? Has the CN Railroad been contacted at this point about this project?
 - The CN Railroad is a primary stakeholder in the project. They are aware of the project and we have had some basic discussions with them up to this point. Further conversations are needed to discuss their design requirements and their future needs along this rail line, which includes anticipated projections. A meeting is being set up in the coming month to start more detailed discussions with the CN Railroad.
 - U.S. Congress regulates the railroads. Within Illinois the Illinois Commerce Commission oversees the railroads in the state. The Village and County have no legal authority to do anything to regulate the number of trains that run on their tracks. The project team has inquired what the future rail traffic is anticipated to be to help the project team plan and design this project.
- Will the CN Railroad be on the SIG or is that coordination occurring outside of the SIG?
 - The CN Railroad will not be on the SIG and coordination will occur in 1-on-1 meetings.
- Where can you all view the recording of this meeting?
 - The SIG recordings will be posted on the project website and an email will be sent out. A written summary will also be posted.
- The IL Route 22 improvements are included in IDOT's multi-year transportation program, which will widen IL Route 22 to two lanes in each direction from IL 83 on the west to Quentin Road on the east. People have called the Village of Hawthorn Woods inquiring about other improvements needed in the area outside of the current study area.
 - IDOT is still in design and land acquisition for the IL Route 22 project. There are some other area projects the County is leading, including the Gilmer Road at Midlothian Road intersection. The County recently completed construction on a widening of Quentin Road to two-lanes in each direction south of IL Route 22. The County coordinated with IDOT and FHWA on the limits and study area of this project, and has been approved.

Meeting Adjournment

The meeting adjourned at approximately 4:05 pm

Video recordings of the presentation and meeting activities are posted to the project website at the following link: <https://omxproject.com/public-outreach/>

Attachments

Attachment A – Meeting Agenda

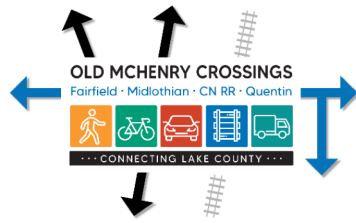
Attachment B – PowerPoint Presentation

Attachment C – Interactive Workshop #1 Mentimeter Report

SIG Meeting #1 – Summary
November 18, 2021

Attachment A

Meeting Agenda



AGENDA
Stakeholder Involvement Group #1
Old McHenry Crossings Phase I
November 18, 2021

Time	Topic	Process	Leader
5 min.	<ul style="list-style-type: none"> Opening Remarks 	<ul style="list-style-type: none"> PowerPoint 	Chuck Gleason (LCDOT)
15 min.	<ul style="list-style-type: none"> Introductions (Team & SIG) How to Use Zoom Meetings 	<ul style="list-style-type: none"> PowerPoint 	Matt Smith (TranSystems)
15 min.	<ul style="list-style-type: none"> Project Overview and Project Development Process Public Involvement Approach (SIP) 	<ul style="list-style-type: none"> PowerPoint 	Matt Smith (TranSystems)
10 min.	<ul style="list-style-type: none"> Virtual Public Forum Summary 	<ul style="list-style-type: none"> PowerPoint 	Jodi Mariano (Teska)
10 min.	<ul style="list-style-type: none"> Interactive Workshop #1 <ul style="list-style-type: none"> Validation of Virtual Public Forum Issues/Needs Mentimeter Exercise 	<ul style="list-style-type: none"> Large Group Discussion 	Jodi Mariano
5 minute break & transition			
40 min.	<ul style="list-style-type: none"> Interactive Workshop #2 <ul style="list-style-type: none"> Project Issues & Needs (5 min.) Prioritize project goals each for Old McHenry and Quentin Road corridors (20 min.) Report out (15 min.) 	<ul style="list-style-type: none"> Small Group Breakout 	OMX Team
5 min.	<ul style="list-style-type: none"> Introductions to Purpose and Need 	<ul style="list-style-type: none"> PowerPoint 	Mike Matkovic (CBBEL)
15 min.	<ul style="list-style-type: none"> Next Steps & Schedule Q&A 	<ul style="list-style-type: none"> PowerPoint 	Matt Smith (TranSystems)

Project Contact: Chuck Gleason, Project Manager
 Lake County Division of Transportation
 847-377-7447

SIG Meeting #1 – Summary
November 18, 2021

Attachment B

PowerPoint Presentation

WELCOME!

Old McHenry Crossings Phase I Engineering Study

Stakeholder Involvement Group Meeting #1

November 18, 2021



OLD MCHENRY CROSSINGS
Fairfield · Midlothian · CN RR · Quentin



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Meeting Agenda

- Introductions
- Zoom Utilization
- Project Overview & Project Development Process
- Public Involvement Approach & Virtual Public Forum Summary
- Interactive Workshops
- Purpose & Need Introduction
- Next Steps & Schedule
- Q & A



OLD MCHENRY CROSSINGS
Fairfield · Midlothian · CN RR · Quentin



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Introductions Project Team

LEAD AGENCY
Lake County Division of Transportation (LCDOT)
PHASE I ENGINEERING

**OVERSIGHT & APPROVAL
AGENCIES**
Illinois Department of Transportation (IDOT)
Federal Highway Administration (FHWA)

PROJECT CONSULTANT TEAM

PRIME CONSULTANT
TranSystems

**SUB-CONSULTANT
(General Support)**
Christopher B. Burke Engineering, Ltd.

**SUB-CONSULTANT
(Public Involvement & Landscape Architecture)**
Teska Associates, Inc.

Final project decisions will be made by LCDOT. Because the project is seeking Federal funding, IDOT and FHWA have approval authority.

LCDOT will utilize stakeholder input throughout the decision-making process.



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Introductions: Project Team



KEVIN CARRIER
LCDOT
DIRECTOR OF PLANNING
& PROGRAMMING



CHUCK GLEASON
LCDOT
PROJECT MANAGER



MATT SMITH
TRANSYSTEMS
SPEAKER



JODI MARIANO
TESKA
SPEAKER



MIKE MATKOVIC
CBBEL
SPEAKER



MATT HUFFMAN
CBBEL
FACILITATOR



GABI VAN DER VANT
TESKA
FACILITATOR



MAT CISS
TRANSYSTEMS
FACILITATOR



BEN VANDER WAL
TRANSYSTEMS
FACILITATOR



CHUCK STENZEL
TRANSYSTEMS
FACILITATOR





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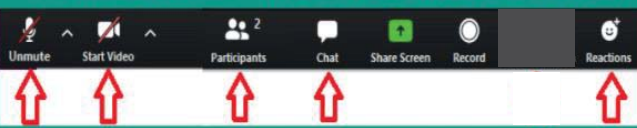
Introductions: Stakeholder Involvement Group

	Name	Affiliation	Title
1	Ms. Jill Anderson	Foglia YMCA	Interim Executive Director
2	Mr. Bob Atwater	Apex Landscaping	Owner
3	Mr. Michael Brown	Village of Lake Zurich	Director of Public Works
4	Mr. Joe Christopherson	Lake Zurich Fire Department	Deputy Chief - Administration
5	Mr. Roberto Diaz	Hawthorn Wood Unit 5	Resident
6	Mr. Douglas Duval	St. Matthew's Lutheran Church & School	Church & School Administrator
7	Mr. Greg Dwiell	Forest Lake Community Association	Board Chair
8	Ms. Erika Frable	Village of Hawthorn Woods	Director of Public Works/Village Engineer
9	Mr. Howard Goodman	Transit Management Association Lake-Cook	Executive Director
10	Mr. Michael Gressick	Copperfield of Hawthorn Woods	Resident
11	Mr. Jim Herriman	Quentin Road Baptist	Head Engineer
12	Ms. Elyn Kearney	Bridle Woods	Resident
13	Mr. John Kelly	St. Matthew's Lutheran Church & School	President/Chair
14	Mr. Joel Klippel	Forest Lake	Resident
15	Mr. Bill Koch	Hawthorn Garden Center	Owner

	Name	Affiliation	Title
16	Dr. Philip Lane	Old Barn Lane	Resident
17	Ms. Mia Langer	Hawthorn Trails	Resident
18	Mr. Marc Linhardt	Commuter	Commuter
19	Mr. Erich Massat	Wheeling Wheelmen TLEN Cycling Team / LZSD 95	Commuter / Bus Driver
20	Mr. Ryan May	White Birch Lakes	Resident
21	Dr. Dean Romano	Lake Zurich School District 95 / Spencer Loomis / Middle School North	Assistant Superintendent for Business & Operations
22	Mrs. Patrice Ronczkowski	Heather Highlands / Quentin Road Baptist / Ela Twp Republicans	Resident
23	Mr. Philip Ruiz	Lake County Stormwater Management Commission	Engineer
24	Mr. Rob Sabo	Wicklow Village Community Group	Resident
25	Mr. George Sambor	Architect / Planner / 35-year resident	Resident
26	Mr. Paul Smith	Wicklow Village Community Group	Resident
27	Ms. Kim Wasson	Forward Stride Stables	Owner

**Please turn your camera on when introducing yourself.*

- In the upper right corner:  Gallery View  Speaker View
- At the bottom: (hover your mouse to reveal)



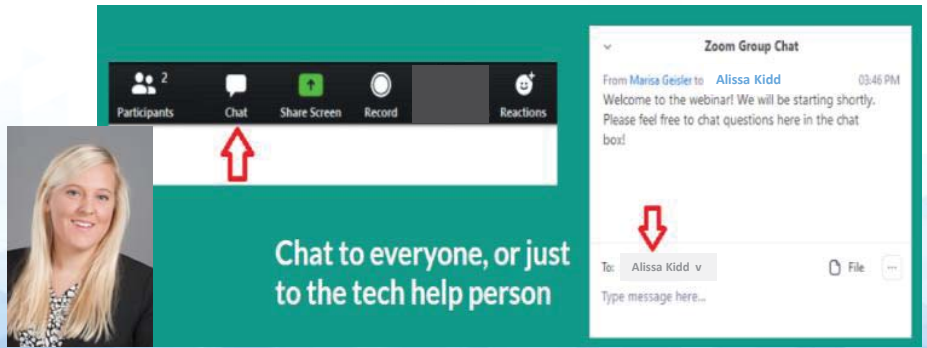
Keep mic and video off (looks like this - red line)

Zoom Utilization

- Click on either Gallery View or Speaker View to change your screen setting
- Please keep your mic and video off unless you are speaking

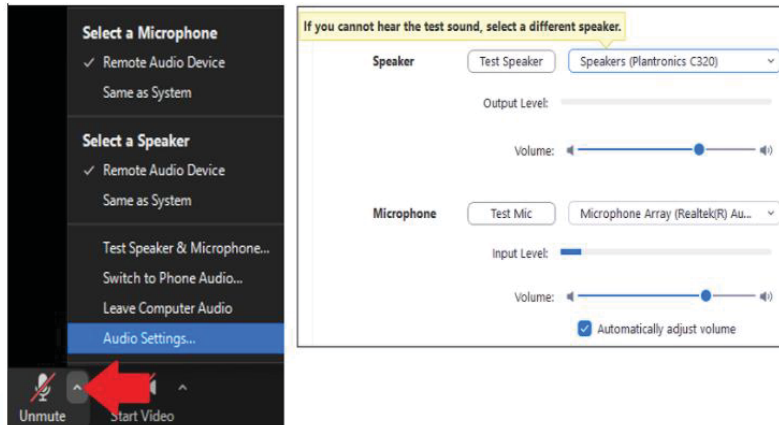
Questions & Comments?

- Open 'Chat' box
- Direct any questions and comments to Alissa Kidd
- Questions may be submitted at any time
- Comment Period and Q&A session after presentation



Chat to everyone, or just to the tech help person

- If you cannot hear any sound, you may need to adjust your audio settings
- If you are having technical difficulties, please contact Alissa Kidd
- The SIG Presentation will be recorded and will be posted on project website
- Please be courteous and have an open mind to all opinions. The SIG is meant to be a constructive and productive group to help provide input to the project team



Contact Alissa:
(312) 669-5848 or amkidd@transystems.com

Project Overview & Project Development Process

Project Overview

- The primary objective of this project is to improve:
 - Safety;
 - Traffic operations;
 - Connectivity for motorists, bicyclists, and pedestrians;
 within and surrounding the Old McHenry Rd, Quentin Rd, and CN Railroad area.
- Among other improvements, the project will evaluate the feasibility for a new grade separation for the CN Railroad at Old McHenry Rd.
- Lake County has identified this project in their 2040 Transportation Plan.
- Chicago Metropolitan Agency for Planning (CMAP) identified this as a priority crossing to be studied.



OLD MCHENRY CROSSINGS

Fairfield · Midlothian · CN RR · Quentin



Project Overview - Location

- The focus of the project is around the three intersections with Old McHenry Road:
 - Fairfield Road
 - Midlothian Road
 - Quentin Road
- Additionally, Canadian National Railway crosses Old McHenry Road between Midlothian Road and Quentin Road.
- Old McHenry Road, Quentin Road, and Fairfield are Lake County jurisdiction roadways. Midlothian Road is under IDOT jurisdiction.



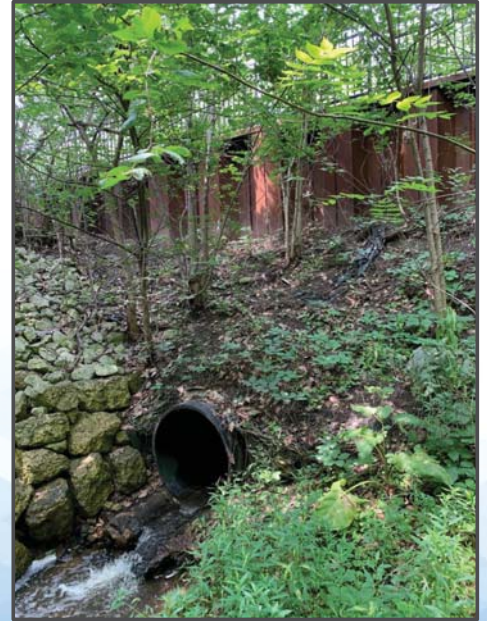
OLD MCHENRY CROSSINGS

Fairfield · Midlothian · CN RR · Quentin



Project Overview – Environmental

The project is currently undergoing detailed environmental surveys to identify wetlands, waterways/drainage areas, public lands, cultural/historic resources, and archeological resources.



OLD MCHENRY CROSSINGS

Fairfield • Midlothian • CN RR • Quentin



Project Development Process Overall



OLD MCHENRY CROSSINGS

Fairfield • Midlothian • CN RR • Quentin



PHASE 1 STUDY PROCESS



OLD MCHENRY CROSSINGS

Fairfield · Midlothian · CN RR · Quentin



Environmental Requirements

- National Environmental Policy Act (NEPA) - Federal Requirement
- Define Project Purpose and Need
- Full range of reasonable alternatives, including “no build” must be considered
- Comprehensive environmental review (avoid, minimize, mitigate)
- Environmental documentation

Engineering Requirements

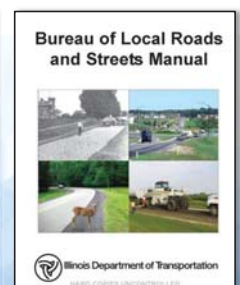
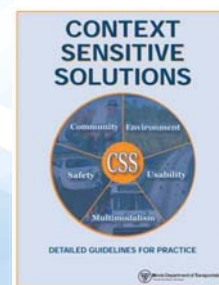
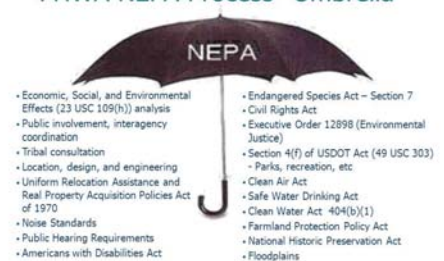
- Lake County DOT Design Guidelines
- IDOT Bureau of Local Roads and Streets Manual

Public Involvement – Context Sensitive Solutions (CSS) Principles

IDOT and FHWA Project Review and Approval

Project Development Process Phase I Engineering

FHWA NEPA Process “Umbrella”



OLD MCHENRY CROSSINGS

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Public Involvement Approach & Virtual Public Forum Summary



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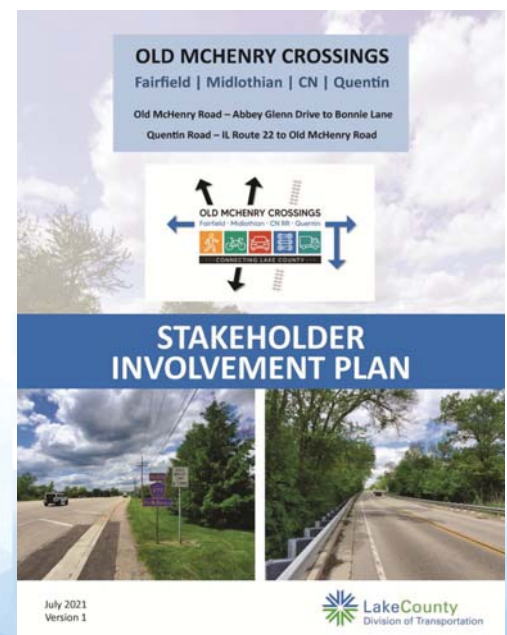
- **Stakeholder Involvement Plan (SIP)**

- Roadmap for the public engagement process and outreach
- Establishes roles and responsibilities
- Posted on the project website
- “Living Document” and can be updated to accommodate project needs as project develops
- Guided by principles of Context Sensitive Solutions (CSS)

- **What is Context Sensitive Solutions (CSS)?**

- CSS is an interdisciplinary project development approach that seeks effective, transportation facilities that fit into and reflect the project’s surroundings – its “context”
- No decisions by voting
- No guarantee that everyone will agree, but everyone’s voice will be heard

Public Involvement Approach



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REPRESENTATION

Public Involvement Approach Stakeholder Involvement Group

Foglia YMCA

Apex Landscaping

St. Matthew's Lutheran Church & School

Quentin Road Baptist Church

Hawthorn Garden Center

Forward Stride Stables

Middle School North/Spencer Loomis (LZCUSD # 95)

Lake Zurich Fire Department

Transportation Management Association of Lake-Cook

Lake County Stormwater Management Commission

Forest Lake Community Association

Village of Lake Zurich

Village of Hawthorn Woods

Hawthorn Woods Unit 5 Resident

Old McHenry Road Resident

Copperfield of Hawthorn Woods Resident

Old Barn Lane Resident

Hawthorn Trails Resident

Bridle Woods Resident

Heather Highlands Resident

Wicklow Village Community Group

Forest Lake Resident

Wheeling Wheelmen Bicycle Club / Lake Zurich School
District 95 Bus Driver

Commuter

RESPONSIBILITY:

- Commit to attend 5 planned meetings
- Collaborate with Project Consultant Team, providing input as part of project decision points

SIG MEETING PLAN:

- **Meeting #1** – Project overview, transportation issues and needs, and project goals and objectives. Purpose and Need introduction
- **Meeting #2** – Purpose and Need overview. Identification of initial alternatives and discussion of evaluation criteria
- **Meeting #3** - Screening of initial alternatives and identification of finalist alternatives
- **Meeting #4** - Evaluation of finalist alternatives
- **Meeting #5** - Preferred alternative design elements

Public Involvement Approach Stakeholder Involvement Group



GROUND RULES

- Agree to act as a team in a spirit of collaboration
- Candidly communicate local issues
- Respect all opinions
- Pass on information to constituents/ neighbors
- Provide timely reviews of all submittals with constituent feedback



The SIG will not vote on project related items, such as the preferred alternative. Input is sought from the SIG to assist the project team in the development of the project.

VIRTUAL PUBLIC FORUM

When the forum was open:

- Sept 30th – Oct 15, 2021

How we got the word out:

- 2,000+ postcards mailed to residents
- Hawthorn Woods + Lake Zurich sent announcements via newsletters, email lists + Facebook
- Lake County sent announcements via newsletters
- Changeable message board along Old McHenry Road

Virtual Public Forum #1 Summary



Welcome to the first Virtual Public Forum for the Old McHenry Road Crossings Project! We invite you to provide input on the Lake County Division of Transportation (LCDOT) project to improve the Old McHenry Crossings project area.

www.omxproject.com

Webstats

- 3,164 views of the Virtual Forum
- 8,454 views of the Project Website
- 110 Subscribers
- 72 General Comments
- 220 Mapped Comments
- 28 Stakeholder Volunteers

VIRTUAL PUBLIC FORUM

FOUR STATIONS

- 1. Get informed (*introduction*)
- 2. Share your input on a map (*comments*)
- 3. Volunteer to be a project stakeholder
- 4. Stay informed (*subscribe*)

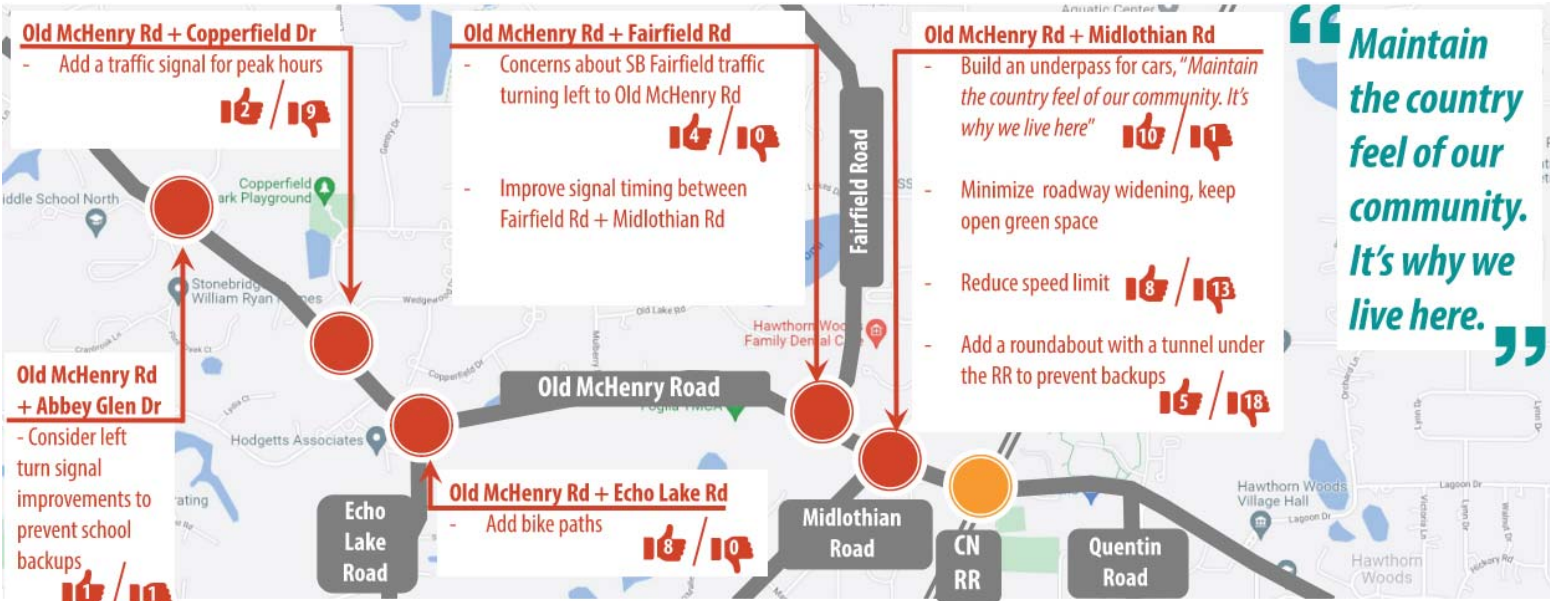


Station 2 · Share Your Input on a Map

The interactive mapping tool is provided for your comments.

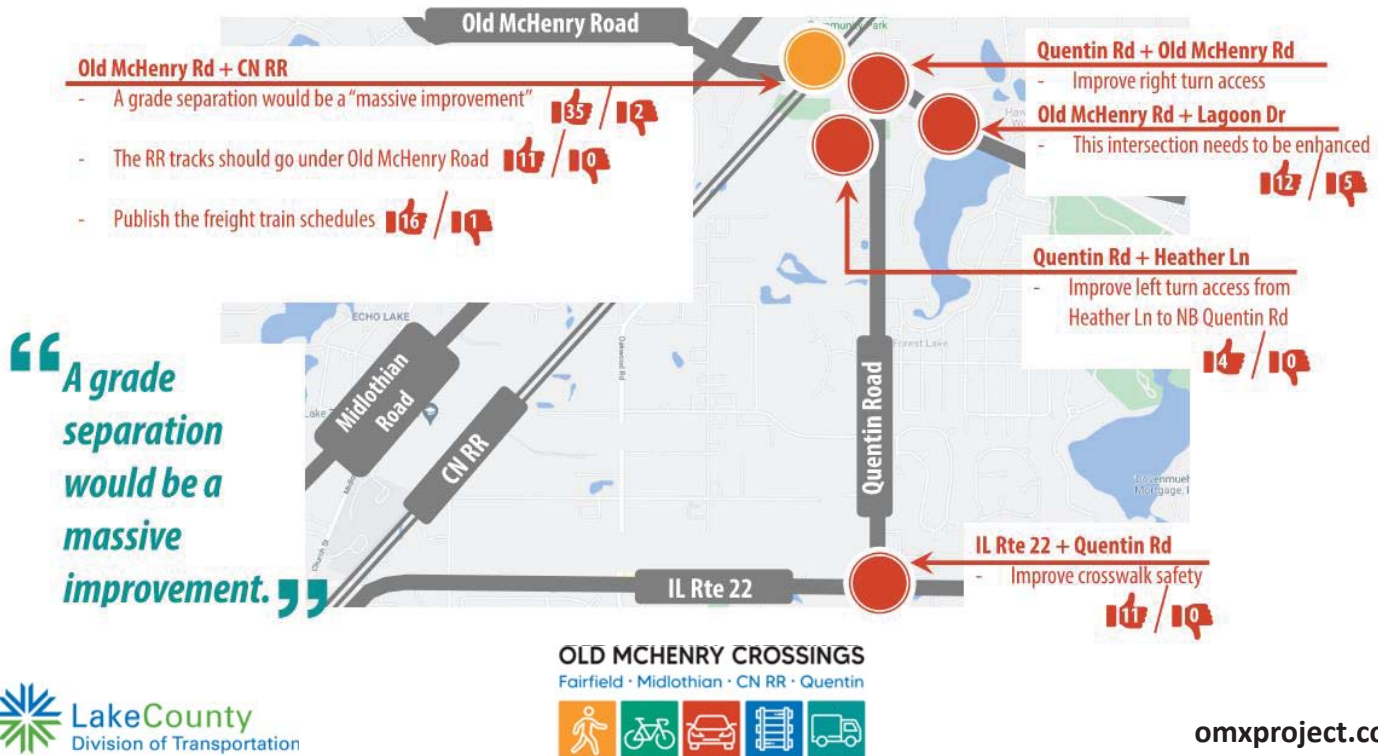
The interactive mapping tool is provided to collect and display your comments. Tell us about what challenges you see and what types of improvements should be considered throughout the Old McHenry Crossings area. The map legend includes the following categories: Accident/Safety; Bikes/Pedestrians; Flooding; Environmental; Traffic; and Idea or Suggestion. To interact with the map, select a category, drag and drop the icon onto the location you would like to comment on, and enter your comment. You may upload a photo or image to help explain your comment. Also, you may click on the 'activity' tab to view and respond to other comments from members of the community.

VIRTUAL PUBLIC FORUM MAPPED COMMENTS KEY TAKEAWAYS (1 of 2)



VIRTUAL PUBLIC FORUM MAPPED COMMENTS KEY TAKEAWAYS (2 of 2)

Virtual Public Forum #1 Summary



Virtual Public Forum #1 Summary

VIRTUAL PUBLIC FORUM WRITTEN COMMENTS KEY TAKEAWAYS

# TIMES REPEATED	COMMENT
15+	<ul style="list-style-type: none"> Concerns about design + construction impacts to adjacent institutions + businesses General support for a grade separation at Old McHenry Rd + CN RR
4-5	<ul style="list-style-type: none"> Incorporate bike + pedestrian facilities Comments advocating for and against widening Old McHenry Road + Quentin Road Concerns about impacts of additional RR traffic Questions about the definition of a grade separation
1-3	<ul style="list-style-type: none"> Accommodate emergency vehicle access Expand improvements to other surrounding roadways (Half Day Rd, 83 to Quentin; 53 extension) Calm traffic and reduce speed limit of Old McHenry Road Keep existing conditions as is Review + adjust signal timing Questions about how this project will be funded

Interactive Workshop #1

Large Group Exercise



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Fairfield · Midlothian · CN RR · Quentin



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Interactive Workshop #1

- Large Group Discussion to review outcomes from the Virtual Public Forum & Seek Input on Issues/Needs
- Interactive Exercise using Mentimeter
- Have your smart phone available for use to submit answers/responses & use computer to view questions.
- Live Results from SIG



Go to: www.menti.com



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Short Break



Interactive Workshop #2

Small Group Break Out Exercise



Small Group Breakout to Discuss:

- Project Issues & Needs (5 min)
- Discuss Relative Importance of Goals/Objectives (20 min)
 - Old McHenry Road Corridor
 - Quentin Road Corridor

Report Out to Large Group (15 min)

GROUP #1

Bob Atwater
Douglas Duval
Erika Frable
Marc Linhardt
Ryan May
Dean Romano
Patrice Ronczkowski
George Sambor
Paul Smith

Facilitated by:
**Matt Smith &
Gabi Van der Vant**

GROUP #2

Michael Brown
Roberto Diaz
Greg Dwiell
Jim Herriman
Ellyn Kearney
John Kelly
Joel Klippel
Erich Massat
Philip Ruiz

Facilitated by:
**Matt Huffman &
Pete Knysz**

GROUP #3

Jill Anderson
Joe Christopherson
Howard Goodman
Michael Gressick
Bill Koch
Philip Lane
Mia Langer
Rob Sabo
Kim Wasson

Facilitated by:
**Chuck Stenzel &
Mat Ciss**

Interactive Workshop #2

Small Group Reporting

Introduction to Purpose and Need

- Formal NEPA document that establishes the purpose for and the need for the transportation project (What? Where? Why?)
- Key elements include project history, socioeconomic and travel demand trends to year 2050, project setting. Compares existing conditions and future “No-Build” conditions with respect to mobility/capacity, safety, and operational deficiencies
- Comprised of technical analysis and Stakeholder Input
- Sets the stage for identification of a full and reasonable range of alternatives, and alternatives evaluation relative to transportation performance
- Alternatives must meet the project Purpose and Need to be considered in detail

Project Purpose and Need



FEDERAL HIGHWAY ADMINISTRATION (FHWA) VIDEO ON NEPA & TRANSPORTATION PROJECTS
[Categorical Exclusion - Environment- Federal-aid Essentials for Local Public Agencies \(dot.gov\)](https://www.fhwa.dot.gov/transportation/nepa/essentials/essentials.cfm)

Next Steps & Schedule

Next Steps & Schedule

- Project Surveys & Data Compilation
- Draft Purpose & Need Development
- SIG Meeting #2 – February 2022 (Targeted)



SIG Member Comments

Q & A

- Please Type Your Questions Into the Chat Box to Alissa
- The Project Team Will Work Through Answering Questions
- If You Have A Specific Questions Pertaining Your Property, Please Reach Out To The Project Team Outside Of This Meeting – Email at OMXTeam@transystems.com

SIG Meeting #1 – Summary
November 18, 2021

Attachment C

Interactive Workshop #1 Mentimeter Report



Old McHenry Road Crossings

SIG Meeting #1 | November 18, 2021 | 2pm

14

Virtual Sign In Sheet - please add your name

bob diaz

Rob Sabo

Kim Wasson

Marc Linhardt

Bill koch

Dean Romano

Erika Fable

Mike Gressick

Ryan May

19

Virtual Sign In Sheet - please add your name

Mentimeter

Howard Goodman

Jim Herriman

Jill Anderson

Philip Ruiz

Michael Brown

Greg Dwiel

Paul Smith

Patrice Ronczkowski

John Kelly

19

Virtual Sign In Sheet - please add your name

Mentimeter

Doug Duval

19

We heard about delays associated with the RR crossing.
Please rank the intersections that present the greatest concerns. (1=greatest concern)

Mentimeter



19

Are there other project areas that we should look into further?

Heather Lane and Quentin Road

fairfield and White Birch - death trap

Lagoon and Old McHenry

Milothian and March st

Lagoon and Old McHenry

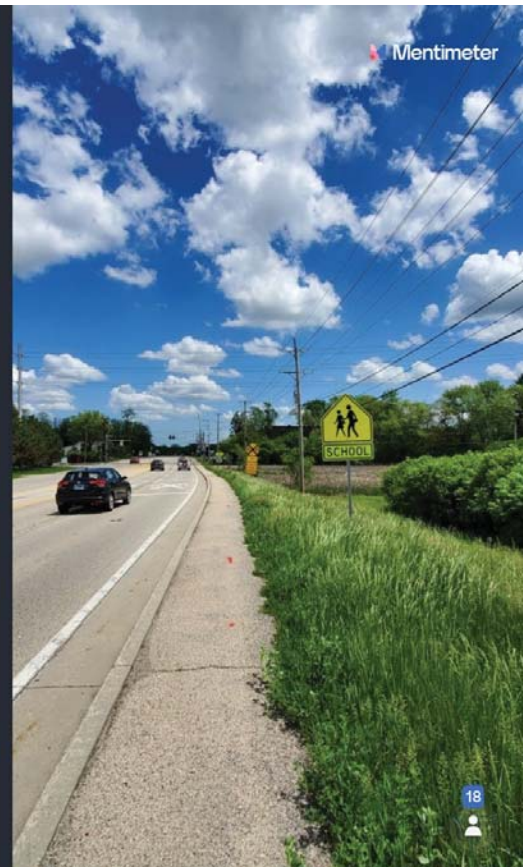
Midlothian and March

RR tracks on Gilmer turning onto Old McHenry Rd from residences north or south.

Exit from st Matthew to old mchenry

Midlothian and March

Mentimeter



18

Are there other project areas that we should look into further?

Fairfield and Holmes

Light at Quentin and old McHenry

Right turn lane in front of Hawthorn Gardens
Speedy drivers think they are turning on Quentin

Lakeside Dr and OMH Rd.

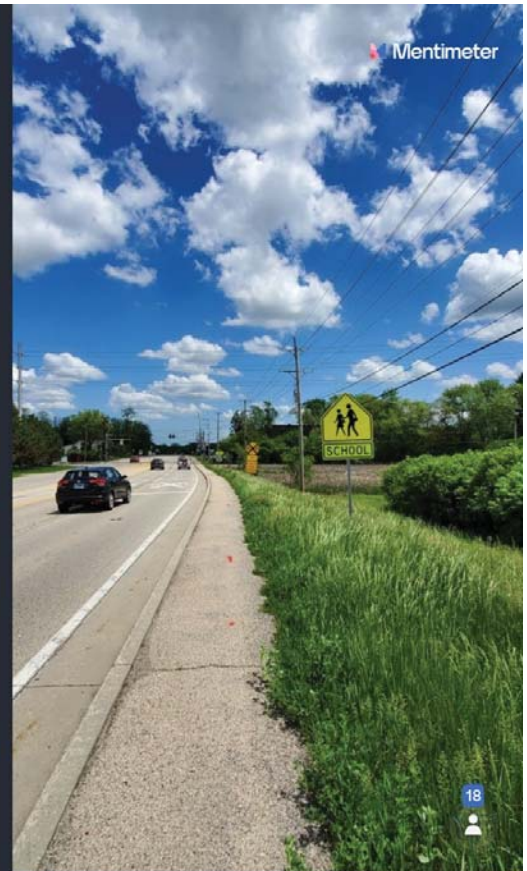
people bike on Old McHenry all the time and its dangerous without a path

a path on Old McHenry would be great too

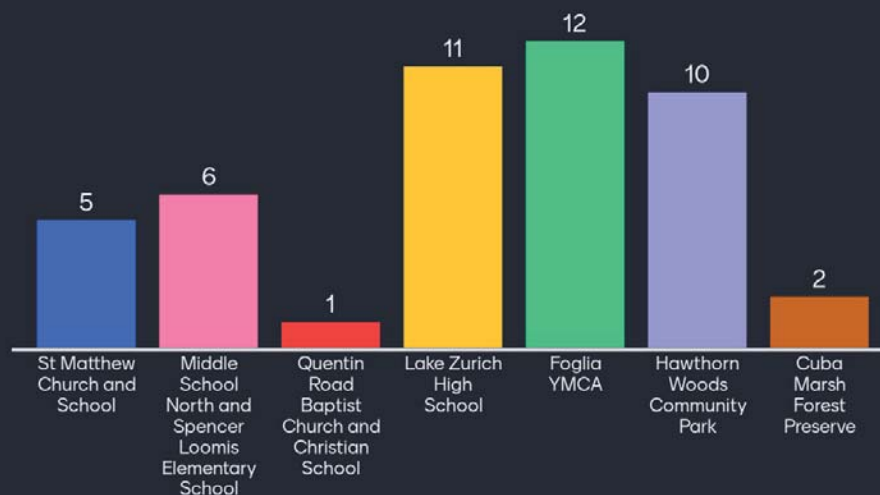
it needs to stay open

I know its a dark skies area, but lights would be nice

noise pollution is awful in that area



We heard about the need to make this corridor more bike / pedestrian friendly. Select your top 3 biking/walking destinations.





Are there other walking/biking destinations that we should review?

Mentimeter

Hawthorne
aquatic center

along quentin
rd from 22 to
HW community
park

None

I bike and run
through the
area and dont
stop.

HW Village Hall

Quentin Rd
South to Rt. 22

HW aquatic

7

What characteristics about the corridor are special and should be protected?

Mentimeter

natural land scape
country-rural
nature
open space
trees
wildlife
farming and horses
not seeing an overpass
historic buildings
country feel and glavor
grade separation
trees and nature
country
intentional design
open spaces
rural feel
fields
low profile
rural
forest lake
character

13

What other issues / concerns should we look into?

Mentimeter

avoid too much train traffic (for us residents)

Not making another rt, 12

Noise considerations with any proposed improvements

Longevity of the project

Speed and safety

Train noise

Protecting traffic flow especially while buses are on the road with our students.

Noise

Future proof

22

What other issues / concerns should we look into?

Mentimeter

Minimalistic solution

Any connection to existing bike trails, ie millineum path

Access to business and organizations

How church and Hawthorn Gardens is going to get out on old McHenry

prefer LESS traffic thru our area

Access to local businesses

Speed it's already a drag strip

The health of Forest Lake. How water will come into the lake and how will we keep it clean?

Reducing bottle necks in the area

22

What other issues / concerns should we look into?

Mentimeter

noise

Water shed

Ensuring train doesn't stop on tracks

Water management

22

Thank you!

Mentimeter

2