



ELA ROAD at
LONG GROVE ROAD
Intersection Improvement

Public Hearing
Commonly Asked Questions & Answers
(for internal use only – do not distribute to the public)

The following is a list of anticipated commonly asked questions that will be encountered during this project's Public Hearing. The accompanying answers are provided so that the project team can provide a consistent response to these key, sensitive questions which are expected to be asked by either opponents of the project or members of the public who have no prior knowledge of the project. **This list is intended for internal use by the project team only and should not be distributed to meeting attendees.**

1. Question: What are you going to do with my comments and how will my comments be incorporated into the project?

Answer: Comments provided tonight or after the meeting by July 12th will be documented in the planning report for this project. Comments that provide new information that was not known at the time previous decisions were made about the project design will be considered for changes to the design. The nature and scope of this new information will determine what action will be taken. Responses to comments will be posted to the project website.

2. Question: Why are you making improvements to this intersection if it won't significantly improve traffic progression along Ela Road?

Answer: This intersection is being improved to increase safety for bicyclists and pedestrians. The improvements at this intersection will also accommodate and work with future improvements to the intersection of Ela Road at Lake-Cook Road to improve traffic flow along Ela Road.

3. Question/Statement: I think that the public involvement process was a formality with a pre-determined outcome. You are wasting our time.

Answer: Several aspects of the project have been revised or incorporated as a result of public input. These are described in more detail in the brochure and in the exhibits at Station 3.

4. Question: How is this project improving vehicular safety?

Answer: Vehicular safety is being improved by providing turn lanes and dedicated turning times for vehicles turning left from Ela Road and from Long Grove Road. Illegal shoulder riding, which increases crashes, will be prevented by the new curbing along Ela Road.

5. Question: Why weren't peak hour turning restrictions considered instead of a traffic signal?

Answer: Driver compliance with peak hour turning restrictions at other locations in the area has been observed to be low. As a result, peak hour turning restrictions were eliminated from consideration for this project because they were expected to be ineffective.

6. Question: Why was a traffic signal chosen instead of a Rapid Rectangular Flash Beacon (RRFB)?

Answer: A traffic signal is expected to provide higher rates of driver compliance to stop for pedestrians and bicyclists. At locations where a traffic signal is warranted for current or future traffic needs, a traffic signal is usually chosen instead of an RRFB.

7. Question: What improvements can be considered to Fox Glove Lane (North) to improve safety as part of the Preferred Alternative?

Answer: During the final design of this project, the project team may meet with the Village of Barrington and the Fox Glove homeowner's association to discuss converting the Fox Glove Lane (North) intersection to be right-in only. This will prevent left-turns out of Fox Glove Lane (North), which have been identified as a difficult turning maneuver.

8. Question: How will trees in the Cuba Marsh Forest Preserve be impacted by this project, and how has the project minimized these impacts?

Answer: Trees within the limits of the grading required to build the road will be removed, and invasive species within the vicinity of the project may be removed. Tree impacts have been minimized by adjusting ditches and grading limits to avoid quality trees.

9. Question: What types of property will be purchased for this project and how will my property be impacted?

Answer: A small amount of permanent right-of-way will be purchased adjacent to the intersection to provide room to construct new sidewalk ramps. Some permanent easements will be purchased along Ela Road to provide space to install and maintain the drainage systems, including culverts underneath the road and ditches adjacent to the road. Temporary easements will be purchased from several property owners to allow space for grading beyond the roadway. The Preferred Alternative exhibit in Station 2 shows the impacts to each property.