

VILLAGE OF ALGONQUIN
COMMITTEE OF THE WHOLE
Meeting Minutes
Algonquin Village Hall Board Room
March 24, 2009

AGENDA ITEM 1: Roll Call to Establish a Quorum

Present: Chairperson – Trustee Glogowski; Trustees Dianis, Smith, and Steigert, and President Schmitt. Trustees Sosine and Spella were not present.

Staff Members Present: William Ganek, Village Manager; Jenna Kollings, Assistant Village Manager; Bob Mitchard, Public Works Director; Russ Farnum, Community Development Director; Russ Laine, Chief of Police; Michael Kumbera, Administrative Analyst; Kelly Cahill, Village Attorney

AGENDA ITEM 2: Community Development
No items to discuss.

AGENDA ITEM 3: General Administration

A. Consider Amendment to Chapter 25, Escrow Fee Requirements

Mr. Farnum stated that the majority of the changes we are making to this chapter are general tweaks to make sure the ordinance is consistent. However, a major addition to the chapter is the requirement for a reimbursement agreement on the developer's part which they would sign with the Village, the terms of which are in the chapter. If the developer defaults on timely payment, we can collect interest on their past due amount; we can also withhold any other action related to their project, i.e., withhold building permits, site improvement permits, etc., until they have brought their escrow account up to date. Approval is recommended.

Mr. Dianis asked how we settled on the 90-day mark with respect to refunds. Mr. Farnum responded that we have to pay all of our related bills out of that account before we refund the remaining money, and we have to pay them within 90 days. We just want make sure we have sufficient time to clear all the bills before we refund what's remaining.

Mr. Glogowski inquired about the increase in the escrow account from \$200 to \$500. Mr. Ganek stated that the increase is in recognition of the fact that we haven't increased the escrow in quite some time. As long as they're going to get a rebate, if it's not being used, we felt it would be easier to get most of it up front and not use it up in the first month and have to keep asking them to replenish it.

The Committee of the Whole recommended unanimously that the Amendment to Chapter 25, Escrow Fee Requirements, be forwarded to the Village Board for consideration.

B. Consider Amendment to Chapter 33, Liquor Control, Increasing the Number of Certain Liquor License Classifications

Mr. Ganek stated that we have a couple of pending requests for liquor licenses. One is in the Class B, liquor store type classification, where there is a request for one on the East side in the shopping center where the Starbuck's is located. The Super Wal-Mart is completing its

expansion where they also want to include alcohol sales, which is a Class B-1, large grocery store, classification. Adding these licenses would satisfy these pending applications.

The Committee of the Whole recommended unanimously that the Amendment to Chapter 33, Liquor Control, Increasing the Number of Certain Liquor License Classifications, be forwarded to the Village Board for consideration.

C. Consider Lease Agreement for Cellular Equipment at Algonquin Cemetery

Michael Kumbera stated that the Village has been approached by Cricket to enter into a ground lease agreement. He stated that Cricket would be the third wireless provider at this site, and this is their first site agreement with the Village. Overall, the proposed plan has minimal impact on the site at the cemetery. The proposed financial terms include a \$5,000 one-time contribution, along with annual rental payments of \$12,000, which will increase three percent each year. The Village staff recommends approval of this agreement.

Mr. Ganek stated that Mr. Dianis pointed out a couple of clarifications and typographical errors that were noted, and, if this is considered, we will have a clean version at the next Village Board meeting.

The Committee of the Whole recommended unanimously that the Lease Agreement for Cellular Equipment at Algonquin Cemetery be forwarded to the Village Board for consideration.

AGENDA ITEM 4: Public Works and Safety

A. Presentation of the Randall Road Traffic Improvement Project by the McHenry Department of Transportation (DOT)

Jeff Young from the McHenry DOT stated that his goal is to gain consensus on the project and to gather input to assist with development of the final plan. The project includes improvements on Randall Road starting at County Line Road, going north to Ackman Road.

Mr. Young stated that the County has a separate project for Rakow starting at Ackman, extending east all the way to Route 31. That project has gone through Phase 1 and is in the middle of Phase 2. They are planning to construct the approximately \$30 million project some time around 2010. Some people get this project confused with the Randall Road project.

He stated that this is probably the most involved public involvement project since the Algonquin Western Bypass Feasibility Study. The Community Advisory Council, or CAC, is important because it is a key component in moving the project along; the CAC helped develop the criteria as to how the alternatives would be evaluated. As this project will cost upwards of \$80 million for construction, a key to maximizing the potential for future funding is developing what's called "a purpose and need" which was written by the CAC. It says, "Identify transportation system improvements that will enhance mobility and local access while addressing safety issues, community values and environmental impacts within the study area." It's that balance which they're trying to achieve during this task.

Wally Dittich from the McHenry DOT advised that the projected traffic will increase 30-40% between now and 2030. Safety is another big component of this project. In the last three years, there have been over 1,000 crashes along the corridor, a lot of them being capacity related. They started out with a lot of different options ranging from making Randall an expressway--a Palatine road-type system--all the way down to combinations of frontage roads or increased access.

Mr. Dittrich advised that, when they got into Level 2, they started asking some tougher questions about right-of-way impact, cost and feasibility, and then got down to four core alternatives which is what McHenry DOT presented at the public meeting last September.

At the Bunker Hill/Huntington intersection, he advised that turn lanes would be added on all four legs, and Stonegate Road would convert to right-in, right-out—that mainly has to do with the continuous flow intersection concept for Algonquin and Randall.

Mr. Dittrich stated that a CFI (Continuous Flow Intersection) is what they're proposing to use at Algonquin and Randall. It's an at-grade intersection that maximizes the flow of traffic through the intersection by allowing the different movements of traffic to flow at the same time. By doing those simultaneous movements, you're able to drastically increase the amount of traffic you're able to push through that at-grade intersection as opposed to a conventional intersection. He presented an overall schematic of how the CFI would work. CFIs have been built in NY, MD, LA, UT, MO and countless other states where they have been successfully implemented.

Mr. Dittrich explained why the CFI would be preferable versus what currently exists at the Algonquin/Randall Road intersection. The McHenry DOT web site has gotten a lot of use over the last five to six months; there's a wealth of information on there as far as the process—exhibits, how they got here, and so on.

President Schmitt inquired about access to Caputo's and Jewel and felt that the access points must be reconsidered to make this plan work.

Trustee Smith has a concern that this configuration would most likely push traffic into neighborhoods by limiting access, and businesses will suffer. It limits access for residents and consumers who want to shop in Algonquin, and he can't support this option.

Trustee Steigert felt the CFI concept was confusing. A major concern he has is that, even with an education period, local residents would be familiar with the configuration but not those from outside of the area. He also felt that, in snowy conditions, when the lane lines aren't clear, it would add to the confusion. No mention was made of the number of accidents at existing CFI intersections, so he was curious about that. Wally Dittrich stated that there would be overhead lane assignment signage to reinforce where to go. Julie Hoberg from McHenry DOT stated that the Utah State web site shows that the number of accidents at their CFI intersections has decreased, as has the severity of accidents because it reduced the number of conflict points.

With the CFI alternative, President Schmitt asked McHenry DOT to look at other access points off of Algonquin Road, both east and west of Randall Road.

Trustee Steigert asked if the CFI and parallel flow both have the same number of access points. Wally Dittrich responded that the parallel flow has a few more access points and would still add a third lane in each direction.

Trustee Dianis asked if any type of impact study has been done as to what these plans would do to existing businesses. Wally indicated that they are coming up with some tangibles but that, if nothing is done to Randall Road, as it gets more difficult for people to get to an area, they won't go there to shop.

Trustee Dianis then asked if traffic flows have been studied. Mr. Dittrich stated that they have been. Mr. Dianis asked if they have numbers--anticipated volumes that would exist on the frontage roads because of the lack of access off Randall Road. Wally stated that they will look

at that. Mr. Dianis stated that he liked the concept of CFI but was concerned about the length of time it's going to take to get to the businesses. He also has some concerns about the amount of traffic that will now be diverted to Bunker Hill Road and wondered if they had any traffic projections on that. Wally stated that they currently have those numbers and will provide them. All the meeting notes from the CAC are posted on the web site; the comments from the public meeting will also be provided to Mr. Ganek. Mr. Dianis asked them to define the properties that would be affected. Mr. Dittrich replied that the impacted property would be where they'd cut through a parking lot. The affected buildings would be Bank of America, the gas station and Walgreen's. Mr. Dianis again voiced concern over the economic impact versus someone's time.

Trustee Smith asked if there were data on cars passing through and those going to retail. Jeff stated "yes" and "no," but they were unable to determine destinations. Trustee Smith asked if they had data on the number of cut-ins they were proposing to eliminate. The response from Jeff was that they do. Trustee Smith inquired as to whether studies were conducted for weekday and weekend travel. Jeff responded that during weekday mornings, traffic was heaviest southbound; on weekends all bets are off going anywhere. Trustee Smith voiced his concerns about access whereby traffic would start utilizing neighborhoods to get around.

Mr. Dianis inquired as to how much McHenry County has spent on methods to change driver behavior, such as carpool. Jeff stated that they are talking to Chicago Metropolitan Agency for Planning to develop a Park & Ride lot at Virginia and Route 31 which would have 140 parking spots. Mr. Dittrich added that Pace is actively marketing their van pool program.

Trustee Steigert understands that the parallel flow intersection (PFI) has an advantage in that it saves access points but asked for a better clarification on how PFI and CFI work. President Schmitt stated that PFI hasn't worked anywhere yet. Jeff stated that they'll do more research and get back to the Village with further clarification. He stated that the input is appreciated. Wally said that he'd leave the PFI exhibit for review.

Trustee Dianis voiced his concern about there being a power outage; he feels there should be a fail-safe method for dealing with an outage. Jeff replied that there is battery backup in all signals now, but they will research on a larger scale.

Chairperson Glogowski echoes his colleagues' statements affirming that safety is a big concern; with a power outage, he wondered how long a delay would there be before power was reinstated. He asked about drivers running red lights and going into continuous flow and into oncoming traffic. He's also concerned about what studies have been done with CFI and how other streets will be impacted. He wonders how the traffic flows where people will adjust to this pattern, especially with the population in this area increasing and people not being as familiar with the CFI. He also raised a concern about economic issue in regards to having few access points on Randall Road--CFI 14 points closed, PFI 13 access points closed. What does floating pavement involve? Wally stated that the floating pavement is up near Miller Road and that the Woods Creek relocation option was something they had explored with Lake in the Hills. Trustee Glogowski asked if the widening of Randall Road from Ackman would be done in conjunction with Randall Road as one whole project. Jeff stated that they're planned as one project, but Rakow Road will be done in 2010 or 2011. There are \$6 million planned for this project. Trustee Glogowski asked what "length of structures" means. Jeff said that term has to do with the interchange options at Algonquin and Randall.

Chairman Glogowski stated that this discussion would be continued at a later date.

AGENDA ITEM 5: Executive Session

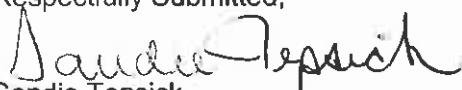
No items to discuss.

AGENDA ITEM 6: Other business
No items to discuss.

AGENDA ITEM 7: Adjournment

There being no further business, Chairperson Glogowski adjourned the meeting of the Committee of the Whole at 9:02 pm.

Respectfully Submitted,


Sandie Tepsick
Transcriber