

INTRODUCTION

The first public information meeting for the re-initiated Quentin Road Phase I Project was held on Wednesday December 9, 2015 at the Holiday Inn Express Chicago-Palatine/N Arlington Heights, Palatine, Illinois from 4:00 P.M. to 7:00 P.M. The purpose of the public meeting was to re-introduce the study, describe the planning approach, review the existing conditions, review the project needs and challenges and obtain public input.

A public hearing for the previous Phase I study for this section of roadway was held on December 8, 2009. Significant concerns about the potential environmental impacts of the proposed improvements were raised at the hearing; therefore the project did not advance to construction at that time. The public meeting recently held in December is the first step of the re-initiated study, which will prioritize environmental concerns and stakeholder involvement to evaluate various possible alternatives and determine the community's preferred improvements to the roadway.

NOTIFICATIONS

Prior to the public meeting, display ads were published in the Daily Herald to announce the public meeting and provide details. The public meeting notice was published on November 24 and December 3, 2015, 15 days and six days before the public meeting, respectively. The public meeting notice was shared with the Villages of Palatine and Deer Park and shown on the villages' websites and in the villages' newsletters. Invitation letters were mailed to elected officials and representatives of public agencies. Invitation letters were also sent to over 250 property owners along the project corridor. And lastly, two changeable message signs - one near the intersection of Quentin Road and Dundee Road and one near the intersection of Quentin Road and Lake Cook Road – were placed from December 2 to December 10, 2015, announcing the public meeting.

DAY OF MEETING

Attendees were greeted at a registration table and provided a project brochure. The public meeting included a fifteen minute, looping audio/video presentation that provided a general overview of the project. After viewing the presentation, attendees were directed to the main room that had exhibits on display providing further information about the project. A large scale aerial exhibit highlighting the existing conditions along the project corridor was shown along with a study area map and project schedule. Potential cross section alternatives along Quentin Road were also on display for comment. The project brochure provided a summary of the items in the presentation and on display.

A total of 157 people signed in at the public meeting, including a representative from the office of Cook County Commissioner Greg Goslin, Palatine Village Engineer, Mike Danecki, and Palatine Public Works Director, Matt Barry.

METHODS FOR MAKING COMMENTS AND PROVIDING INPUT

A formal comment area was provided at the public meeting where written comments could be made on comment forms. After the meeting, comments were received through email and regular mail. The official public meeting record only included comments received by December 23, 2015.

SUMMARY OF COMMENTS RECEIVED

General

More than 70 percent of the comments received expressed support for the project. Those in support of the project requested Quentin Road be widened for turn lanes and bicycle and pedestrian accommodations to improve roadway conditions and provide a safe experience. This level of support is similar to the support seen after the first public hearing in 2009. Support for the project comes from those who live along this section of Quentin Road and those in the surrounding communities.

Quentin Road Phase I – Dundee Road to Lake Cook Road
 Summary of Public Information Meeting No. 1 held on December 9, 2015
 February 8, 2016

The two most frequent subjects discussed were the number of lanes and bicycle accommodations. Nearly 70 percent of those commenting on the design of the roadway supported four or five lanes. Responses from residents who live within the project limits were split nearly evenly, nine to ten, regarding four or five lanes and three lanes respectively. However, comments from the surrounding communities were in strong support for four or five lanes (25 to 7).

Similar to the number of lanes subject, about 70 percent of comments related to bicycle accommodations support constructing a bike path. This support is strongest amongst the people who live along Quentin Road. Other comments requested an on-street bike lane and addition of both the bike path and the on-street bike lane.

Comment Breakdown

A total of 146 comments were received and were comprised of the following: 70 comments submitted by email, 69 written comments submitted at the public meeting and seven comments submitted by regular mail. Of the 146 comments, 57 were received from those who did not attend the public meeting. Three written reports were included in the 146 comments that were received. One of the reports included a sidewalk petition signed by 436 people which was a duplicate of a petition that was also received at the previous public hearing on December 8, 2009. The other two reports were also duplicates of information that had been received during the previous study.

The 146 comments were provided by 138 people. Six people provided both written comments and through email, one person provided both written comments and through regular mail and one person provided comments through email and regular mail.

The comments were reviewed and grouped geographically based on the commenter’s address. Five groups were created:

- Residents of Dunhaven Woods (Dunhaven Woods)
- Residents outside of Dunhaven Woods within the project limits (Within Project Limits)
- Residents of Palatine, Deer Park and Inverness outside the project limits (Palatine/Deer Park/Inverness)
- Residents outside of Palatine, Deer Park and Inverness (Other)
- Commenters whose residence is unknown (Unknown)

Palatine, Deer Park and Inverness residents living outside the project limits submitted the majority of comments. Two-thirds of all comments were received from those in this group combined with those within the project limits.

Comment Type	Total	Dunhaven Woods	Within Project Limits	Palatine/Deer Park/Inverness	Other	Unknown
Written	69	13	10	27	7	12
Email	64	8	4	25	8	19
Mail	5	1	1	3	0	0
Total	138	22	15	55	15	31

Note: Those who provided both written comments and through email or regular mail have been tabulated as written comments while the person who provided comments through email and regular mail has been tabulated as through email.

Project Support/Opposition

The majority of comments (72 percent) were in support of the project. This support was directed towards widening Quentin Road, providing bicycle accommodations, addressing the condition of the pavement and creating a safer roadway facility. Twenty-five percent of commenters gave no indication of support of or opposition to the project and 3 percent do not support the project.

Project	Total	Dunhaven Woods	Within Project Limits	Palatine/Deer Park/Inverness	Other	Unknown
Support	99	17	12	44	11	15
Neither	35	4	3	10	4	14
Oppose	4	1	0	1	0	2
Total	138	22	15	55	15	31

Number of Travel Lanes

A considerable number of the comments received indicated support for either a three lane or four/five lane cross section along Quentin Road. Approximately 68 percent stated that a four/five lane cross section was needed along the project corridor while 27 percent stated a preference for a three lane cross section and 5 percent asked that both be considered.

Number of Travel Lanes	Total	Dunhaven Woods	Within Project Limits	Palatine/Deer Park/Inverness	Other	Unknown
4/5 Lane	51	7	2	25	7	10
3-Lane	20	2	8	5	3	2
Either 3 or 4/5	4	1	0	2	0	1
Total	75	10	10	32	10	13

Bicycle Facilities

A majority of the comments received said there is a need for bicycle facilities along Quentin Road. Of those who supported the need for bicycle facilities, 69 percent were in support of a bike path, 23 percent supported a bike lane and 8 percent supported both.

Bicycle Facility	Total	Dunhaven Woods	Within Project Limits	Palatine/Deer Park/Inverness	Other	Unknown
Bike Path	51	9	10	19	6	7
Bike Lane	17	2	0	7	1	7
Both	6	0	0	3	2	1
Total	74	11	10	29	9	15

Deer Grove Forest Preserve Bike Path Crossing

Comments received suggest safety improvements are needed for the existing bike path crossing at Deer Grove. The majority of these comments (50 percent) did not have a preference to the type of crossing but 26 percent supported an underpass, 15 percent supported an overpass and 9 percent supported a signal.

Crossing Type	Total	Dunhaven Woods	Within Project Limits	Palatine/Deer Park/Inverness	Other	Unknown
No Preference	17	0	0	8	5	4
Underpass	9	1	1	5	0	2
Overpass	5	1	0	3	0	1
Signal	3	0	1	1	0	1
Total	34	2	2	17	5	8

Other Comments

A number of other comments received mentioned the need to address the following: The deteriorating pavement, protecting the environment, reducing the speed limit within the project corridor and installing a traffic signal at the Ruhl Road intersection.

Comment	Total	Dunhaven Woods	Within Project Limits	Palatine/Deer Park/Inverness	Other	Unknown
Address Deteriorating Pavement	15	1	1	11	1	1
Protect Environment	14	4	1	4	3	2
Reduce Speed Limit	11	5	4	0	1	1
Traffic Signal at Ruhl Road	5	3	0	2	0	0