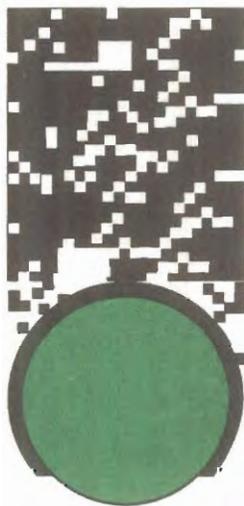


Strategic Regional Arterial

**Palatine/Willow Road (Vol. II)
from U.S. Route 14 (Northwest Highway)
to Interstate 94 (Edens Expressway)**



**Operation
GreenLight**

**Illinois Department of Transportation
April, 1993**

FOREWORD

Palatine/Willow Road is a Strategic Regional Arterial in Cook County between U.S. Route 14 (Northwest Highway) in Palatine and Interstate 94 (Edens Expressway) in Northfield. The Strategic Regional Arterial (SRA) report for Palatine/Willow Road has been prepared for the Illinois Department of Transportation and the Strategic Regional Arterial Subcommittee of the Work Program Committee of the Chicago Area Transportation Study by Harland Bartholomew & Associates, Inc.

As an SRA route, Palatine/Willow Road is intended to function as part of a regional arterial system, carrying high volumes of long-distance traffic in conjunction with other SRA routes and the regional expressway and transit systems. This report is one element of a long-range plan for all routes in the SRA network. Together, the route studies constitute a comprehensive, coordinated plan for the entire SRA network.

Volume I of this report includes a description of the SRA study objective and process, a detailed exposition and analysis of the existing route conditions, recommendations for ultimate, low-cost and post-2010 improvements, and exhibits of existing facility, environmental, and developmental characteristics and recommended improvements. Volume II contains details and documentation of the public involvement process including citizen comments.

SECTION FOUR

PUBLIC INVOLVEMENT

4.1 THE PUBLIC INVOLVEMENT PROCESS

The public involvement process includes three elements: three SRA Advisory Panel meetings, the public hearing, and the newsletters to the Panel members and coordinator. The Panel meetings were held on March 9, 1990 and November 15, 1990. The final Panel meeting will be held prior to the public hearing. The final Panel meeting and the public hearing are scheduled for the Spring of 1992. SRA newsletters – called the **Spotlight** – were issued in July, October, and December, 1990; and March, May, July and October, 1991.

Copies of the meetings minutes and newsletters are included as Sections 4.2 through Sections 4.4.

4.2 ADVISORY PANEL MEETING MINUTES

The advisory panel for Palatine/Willow Road met three times during the route study: March 9, 1990; November 15, 1990; and April 22, 1992. At the first Panel meeting, presentations were made to introduce the SRA system, its relation to the 2010 TSD Plan and Operation GreenLight, and the SRA study process. At the November 1990 meeting, presentations were made to review progress on the SRA study and alternative improvement concepts to be considered for Palatine/Willow Road. At the final Panel meeting, the recommended improvements were presented as in the Preliminary Draft Report.

At each of the Panel meetings, opportunity was provided for those attending the meetings to ask questions, make comments and discuss the presentation and recommendations. In addition to the officials from municipalities and counties along the route, panel members included representatives of other organizations interested in transportation within the Palatine/Willow Road corridor.

Copies of the minutes of the Panel meetings are contained in the following pages.

Harland Bartholomew & Associates, Inc.

Planning • Engineering • Landscape Architecture

MEETING MINUTES

**STRATEGIC REGIONAL ARTERIAL SYSTEM
ADVISORY PANEL MEETING
PALATINE/WILLOW ROAD**

**8:30 AM - MARCH 9, 1990
PROSPECT HEIGHTS CITY HALL
1 N. ELMHURST ROAD
PROSPECT HEIGHTS, IL**

The SRA Advisory Panel Meeting for Palatine/Willow Road was held between representative of the Illinois Department of Transportation (IDOT), Chicago Area Transportation Study (CATS), Harland Bartholomew & Associates (HBA), and the Study Advisory Panel Members on March 9, 1990 at the Prospect Heights City Hall. Attendees are listed on the attached Meeting Register. Results and specific items discussed are outlined as follows:

1. Eugene Ryan (CATS) provided introduction and discussion of the 2010 TSD Plan, Operation Greenlight, and the SRA System.
2. Richard Starr (IDOT) provided the Introduction to the SRA Study.
3. Paulette Carolin (HBA) provided an Overview of the Study Process and Discussion of the SRA Design Concept Development.

Following the presentations, the Advisory Panel Members had these questions and comments:

1. Will the study take into account the differences along the route (such as industrial areas versus residential areas) or will there be a single standard for the proposed improvements along the route.
Ans: The study will consider the need for different treatment along different portions of the route.
2. The study should consider the need for bicycle crossing on multi-lane arterials.
3. Will the Techny Studies be taken into account in the SRA Study? Ans: Yes, SRA Study will be coordinated with all ongoing studies including Techny.
4. How many public hearings will there be? Ans: One in each county for each route.



5. What will format be for public hearing? Ans: Open house format, with proposals displayed and CATS, IDOT and Consultant Staff available to answer questions. A court reporter will be present to take formal statements.
6. Will consultant recommended final plan or will it be a joint advisory panel/consultant recommendation? Ans: An important part of the process is building consensus on the long range plan for each route. Hopefully there will be a consensus of the advisory panel on the final recommendation. Contractually, the consultant has the responsibility to prepare the final recommended plan.
7. Will the study address the current IDOT standards? Ans: Yes, the consultant will review the IDOT standards and recommend what changes may be appropriate for SRA routes.
8. Will the study consider Level of Service Standards on the route? Ans: Yes.
9. How will the study address rail? Ans: Grade separations on the SRA routes is one of the types of improvement to be considered; also, the study will consider improvements in access to commuter rail stations.

Please inform the writer of any revisions or modifications to these meeting minutes.

Respectfully Submitted,

A handwritten signature in cursive script that reads "Robert A. Duchek". The signature is written in black ink and includes a small circular mark at the end.

Robert A. Duchek

RAD:cr

cc: Nancy Magnus
Attendees

SRA ADVISORY PANEL MEETING

Route: WILLOW ROAD / PALATINE ROAD

Meeting Location: PROSPECT HEIGHTS CITY HALL

Date: MARCH 9, 1990

Name	Representing
MICHAEL KRITZKE	VILLAGE of WHEELING
Mark Schottmann	Village of Arlington Hts
NEIL D. FERRARI	IDOT - DIV. of PUBLIC TRANSPORTATION
Kathleen E. Moore	Village of Northfield
Michael Danekci	Village of Palatine
IRV BENJAMIN	COOK COUNTY HWY DEPT
KENNETH BENDER	VILLAGE of ARLINGTON Hts
Bob Kiely	City of Prospect Heights
JOHN NOVINSKI	VILLAGE of NORTHFIELD
Bill Baltusis	LAKE - COOK TMA
JIM FORD	NIPAC

MEETING MINUTES

**STRATEGIC REGIONAL ARTERIAL SYSTEM
ADVISORY PANEL MEETING
PALATINE/WILLOW ROAD**

8:00 A.M. - NOVEMBER 15, 1990
NORTHBROOK VILLAGE FIRE DEPARTMENT
740 DUNDEE ROAD
NORTHBROOK, ILLINOIS

The **SRA Advisory Panel Meeting** for **Palatine/Willow Road** in Suburban Cook County was held among representatives of the **Illinois Department of Transportation (IDOT)**, **Chicago Area Transportation Study (CATS)**, **Harland Bartholomew & Associates (HBA)** and the **Study Advisory Panel Members** on November 15, 1990. Attendees are listed on the attached Meeting Register. Results and specific items discussed are outlined as follows:

1. Eugene Ryan (CATS) provided an introduction and brief review of the SRA system and its role in the 2010 TSD Plan.
2. Polly Carolin (HBA) provided a brief review of the SRA study process, discussed the physical relationship between IL-64 and intersecting major transportation corridors, displayed the existing and desirable conditions for the route, and reviewed alternatives to be studied for bringing the existing roadway to the desirable level of improvement.

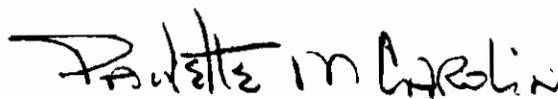
Following the presentations, the Advisory Panel Members had these questions and comments:

1. The Village of Northbrook recommended that the interchange with I-294 be modified to handle traffic onto the expressway more efficiently.
2. Concern was expressed that the alternatives did not adequately reflect the need for improved mass transit facilities. Others commented that such facilities would not significantly reduce demand for roadway improvements.

3. The Village of Northbrook noted that a new Metra station is being proposed for the Milwaukee line at Willow.
4. The Village of Northfield commented on four topics: a) new development at Techny is expected to significantly increase traffic through Northfield; b) Sunset Ridge Elementary School is a primary concern associated with widening Willow; a pedestrian grade separation has been studied and may not be feasible; c) the closing of Old Willow Road at its western intersection with Willow in Northfield would be acceptable only if the closure were heavily landscaped; and d) the Village has examined the possibility of other intersecting road closures, and supports signal interconnection and coordination.
5. IDOT commented that right-of-way (ROW) cannot legally be acquired from other units of government without their permission.
6. The Village of Arlington Heights was less concerned about consistency of the cross section than the impact of grade separations on access to abutting commercial properties and associated additional ROW needs on abutting homeowners. A consistent eight-lane arterial cross section is expected to be the most acceptable of the alternatives to the Village.
7. It was generally agreed that the existing cross section between Rand and Schoenbeck is less than desirable.

Please inform the writer of any revisions or modifications to these meeting minutes.

Respectfully submitted,



Paulette M. Carolin, AICP

cc: Nancy Magnus, with attachments
Attendees

SRA ADVISORY PANEL MEETING

Route: Palatine / Willow

Meeting Location: Northbrook Fire Building

Date: 11/15/90

Name	Representing
MICHAEL KUTZKE	Village of Wheeling
DAVID LOTHSPERH	Village of Northfield
JOHN NOVINSKI	Village of Northbrook
Dick Falcone	Village of Northbrook
DICK MARTSON	Village of Glenview
BOB HULL	HAKLAND BARTHOLOMEW & ASSOC.
Arlene Cottrop	NWMC
RON HUTCHENS	TMA OF LAKE COOK
Mark Schrottmann	Village of Arlington Hts.
LINDA BOLTE	IDOT - Office of PLG + PROG
JIM FORD	NIRC
Elly Cardin	HBA

MEETING MINUTES

**STRATEGIC REGIONAL ARTERIAL SYSTEM
ADVISORY PANEL MEETING
PALATINE/WILLOW ROAD**

**APRIL 22, 1992 - 10:00 AM
NORTHWEST MUNICIPAL CONFERENCE
1616 E. GOLF ROAD
DES PLAINES, ILLINOIS**

The third SRA Advisory Panel Meeting for Palatine/Willow Road in Cook County was held between representatives of the Illinois Department of Transportation (IDOT), Chicago Area Transportation Study (CATS), Harland Bartholomew & Associates (HBA) and the Advisory Panel Members on April 22, 1992 at the office of the Northwest Municipal Conference. Attendees are listed on the attached Meeting Register. Results and specific items discussed are outlined as follows:

1. Rob Hull of HBA provided a brief review of the SRA study objectives and study process and then discussed the SRA project recommendations outlined in the draft SRA report for Palatine/Willow Road.

2. The Village of Northfield Inquired as to the public meeting format.

Response: Public meeting will be held in an open house format. The public will be invited to view a slideshow and exhibits and are encouraged to ask questions and record statements concerning the improvements.

3. The Lake-Cook T.M.A. questioned whether the SRA study will recommend new ramp configurations or interchange types at Interstate 294.

Response: Recommendations at this interchange do not include total interchange reconstruction, but rather increasing capacity with the existing diamond configuration. Traffic circulation at this interchange,



Palatine/Willow Road Advisory Panel
Meeting Minutes
April 22, 1992
Page 2

and in this corridor in general, would also be improved by a more equitable interchange spacing along Interstate 294.

4. The Village of Northbrook questioned whether the SRA study has determined what affect additional interchanges along Interstate 294 will have on congestion.

Response: No, SRA study has not determined the potential reduction in Palatine traffic volume due to additional Interstate 294 interchanges.

5. Village of Northfield asked if the Edens spur has ever been studied for the addition of a westbound Interstate 94 to southbound Interstate 294 movement.

Response: This movement has not been studied.

6. Village of Arlington Heights questioned whether the final report will give two alternates for the year 2010 recommendation or will a determination be made prior to the final report printing.

Response: SRA study will not make a determination between 2010 alternates in order to lessen confusion with recently initiated Phase I study. That study will determine which of the recommended alternates will provide the most desirable operating features on the facility. The SRA study will provide good preliminary input to the Phase I consultant.

7. City of Prospect Heights requested that a pedestrian grade separation be included in the plans at Schoenbeck Road to facilitate safer pedestrian access to schools and parks on the southwest corner.
8. Village of Glenview asked when these recommended improvements will be constructed.

Response: No timetable has been established since there are presently no funds available for the SRA improvements.

9. Village of Glenview inquired as to how the SRA report will effect ongoing studies of the route.



Palatine/Willow Road Advisory Panel
Meeting Minutes
April 22, 1992
Page 3

Response: Ongoing studies will continue and coordination between the two studies will occur where applicable. Some studies (e.g., Gateway Study) will allow money to be released for Phase I engineering upon their completion and further coordination between the SRA study will occur at that point.

10. The Village of Northbrook asked whether IDOT is willing to make a major expenditure on a project that is unwanted by the locals.

Response: With limited funds for roadway improvements, IDOT is most likely to make funds available to those communities who desire the improvements.

11. Lake-Cook T.M.A. stated that IDOT should set priority for improvements based on need or benefit, not solely on community acceptance.

Response: Lobbying by outside groups for particular improvements would be beneficial in bringing such projects into the forefront.

12. Village of Glenview asked for an explanation of the variation in median widths used along the route and whether they can be reduced.

Response: Median widths are based on the degree to which access can be controlled along the route. Yes, the width can be reduced at some locations.

Please inform the writer of any modifications or revisions to these meeting minutes.

Respectfully submitted,

HARLAND BARTHOLOMEW & ASSOCIATES, INC.

Mark W. Peterson, P.E.

MWP/bp

cc: Nancy Magnus, IDOT
Advisory Panel Members

SRA ADVISORY PANEL MEETING

Route: PALATINE / WILLOW ROAD

Meeting Location: NORTHWEST MUNICIPAL CONFERENCE

Date: APRIL 22, 1992

Name	Representing
ROB HULL	HARLAND BARTHOLOMEW & ASSOC.
Jim Smirlas	Village of Glenview
Mark Stinson	Harland Bartholomew & Assoc.
Dick Falcone	Village of Northbrook
TOM POUPARD	NBK
Ed Rotchford	CITY OF PROSPECT HEIGHTS
David Soglin	NWMC
CRAIG RYAN	NORTHFIELD
Dave Letourneau	NORTHFIELD
LES SWIEGA	IDOT DIST. 1
MARY BAK	GLENVIEW
KATHLEEN ROSE	CATS
Eugene Ryan	CATS
NANCY MAENUS	IDOT
Rich Starr	IDOT
Mike Danecic	Village of Palatine

4.3 PUBLIC HEARING MINUTES AND RECORDED COMMENTS

A Public Hearing was held on May 20, 1992 to present recommended improvements to Palatine/Willow Road as part of the SRA system and to obtain public input. The Public Hearing was conducted in an open house format with exhibits displayed showing the recommended improvements for the entire SRA route on aerial photographs as well as typical roadway cross-sections. Also, a slide presentation was shown every half-hour during the hearing. These presentations included the scope and objectives of the SRA system; the relation of Palatine/Willow Road to the overall system; and the scope of recommended improvements for the entire SRA route.

Representatives of the Illinois Department of Transportation (IDOT) and the SRA project consultant were available during the hearing to discuss the project and answer questions. A court reporter was present during the hearing to take oral comments, and written statements were accepted during the hearing. An additional period of 30 days following the hearing was provided for submission of written statements to the IDOT District One office.

Included in this section are copies of the following:

- public hearing notice,
- public hearing handout,
- summary of public hearing,
- public hearing register (Attachment A),
- slide presentation narrative (Attachment B),
- recorded oral comments (Attachment C),
- written comments (Attachment D), and
- IDOT response letters (Attachment E).



**Illinois Department
of Transportation**

**INVITES YOU TO ATTEND
A PUBLIC HEARING**

CONCERNING:

**PALATINE/WILLOW ROAD
between US ROUTE 14 (Northwest Hwy.) and
INTERSTATE 94 (Edens Expressway)
in COOK COUNTY**

**WEDNESDAY, MAY 20, 1992
2 p.m. - 8 p.m.
RAMADA INN NORTHBROOK
2875 N. MILWAUKEE AVENUE
NORTHBROOK, IL 60062**

PURPOSE OF HEARING:

- **To present recommended improvements for Palatine/Willow Road as part of the Strategic Regional Arterial (SRA) system**
- **To obtain public input**

A slide presentation will be shown every half hour starting at 2 p.m. with the last show at 7:30 p.m. Exhibits will be on display with Illinois Department of Transportation personnel available to discuss the project and to answer questions.

This hearing will be handicapped accessible. Those persons planning to attend and in need of special accommodations should contact Rich Starr at (708) 705-4095 in the District One office.

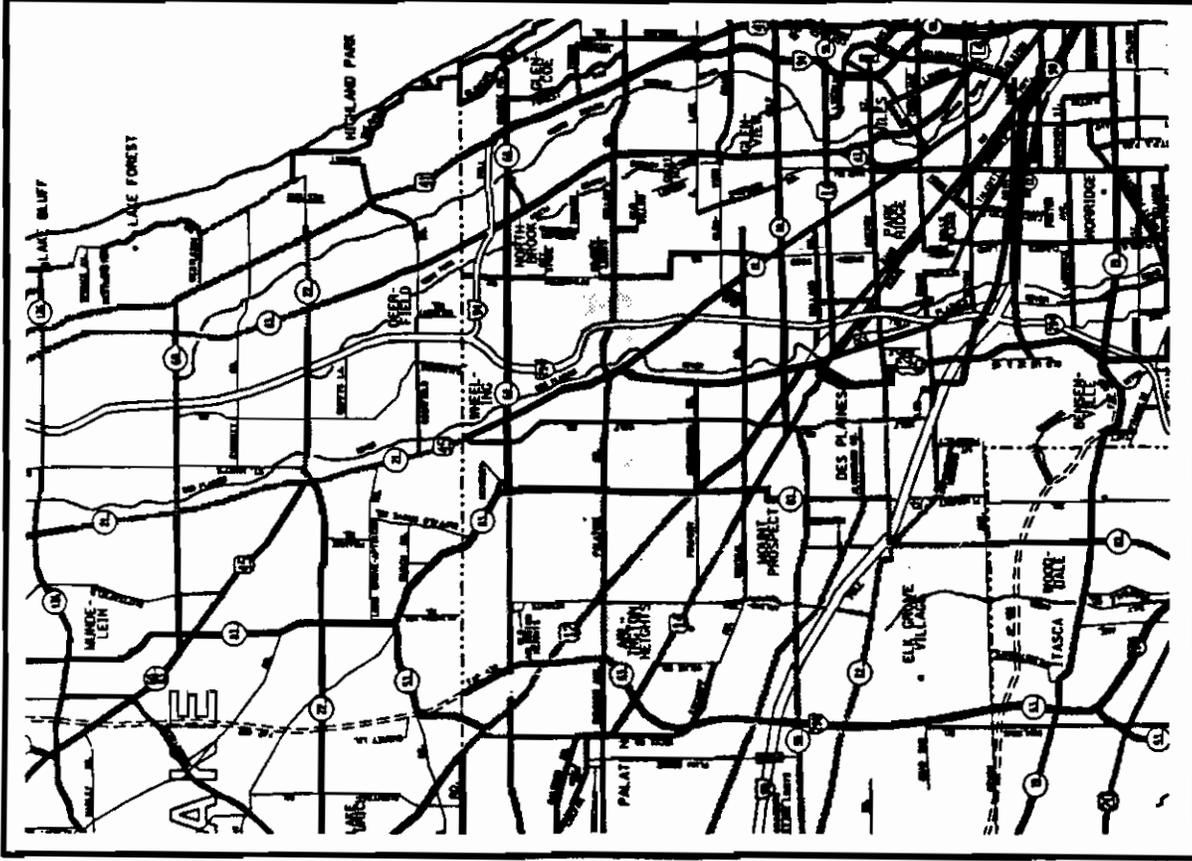
DISTRICT ONE OFFICE

**Illinois Department of Transportation
District 1
Division of Highways
201 West Center Court
Schaumburg, IL 60196-1096**

Strategic Regional Arterial Operation GreenLight



Palatine/Willow Road
between US Route 14
(Northwest Highway)
and Interstate 94
(Edens Expressway)
in Cook County



Regional Location Map

District One

There are several principal divisions within the Illinois Department of Transportation. The Division of Highways is responsible for the design, construction, operation and maintenance of the state highway system and also the administration of the state's local roads and street programs.

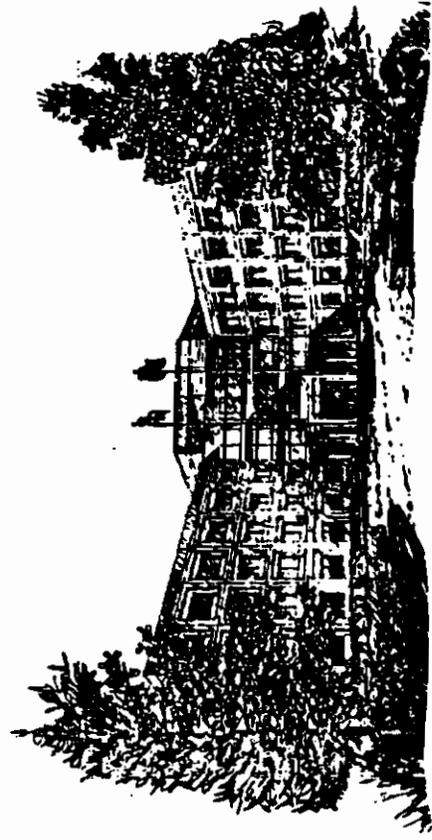
Nine geographical districts exist within the Division of Highways. Each district is responsible for the divisional operations within their assigned areas. District One, whose headquarters is located in Schaumburg, encompasses six counties in northeastern Illinois: Cook, Lake, McHenry, DuPage, Kane and Will.

Program emphasis has been and will continue to be on the improvement of the existing system rather than extended new construction. This effort protects past highway investments and maximizes the program's contribution to economic recovery.

Approximately \$1.8 billion will be provided during Fiscal Years 1993-97 for improvements to state highways in District One.

District One Fiscal Year 1993-97 Objectives

- 81 miles of interstate rehabilitation
- 131 interstate bridge rehabilitations
- 113 other bridge rehabilitations & replacements
- 497 miles highway widening & resurfacing
- 89 miles major highway construction
- 269 traffic & safety improvement locations



District One Headquarters in Schaumburg

The Illinois

Department of Transportation

Illinois contains over 137,000 miles of highways and streets. This system is owned and operated by four levels of government: state, county, township and municipal.

The Illinois Department of Transportation (IDOT) is responsible for the state owned and operated portion of this vast system. The following is a list of some of IDOT's major responsibilities.

Overseeing construction, operation and maintenance of 17,000 miles of highway

Development and implementation of comprehensive public transportation programs

Development and administration of airport improvement programs

Administration of state assistance for rail passenger service and the rehabilitation of rail lines and new facilities

Assistance in urban and rural flood control and regulation or rivers, lakes and streams

Advancement of transportation safety

Only Texas and California rank above Illinois in interstate miles with its 1,940 miles of interstate highways. This figure does not include mileage on the toll highway system which is under the jurisdiction of the Illinois State Toll Highway Authority. Additionally, four transcontinental routes pass through Illinois, I-55, I-70, I-80 and I-90.

Keeping this system in good condition is critical to the economic well-being of the state and the communities located along its corridors.

The Palatine/Willow Road Strategic Regional Arterial

THE REASON FOR A PUBLIC HEARING

Every roadway project that the Illinois Department of Transportation considers involves several elements that will require in-depth studies.

Holding public meetings and hearings gives interested persons, located in the project area, the opportunity to voice their concerns and opinions on the economic, social and environmental effects on these projects. The Department will then use these responses during their studies and throughout the planning process.

THE PROGRAM FOR TODAY'S PUBLIC HEARING

To present recommended improvements for Palatine/Willow Road between US Route 14 (Northwest Highway) and Interstate 94 (Edens Expressway) as part of the Strategic Regional Arterial system, and obtain public comments and opinion.

STRATEGIC REGIONAL ARTERIAL SYSTEM (SRA)

The Strategic Regional Arterial (SRA) System is a 1340-mile network of existing roads in northeastern Illinois. This System is part of the 2010 Transportation System Development Plan adopted in 1989 as the official long-range plan for transportation improvements in the six-county area of northeastern Illinois.

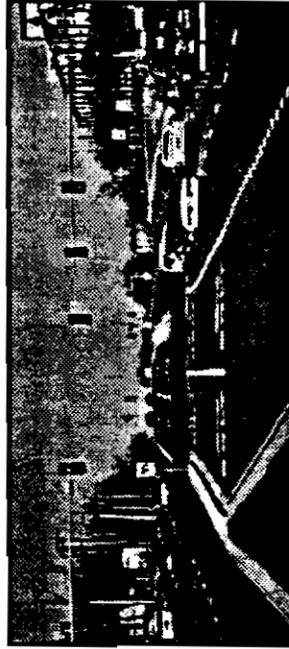
The SRA System is also a major element of OPERATION GREEN LIGHT, an eight-point program developed in response to a growing awareness of traffic congestion in the region. In the last few years, rapid economic development and population growth have resulted in increased congestion on the expressways and on arterial and local streets.

As one of the key elements in Operation Greenlight, the SRA System is intended to supplement the expressway system by providing a network of roads for long distance travel across the region. The System is also intended to improve access to the expressway system and major transit routes for regional trips.

Within the overall system, three different route types have been defined based on future density of development in the region. The three route types are designated as rural, suburban and urban.



Rural
SRA Road



Suburban
SRA Road



Urban
SRA Road

SUMMARY OF RECOMMENDED IMPROVEMENTS

- Between Us Route 14 and Williams Drive - two traffic lanes in each direction and coordinated traffic signals
- Between Williams Drive and Illinois Route 53 - retain existing two traffic lanes in each direction with frontage roads
- Between Illinois Route 53 and Interstate 294 - two traffic lanes in each direction with frontage roads or three traffic lanes in each direction; major intersection improvements; post-2010 improvement of grade separated, access-controlled expressway facility
- Between Interstate 294 and Illinois Route 43 (Waukegan Road) - three traffic lanes in each direction, coordinated traffic signals and major structural modifications
- Between Illinois Route 43 (Waukegan Road) and Interstate 94 - two traffic lanes in each direction and coordinated traffic signals

THE PROJECT'S SCHEDULE

The Department will consider comments received from this public hearing in the refinement of the recommended improvements. A final report concerning the recommended improvements will be prepared. Scheduled completion of this report is summer 1992.

QUESTIONS, COMMENTS AND INFORMATION

In addition to any comments and/or statements given to the court reporter, written comments may be send to:

Duane P. Carlson, P.E., District Engineer
Illinois Department of Transportation
201 W. Center Court
Schaumburg, IL 60196-1096
Attention: Walter S. Kos, P.E.

All material presented at this public hearing, including engineering data, transcripts of the presentation and comments, and written comments submitted to the Department may be reviewed and copied (at the requestor's expense) at the above address.
Questions regarding the project should be directed to Rich Starr (708)705-4095.

Useful Phone Numbers

Illinois Department of Transportation

District One708/705-4000

Roadway Information

- Chicago Streets708/744-5000
- State Routes, District 1312/DOT-INFO
- State Routes, Statewide800/252-8980
- Tollways708/574-2000

- RTA (Regional Transportation Authority)312/917-0700
- PACE (Suburban Bus Division)708/364-7223
- CTA (Chicago Transit Authority)312/664-7200
- METRA (Commuter Rail Division)312/322-6900
- AMTRAK (Chicago Union Station)312/558-1075
- AMTRAK (City Ticket Office)800/872-7245
- Cook County Highway Department312/443-7700

**Summary of Public Hearing
Palatine/Willow Road Strategic Regional Arterial**

Wednesday, May 20, 1992
2 pm to 8 pm
Northbrook Ramada Inn
2875 North Milwaukee Avenue
Northbrook, Illinois

A public hearing was held by the Illinois Department of Transportation to present recommendations for improvements to Palatine/Willow Road as part of the Strategic Regional Arterial System and to obtain public input. The recommended improvements include the following:

- **Between U.S. Route 14 (Northwest Highway) and Illinois Route 53**
Two through traffic lanes in each direction with continuous median, left-turn lanes, and coordinated traffic signals.
- **Between Illinois Route 53 and Interstate 294 (Tri-State Tollway)** Two through traffic lanes in each direction with one-lane frontage roads or three through traffic lanes in each direction with no frontage roads, continuous median, left-turn lanes, and coordinated traffic signals.
- **Between Interstate 294 (Tri-State Tollway) and Illinois Route 43 (Waukegan Road)** - Three through traffic lanes in each direction with continuous median, left-turn lanes, and coordinated traffic signals.
- **Between Illinois Route 43 (Waukegan Road) and Interstate 94 (Edens Expressway)** - Two traffic lanes in each direction with continuous median, left-turn lanes, and coordinated traffic signals.

Acquisition of additional right-of-way is recommended between Shermer Road and Illinois Route 43 (Waukegan Road).

Additionally, a post-2010 improvement recommends implementation of an access controlled expressway facility with two through lanes in each direction plus one-way frontage roads between Illinois Route 53 and Interstate 294 (Tri-State Tollway). This improvement would require new grade separations at Kennicott Avenue, Arlington Heights Road, U.S. Route 12 (Rand Road), Windsor Drive, Schoenbeck Road, Wheeling Road, and Sanders Road.

The public hearing was conducted in an open house format. A copy of the attendance register for the hearing is provided as Attachment A to this summary. Exhibits showing the recommended improvements were displayed for public viewing.

During the hearing, a narrated slide presentation was given every 30 minutes. This presentation included general information about the Strategic Regional Arterial System and Operation GreenLight, as well as identifying the scope of improvements recommended for the Strategic Regional Arterial Route. A copy of the narrative for the slide presentation is provided as Attachment B to this summary.

Representatives of the Illinois Department of Transportation as well as the project consultant, Harland Bartholomew & Associates, Inc., were present during the hearing to answer questions and discuss the project recommendations. Also, a court reporter was present during the hearing to take oral comments, and provision was made for submission of written comments at the hearing and for a period of 30 days following the hearing. A copy of the recorded oral comments is provided as Attachment C to this summary; copies of the received written comments are provided as Attachment D. In addition to the recorded oral and written comments, the following comments were expressed to IDOT or project consultant representatives by those attending the hearings:

- A number of Northfield residents were concerned about the additional lanes recommended on Willow Road through their community. Residents believed that widening Willow Road to four lanes would increase congestion, pose additional safety hazards and adversely affect the quality of life and property values.

RE: Widening Willow Road would relieve congestion on minor streets created by drivers seeking alternate routes in order to avoid congestion on Willow Road. Safety would increase on the minor streets as drivers returned to using Willow Road for their trips.

- Several Northfield residents suggested routing Willow Road traffic to parallel east-west routes to preclude the need for additional lanes in their community. Alternate routes suggested included the Edens spur and Lake Street.

RE: Lake Street is not an appropriate alternate if the most direct route for the trip is Willow Road. The Edens spur could possibly relieve some Willow Road congestion if additional movements were added at the interchanges. Again, it would not represent the most direct route for many Willow Road trips.

- Several Northbrook residents were concerned about the proximity of additional lanes to their homes and the potential noise, safety and visual impacts.

RE: Where possible the median width could be reduced to maintain a larger distance between the edge of the through lanes and adjacent structures.

- Several Northbrook residents were concerned about the maintenance of existing access between Pfingsten Road and Shermer Road where a barrier median is recommended.

RE: Where right-of-way is insufficient for the development of a left turn lane, it may be necessary to convert some access points into right turn in/right turn out operation.

- Several attendees complained about the noise caused by heavy vehicles traversing the rough pavement on Palatine Road between Windsor Drive and Wheeling Road.

RE: Phase I design for the reconstruction of this portion of Palatine Road will begin this year.

- Several Arlington Heights and Prospect Heights residents questioned whether or not noise walls would be included with the reconstruction of Palatine Road through their community.

RE: The reconstructed roadway as displayed in the exhibits would utilize the existing pavement area and not encroach on any unpaved areas closer to homes.

- Several questions were raised concerning the timing of the Phase I project and the two improvement alternatives recommended between Illinois Route 53 and Interstate 294.

RE: The Phase I project will determine which of the recommended roadway alternatives is the most desirable for future construction.

- Several questions were raised concerning intersection improvements and access treatments associated with the two improvement alternatives recommended between Illinois Route 53 and Interstate 294.

RE: The junior expressway alternate will maintain the frontage road system and access will be very similar to the existing roadway configuration. The six lane arterial alternate will allow direct access to the through lanes from driveways and cross streets that previously accessed the frontage road system. These minor access points would be right turn in/right turn out only.

- Concerns were expressed by two businesses along Palatine Road as to the disposition of a median opening just east of U.S. Route 12 where a continuous median is recommended.

RE: A raised median is desired along the suburban SRA in order to consolidate access to signalized intersections. Unsignalized left turns on a 6 lane SRA route are very undesirable from a safety standpoint.

- Concerns were expressed by several attendees about the unsafe signal operation at the intersections of the Palatine Road ramps with Illinois Route 83.

RE: The signal operation of these intersections could be investigated with the Phase I improvement of Palatine Road or the SRA study of Illinois Route 83.

- A concern was expressed about the high speed of vehicles on the Palatine Road frontage roads.

RE: The traffic on frontage roads is often extremely light and there is a tendency of vehicles using them to exceed the posted speed.

- An Arlington Heights resident expressed the need for a pedestrian grade separation on Palatine Road at Kennicott Avenue for pedestrian access to parks and schools.

RE: Due to the proximity of parks and a school near this intersection, there may be significant pedestrian activity near this intersection. A grade separation could be appropriate at this intersection and should be considered in the future.

PUBLIC HEARING REGISTER

ATTACHMENT A

PUBLIC HEARING REGISTER

Project: PALATINE / WILLOW ROAD (SRA)

Date: MAY 20, 1992

PLEASE PRINT CLEARLY

Name	Address	Representing
Antonello Y. Good	10 Country Ln Northfield 60093	Resident
Rafeek Basher	1884 Old Willow Rd NORTHFIELD IL 60093	Resident
Gene Clemens	255 Dicheney Northfield IL 60093	Resident
GAYLE GAMBILL	1902 E. ROBIN HOOD FRLINGTON HTS 60004	RESIDENT
Zablona Bouras	2319 Cobble Fork Lane Northfield, IL 60093	Resident
JANE JEFFRIS (Dual Representation)	263 Thackeray Lane Nfld. 400 Wagner Rd. Nfld	Resident Moderator, Nfld. Community Church
BERT KRAFT	2251 Bracken Nfld	Resident
M. B. Kraft	2251 Bracken Nfld	resident
STUART DIEGEL	401 CHAPLE HILL Nfld	Resident
Debra Lawrie	2275 Drury Lane Northfield	Resident
John S. Kemper	1857 Winnetka Ave Northfield, IL 60093	Resident

PUBLIC HEARING REGISTER

Project: PALATINE / WILLOW ROAD (SRA)

Date: MAY 20, 1992

PLEASE PRINT CLEARLY

Name	Address	Representing
ANDREW AGOSTINI MARGI AGOSTINI	2250 BRACKEN LANE NORTHFIELD	NAME AGOSTINI RESIDENT THAT AGOSTINI
Chase S. Porter	315 Old Farm Rd Northfield	Resident
JIM CHRISTELL	511 WOODLAND LN - 50. NORTHFIELD ILL	RESIDENT OPPOSED TO WIDENING
David B Kahn	177 Thackeray Ln Northfield ZU	Resident
Sharon W Kahn	177 Thackeray Ln Northfield ZU	Resident
MICHAEL CHANLE	578 WOODLAND NORTHFIELD IL	Resident
LINDA Garard	2246 Drury Lane Northfield IL	Resident
JOSHUA & TRACEY BUCHMAN	254 INGRAM Northfield IL	Resident
JIM HAHN	234 N NW HWY Palatine	Resident
GREG SHEARER	280 Old Farm Rd. N. Field	Resident

PUBLIC HEARING REGISTER

Project: PALATINE/WILLOW ROAD (SRA)

Date: MAY 20, 1992

PLEASE PRINT CLEARLY

Name	Address	Representing
STAN BRESLER	PAL-WILLOW-RD'S PROPERTY S. E. corner	affiliated Realty + Mortgage Co.
	1700 W. ALGONQUIN MT PROSPECT 60016	
Dorinda Pius Nancy Pius	2089 WINNETKA RD. NORTHFIELD, IL 6008	
	2376 Winnetka Rd Northfield 60093	
KEITH MORTON	18 COUNTRY LN NORTHFIELD	
JONATHAN DON	525 HAPP ROAD NORTHFIELD, IL 60093	
DAVE LANDEWEER	1041 N. FOREST ARLINGTON HTS. IL 60004	

PUBLIC HEARING REGISTER

Project: PALATINE / WILLOW ROAD (SRA)

Date: MAY 20, 1992

PLEASE PRINT CLEARLY

Name	Address	Representing
Jeddie Kassel	448 Edgewood	NO
Gloria Kassel	448 Edgewood	NO
Carol Fry	13 Rolling Ridge Rd Northfield	NO
Bob Young	337 Sunset Ridge Rd Northfield	Resident
Margot B. Ogerman	1430 Paddock Dr Northbrook	Business
Thomas C. Webb	252 KERR ST. NORTHFIELD, IL.	RESIDENT (NO)
Ann C. Webb	252 Eaton Nfld IL	Resident (NO)
John C. Bourgin	1430 Paddock Drive #1441 " "	Bourgin Corp
Jim HALLQUIST	907 N H2MLOCK LN MT PROSPECT	
Roy BECHLIN	1525 Sunset Ridge NORTHFIELD ILL	Roy Bechlin (NO)
WENDY CHANCE	578 WOODLAND LN NORTHFIELD, ILL	No
Kyrene Curtis	315 Oak Farm Northfield Ill	No
Elizabeth Blodgett	525 Hedge Rd Northfield	No
Paul D. Speer, Jr	2456 HEDGE RD NORTHFIELD	YES

PUBLIC HEARING REGISTER

Project: PALATINE / WILLOW ROAD (SRA)

Date: MAY 20, 1992

PLEASE PRINT CLEARLY

Name	Address	Representing
JOHN M. FIELD	332 SUNSET RIDGE CO NORTHFIELD, IL 60097	
Jack Schnackenberg	480 Meadowlark Ln. Northfield,	
Ruth Luquesi	127 Riverside Dr. Northfield	wife + husband
Katrina Olson	2024 Sutter Northfield IL	wife + husband (BRUCE OLSON)
Sandra Allen	580 HAPP Northfield	my home's wheel
Marta Chu	2520 N. Drake Ln Aur. Hts	"
Marion S. Kuhl	614 Thornwood Ln. Northfield	Northfield Park District Commission
May Marie Gallagher	2111 Old Willow Northfield	
Laura Ash	445 Meadowlark Ln Nfld.	self
Mr. Robert Beck	150 WASHER RD. Northfield	Beck family
STEPHEN W. ASH	445 MEADOWLARK Nfld	SELF
Wanda A. Ziegl	1425 Sunset Ridge Oleander Hill	Sunset Ridge Pk Home Owners Assoc.
Lucy Hastings	775 HAPP RD NORTHFIELD IL	
Paul D. Wagner	257 LATROBE NORTHFIELD	Self

PUBLIC HEARING REGISTER

Project: PALATINE / WILLOW ROAD (SRA)

Date: MAY 20, 1992

PLEASE PRINT CLEARLY

Name	Address	Representing
Dorothy Rasmussen	445 CHAPEL HILL LN NORTHFIELD T2	RESIDENTS OF NORTHFIELD
Ann Gilchrist	555 SOMERSET LN Northfield - IL	
Robert A. Heist	345 Eaton Northfield	Resident of Northfield
Dorel M. Heist	345 Eaton Nfld	Resident of Northfield
Eglio M. Heist	345 Eaton Northfield	" " "
Margaret W. Eisen	2204 Willow Northfield	r
Roger P. Eklund	190 Old Farm Northfield	Resident of Northfield
Judy A. Eklund	190 Old Farm Rd. Northfield, IL	Northfield
Doris Richards	615 Thornwood Northfield	
Barlett Richards	615 Thornwood Northfield	
Oliver Williams	9 Country Lane Northfield, IL	
Jeanne Williams	9 Country Lane Northfield, IL	Resident
Sam Rizat	453 EDEN'S LANE NORTHFIELD, IL.	Resident
Nancy Armstrong	2005 S. Ridg Ter. Northbrook	Resident of Nfld.

PUBLIC HEARING REGISTER

Project: PALATINE / WILLOW ROAD (SRA)

Date: MAY 20, 1992

PLEASE PRINT CLEARLY

Name	Address	Representing
BRAD WULFSOHN	2401 DORINA DR. NORTHFIELD ILL	MY KIDS
TERRY ISAACSON	287 EATON ST NORTHFIELD ILL 60093	NORTHFIELD VILLAGE
Jinda Dudley	2311 Pebble Fork Northfield	Pebble Fork Farm CASH - DO NOT
Bernie K. Pollak	2221 Blackwood Lane Northfield Ill.	President WREN and LWV
Joan A. Robertson	284 University Dr. Buffalo Grove IL 60089	
Bemie Kozala	556 SOMERSET LAKE NORTHFIELD	RESIDENT
Mary Co Richardson	306 Dickens Northfield	Resident
Howard D. Richardson	306 Dickens Northfield	Resident
Robert L. Snyder	2161 Dwyer Northfield IL	Resident
Julie SANDERS	1561 Winnetka NFD	RESIDENT
Virginia DAMON	2323 PEBBLE FORK	Resident
BOB DAMON	2323 PEBBLE FORK	RESIDENT
Mered J. DIGANI	241 Sunset Ridge NORTHFIELD	Resident
Russ Childs	2156 Willow Northfield Ill	Resident

PUBLIC HEARING REGISTER

Project: PALATINE / WILLOW ROAD (SRA)

Date: MAY 20, 1992

PLEASE PRINT CLEARLY

Name	Address	Representing
Bernard	663 HAPP RD -	No
Katrina Kelley	2367 Pebblefork N.F.	No
Thomas E. Cooney	"	No
Martha Farwell	735 Happy Rd NE	No
Jerome Richardson	2130 Old Willow N.F.	NO
Jim Rogers	" " "	No
Angela Fisher	460 Edgewood	NO
in a Grillor	460 Edgewood	NO
Hollis P. Ironum	303 Thackeray WF	NO
Jewel Cherveney	2358 Hedge Northfield	No
Jandra Young	373 Thackeray Northfield	No
Jilly Faulkner	293 Thackeray N.F.W.	NO
KEVIN CONDON	1869 STOCKTON DR. NORTHFIELD	No
JAMES W GOOD	10 COUNTY LN NORTHFIELD	No

PUBLIC HEARING REGISTER

Project: PALATINE / WILLOW ROAD (SRA)

Date: MAY 20, 1992

PLEASE PRINT CLEARLY

Name	Address	Representing
MARCIA LICHTENSTEIN	1905 OLD Willow RD NORTHFIELD IL.	RESIDENT OF NORTHFIELD
NIM CLARKSON	257 VEFFERY LN NORTHFIELD	RESIDENT - FORMER Hd Teacher + Rec. Div.
ALICE GRAY	11 ROBINHOOD LN NORTHFIELD	SELF - Resident
FRANK GRAY	11 Robinhood Ln Northfield	Self - resident
LYNN MILLER	585 Somerset Northfield	Northfield Resident of
MARSHALL RACE	343 THACKERAY LN NORTHFIELD	SELF, WIFE, DAUGHTER + BABY TO BE.
ROBERT J. MACKAY	290 THACKERAY LN NORTHFIELD	SELF WIFE 2 CHILDREN
MARCO FIELD	332 Stevens Blvd Northfield	Self
James Hamilton	2220 Willow Northfield	Resident - industrial
CATRINA P. CUTLER	245 Maple Row NORTHFIELD, IL	RESIDENT & HUSBAND
KAREN SOLYST	273 Jeffery Northfield, IL 60095	Resident & family
HONORE GIBSON	3365 Willow Rd NORTHBROOK, IL 60062	RESIDENT & FAMILY
JOHN P. BALLAGHER	2111 OLD WILLOW RD NORTHFIELD	RESIDENT OF NORTHFIELD
THOMAS F LEAHY	2185 NEW WILLOW RD. NORTHFIELD	

PUBLIC HEARING REGISTER

Project: PALATINE / WILLOW ROAD (SRA)

Date: MAY 20, 1992

PLEASE PRINT CLEARLY

Name	Address	Representing
MARTIN J. ROSENK	255 JEFFERSON NORTHFIELD, IL 60092	R+L REYNOLDS + APPRAISERS
M. B. LEASON	353 JEFFERSON NORTHFIELD	SELF
Dorothy Banas	430 Chapel Hill Northfield	self
Stanley Banas	430 Chapel Hill Ln Northfield	self
Rosalie Adamski	421 Chapel Hill Northfield	self
Edwin Adamski	421 Chapel Hill Ln Northfield, IL	Self!
John Jalvey	332 INGRAM LN NORTHFIELD, IL	SELF!
Marjorie Jalvey	332 Ingram Lane Northfield, IL	SELF
HELEN & UERACORSA	224 New Willow Northfield, IL	SELF
Betty Fitzgerald	Northfield 2175 Willow Rd	myself
Ann B Apple	2151 Old Willow Rd. Northfield	SELF
Elizabeth H. Fourn	2222 Birchwood Northfield	self
Robert H. Fourn	2222 Birchwood Nfld	Self
Kim Polanek	2289 Bracken Northfield	Self - opposed to widening

PUBLIC HEARING REGISTER

Project: PALATINE / WILLOW ROAD (SRA)

Date: MAY 20, 1992

PLEASE PRINT CLEARLY

Name	Address	Representing
BETTY & Walter ^{Martens}	1633 Silver Fern Palatinate, Fla. St. 60004	
Joyce Ward	2000 Bayside Dr. Palatine, IL 60067	
Dan Lotter	Village of Northfield	Northfield
Richard M. Riessen	340 Maple Row Northfield	PRESIDENT, VILL. OF NORTHFIELD
KENNETH A. COOPER	2005 VAN DYKE	NORTHFIELD
Jeane + Pat	197 AVON AVE	Northfield
Doherty		
Dorothy Hutchinson	299 Wagner Rd.	Northfield
Charles Collet	420 Chapel Hill	Northfield
KIRK BENNETT	109 SUNSET RIDGE NORTHFIELD	NORTHFIELD
Diane ONIXT	180 Coach Northfield	Village of Northfield-
JEANNE A CHAPLINE	353 JEFFREY N' Fld 60093	N' Fld
Bill DUDLEY	2311 PEBBLE FIER LANE	NORTHFIELD
Barbara Gabel	2310 Pebblefork Northfield 60093	Northfield

PUBLIC HEARING REGISTER

Project: PALATINE / WILLOW ROAD (SRA)

Date: MAY 20, 1992

PLEASE PRINT CLEARLY

Name	Address	Representing
Michael P. Colburn	420 Chapel Hill Lane Northfield	Northfield
Marie Juntlan	410 Chapel Hill Northfield	
James L. Garard	2246 Hurry Ln Northfield, IL	No Safety
Morgan Mitchell	2117 Hurry Lane Northfield	Northfield
Marcia Budano	550 Mapleton N.F.	Northfield
Julie B. Mary	15 Bristol Rd Northfield, IL	Northfield
Lancy Price	259 Bristol	Northfield
Andrew Y. Price	259 Bristol	NORTHFIELD, IL,
Torna Christell	511 Woodland Ln. S	Northfield, Ill.
Dory Christell	511 Woodland Ln. S	Northfield IL
Luzy Cua	465 Edgewood Ln	Northfield, Ill
Sebastian Cialojing	465 Edgewood Ln	Northfield, Ill
Hainty Rose	255 Griffing	Northfield, IL
Alison P. Jones	113 Riverside Dr	Northfield, IL,

PUBLIC HEARING REGISTER

Project: PALATINE/WILLOW ROAD (SRA)

Date: MAY 20, 1992

PLEASE PRINT CLEARLY

Name	Address	Representing
Mark S. March	361 Wapp	Village of Northfield
Hugh G. Grinn	445 Whitaker Ln Northfield	Self
Bob Skadow	2200 Braden Lane Northfield	Self
Lori Skadow	2200 Braden Lane Northfield	Self
Roy P KESKIN	2567 ESSEX DRIVE NORTH BROOK, ILL.	Self
Cal & Claire Aggar	128 Avon Northfield IL	Northfield
Nancy K. Robinson	139 Sunset Ridge Northfield	Northfield
Marion Bridwell	17 S. Stonington Palatine IL	Self
ED TRAKSICH	17 S. Stonington Palatine, IL	Self
Joanna Steiri	285 Maple Row Northfield, IL 60093	Northfield-NO!
DAN ZACHARY	258 CHURCHILL Northfield IL	Northfield
MARILYN JONSTON	2107 Drury Nfld	Nfld.
Leila H. Newar	356 Churchill Street Northfield 60093	Nfld.
Cole & Russ	430 W. Nottingham Northfield Ill	Nfld

PUBLIC HEARING REGISTER

Project: PALATINE / WILLOW ROAD (SRA)

Date: MAY 20, 1992

PLEASE PRINT CLEARLY

Name	Address	Representing
DANIEL J. MCCARTHY	1056 FALMORE DR PALATINE	
WILLIAM J. DOLAN JR	1534 BASSWOOD CIRCLE GLENVIEW, IL 60025	TALL TREES HOMEOWNERS ASSOC.
DIANNE BASTIAN	9580 CRESTWOOD RIVERWOODS, ILL.	LEXINGTON HOMES
JAMES W. SMIRLES	#025 WALKER RD GLENVIEW, IL 60025	VILLAGE OF GLENVIEW -
Marie T. Smith	2561 ESSEX DR. NORTHBROOK IL 60062	SALCEDA MANUE
Walt Martens	1633 Gilbre Terr. Arlington Hs, IL 60004	Self
FRANK ROYCE	585 AVENUE NORTHFIELD	"
Jim Moser	15 E Palatine Rd Prospect Hts.	Verrell Development
Mauph Allen	698 Lakeside Circle Wheeling	self
Rose Anne Grimes	445 Whitaker Lane Northfield, IL 60093	Self
Robert B. Homitar	361 Happ Road Northfield 60093	—
RICHARD D. JAQUITH	2106 MIDDLEFORK NORTHFIELD IL	Self
Lois T. Woodward	253 Churchhill St Northfield, IL	Self
Cynthia B. Woodbury	2136 Derry Ln Northfield, IL	Self Northfield

PUBLIC HEARING REGISTER

Project: PALATINE/WILLOW ROAD (SRA)

Date: MAY 20, 1992

PLEASE PRINT CLEARLY

Name	Address	Representing
Mary E. Wampler	485 Valley Way Northbrook, IL 60062	Village Valley Way Homeowner
Barbara J. Cary	115 DICKENS RD NORTHFIELD	Village of Northfield
Bill Beltut	One Baxter Pkwy Dearborn, IN	TMA Lake-Cook
Susan Jacobson	2560 Essex DR. NORTHBROOK, IL	
Rosemary Andrew	35 S. Baybrook Palatine, IL 60067	Baybrook Park Condominiums
Wesley Ed Schuey	1701 Lilac Terrace Arlington Hts IL	Resident.
Kyle J. Ryan	585 Laurie Lane Northfield IL	"
Doree Rubach	1824 N Walnut Arl. HTS IL	"
Ronald Eggert	428 LAUREN LN BUFFALO GROVE, IL	SELF
Steven Allen	698 Lakeside Drive Wheeling, IL 60090	self
MARIA KALANT	2756 Charlie Ct. Glenview IL 60025	self
Jim Mabie	285 Old Farm Rd Northfield IL	Self Trustee Northfield
Stephen A. Madson	2170 New Willowed Northfield IL	Resident
Edward B. Cottrill	2160 New Willow Road Northfield, IL 60093	NORTHFIELD PARK DISTRICT

PUBLIC HEARING REGISTER

Project: PALATINE / WILLOW ROAD (SRA)

Date: MAY 20, 1992

PLEASE PRINT CLEARLY

Name	Address	Representing
Steve Ruz	1225 Huber Ln Glenview, IL 60025	Glenview Resident
Warren Pook	1334 N. DAVE ARL HTS IL 60004	self
Judy Poole	↑ SPRING	self
STEVE SUGG		CIORBA GROUP
TOM POUPARD	1225 CEDAR LN. NBK IL 60062	VIL OF NBK.
ARLENE LANE	2590 Salceda Northbrook	SELF
Mark Schuelhagen	33 S. Arlington Hts Rd. Arlington Hts, Ill. IL	VIL. OF Arlington Hts.
Kenneth M. Bonger	Same as above	Same as Above
MIKE TRIERWEILER	1641 HUNTER DR #2A WHEELING, IL 60090	self
Lave Dattel	925 Huber Woodland Wheeling IL 60090	self
Yael Raymond (Mrs. Albert L)	587 Briar Ln Northfield	Vil. of Northfield
Beth W. Baybe	121 Bristol St. Northfield	Village of Northfield
Cousine Hogue	2214 E. Palatine Rd.	
Elroy Hogue	Arlington Hts	

PUBLIC HEARING REGISTER

Project: PALATINE / WILLOW ROAD (SRA)

Date: MAY 20, 1992

PLEASE PRINT CLEARLY

Name	Address	Representing
Tom Fennell	255 W. Dundee Road PO Box V	Village of Wheeling.
Don Rozek		Daily Herald
William V. Enright	33 S. Arlington Heights Rd. 6005	Village of Arlington Heights
Pete Allesse	PO Box 176 E. Hazel Crest IL	Marathon Oil Co. <small>Genro Marketing</small>
Diana Malsalek		CHICAGO TRIBUNE
HENRY KENNY	2040 New Willow NORTHFIELD	
FRANCES L. JOHNSON	2560 SALCEDA DR. NORTH BROOK, ILL.	RESIDENT
Don Smith	250 Northgate Pkwy Wheeling, IL 60090	Kenny Const. Co.
JOHN CRAWFORD	101 RUTGERS CT. GLENVIEW, IL 60025	CANDIDATE FOR STATE REPRESENTATIVE
PAT CROSSIN	785 Buffalo Linn Rd 785 Buffalo Linn 60089	Viola Beer - PALATINE 25 Schoenberg
Chas. Root		Allstate Ins Co.
Ed Hook	Three Lakes Drive Northfield	KGF
Regina Hansen	303 E Palatine Rd Prospect Hts	Resident
Richard Hansen	303 E Palatine Rd Prospect Hts	

PUBLIC HEARING REGISTER

Project: PALATINE / WILLOW ROAD (SRA)

Date: MAY 20, 1992

PLEASE PRINT CLEARLY

Name	Address	Representing
K. Malin	25 Old Farm Road Northfield	
P. Jaquith	2106 Woodlark Rd. Northfield	
Ron Anderson	1715 E. Avon ARLTON HTS.	School Dist #23
Mike Danecchi	200 E. Wood St. Palatine IL 60067	Village of Palatine
CARL WOLF	2035 HEATHER TERR NORTHFIELD IL	NORTHFIELD RESIDENT
GLENN R. ANDERSEN	1012 E WILLOW DR PROSPECT HTS. IL	
Barbara Moore	385 Sunset Dr. Northbrook	State League of Women Voters
James Stack	1807 Silver Willow Glenview	Glenview Resident
Jan Brause	3445 Carol Lane Northbrook IL	First Lady of Simber Trails
Joe Gandall, Property Mgr	1720 W. Algonquin Rd Mt. Prospect, IL	Affiliated Realty
STEVE PATTERSON	818 E OLIVE Arlington HTS IL	AFFILIATED COURT
William LeFebvre	1833 Normandy Court Arlington Heights, IL	Arlington Heights Resident
DOROTHY KINDY	469 SUNSET RIDGE NORTHFIELD	REX'S SERVICE
William Aughey	2553 Greenview Rd Northbrook IL	Resident

PUBLIC HEARING REGISTER

Project: PALATINE / WILLOW ROAD (SRA)

Date: MAY 20, 1992

PLEASE PRINT CLEARLY

Name	Address	Representing
Carol Adelbaum	^{Cutler & Gray Way} 2560 Greenview Rd Northbrook, IL 60062	Personal interest & Neighbors
DAVID MILWAU	271 W. WILLIAM AHTF, FL.	PERSONAL INTEREST
Cathryn Wilcox Richardson	1824 N. Walnut Ave. Arlington Hts, IL 60004	personal
Camden Wilson	1400 London Lane Glenview IL 60025	CAWL
Marilyn Sweeney	1403 Huntington Dr Glenview, IL 60025	Co. Pres. CAWL
Ed Callahan		Pioneer Press
DALE SHIRLEY KILGORE	1710 E. ROBINHOOD LAWN ARLINGTON HTS 60004	PERSONAL
Rosemary Goldberg	3941 MICHAEL WAY GLENVIEW IL	GV ZBA PERSONAL
Nancy Fudge	3810 Luette Glenview	Village of Glenview
Robert Brickner	1025 G. Larkhill Ln Glenview	
MARY NOVOTNY	2334 INDIAN RIDGE GLENVIEW IL	---
LINDA KINDY	409 SUNSET RIDGE NORTHFIELD	SELF
HOWARD KAGAY	1007 E. PALATINE RD ARLINGTON HTS, FL	KAGAY KAR WASH
RICHARD L. YOME JR	214 W. FRONTAGE NORTHFIELD ILL	SELF

PUBLIC HEARING REGISTER

Project: PALATINE / WILLOW ROAD (SRA)

Date: MAY 20, 1992

PLEASE PRINT CLEARLY

Name	Address	Representing
Ellen M. Pitts	Childs Realty 3715 Vinton A. N.	Palwin Ctr. Windsor/Alton
SAM L SEMROW	847 WINNEMERUE LN LAICE ZWILIT 60047	SELF
HENRY L. HILL	1201 SHEFFIELD LN GLENVIEW IL	CANTERBURY IMPROVEMENT ASS.
Henry Konchal	1334 CANTERBURY GLENVIEW	" "
Richard N. Matuszko	1225 Cedar Ln Village of Northbrook	← SAME —
Rex Kindy	469 Sunset Ridge Rd Northfield	Rex's Service Station
Cindy Bell	1000 Capital Drive Wheeling	Joseph J Freed & Associates
THOMAS H. ROWE	346 CROOKED CREEK LN NORTHFIELD, IL	THE
Joy Schaad	CRSS -	SRA-3
Jerry Schaad	33 S. ARL. HTS. RD. ARL. HTS, IL. 60005	VIL. OF ARL HTS.
Charles Wathenington - Perkins	" "	" "
Jennifer Thurber	950 Elizabeth Ct #306 Wheeling IL 60090	self
Jon Weichert	2290 Clark Pt Dr Arlington HTS, 60004	Self
DAVID ANDERSON	1918 E. ROBINHOOD ARLINGTON HTS. 60004	SELF

SLIDE PRESENTATION NARRATIVE

ATTACHMENT B

PALATINE/WILLOW ROAD SRA
PUBLIC HEARING SLIDE PRESENTATION

- 1 – IDOT Logo**
 - 2 – Palatine/
Willow Rd.
Location Map**
 - 3 – SRA Logo**
 - 4 – SRA System
Map (CATS)**
 - 5 – Operation
GreenLight
Logo**
 - 6 – View of
Expwy Con-
gestion**
 - 7 – View of Arter-
ial Conges-
tion**
 - 8 – View of Tran-
sit Interface**
 - 9 – 8-point pro-
gram list**
- Welcome to this Public Hearing. The Illinois Department of Transportation is pleased to present recommended improvements for Palatine/Willow Road between U.S. Route 14 (Northwest Highway) and Interstate 94 (Edens Expressway) as part of the Strategic Regional Arterial System.
- The Strategic Regional Arterial System is a 1340-mile network of existing roads in Northeastern Illinois. This system is part of the 2010 Transportation System Development Plan adopted in 1989 as the official long-range plan for transportation improvements in the six-county area of Northeastern Illinois.
- The Strategic Regional Arterial System is also a major element of Operation GreenLight, an eight-point program developed in response to a growing awareness of traffic congestion in the region. In the last few years, rapid economic development and population growth have resulted in increased congestion on the expressways and on arterial and local streets as well. Although projects are underway to increase the capacity of the highway and transit system, continued economic and population growth are expected to place increasing demands on the transportation system.
- As one of the key elements in Operation GreenLight, the Strategic Regional Arterial System is intended to supplement the expressway system by providing a network of roads for long-distance travel across the region. The system is also intended to improve access to the expressway system and major transit routes for regional trips.
- However, the Strategic Regional Arterial System alone is not intended to solve the congestion problem in the Chicago area. In addition to creating the Strategic Regional Arterial System, Operation GreenLight also includes other elements, such as developing major transit and highway facilities; improving other arterial routes in the region; and reducing demand on the highway and arterial system.
- Together the eight points of Operation GreenLight are a blueprint for a comprehensive approach to improve transportation in Northeastern Illinois, and planning the Strategic Regional Arterial System is receiving high priority.

**10 – SRA Route
Type Map**

Within the overall system, three different route types have been defined based upon future density of development in the region. The three route types are designated as rural, suburban and urban.

Urban routes are located in the City of Chicago and adjacent portions of more densely developed suburbs such as Oak Park. Suburban route designations encompass most of suburban Cook and Lake Counties, all of DuPage County and the more developed portions of McHenry, Kane and Will Counties. Rural routes are located in the outer portions of Lake, McHenry, Kane and Will Counties.

**11 – View of Ohio
Street**

**12 – View of North
Avenue**

**13 – View of Rural
Route (Typical)**

**14 – SRA Design
Concept
Report Cover**

**15 – SRA Route
Map w/Year
1, Year 2 and
Year 3 Routes**

**16 – SRA Objec-
tives**

Each of the three route types has different characteristics which affect the type and scope of potential future improvements. Routes located in densely urbanized areas typically have minimal possibilities for roadway expansion. However, improvements could be made to intersections, local transit facilities and low structural clearances. For routes in developing suburban areas, preservation of right-of-way, additional lanes on roadways, and signal coordination may be considered. In rural areas, preservation of right-of-way and controlled access would provide for movement of through traffic and accommodate future needs.

Desirable characteristics for each of the three route types have been defined in the Strategic Regional Arterial Concept Report, completed in January, 1991. These characteristics identify desirable standards in planning for the routes on the system.

Detailed studies of the entire 1340-mile system are being carried out in phases over the next five years. The first phase of studies, which began in January, 1990, covers 245 miles of the system, including Palatine/Willow Road.

Development of a comprehensive, long-range plan for the entire Strategic Regional Arterial network is necessary in order to implement improvements to the system in a coordinated and cost effective way. To accomplish this consistently throughout the system, the route studies are guided by eight objectives.

- Determine the types of roadway improvements needed for each route including additional lanes, signalization and interchanges.
- Identify and protect needed right-of-way.
- Examine ways to enhance public transportation.

- Manage access to Strategic Regional Arterial routes to improve through traffic movement and reduce conflicts.
- Coordinate land use and development projects with transportation improvements.
- Identify ways to accommodate the growth in commercial traffic.
- Accommodate necessary bicycle and pedestrian travel.
- Identify potential environmental concerns.

17 – SRA Work Program Chart

The Palatine/Willow Road studies have been carried out over the past eighteen months. The studies began with the collection and analysis of information about conditions along the route. With information about existing and projected conditions, possible improvements for the Strategic Regional Arterial route were determined and a screening process identified significant environmental conditions along each route. Consideration also was given to right-of-way needs and availability to accommodate recommended ultimate improvements.

Throughout the planning process, local involvement and coordination efforts included meeting with an Advisory Panel for each Strategic Regional Arterial route. A regular newsletter for each Panel has informed members about the Strategic Regional Arterial program and ongoing route studies, and a draft report has been prepared for each route.

Following this public hearing, a final report will be prepared, documenting the route studies, recommended improvements and public involvement including comments from this meeting.

Implementation of improvements may occur over a period of many years and each improvement project will involve more detailed study to develop specific plans. Continued public involvement and community coordination will be an integral part of the process throughout the design and construction of future improvements.

18 – Palatine/ Willow Rd. Location Map

Palatine/Willow Road is designated as a Strategic Regional Arterial between U.S. Route 14 (Northwest Highway) and Interstate 94 (Edens Expressway), a distance of 15 miles. The SRA route is referred to as Palatine Road west of Interstate 294 (Tri-State Tollway) and referred to as Willow Road east of the Tri-State Tollway. The route is termed Palatine/Willow Road throughout this presentation. Palatine/Willow Road passes through the communities of Palatine, Arlington Heights, Wheeling, Prospect Heights, Glenview, Northbrook and Northfield.

**19 – Regional
Facilities Map**

Palatine/Willow Road intersects with five other SRA routes: U.S. Route 14 (Northwest Highway), U.S. Route 12 (Rand Road), Illinois Route 83 (Elmhurst Road), Illinois Route 21 (Milwaukee Avenue) and Illinois Route 43 (Waukegan Road). Palatine/Willow Road has interchanges with three existing expressways: Illinois Route 53, Interstate 294 (Tri-State Tollway) and Interstate 94 (Edens Expressway). One commuter rail line presently crosses Palatine/Willow Road. It is for the Metra Milwaukee District which intersects Palatine/Willow Road west of Illinois Route 43 (Waukegan Road) and there are stations for this rail line in Northbrook and Glenview.

The 2010 Transportation System Development plan prepared by the Chicago Area Transportation Study identifies two proposed transit projects which would intersect Palatine/Willow Road. The first transit project is the Wisconsin Central Railroad, which would intersect Palatine/Willow Road between Illinois Route 83 (Elmhurst Road) and Illinois Route 21 (Milwaukee Road). The second transit project is the 37-mile long Middle Circumferential Corridor, which would intersect Palatine/Willow Road east of Illinois Route 53. The 2010 Transportation Plan also identifies the extension of the Skokie Swift as a transit facility of the future which would be parallel to Interstate 94.

**20 – Typical Sub-
urban Cross
Section**

Palatine/Willow Road is classified as a suburban Strategic Regional Arterial, for which a minimum of three through lanes in each direction with at least a 120-foot wide right-of-way are desirable general features. The existing configuration of Palatine/Willow Road varies significantly over the length of the SRA route. Between U.S. 14 (Northwest Highway) and Interstate 294, the general existing roadway configuration is two through lanes in each direction with frontage roads. Between Interstate 294 (Tri-State Tollway) and Illinois Route 43 (Waukegan Road), the existing roadway configuration is two through lanes in each direction. Between Illinois Route 43 (Waukegan Road) and Northfield Road, the existing roadway configuration is one through lane in each direction and between Northfield Road and Interstate 94 (Edens Expressway), there are two lanes in each direction.

**21 – Cross Section
1 - U.S. 14 to
Williams Dr.**

The recommended roadway configuration for Palatine/Willow Road between U.S. Route 14 (Northwest Highway) and Williams Drive is two through lanes in each direction plus a twelve foot median within the existing 100-foot right-of-way.

**22 – Cross Section
2 - Williams Dr.
to IL 53**

The recommended roadway configuration for Palatine/Willow Road between Williams Drive and Illinois Route 53 is retention of the current roadway cross-section of two through lanes in each direction plus frontage roads within the existing 135-foot right-of-way.

- 23 – Cross Section
3 - IL 53 to I-294
(Alt 1)**
- Between Illinois Route 53 and Interstate 294 (Tri-State Tollway) there are two alternative roadway configurations recommended for further detailed evaluation. The first alternative roadway configuration involves retention of the existing roadway cross section of two through lanes in each direction and one-way frontage roads and includes major intersection improvements of dual left turn lanes and separate right turn lanes at Arlington Heights Road, Windsor Drive, Schoenbeck Road, Wheeling Road, Sanders Road and Interstate 294 (Tri-State Tollway).
- 24 – Cross Section
4 - IL 53 to I-294 (Alt 2)**
- The second alternative roadway configuration between Illinois Route 53 and Interstate 294 (Tri-State Tollway) recommended for further study involves implementation of an arterial roadway with three through lanes in each direction. Major intersection improvements consisting of dual left turn lanes and separate right turn lanes would also be implemented at Arlington Heights Road, Windsor Drive, Schoenbeck Road, Wheeling Road, Sanders Road and Interstate 294 (Tri-State Tollway). The further detailed evaluation necessary to determine the most appropriate roadway configuration will be conducted during an IDOT Phase I Study scheduled to commence in the summer of 1992.
- 25 – Cross Section
5 - Post-2010**
- It is recommended that a post-2010 roadway configuration between Illinois Route 53 and Interstate 294 (Tri-State Tollway) be a grade separated and access controlled expressway facility consisting of two through lanes in each direction.
- 26 – Cross Section
6 - I-294 to
Lehigh Ave.**
- The recommended roadway configuration between Interstate 294 (Tri-State Tollway) and Lehigh Avenue is three through lanes in each direction plus an 18-foot wide raised median within the existing 100-foot right-of-way. Major intersection improvements, including dual left and dual right turn lanes are recommended for the exit ramps at the Palatine/Willow and Interstate 294 (Tri-State Tollway) interchange. Structural modifications will be required to the Chicago & NorthWestern Railroad overpass and the Metra Milwaukee District Railroad underpass to accommodate the recommended roadway configuration.
- 27 – Cross Section
7 - Lehigh
Ave. to IL 43**
- The recommended roadway configuration between Lehigh Avenue and Illinois Route 43 (Waukegan Road) is three through lanes in each direction plus a 30-foot wide raised median within an ultimate desirable right-of-way width of 150 feet.
- 28 – Cross Section
8 - IL 43 to I-94**
- The recommended roadway configuration between Illinois Route 43 (Waukegan Road) and Interstate 94 (Edens Expressway) is two through lanes in each direction plus a 12-foot wide median within the existing 100-foot right-of-way.

29 -- SRA Logo

Additional information concerning the Strategic Regional Arterial program, as well as the studies and recommended improvements from Palatine/ Willow Road as part of the SRA system may be viewed in the adjoining room, and representatives of the Illinois Department of Transportation and the project consultant will be available to answer questions. A court reporter, also located in an adjoining room will be available to take any statement you may wish to make. Written comments may be submitted at this meeting or may be sent to the Illinois Department of Transportation at the address shown in the project brochure.

30 -- Hearing List

31 -- IDOT Logo

Thank you for participating in this public hearing.

RECORDED ORAL COMMENTS

ATTACHMENT C

1 BEFORE THE ILLINOIS DEPARTMENT OF TRANSPORTATION

2

3 IN RE, THE PUBLIC HEARING

4 on widening Willow-Palatine Road

5

6 REPORT OF PROCEEDINGS in the above-captioned
7 matter, reported by Barbara Liberko, CSR, and a Notary
8 Public within and for the County of Cook and State of
9 Illinois, at Ramada Inn, 2875 North Milwaukee, Northbrook,
10 Illinois, on Wednesday, the 20th day of May, 1992, between
11 the hours of 2:00 p.m. and 8:30 p.m.

12

13

14

15

16

17

18

19

20

21

22

23

24

25

1 RICHARD MILLER, 211 West Lilian Street, Arlington
2 Heights, Illinois. My suggestion is, if they could
3 maintain the Frontage Road's access through Arlington
4 Heights in Palatine, I'd prefer that over a six-lane
5 major highway. And whatever they could do to consider
6 keeping the noise down on Frontage Road: You can't
7 have a cookout, with normal conversation, in your back
8 yard; there's so much traffic noise.

9 KARL WOLF, 2035 Heather Terrace; Northfield. I
10 have been a resident of Northfield on Old Willow Road
11 for 34 years, and the problems of traffic in Northfield
12 are simply horrendous due to this two-lane stigma that
13 we are under because of the pressure of a few people
14 who miss, entirely, the point that we have to get
15 traffic through the place rather than all bogged down
16 and fuming up the place, blocking the lights so you
17 can't even get through the light sometimes at Wagner
18 Road; it is simply awful.

19 As far as these statements that it's a danger
20 to the kids, they can build an overpass and underpass
21 for the kids to cross over that street. But the main
22 thing is to get the traffic moving through the place to
23 try to take a left hand turn off of Willow Road into
24 any of the residence streets turning south. It blocks
25 up traffic both ways and is just simply awful.

1 What scares me the most, I guess, is when you
2 hear the police or fire department come ripping
3 through: What are they supposed to do? Are they
4 supposed to take the gravel on the side of the road to
5 get through? Are the cars supposed to pull off or is
6 something not supposed to happen at all and they will
7 be blocked up like everybody else?

8 It's the most shortsighted thing I have ever
9 heard of to have a two-lane highway in a town that
10 certainly has grown since I moved there. I resent the
11 fact that a few people have been able to block this
12 thing.

13 KATHY RICHARDSON, 1824 North Walnut Avenue;
14 Arlington Heights. I live south of Palatine Road
15 between Kennicott and Arlington Heights Road. And I
16 would like to say that I am leaning towards favoring
17 the major expressway plan where they have the frontage
18 road next to the sidewalk because children do walk
19 along those sidewalks, and I would like a little bit of
20 protection for them.

21 Also, if they did go with a six-lane arterial
22 plan, I would hope that they would lower the speed
23 limit so it would be safer for the children that walk
24 along. Also, there are houses very close to the street
25 at that point. And so I would hope they would consider

1 that.

2 BARBARA MOORE, 345 Sunset Drive; Northbrook,
3 Illinois. I am very concerned about the improvements
4 of Willow Road through Northfield. The narrow passage
5 of less than a mile, which is now two lanes, will have
6 a dramatic effect, if widened to four lanes, to the
7 community in dissecting what is essentially a very
8 small rural neighborhood community where there is
9 really no public transportation or sidewalks to access
10 to the village, to the schools, to the churches.
11 Everyone basically walks in the street except for
12 three major sidewalked areas.

13 I have looked around and observed what has
14 happened on Route 22 through Lincolnshire in Riverwoods
15 and also on Lake-Cook, the narrow passage near Highland
16 Park going to the Chicago Botanical Gardens, and I
17 think there are two philosophies here:

18 The one in Highland Park has merged four
19 lanes into three, giving plenty of access for turning
20 into the community, a residential community, yet still
21 where there's need for traffic to allow buses and large
22 amounts of cars and pedestrians into the Chicago
23 Botanical Gardens. This is also true of Northfield
24 where we are just a feeder through and yet it is a
25 neighborhood you are going through. It never was

1 intended to be a major four-lane highway.

2 The other example is Riverwoods, Route
3 22, where the community adamantly has voiced opposition
4 to any expansion, and therefore there have never been
5 any road improvements in that community.

6 I think it's important to look at the nature
7 of the community and to find alternatives to just
8 cement. Cement, be it four lanes or six lanes, is not
9 really the answer. Other forms of mass transportation
10 are the answer. The more we encourage cars, the more
11 cars we are going to have.

12 I think it's important and vital that you
13 remember the nature of each community and not work to
14 destroy it but work to enhance it. So I do want you to
15 consider the possibility of three lanes. And that was
16 one of the recommendations that I saw in your slide
17 show similar to the access of the Chicago Botanical
18 Gardens.

19 I am absolutely, adamantly against four
20 lanes through the village, as I believe it would
21 dissect a community of less than 4,000 individuals who
22 really do use their parks. We don't hop into our cars
23 for every instance when our grocery store is easily
24 accessible, unlike other communities where everything
25 is all spread out and it's malls here and there; we

1 are more tight knit than that. So there is some
2 uniqueness there, and I think that needs to be
3 considered.

4 Otherwise, it's just going to be a royal
5 fight. There's got to be a compromise out there.
6 There are many individuals who will be hurt by a four
7 lane highway through that one-mile section. My
8 observation is that traffic flows far better through
9 Northfield, and its two lanes, than it passes through
10 Northbrook with its four lanes. Because of the
11 difference in how the lights are timed, it can, through
12 heavy traffic, take maybe, from Waukegan to 294, twenty
13 minutes to go through that lane of no more than two
14 miles; whereas, through Northfield, the one-mile two
15 lane will take maybe four minutes.

16 I think you should time it and compare the
17 two and ask if the extra minute off is really worth
18 what the community would have to go through, the
19 torment the community would have to go through to
20 change drastically to a four-lane interstate.

21 RON ANDERSON, 1715 Avon Lane; Arlington Heights.
22 In the Arlington Heights area, the present four-lane
23 major expressway with Frontage Road is not understood
24 by most drivers, nor is it a very safe road. At
25 Schoenbeck Road, the high-speed morning rush hour

1 eastbound traffic uses the Frontage Road right past the
2 elementary schools at that location.

3 The best solution is to immediately depress
4 the roadway and make grade separations. This is safer
5 and will produce less noise for adjacent home owners.
6 Furthermore, it will be a lot less expensive to do it
7 now instead of 20 to 25 years from now which will
8 surely be needed to be done then. Do it now.

9 Why do all the north suburban drivers have to
10 put up with the horse-and-buggy attitude of a few
11 Northfield residents insisting on a two-lane road?
12 It's a pain in the neck.

13 FRED KELLY. I live at 707 North Elmhurst Road;
14 Prospect Heights. The intersection of Route 83,
15 Elmhurst Road, into Palatine Road-Frontage Road is
16 probably one of the most hazardous intersections in the
17 community. The problem is that: someone is traveling
18 west on the two-lane Frontage Road and they stop for
19 the light on Elmhurst Road; when the light turns green
20 they make their left turn. Then they have the right of
21 way and they continue through a red light. The traffic
22 coming from the east on the east-west Frontage Road,
23 they already have a green light, and if they're
24 crossing Elmhurst Road, they strike the car that made
25 the left turn and went through the red light.

1 I realize that the light is there and people
2 should pay attention to it. But apparently because of
3 the short turn off of Frontage Road on to Elmhurst
4 Road, people do not expect to be stopped again by a red
5 light, and they unconsciously drive on through. If
6 IDOT checks the record I think they will find that
7 there have been a minimum of five deaths at that
8 intersection, and, in my opinion, several more:

9 Just recently, within the last month, a young
10 lady made that left turn to go south, went through the
11 red light and a semitrailer truck, proceeding in an
12 easterly direction, struck the car and killed a baby, a
13 little girl, and I believe the lady was killed; I'm not
14 sure of the lady. That's one comment.

15 Another comment is: Recently the City of
16 Prospect Heights rezoned the northwest corner of
17 Elmhurst Road and Palatine Road. As part of that
18 rezoning, they are permitting a restaurant and a strip
19 shopping center on the west side of Elmhurst Road.
20 Presently that's a two-lane highway from Elmhurst Road
21 north to Milwaukee Avenue -- I think Dundee Road,
22 excuse me.

23 On the shopping center that's in the
24 business, the traffic that's now tied up around five
25 o'clock on Elmhurst Road from Palatine Road south down

1 to Willow Road, when it gets a green light, if the lead
2 car or any or few cars in the lead decide to go into
3 the shopping center, there's going to be a terrific
4 bottleneck in traffic and possibly some rear-end
5 collisions.

6 I understand that the City or the developer
7 is going to pay for a turning lane of traffic coming
8 from the north into the shopping center, but I do not
9 believe that will correct the problem of the traffic
10 coming from the south running into the bottleneck when
11 you have people turning left into the shopping center.

12 I want to add something. One of the problems
13 that the residents who live on the Frontage Road at
14 Elmhurst Road and Palatine Road __ not only on the
15 Frontage Road, but at least five houses south of
16 Palatine Road who live on Elmhurst Road __ are faced with
17 is the traffic noise from the trucks and vehicles going
18 over the overpass. They actually shake the house; you
19 can feel it, and the noise wakes the people up because
20 that traffic starts about 4:30 in the morning.

21 If you drive up the interstate through
22 Milwaukee, you will find that, at places where the
23 overpass has housing alongside of it, they will put up
24 a noise barrier on each side of the overpass, and it
25 would seem to me that that's something that they could

1 do on the overpass of Elmhurst Road if they are going
2 into a change. And certainly, if they're going to
3 expand with the road to six lanes, because there will
4 now be one more lane closer to the homes on the south
5 side, Palatine Road.

6 GLEN ANDERSEN. I am at 1012 East Wildwood
7 Drive in Prospect Heights. The only thing I want to
8 talk about is the intersection at 83 and Palatine-Willow
9 is something that must be done. There have been so many
10 accidents caused by the dual set of stop lights.
11 Traffic off the frontage road, most of the time, is not
12 aware of the second set of lights under the bridge, and
13 I cannot tell you the amount of fatalities that have
14 occurred there over the last twelve years that I have
15 lived where I do now.

16 The only other thing that I would like to see
17 is some serious consideration given to improving Route
18 83 north of Palatine-Willow up to Dundee Road. That
19 section of Route 83 is now single lane in each
20 direction. South of Palatine-Willow it is two lanes in
21 each direction with a center turn lane. And the
22 bottleneck at rush hour on 83 north of Palatine Road
23 there is just horrendous twice a day.

24 ROSEMARY J. GOLDBERG, 3941 Michael Lane; Glenview.
25 I find that there's a great need to widen Willow in

1 Northfield to alleviate the traffic in Northbrook and
2 Glenview. I have great concerns about the plan for the
3 development of Willow between Pfingsten and Shermer:
4 with the children's safety in getting to school and
5 the access of the neighborhood, being able to get in and
6 out of their homes and the Plaza Del Prado, the area of
7 safety of this plan.

8 MARY NOVOTNY. My address is 2334 Indian Ridge
9 Drive; Glenview, 60025. My only comment is I would
10 like to see them develop Willow Road east of Waukegan
11 Road to Edens Expressway as their priority. I feel
12 that the Kraft Corporation at the intersection of
13 Waukegan and Willow Roads has created a nightmare in
14 congestion. I think the demand is there, the volume is
15 there, and it should be connected, especially if they
16 are considering the Skokie Swift connection.

17 SAM SEMROW, 847 Windemere Lane; Lake Zurich. My
18 comment is that we should go directly to the Post 2010
19 recommended improvement, make it an expressway from
20 Route 53 to 294 instead of doing the interim
21 improvements. The right of way already exists for the
22 most part. Instead of putting resources into an
23 improvement for 15 or 20 years, you should put those
24 resources right into making a full expressway from now
25 on.

1 ELLEN LATA. I am with the Child Realty Group.
2 And I am involved with leasing the center at Palatine
3 and Windsor and would be interested in having the dual
4 left lanes going west.

5 WILLIAM LEFEBVRE. I live at 1833 Normandy Court;
6 Arlington Heights. I have a very short comment.
7 Anything that improves the quality of the Palatine Road
8 surface is good. The surface of Palatine Road is in
9 very bad shape and definitely needs to be improved.

10 RICHARD YOHE. I live at 214 West Frontage in
11 Northfield. I think it's long overdue that they do
12 improvements to Willow Road. Having been a Northfield
13 resident for more years than I can even count at this
14 moment, I have been subjected to the poor quality of
15 the road. Most recently I experienced a heart attack
16 on the job.

17 I am a fireman for Northfield. We were
18 responding to a call at the time I had the heart
19 attack; they put me in the ambulance which headed off
20 to go to Glenbrook Hospital, and we got stuck in the
21 construction traffic just east of Shermer Road. Since
22 there were no extra lanes or anywhere for the ambulance
23 to go, we sat there while I had my lonely little heart
24 attack and waited for seven to eight minutes for a
25 police car to get all the traffic moved from the Willow

1 and Shermer intersection. Needless to say, I am very
2 much in favor of improving Willow Road, having more
3 lanes and accessibility.

4 I do have one major concern that I do not see
5 addressed here: and that is either underpasses or
6 overpasses for the safety of children crossing Willow
7 Road to go to school; and I would like those to be
8 considered in their planning.

9 HOWARD KAGAY. I am representing Kagay Car Wash
10 which is at 1007 East Palatine Road. It is imperative
11 that the U-turn by Cub Foods from people traveling west
12 on Palatine Road be maintained or the U turn be
13 available at Route 12, Rand Road, so that people coming
14 from the east can find access to Cub Foods and Kagay Car
15 Wash.

16 HENRY HILL. I am representing the Canterbury
17 Improvement Association, Canterbury Park; Glenview,
18 Illinois. Canterbury Park is adjacent to Lake Street,
19 and the residents of Canterbury Park are presently
20 inconvenienced and in fact find it very difficult to
21 exit from Canterbury Park on to Lake Street during the
22 rush hours. This is because Lake Street has an
23 increased traffic flow due to the fact that Willow Road
24 is a two-lane road east of Waukegan.

25 The residents of Canterbury Park feel that it

1 is appropriate, and in fact very much desirable, to
2 widen Willow Road to at least a minimum of four lanes
3 east of Waukegan Road in order to relieve the over
4 burden on Lake Street which is presently occurring.

5 WARREN POOLE. I live at 1834 North Dale in
6 Arlington Heights, 60004. I have a home on the corner
7 of Palatine-Willow Road, the south side of the road
8 being frontage east, and Dale Avenue. I am on the
9 corner just west of Schoenbeck and Palatine-Willow
10 Road.

11 My concern is, I have recently talked with
12 the Village of Arlington Heights who was attempting to
13 assess me over fifteen hundred dollars to put sidewalks
14 in against the curb of the existing frontage road.
15 They have passed a change in their village ordinance:
16 that being that the sidewalk is on my side yard and on
17 a public thoroughfare; that there's no public benefit
18 to the homeowner and therefore the Village of Arlington
19 Heights which is proceeding with this improvement, more
20 than likely this year, is bearing the entire expense.

21 In talking with the consultant here, it's
22 indicated that over seven million dollars have already
23 been allotted to improve that highway, including that
24 stretch that Arlington Heights is going to spend monies
25 they don't have. They are already running a deficit

1 budget and if the state is going to tear it up, then I
2 am going to pay for it one way or the other.

3 Now, being that Arlington Heights is not
4 charging me, I pay taxes to the Village indirectly. I
5 am paying the State of Illinois. I pay taxes. They
6 are going to tear it up and I am going to pay for it
7 twice, although I am not going to cut a check for the
8 amount.

9 I think somebody should coordinate between
10 the Village as to any plans currently on the books or
11 plans in the next five years to halt any additional
12 spending of those cities along this route in the
13 areas where the proposed construction is, that are
14 heavily residential.

15 In many parts of the country I have seen,
16 where they have improved the highway system, they have
17 also put up a sound barrier and safety barricade. If
18 the expressway is going to be three lanes each
19 direction and no frontage in those areas, that
20 soundproofing safety barrier needs to be addressed.
21 And sidewalks will not be required in those areas by
22 the villages, on either side of that highway, or by the
23 state.

24 If there's any questions or I may be of
25 further assistance, please feel free to call me at

1 708-870-1044.

2 TOM ROWE. I live at 346 Crooked Creek Lane in
3 Northfield. I am for widening Willow Road through
4 Northfield to four lanes __ two lanes and two lanes __
5 as long as the speed limit is 35 miles an hour and the
6 stop lights at Wagner and Sunset Ridge are still there.
7 I think it will improve the flow of traffic very much.
8 I am a minority from Northfield but I feel very
9 strongly that we should have it. Unfortunately, I am
10 probably one out of a hundred that are going to talk, I
11 guess.

12 DAVID ANDERSON. I live at 1918 East Robin Hood;
13 Arlington Heights. My comment is that there's no
14 question, for my good and the good of the people that
15 use Palatine Road, that the only method of change that
16 makes sense is the alternative method that maintains
17 the frontage lanes.

18 I personally have my back yard up against
19 Palatine Road, and currently the noise level is
20 increasing. To increase that to six lanes would make
21 it unbelievably miserable. Right now I could use a
22 twenty-foot sound barrier on the back of my lot like
23 has been put on other major roads. If, for some
24 strange reason, it is decided to make Palatine Road six
25 lanes, I hope to God that I get this twenty-foot sound

1 barrier put up to protect me from the terrible noise
2 that I would be subjected to.

3 Another major reason that I want Palatine
4 Road to be maintained in the current four lanes with
5 frontage lanes available is because I use Palatine Road
6 a great deal, like many people, to go three or four
7 miles or six miles and then get off at another road
8 that may not even be a major road with an expressway;
9 and the ability to get off at a variety of different
10 roads would be destroyed.

11 If you surveyed people that use Palatine
12 Road, you would find the majority of people use it to
13 go to another north-south road that provides a quick
14 way of getting to that north-south road. Putting an
15 expressway in again would destroy the usability of the
16 road for the majority of people that want to get to all
17 the roads that currently are available to get to with
18 the current configuration.

19 As I said before, the plan to make a slight
20 change in the current four-lane traffic pattern by
21 keeping the frontage lanes is the only method that
22 makes sense for the vast majority of people that use
23 that road. Some of the people that have their homes
24 along Palatine Road near Route 53 would be damaged even
25 more by the expressway than I would be since the front

1 of their house is sitting right on the local currently.

2 Please give careful consideration to
3 maintaining the four lanes with alterations on the
4 frontage road. Thank you.

5 SUSAN JACOBSON. My address is 2560 Essex Drive;
6 Northbrook. To whom this may concern, IDOT or the
7 Village of Northbrook: The back yard of my home faces
8 Willow Road. As it is, with two lanes, it's difficult
9 being in the back yard because I have a very small
10 yard. I am afraid that if they widen Willow Road, not
11 only will it ruin my property value but it can be a
12 danger to our health, and I do not want to live on a
13 highway.

14 I purchased my home knowing Willow Road was
15 there, not expecting ever to have the road come any
16 closer. I am concerned for the safety of the children
17 and the pets while we are in the yards. And I strongly
18 oppose the widening of Willow Road. I don't want to
19 see anymore traffic coming on to Willow Road than
20 already is; and, by widening it, not only will it not
21 alleviate what they say is congestion, it will create
22 more.

23 MARIE SMITH, 2561 Essex Drive; Northbrook. I am
24 opposed to the widening of Willow Road. I do not
25 believe that widening it to six lanes is going to

1 alleviate the traffic; rather it is going to increase
2 the traffic. There are alternates that they could
3 choose as far as making the toll roads and other
4 streets both directions. It shouldn't be just Willow
5 that has both directions so that it's a throughway for
6 traffic and cars going from the Edens to the
7 interstate. There are other things to explore before
8 they do that.

9 It's never been proven that six lanes
10 decreases traffic; it only increases it. And it's
11 going to -- really, the noise level is bad enough right
12 now. I live right off of Willow and the trucks coming
13 along there now are bad enough without it going to six
14 lanes. There's people in our communities whose houses
15 back up against the fence that separates Willow who
16 have already lost the use of their back yards because
17 of this, and six lanes would only make it worse.

18 I have been on the board of directors for our
19 association, and you can already see where there's
20 deterioration in their patios from the settling from
21 all the trucks going back and forth now. Six lanes is
22 not going to make it any better; it's only going to
23 make it worse.

24 JAMES W. SMIRLES: My address is 400 Ferndale in
25 Glenview, 60025. I am a 34-year resident of the

1 Village of Glenview. I also serve as President of the
2 Village of Glenview. I am a member of the Palatine-
3 Willow Road SRA Committee advisory panel. So I am here
4 tonight primarily as a resident.

5 The village board will be mailing their
6 official position at a later date, but I wanted to make
7 sure that I come by. And I think I speak both as a
8 resident, and I wear the mayor's hat, the president's
9 hat, when I speak for the residents of the town.

10 As far as the report, I am very familiar with
11 the report. I have gone through a number of hearings
12 for the preliminary report and so forth. Let's just
13 take it in phases first.

14 The part from Waukegan Road to the bridge
15 again is earmarked for six lanes, and we totally do
16 support that. In fact, with the marathon votes with
17 Northbrook and Glenview, we are anticipating those type
18 of changes. The bridge is naturally one of the key
19 issues in your report.

20 I totally agree that the bridge must
21 eventually be widened to six lanes from the bridge west
22 to the toll road. The report calls for six lanes and
23 I believe it's 18-foot center median, whatever that is.
24 When you talk about the year 2010, I've got to tell you
25 that I basically do agree that we are going to need

1 those six lanes.

2 However, I think some adjustments and
3 reconsideration has to be given to the center media.
4 Does it have to be really 18 feet versus the 12 feet or
5 something? Because if you do, we have to look at the
6 residents, the single family homes that are on Willow
7 Road, and see how close this brings it to their front
8 yards. We have already talked about this on the
9 advisory panel, and we are going to be sending that in
10 from the village's standpoint. But basically I do
11 agree that we are going to need to go to six lanes
12 eventually.

13 However, that six lanes has got to be tied in
14 with two major factors of the report, which I agree
15 with: number one, there must be the finances, and the
16 financial commitment must be there before we even
17 start thinking about widening to six lanes. Number
18 two, that bridge must be converted to a six lane;
19 improvement must be made there before they even think
20 of anything west of there. That's what the report
21 calls for, and I totally agree with it.

22 In the meantime, I don't think we should wait
23 for the six lanes. I think we need to continue to look
24 at the major intersections of Shermer Road __ the
25 Pfingstens, the Landwehrs __ and we need to continue to

1 make those necessary turning improvements. As the
2 village has developers coming in at those intersections,
3 we are doing our part of getting right of ways and the
4 easements and we are doing some of the intersection's
5 improvements. But I think we need to continue to
6 tackle those and not wait for six lane improvements.

7 When you go back now to Willow and Waukegan
8 Road, that intersection again, I totally agree with the
9 recommendations. The villages of Northbrook and
10 Glenview, with the marathon projects, has the
11 commitments for millions of dollars. We need to
12 proceed with that intersection improvement.

13 The critical part, and I think the thing that
14 is most disturbing, is naturally the four lanes through
15 Northfield. Some day we have to quit playing this
16 political game. This report basically has not said one
17 thing different than the report that IDOT did back in
18 1975 or 1976. It said at that time the traffic back
19 then bore the volume that it was needed to be widened
20 to four lanes. The political people in both Northfield
21 and in the state legislature in Springfield continue to
22 block that improvement. It is a very parochial view
23 that they have; they're only concerned about
24 Northfield and not concerned about the goals and
25 objectives of the transportation system.

1 I think the time has come that either it
2 takes state legislation or some commitment to the state
3 that the four lanes are going to be done. We continue
4 doing and spending all of our money and wasting our
5 time, as far as I'm concerned, doing studies that show
6 it should be done. But if a community __ in this case
7 a community of 4,000 people __ says no, and here you have
8 Northbrook and Glenview, a total population of almost
9 80,000 people, I'd say yes.

10 The legislators, both the state representative,
11 Parcels, and Senator Keats, continue to block the
12 financing for that. I don't think that they are
13 properly serving their constituents and they know how I
14 feel on that.

15 The problem that the village is having __ and
16 I live near Lake and Wagner Roads -- everybody is
17 bypassing Northfield and they come east on Willow to
18 Waukegan Road and, because of the two lanes, they
19 quickly swing down Waukegan Road to get to Lake or they
20 go down Sunset Ridge to Lake or they go down Wagner,
21 get over to Wagner and go down to Lake because they
22 have got to get on Edens Highway. In the evening they
23 get off at Lake rather than Willow and then they take
24 the reverse route back.

25 So again, some day we are going to have to

1 pull our heads out of the sand. I think Northfield has
2 exasperated the situation. I was a top supporter of
3 having Kraft located at the corner of Willow and
4 Waukegan Road. But to show you the thinking of
5 Northfield: at the intersection of Willow Road was --
6 the entire property, I should say, where Kraft is,
7 Willow Road was four lanes. As soon as they put Kraft
8 there, they widened it to six lanes. So they told
9 Kraft, "You have to widen it to six lanes." But yet,
10 you go about two or three hundred feet further east,
11 and then what do you get? You go right back to the two
12 lanes. They don't want the traffic through there, but
13 yet they want -- they're bringing 3,000 employees up to
14 that facility up there.

15 All in all, what I'm really saying is, I hope
16 that the record will show that we strongly feel that,
17 until we widen Northfield, that that's the bottom line
18 of what needs to be done in the area.

19

20 (A short break was taken.)

21

22

23

24

25

1 WILLIAM DOLAN. I live at 1534 Basswood Circle;
2 Glenview, Illinois. I currently am the President of
3 the Tall Trees Homeowners Association of Glenview.
4 There are 192 homeowners in Tall Trees Subdivision.

5 At the annual meeting of the Tall Trees
6 Homeowners Association on May 19, 1992, Matt Carlson,
7 assistant to the village manager of Glenview, discussed
8 the Palatine/Willow Road SRA in his presentation to the
9 approximately fifty Tall Trees residents presently at this
10 meeting. Matt Carlson also used a three-page summary of
11 the SRA as a handout.

12 After Matt Carlson's presentation, I asked
13 the fifty Tall Trees residents for an informal
14 indication of support or non support for the SRA,
15 especially the widening of Willow Road from Waukegan
16 Road to the Edens Expressway. This widening of Willow
17 Road is important to Tall Trees residents because the
18 only entrance to the main area of Tall Trees is on Lake
19 Avenue west of Waukegan Road.

20 The general feeling of the Tall Trees
21 residents was that the widening of Willow Road from
22 Waukegan to the Edens Expressway would reduce the
23 overflow traffic on Lake Avenue which now includes
24 traffic that is avoiding the bottleneck section (one
25 lane each way) of Willow Road in Northfield.

1 My informal poll of the attendees at this
2 1992 annual meeting of Tall Trees Homeowners
3 Association indicated that all except one of the
4 homeowners supported the Palatine/Willow Road SRA with
5 special emphasis on the widening of Willow Road to two
6 lanes each way between Waukegan Road and the Edens
7 Expressway.

8 EDWARD SCHULTZ, 1701 Lake Terrace; Arlington
9 Heights. We live right on Palatine Road, and most of
10 the people in our area there commute into Chicago on
11 Palatine Road to Edens. And we just feel that if we
12 see Northfield is here staking their protest against
13 it, and if the road doesn't get widened to four lanes
14 through Northfield, I think they should scrap the whole
15 idea.

16 I think it's pretty bad when politics and big
17 money can stop a highway from going through. We have
18 to put up with the traffic coming out of Northfield out
19 to the race track and to the toll road, but they don't
20 want us coming through their town, and I think it's
21 just a waste of money to put an expressway that goes
22 nowhere.

23 ALLEN BROWNE. My address is 3445 Carol Lane;
24 Northbrook. I am President of the Timber Trails
25 Homeowners Association at the intersection of Lake

1 Avenue and Milwaukee. I am speaking on behalf of the
2 91 homeowners there.

3 We need some intersection improvements on
4 Willow Road very badly. In our particular area, the
5 intersection of Willow and Sanders, it is impossible to
6 negotiate the expanded turn lanes. Something like that
7 is a necessity.

8 Willow Road, through Northfield, cannot
9 continue to be a two-lane road. We suffer the adverse
10 affects of it being so. A lot of traffic from the
11 corporate offices on Sanders just comes out Sanders to
12 Milwaukee and just Lake Avenue rather than try to get
13 to the Edens on Willow Road. That's mandatory.
14 Whether Willow Road should be widened to six lanes or
15 not, I don't know. That's all I have to say.

16 ROY KESLIN, 2567 Essex Drive; Northbrook, 60062.
17 This is my first experience, involvement, with this
18 project, being here today, and I have several questions
19 to ask.

20 One is, I see a lot of money being spent.
21 For what purpose, I don't know. It seems that the
22 people here do not know where the traffic has
23 originated from and are unable to tell me from where
24 the traffic is coming or where it's going to.

25 One of the questions that are asked is, what

1 happens to Dundee? Why is Dundee not being improved
2 upon by adding interchanges at Edens and at the
3 tollway? It should be a lot less expensive than
4 widening Willow Road, as proposed, for its full length.
5 None of the exhibits portray any protection for the
6 local residents on the highway.

7 As I see the problem, the expansion of local
8 areas, particularly in Northfield, have created
9 additional traffic within the area. This additional
10 traffic does not justify expansion of Willow Road as so
11 proposed. I believe the additional traffic is coming
12 from Edens and would be transmitted across Sanders to
13 the new expansion which occurs west of Sanders.

14 If this is the case, then this highway should
15 be approached totally different than what it is. This
16 is not a street; this is an interstate highway.

17 I am very dissatisfied with the whole
18 approach of this thing: a good engineering; it is not
19 good economics and it's being presented very poorly.

20 KENNETH L. GOULD. I live at 2005 Valley View;
21 Northbrook, 60062. This is a comment regarding the
22 widening of Willow Road through the Northfield
23 corridor. I feel this would do nothing but increase
24 the traffic flow in this area and it would be just as
25 crowded as it is today. The safety of the people in

1 Northfield would be a danger, and certainly the traffic
2 would create pollution that would be very objectionable.
3 Thank you.

4 JAMES R. CLARKSON, 257 Jeffrey; Northfield. I
5 taught in Northfield for 31 years at Sunset Ridge
6 School. I was recreation director for the Northfield
7 Park District for 20 years, and I wanted to voice my
8 opinion on this matter: and it is opposing the widening
9 of the road.

10 It's basically for the sake of our children
11 that cross that road to go to Sunset Ridge School to go
12 to Middlefork School which is K through third grade
13 school, for the St. Phillip's children that must cross
14 the street to go to St. Phillip's School, and for the
15 children who take part in recreation in our village who
16 must cross Sunset Ridge and Willow Road to get to the
17 various recreational activities, the park activities,
18 they must cross Willow Road for ice skating and again for
19 all the schools; they must cross Willow Road. And the
20 widening would make it very difficult and hazardous for
21 our young people.

22 ANDREW PRICE, 259 Bristol Street; Northfield. I
23 just want to say that we have too much traffic already.
24 The access to our street, Bristol Street, is bad enough
25 at the present moment without making it worse by

1 widening it to four lanes. I think the whole idea would
2 just ruin our town of Northfield.

3 DOUG CRISTELL, 511 Whitland Lane South;
4 Northfield. I would like to make a statement for the
5 children of Northfield. I am protesting against the
6 widening of Willow Road because it is not safe for
7 children.

8 CAROL FRY, President of the Northfield Community
9 Nursery School. It's to Mr. Morien, the village
10 manager: Willow Road must not be widened. For more
11 than 40 years, the Northfield Community Nursery School
12 has had the well being of Northfield's children as our
13 consuming focus. It is this concern that prompts our
14 solid opposition to any widening of Willow.

15 We are located near the heart of our
16 community, just off of Willow Road and so are very
17 familiar with the numbers of children who, as
18 pedestrians, must negotiate this roadway. Widening
19 Willow Road ___ with the attendant increase in traffic and
20 undoubtedly the higher speed that four lane arteries
21 seem to encourage, despite speed restrictions and police
22 vigilance ___ would significantly, perhaps disastrously,
23 increase the hazard to our children's safety. We must
24 not allow this.

25 The reasons given, for widening this

1 thoroughfare, pale beside the need to protect our young
2 people. The Northfield Community Nursery School, which
3 exists only to serve our children's best interests, must
4 stand firmly opposed to the proposed widening of Willow
5 Road. Sincerely.

6 EDWARD G. COTTRELL. I am here representing the
7 Northfield Park District. I am vice president and a
8 member of the board of commissioners. I would like to
9 read our statement which was enacted by resolution at
10 our last board meeting, and it reads as follows:

11 "The Northfield Park District strongly
12 opposes the proposed widening of Willow Road through
13 the Village of Northfield. We believe that changing
14 Willow Road from a two-lane local road to a four-lane
15 divided regional highway would adversely affect the
16 park district and its residents in the following
17 respects.

18 "One: Widening Willow Road would create a
19 clear and unreasonable danger to the safety of park
20 district residents and especially children who must
21 cross that road on foot in order to reach park district
22 facilities and programs.

23 "Two: The proposed widening would make it
24 more difficult for Park district residents to drive to
25 reach park district facilities and programs from

1 within the village.

2 "Three: The proposed widening would eliminate
3 open space adjacent to two park district facilities,
4 Willow Park and Clarkson Park.

5 "Four: Widening Willow Road likely would
6 increase the volume of air and noise pollution adjacent
7 to Willow and Clarkson parks and would bring that
8 pollution closer to the users of these facilities.

9 "The Northfield Park District conducts
10 recreational programming for its residents, including
11 children, at one outdoor facility, Willow Park, and at
12 four indoor facilities, Middle Fork, St. Phillips,
13 Sunset Ridge Schools and Northfield Community Church.
14 All of these facilities are located north of Willow
15 Road.

16 "Officials of the Village of Northfield
17 estimate that 55 percent of the village's residents
18 live south of Willow Road. In other words, most of the
19 residents who wish to participate in park district
20 programs must cross Willow Road in order to reach these
21 programs.

22 "The current volume of traffic makes it
23 dangerous for pedestrians to cross Willow Road even at
24 intersections with traffic signals. The closest of
25 these signals is some two to three blocks away from

1 Willow Park.

2 "The proposed widening of Willow Road will
3 make it even more dangerous to cross the road on foot,
4 especially for children. We all know that children
5 tend to take the shortest route between two points and
6 may consider a busy street more as a challenge to be
7 met rather than as a danger to be avoided. Widening
8 Willow Road would increase both the challenge and the
9 danger. We do not want our children subjected to
10 either.

11 "Widening Willow Road also would bring cars
12 and trucks much closer to the children and other
13 residents who use Willow and Clarkson parks. Several
14 of the park district's athletic fields begin
15 approximately 40 feet away from the current roadway.
16 The proposed widening would eliminate virtually all of
17 this zone of safety.

18 "The tragedy just two years ago at Harrington
19 Park in Riverside, in which a car veered off the road,
20 striking and killing three children playing in the
21 park, is a grim reminder of the need to keep roads as
22 far away from parks as possible. Willow Road is
23 already too close to our parks; we don't want it any
24 closer.

25 "Access: The Proposed widening of Willow

1 Road would restrict access to park district facilities,
2 especially Willow and Clarkson parks. The Illinois
3 Department of Transportation's draft proposal calls for
4 full access to Willow Road from side streets only from
5 side streets, only at the intersections that currently
6 have traffic signals. All other intersections would
7 operate as right turn in right turn out only.

8 "As a result, park district residents who now
9 drive to Willow Park or Clarkson Park on Willow Road
10 from Edgewood Lane, Whittier Lane, Summerset Lane,
11 Bracken Lane, Chapel Hill Lane, Edens Street, Dickens
12 Street, Churchill Street, Robin Hood Lane and Bristol,
13 would have to travel circuitous, more time consuming,
14 routes, in order to reach these facilities.

15 "Park District residents traveling by car for
16 programs conducted at St. Phillip's School would
17 encounter similar access restrictions.

18 "Open Space: The State of Illinois presently
19 utilizes only between 36 and 40 feet of its right of
20 way on Willow Road in Northfield. The remaining 60 to
21 64 feet form a buffer of open space between the roadway
22 in Willow and Clarkson parks. Elimination of this open
23 space and the trees that occupy it will make these
24 parks less attractive and less desirable as locations
25 for both active and passive recreation.

1 "Air and noise pollution: Moving Willow Road
2 closer to Willow and Clarkson parks also will bring
3 more air and noise pollution closer to these facilities
4 and to the park district residents who use them. The
5 State of Illinois should consider the adverse affects
6 of this pollution upon these residents, especially the
7 children, before proceeding with the widening of Willow
8 Road.

9 "Conclusion: The Federal Intermodal Surface
10 Transportation Efficiency Act of 1991, under which the
11 proposed widening of Willow Road might be funded,
12 requires that 'the overall social economic energy and
13 environmental effects of transportation decisions' must
14 be taken into account before making such decisions.

15 "The Northfield Park District respectfully
16 submits that the proposed widening of Willow Road
17 through Northfield would have serious adverse social
18 and environmental effects as well as endangering the
19 public. Therefore, for the sake of our residents and
20 especially for the safety of our children, we urge the
21 State of Illinois not to proceed with the proposed
22 widening of Willow Road through the Village of
23 Northfield.

24 "Respectfully submitted, Northfield Park
25 District, signed, John Cherdeny, President, Edward G.

1 Cottrell, Vice President, Michael McIntyre,
2 Commissioner, Sharon Krill, Commissioner, Blair
3 Robinson, Commissioner."

4 MRS. ALBERT L. RAYMOND, 587 Briar Lane,
5 Northfield. I have lived in Northfield for 48 years.
6 My objection to this proposal is, traffic going through
7 to Edens is going to form a block anyway because it
8 won't be enough space to go down to Edens from west to
9 Edens. It will be blocked up to Waukegan. No matter
10 what we do, the block will be there, and I think it's
11 very sad to have Northfield divided once again. We
12 were divided by Edens Highway and now they are going to
13 divide us again by enlarging Willow Road. And I am
14 very opposed to this because I don't think it will
15 help the problem of congestion; it will just increase
16 it, and it will be very bad for our village. Thank you.

17 JEFF MCGRATH. I am Chairman of the Northfield
18 Caucus. I would like to read the statement to the
19 Illinois Department of Transportation:

20 "Northfield Caucus is a representative body
21 of citizens entrusted to elect candidates for public
22 office within the village and to define issues of
23 importance via its platform. The overwhelming majority
24 of Northfield residents have taken a position opposing
25 the widening of Willow Road within the Village of

1 Northfield and its caucus representatives.

2 "Caucus platforms specifically state
3 opposition to widening the road. Northfield is the
4 only village on the North Shore bisected by Willow
5 Road. Widening Willow Road will split our community
6 with a noisy, dangerous roadway that would contribute
7 to the land development of neighboring municipalities.

8 "The Caucus has participated in all the
9 traffic studies, formal and informal discussions,
10 polls and other meetings devoted to Willow Road. Our
11 community cannot gain anything from the road project
12 proposal that, one, splits the community in half with a
13 high-speed thoroughfare, two, encroaches into the
14 flood way, three, cuts through the heart of our only
15 park system, four, directly borders both Northfield
16 schools and many churches, five, encourages the
17 commercial development of Techny, and 6, severely
18 affects speedy access by a police and fire department.

19 "The Northfield Caucus opposes this plan; it
20 has opposed the issue for well over 20 years. We urge
21 IDOT to consider alternative plans to the widening of
22 Willow Road as a strategic focus of state highway
23 planning."

24 VERNA POLLAK, 2221 Birchwood Lane; Northfield. I
25 am co-president of the League of Women Voters of

1 Winnetka, Northfield and Kenilworth. We have a
2 position, as a league, and I will read the Northfield
3 program position of the village planning.

4 "Support of community beautification, support
5 of annexation of adjacent unincorporated land, with
6 emphasis on a comprehensive plan and control of land
7 use. Support for evaluation plans for road and house,
8 primarily concern for the safety of pedestrians, safe
9 traffic flow, community preservation.

10 "It will be detrimental and dangerous to
11 widen any arterials at this time without proper
12 consideration of these factors."

13 JULIE WEARY, President of the District 29 PTA. I
14 am speaking to you on behalf of the District 29 PTA,
15 which represents both Middlefork and Sunset Ridge
16 elementary schools in Northfield.

17 We are overwhelmingly opposed to any plans
18 that call for the widening of Willow Road. Our concern
19 is primarily one of safety. We feel that our
20 children's well being will be seriously compromised by
21 your consultants' proposed work through our village.

22 The two District 29 schools located adjacent
23 to and north of Willow Road presently have an
24 enrollment of 389 students, 50 percent of which live
25 south of Willow Road. During school hours, because our

1 district does not bus students, the increased traffic
2 volume of a four-lane Willow Road would create an
3 extremely dangerous crossing situation for our children
4 at both schools.

5 However, this situation becomes
6 extraordinarily hazardous during non-school hours when
7 no crossing guards are present. It is simply
8 unacceptable to us to put our children at this
9 increased risk. Proudly, our village has represented a
10 certain quality of life and strength that comes
11 naturally from an ongoing understood commitment to our
12 children. They are our priority.

13 This commitment is evident daily in our
14 outstanding school and park district and by the
15 enormous apparent involvement in both. We can't allow
16 the safety of even one of our children to be
17 jeopardized by your plan. If we do, we will lose much
18 more than we will gain.

19 RONALD FEGGERT. I live in Buffalo Grove. I would
20 like to say that I thoroughly support the IDOT proposed
21 improvement, but that I don't think they go far enough
22 to increasing the capacity that is necessary for the
23 increase in population density that has occurred and is
24 still occurring.

25 I think they should consider, if they can,

1 they should be able to find the funding, the
2 possibility of having double decker highways or
3 increasing the size of the right of way of existing
4 roads, if they can expand the existing capacity.

5 JOYCE WARD, 2000 Bayside Drive; Palatine. I
6 thoroughly support the widening and changes between
7 Route 14 and the Eden Expressway. I don't think that
8 the changes proposed are going to alleviate traffic
9 times. I think that an expressway with on-off ramps,
10 rather than intersections, would better serve the
11 traffic problems, if not along Palatine-Willow Road,
12 maybe north of Lake Cook Road.

13 DR. M. M. CHERTACK, Whittier Lane; Northfield.
14 As a representative of the population of Northfield, I
15 have been fighting the widening of Willow Road over 25
16 years because of the following reasons:

17 The Village is constructed, at present, in a
18 manner in which the road is accessed by people of
19 churches and schools, and any increase of flow or rate
20 of traffic increases the morbidity and the mortality
21 potentials. We have had limited morbidity and no
22 mortality of significance in all those 25 years.

23 Widening of that road would immediately
24 increase the risk and danger of the people utilizing
25 the school, park and church facilities. The access

1 roads that enter between Sunset Ridge and Happ Road are
2 some that ended. And if the engineers' own handbook is
3 reviewed, it will be indicated that roads that are
4 entering a four to six lane highway, of the type to be
5 considered in Northfield, increases the risks of people
6 entering on to the highway from the side roads such as
7 Whittier Lane, Bracken, Churchill, etc.

8 There's no way, without removing existing
9 homes along Willow, with limited access, such as are
10 Whittier Lane, Bracken Lane, Churchill, etc. The
11 building of frontage roads could not be considered with
12 the type of existing homes, churches, etc.

13 It is more practical to develop other systems
14 of moving traffic than continuous widening of roads,
15 especially when all that would occur would be an
16 increased volume of cars entering in the Edens Highway
17 which already has an overload with resulting backing up
18 of traffic into the village, creating a greater
19 problem.

20 We would like to communicate to the people of
21 IDOT and to the political system that people in the
22 Village of Northfield will not tolerate such a road for
23 these and multiple other reasons.

24 JOSHUA AND TRACY BUCHMAN, 254 Ingaram in
25 Northfield. We are opposed to the widening of the road

1 because it would divide the community and cause a
2 safety problem to children going to school along north
3 of Willow who live south of Willow, and cause problems
4 with the flood plain.

5 LYNNE CURTIS, Old Farm Road. I am very opposed to
6 the widening of Willow Road. I have lived in the
7 village for 35 years. I am opposed because it would
8 divide the community and pose a safety hazard to our
9 children.

10 KATHY SHEARER, 280 Old Farm Road in Northfield. I
11 am very opposed to any widening of Willow Road,
12 primarily because I have three children and I think
13 four lanes will not cure the problem of access to
14 Edens.

15 GREGORY SHEARER, 280 Old Farm Road; Northfield.
16 My wife and I are adamantly opposed to the widening of
17 Willow Road, as proposed, for a number of very
18 important reasons that we urge IDOT to take note of:

19 Northfield will be broken -- it's park
20 district will be broken into two pieces with the
21 widened road, as proposed, making it very dangerous for
22 the children to go from the south to the north park. A
23 number of schools and churches border the highway,
24 making it very dangerous for the primary population of
25 Northfield which lives south of Willow to cross the

1 road going north of Willow.

2 I would also say that adding an off ramp from
3 294 going east on Lake Street would be a much superior
4 alternative to widening the road through Northfield,
5 inasmuch as the route has far less residential
6 development and is already four lanes from 294 east to
7 the lake.

8 LINDA O'BRIEN, 2260 Bracken Lane in Northfield.
9 My comment is that I understand there are certain
10 pressure groups finding for this four lanes in
11 Northfield. Most of these groups do not live in
12 Northfield, and I really don't think it's right that
13 people who are passing through and using Northfield for
14 other purposes should be able to dictate the quality of
15 life to those of us who do live there.

16 JIM O'BRIEN, 2260 Bracken Lane; Northfield. I'm
17 just rendering my opinion that I am totally against any
18 widening of Willow Road; that Northfield has basically
19 nothing to gain for this, except pollution, noise,
20 traffic, the danger to our children. We spend a lot of
21 time and money in Northfield and we like it the way it
22 is.

23 DOROTHY RASMUSEN, 445 Chapel Hill Lane in
24 Northfield. I am very much opposed to the widening of
25 Willow Road. The traffic congestion is terrible going

1 west, which is well out of Northfield. Northfield is
2 not the problem.

3 Other than the obvious reasons for opposing
4 the widening of Willow, which are increased traffic,
5 pollution, noise, danger to the children and local
6 traffic, flooding, there is also the fact that IDOT is
7 proposing to create for us the exact conditions we
8 moved to Northfield in the first place.

9 We pay premium prices to have the quiet and
10 little congestion, and if we had wanted to have the
11 congestion and the noise and pollution, we would have
12 bought property on 294. The increased congestion will
13 lower the property values and destroy our way of life.
14 In fact, it will destroy the Village of Northfield.

15 KATRINA OLSON, 2024 Suffork in Northfield. I
16 represent my husband and myself and my three children.
17 We moved to Northfield six years ago, from Winnetka,
18 because we liked the rural field of Northfield and the
19 small community.

20 I am very opposed to widening of Willow Road
21 because it would change the nature of our community.
22 It would divide it and congest it and take away the
23 rural feel that we have come to enjoy. I believe it
24 would be dangerous to our children who like to ride
25 their bikes and visit their friends on the other side

1 of Willow Road. And I believe it would serve no
2 long-term benefit as the traffic is already congested
3 before they even get to Northfield.

4 JANE JEFFRIES. I am here on behalf of Northfield
5 Community Church. I have a position statement of
6 Northfield Community Church regarding the widening of
7 Willow Road.

8 "In regards to the proposal to widen nine
9 tenths of a mile of Willow Road through Northfield, we
10 wish to go on record as being unconditionally opposed.
11 The Northfield Community Church is located on the
12 northwest corner of Willow and Wagner Roads. We are
13 opposed to this proposal for the following reasons:

14 "One, it would be dangerous for children who
15 participate in weekday and Sunday activities at the
16 church to walk across a four-lane highway;

17 "Two, Noise, for the proposed four-lane
18 highway would interfere with normal church services;

19 "Three, There is a high probability that the
20 church would lose its six maple and four flowering crab
21 apple trees which are irreplaceable."

22 LIZ DAUTEN, 16 Country Lane in Northfield. I just
23 want to register that I am strongly opposed to this,
24 and I wonder why they have not considered Lake, which
25 is already a four-lane highway. It has access on to

1 one highway and all they would need to do is to build a
2 ramp on the other highway.

3 One of the consultants said it was not within
4 the strategic regional artery, whatever, one of the
5 roads that was being considered. Why not? And why is
6 Willow? And can we get Willow out of that study? We
7 don't want to widen.

8 NANCY ROBINSON. I live on Sunset Ridge Road in
9 Northfield, Winnetka Avenue. And there are 17 children
10 under eight that live on my corner, and, as it is, there's
11 a lot of traffic in Northfield, and I'm very nervous
12 about their safety. They all go to the schools that
13 are on the other side of Willow Road from us. And the
14 danger for them is incredible. I hate to see them, as
15 children in our community, to being confined to their
16 yards and not ever being able to go to neighbors on bikes
17 or on foot for fear of being hit by cars.

18 And it is totally inappropriate to have a
19 four-lane highway that has the speed limit that's
20 greater than the speed limit now, because it will just
21 totally tear our community apart.

22 JAMIE GARARD. I represent a concerned parent.
23 And my real concerns in a vote against the widening
24 would be in reference to the two churches, the two
25 parks, the two schools that many children and families

1 attend on a regular basis, the magnitude of additional
2 road causing potential floods, causing potential danger
3 and escalating the overall pollution to the area is
4 something I would like to continue to fight and hope
5 that IDOT will learn today, people can represent
6 themselves.

7 ROBERT L. SNYDER, 2161 Drury Lane; Northfield.

8 I have already written several letters to the Village
9 President Rieser of the Village of Northfield. And at
10 this time, I won't give you all the details. May I
11 leave these letters with you? I have basically one
12 single point:

13 The jam-up is not too rough here. The jam-up
14 is not through Northfield. The biggest jams are west
15 of Northfield. They are beginning west of even
16 Waukegan Road. I travel east and west, almost every
17 day, on Willow all the way out to Route 53, and I can
18 attest to the fact that the real jams are at the
19 intersections. We can't do away with stop lights, and
20 it's the stop lights that really jam up the traffic.

21 TRUMAN B. COBB. I am a resident at 252 Eton
22 Street in Northfield. I am vehemently opposed to the
23 widening of Willow Road. I think it's ludicrous that a
24 small community, which was once zoned for horses, has
25 to bear the brunt of roads for the entire western and

1 northern suburbs.

2 Willow Road is a major artery through two
3 schools, three playgrounds, and community police
4 department and the fire department. And to widen the
5 road and create a traffic jam at a major intersection
6 would be detrimental to everyone that lives in
7 Northfield and would solve no problems and only move
8 the traffic jams another mile further east.

9 JIM CRISTELL, 511 Woodland Lane in Northfield.
10 And I am opposed to any widening of Willow Road. I
11 would like to have IDOT consider the nine tenths of a
12 mile through Willow as simply an entrance ramp to Edens
13 Highway and to allow the Northfield residents to enjoy
14 the quality of life they so wish and deserve.

15 I am also concerned that safety is a number
16 one priority. I hope that the politicians in down
17 state, as well as other people, put the safety of the
18 people of Northfield first.

19 DAVID KAHN. I am totally opposed to the widening
20 of Willow Road. I think it will really deteriorate the
21 safety and the quality of life in the village of
22 Northfield and in all the other villages in which the
23 road is widened. It will also create increased air
24 pollution and noise pollution.

25 I don't think we should disperse our

1 population; I think we should have people concentrate
2 their living in practical ways. I don't think we
3 should create obsolete communities in the cities, which
4 we have done; just create roadways to take people away
5 from the cities. I think we should refurbish and
6 regain the use of our existing cities and our existing
7 infrastructure rather than just abandon them. We can't
8 afford to abandon the resources.

9 I am totally opposed to the widening of
10 Willow Road. I think it will just benefit people that
11 are speculated in land and land developers, the value
12 of whose land will increase substantially, and it will
13 provide unexpected benefits to people who even purchase
14 homes at values that reflected the then-existing
15 access and who never expected any increased mode of
16 transportation to their communities, at the expense of
17 people who purchased their homes on the basis to then-
18 existing conditions which will be substantially
19 deteriorated if Willow is widened. I am totally
20 opposed to the widening of Willow.

21 JEANNE CHAPLINE, 353 Jeffrey; Northfield. I moved
22 to Northfield three years ago for the rural atmosphere.
23 I travel Willow Road every day west to Palatine and to
24 Arlington Heights and then back east in rush hour and I
25 see no reason to widen it. It's actually a very fast

1 thoroughfare, and going east in the morning is more
2 impossible and will only get more impossible if it's
3 widened. I live one block south and the noise already
4 is very loud in the morning and the accidents are very
5 tremendous.

6 MARGARET LEASON. I live at 353 Jeffrey in
7 Northfield. I think the major reason I don't want
8 Willow Road widened is for the children. I think it's
9 extremely dangerous. Secondly, from what we've been
10 told, it's not going to help the traffic problem one
11 iota; it's going to simply take up the remaining lanes.
12 Thirdly, I am a real estate appraiser, and I think it
13 will have a terrible, detrimental affect on the value
14 of our property. I moved to Northfield for peace and
15 quiet and I would like it to remain that way.

16 SALLY FALNER. I live in Northfield and I object
17 to widening Willow Road because I don't think any
18 child's life is worth shortening any car passenger's
19 commute across Willow Road. Children cross the road at
20 all times of the day and the park is constantly filled
21 with children, and any overpass they build over willow
22 Road will still not protect them from any car that
23 happens to veer off at a high rate of speed while
24 they're playing baseball.

25 My children are scared to go to school if the

1 road is widened, and I don't think they should live
2 with that fear, and I object to my tax dollars being
3 used to alter the way of life in Northfield.

4 ROBERT MACKAY, 209 Thackery Lane in Northfield.
5 As a 24-year resident of the Village of Northfield, I
6 don't see the need to widen Willow Road past the
7 existing two lanes. I can't help but feel that, by
8 widening the road, we would have more traffic which
9 would result in loss of life due to fatalities and
10 accidents, many of which could involve children
11 crossing the roadway to get to the schools.

12 The vast majority of children of school age
13 live on the south side of Willow, while the schools are
14 located on the north side. And while an overpass or an
15 underpass would be constructed, school children don't
16 always use their best judgment in where they cross the
17 road.

18 I would also have serious concerns about the
19 ability of the police and fire within the village to
20 respond with a multi-lane highway through the village.
21 Please do not widen Willow Road.

22 MARSHALL RAKE, 343 Thackery in Northfield. So
23 far, from what I have been told, the reason for this is
24 because of traffic congestion and safety. Now I have
25 been in Northfield for 15 years. I do not see the

1 reason for this. At most, it stays five to ten minutes
2 bumper to bumper traffic from Edens to Waukegan or vice
3 versa. There's no problem with the village right now;
4 people like it the way it is.

5 I have a child and I have one on the way;
6 they both will be attending the schools in Northfield.
7 I plan on staying in Northfield. They said safety is
8 the reason. To me, loss of life should be the first
9 concern and not a fender bender that could occur on
10 Willow Road. To me, child safety should be first.

11 If one child gets killed because of your
12 proposed expressway running through Northfield, the
13 safety factor, as you say, is gone.

14 I am wholly opposed to this; my wife is
15 opposed to this, and I am sure my children are too.

16 JOHN M. FIELD, 3322 Sunset Ridge Road; Northfield.
17 My wife and I travel Willow Road between Edens and
18 Sunset Ridge daily at all hours of the day and night,
19 and we do not find that the traffic is so great there,
20 that there's any problem as far as riding on Willow
21 Road.

22 The fact that there's a light at Sunset Ridge
23 and Wagner and then downtown Northfield are the
24 principal reasons why traffic doesn't flow as fast as
25 it could. And the plan that is proposed by IDOT

1 doesn't take care of this at all. Whether there are
2 two lanes, as at present, or four or six or eight
3 lanes, the traffic isn't going to go any faster with
4 the lights they way they are.

5 Not only does this have no value as far as
6 expedited traffic, but will destroy the quality of life
7 in Northfield and the safety of the children in
8 crossing to the schools and parks.

9 MARY BETH KRAFT. I live at 2251 Bracken Lane.
10 Bracken Lane is a street that intersects Willow Road on
11 the south side between Sunset Ridge Roads and Wagner
12 Roads. I have a child in Middlefork School, a child at
13 Sunset Ridge and two other children that are older.
14 I have lived in Northfield since 1980 at this address.

15 Yes, there has been an increase of traffic on
16 Willow Road. The proposed improvement is not an
17 improvement to our family. At peak traffic times, we
18 leave more time to go to and from where we have to go.
19 As a resident of Northfield in that location, I feel
20 that the widening of Willow Road is not an improvement.

21 Adding more lanes in each direction will only
22 make pulling in and out of our street more impossible.
23 At this time, the folks on Bracken lane do not see
24 widening of Willow Road as any kind of improvement; it
25 is not an improvement.

1 STEPHEN ASH, 445 Meadow Lark Lane in Northfield. I
2 would like to register my vote against the widening of
3 Willow Road for the reasons of preventing the existing
4 level of safety and the community atmosphere within
5 Northfield. I don't feel that the residents of
6 Northfield should have to suffer as a result of an
7 expansion that has been happening outside of our
8 boundaries. Thank you very much.

9 LAURA ASH, 445 Meadow Lark Lane; Northfield. I
10 live off of Old Willow Road. I would like to, one,
11 express my disappointment in the presentation this
12 evening in that it did not address the overall issues
13 such as density, future density, other infrastructure
14 such as alternative commuter transportation such as
15 trains, buses, etc. I am vehemently opposed to the
16 widening of Willow Road.

17 DON NATHAN, 525 Happ Road; Northfield,
18 representing myself. I am categorically opposed to the
19 widening of Willow Road and humbly request that they
20 leave it as is.

21 HOWARD BULTINCK. I am superintendent at Sunset
22 Ridge School District 29. I wanted to make sure, for
23 the record, that it was indicated this evening that our
24 school board will be making a submission within the
25 30-day time allotment from our consultants, Ralph Berg

1 & Associates which will analyze IDOT's consultants'
2 proposal to add four lanes in front of our schools.
3 The position our school board has taken is that we want
4 a road-way system that's as safe, if not safer, than
5 what currently exists for our students who walk or take
6 their bicycles to school daily.

7 RICHARD RIESER, President of the Village of
8 Northfield. I am here to state for the record the
9 board's opposition to the widening of Willow Road and
10 to give to you Resolution Number DR30-92, which
11 expresses the unanimous opposition of all the members
12 of the village board and the community to the widening
13 of Willow Road to four lanes through Northfield.

14 "Whereas, in 1990, the President of the Board
15 of Trustees of the Village of Northfield received the
16 results of a community survey indicating that the
17 Illinois Department of Transportation's plans for
18 widening Willow Road from two lanes to four lanes was
19 strongly opposed by the village residents;

20 "And whereas, based on said response, which
21 indicated that 64 percent of the responding residents
22 felt that the village should leave Willow Road two
23 lanes between Sunset Ridge Road and Bristol and adopt a
24 resolution on March 26, 1990 affirming the same;

25 "And whereas, the Village of the Board of

1 Trustees believes that widening the road will seriously
2 compromise the safety of residents due to more traffic
3 and faster traffic;

4 "And whereas, most children live on the south
5 side of Willow Road and need to cross it in order to
6 attend one of the three primary elementary schools
7 located on the north side of Willow Road, and that
8 these children will be required to cross Willow Road to
9 play in parks on the other side of Willow Road:

10 "Now therefore, be it resolved by the
11 President and Board of Trustees that the Village of
12 Northfield, Cook County, Illinois, that the community
13 strongly opposes" __ and "opposes" is in bold type __
14 ".. the widening of Willow Road to four lanes between
15 Sunset Ridge Road to Bristol Avenue.

16 "We would further resolve that a copy of this
17 resolution be forwarded to the office of the Illinois
18 Department of Transportation and approved by me this
19 27th day of April, 1992. Four ayes, zeros nays, one
20 absent, signed Richard Rieser, Village President."

21 In addition, we have had responses from 359
22 residents who are opposed to the widening of Willow
23 Road, and we have also received 19 responses which were
24 addressed to Duane Carlson of the Illinois Department
25 of Transportation, opposed to widening Willow Road, and

1 we have received only five responses in favor of
2 widening Willow Road.

3 Furthermore, we have, for the record, two
4 letters: one from Paul Wagner in favor of widening
5 Willow Road and one from Paul Speer, Jr. also favoring
6 the widening of Willow Road. On the other hand, we
7 have 16 letters from the following individuals which
8 oppose the widening of Willow Road and detailing their
9 reasons therefore:

10 Those opponents of widening Willow Road are:
11 Bruce and Katrina Olson; Northfield, Illinois; Edward
12 Forester, Northfield, Illinois; Leonard Blinderman,
13 Northfield, Illinois, Roger P. Eklund, Northfield,
14 Illinois; Warren Greene, Northfield; James J. Hardy;
15 Northfield; Anthony and Mary Ann Gramza, Northfield;
16 James O'Brien, Northfield; June McClemons, Northfield;
17 Dan Podolsky, Northfield; Dorna Christel, Northfield;
18 Robert Snyder, Northfield; Betty and Bob Fenn,
19 Northfield.

20 We also have a letter from residents in
21 Northbrook to the Northbrook Transportation Advisory
22 Committee, Northbrook, Illinois, also opposing the
23 widening of Willow Road at the corner of Pfingsten and
24 Willow in Northbrook, Illinois.

25 Lastly, we have a letter ___ if I can find it ___

1 from the Northfield Community Nursery School, Darrell
2 Fry, also opposing the widening of Willow Road and
3 expressing the concerns about danger and increased
4 hazards to the children of Northfield.

5 Tonight I have had the opportunity to talk
6 with Nancy Magnus, a representative of IDOT, about the
7 whole concept of widening Willow Road, and I expressed
8 to her __ and I repeat for the record __ that I think,
9 underlying the strong, overwhelming community
10 opposition to the widening of Willow Road through
11 Northfield that there are absolutely no benefits to be
12 derived by people in the community creating a mini
13 super highway dividing our community between north and
14 south.

15 All there are are the burdens of noise,
16 pollution, the hazards to children crossing the road,
17 the increased requirements for traffic enforcement.
18 There's already a problem with the road as big as
19 Willow Road currently is.

20 I further pointed out to Ms. Magnus that, in
21 other areas __ for example, Zion, Illinois, where
22 Commonwealth Edison built a nuclear reactor;
23 Commonwealth Edison at least provided the community
24 with a full recreational facility, in essence providing
25 a benefit to offset the burdens. The residents of

1 Northfield, Illinois, in contrast to the residents of
2 some of the surrounding communities, have a great
3 purity of motive; they have not developed or sought the
4 development of their community as a commercial
5 community or a mixed-use community but have tried to
6 preserve the village of Northfield as a residential
7 community with a semi-rural flavor; therefore, not
8 having contributed to the traffic themselves, they are
9 only the victims of it.

10 It seems to me that before proceeding with
11 any further plans on the widening of Willow Road, the
12 showing tonight ought to be taken into consideration.
13 The most impressive thing about this evening's
14 activities are the fact that this was a grass roots
15 effort, not an effort of the political leaders, but a
16 demonstration of the strong feelings of the individual
17 residents of the community against something which is
18 going to degrade the quality of life in the community.
19 Just as Edens Highway divides our community between
20 east and west, the proposal for the widening of Willow
21 Road will divide it between north and south.

22 Unfortunately, the village's past experience
23 with the Illinois Department of Transportation has been
24 a sadly lacking in trust. As recently as a year or two
25 ago, IDOT added a 100-foot high light pole at the Tower

1 Road interchange; it looks as if, as far away as
2 three quarters of a mile from the site, Martians
3 are landed. When IDOT was made aware of the problem
4 they created, they did nothing to mitigate the problem.

5 In the same way as noise along the Edens
6 Highway has increased dramatically, as shown by a
7 recent IDOT study, which we asked IDOT to perform, the
8 Illinois Department of Transportation has done
9 absolutely nothing to protect residents from the noise
10 pollution that's only increased with the increasing
11 amounts of traffic.

12 Unless, therefore, IDOT builds a sense of
13 trust with the community and provides benefits that
14 offset the degradation to the quality of life, as
15 proposed in the widening of Willow, it is absolutely
16 unthinkable that the community's views will change.
17 The community will continue to oppose and fight against
18 the widening of Willow Road.

19 BOB AND GINI DAMON, residents of Northfield for
20 over 30 years. We live at 2323 Pebblefork Lake. The
21 purpose of our comments are not to add fuel to a fire
22 that's already blazing but rather to give some
23 constructive suggestions that might help to control the
24 flames and to divert them into a useable substance.

25 The problem apparently relates to heavy

1 traffic, either existing or anticipated, going east or
2 west on Palatine or Willow Road. Our suggestion is
3 that when traffic goes east on Willow Road and comes to
4 the Illinois Tollway today, there is a left hand
5 turning lane that should be eliminated and a spur
6 should be built which will carry traffic going east on
7 Willow north on the Illinois Tollway to the spur which
8 joins the Illinois Tollway to the Edens Expressway.

9 At that point, traffic going east on Willow
10 would exit at the tollway and scoot on down to that
11 spur and proceed down to Edens Expressway and into the
12 city of Chicago, thus avoiding completely any
13 necessity for lane improvement from approximately
14 Landwehr to Edens Expressway.

15 On traffic going north on Edens, they could
16 take the Milwaukee turnoff, continue up towards the
17 Illinois tollway, but, instead of turning right to go to
18 Milwaukee, catch that same spur which has been built
19 which will take the traffic up to Palatine or Willow
20 Road on the west side of the tollway. Advantages of a
21 four-lane highway already has been built from the
22 tollway west.

23 Every single citizen of Northfield will
24 kiss and hug every member of the Illinois Department of
25 Transportation because of their ingenuity in working

1 out this problem. What do you think, gang?

2 KAY MABIE, President of the Northfielders Garden
3 Club. I'm just going to read this to you.

4 "I am here to express the Northfielders'
5 opposition to the proposed widening of Willow Road in
6 Northfield. For many years, our members have invested
7 their time and energy in projects aimed at the
8 beautification of our village.

9 "Through our annual plant sale, we raise
10 money to landscape areas of the village and create
11 flower beds in the center of town. Many of our members
12 were instrumental in the acquisition of lands which now
13 comprise our major parks. The majority of our efforts
14 are focused on Willow Road and the parks which lie both
15 north and south of it, as this is the area most central
16 to our community and therefore most likely to be
17 enjoyed by our residents.

18 "In all of our improvement projects we seek
19 to maintain the open, informal country atmosphere which
20 characterizes our town. The proposed widening of
21 Willow Road would dramatically alter the nature of our
22 village and expressway by splitting the community,
23 dividing the parklands and funneling ever increasing
24 numbers of aisles through the middle of town, would
25 destroy everything we have worked to create.

1 "What they are proposing to do is to
2 sacrifice our town to the convenience of commuters who
3 don't even live in the area. We understand that it's
4 the state's policy not to force change on communities
5 that do not welcome them, and we wish to assure them
6 that Northfield does not want the town split by an
7 expressway."

8 NANCY ARMSTRONG. I live in Northfield and I am a
9 member of the Country Gardeners of Northfield, and I am
10 here to represent our garden club.

11 We find that the widening of Willow Road to
12 four lanes through Northfield is counter productive to
13 our club's objectives. The objectives of our garden
14 club are to further the advancement of gardening for
15 home and civic beautification, to stimulate an interest
16 in cooperative gardening, to aid in the protection of
17 forests, wild flowers, natural growth and birds and to
18 transact any and all other matters of business
19 pertaining to or in furtherance of the foregoing
20 objectives.

21 We helped to create a bird sanctuary in
22 Willow Park and have planted wild flowers that run
23 thorough the park to help preserve a natural
24 environment within this park, which has been one of our
25 objectives. We believe that the increase in noise and

1 emissions from more road vehicles and the infringement
2 on to the floodplain near Wagner Road would encourage
3 the misuse of our environment.

4 Our club's position on the suggested widening
5 of Willow Road through Northfield is a loud and firm
6 no. Respectfully submitted, Nancy Armstrong, the
7 President of Country Gardeners of Northfield.

8 SALLY RAINER, 585 Laurie Lane; Northfield. This
9 is a letter to the Illinois Department of
10 Transportation, Ramada Inn; Northbrook, Illinois.

11 "Proposal for widening Willow Road through
12 Northfield: I regret to inform you that a significant
13 number of Northfield residents opposed to the
14 widening of Willow Road are unable to attend the
15 meeting this evening. Unfortunately, our church, St.
16 James the Less of Northfield, scheduled a farewell
17 dinner and service for our beloved priest who is
18 leaving our church after a 35-year tenure. These plans
19 have been underway for a considerable period of time
20 and rescheduling is impossible.

21 "Safety, excess of traffic, as well as higher
22 speeds, are a prime concern of all of us. Willow Road
23 divides our village in half. All three schools are
24 located on the north side of Willow Road, and a
25 significant number of children must cross Willow Road

1 to attend school. I am sure you can understand our
2 concern for their safety as well as maintaining the
3 community, as we have known it for many years.

4 Respectfully submitted, David R. Bruce, Warden, St.
5 James the Less Episcopal Church, Northfield."

6 MS. RAINER: The second letter is also addressed
7 to the Illinois Department of Transportation:

8 "Gentlemen: I moved to 451 Chapel Hill Lane,
9 consisting of one-acre home sites, 27 years ago. My
10 family has used the school, churches and business
11 community in our immediate area. The impact upon
12 widening Willow Road would be devastating in all
13 respects, such as, 1, environmental, noise and
14 pollution; 2, we live on a cul de sac with one exit
15 to Willow Road; 3, the premium we paid for the
16 privilege of small community living would be completely
17 lost; 4, the value of our homes and land would
18 plummet; 5, we were here first and feel we have the
19 right to make the decisions as to the widening of
20 Willow Road; 6, Glenview Naval Air Station has
21 maintained the above position for many years: namely,
22 we were here first; 7, it is my understanding that IDOT
23 has never forced an issue like this when the town
24 officials have been against it; 8, the safety of
25 children is the paramount issue; it has been addressed

1 by experts who are in complete agreement not to widen
2 the road; 9, there are so many infrastructure problems
3 in the State of Illinois __ gridlock traffic on roads,
4 decaying of bridges and hundreds of miles of thruways
5 in desperate need of repair.

6 "Ladies and gentlemen of IDOT, please listen
7 to the overwhelming outcry of the people and officials
8 of Northfield. Leave Willow Road as it is: two lanes
9 from Sunset Ridge Road east. Sincerely, Richard G.
10 Sennott, 451 Chapel Hill Lane; Northfield."

11 MS. RAINER: Then I would like to make a brief
12 statement of my own. I am Sally Rainer of Northfield.
13 I don't think that IDOT could have chosen a better
14 place to have this meeting tonight than the Ramada Inn
15 out here in Northbrook. We didn't have any trouble
16 leaving Northfield on a two-lane road and didn't get
17 into traffic jams until we got to where the four lanes
18 and the tollway traffic began, and that's where the
19 traffic jams are. So as far as I'm concerned, where
20 the roads are four lanes, there's just as much traffic,
21 and maybe more, as where there are two lanes. Thanks
22 very much.

23 GAYLE GAMBILL, 1902 East Robin Hood Lane;
24 Arlington Heights, Illinois. My concern is that my
25 house, my property, backs up to Palatine Road on the

1 south side of Palatine Road between Schoenbeck and
2 Windsor. The way the road is structured now, with the
3 express lanes and the frontage road, is already what I
4 would consider a nightmare.

5 I have learned to put up with the noise and
6 the fear of my child being hurt while playing in my
7 yard. I have looked at both the proposals for that
8 piece of road, eliminating frontage road as opposed to
9 keeping frontage road. And I would say that I would
10 vote in favor of eliminating frontage road if
11 provisions were made for a parkway between my fence and
12 the first lane of traffic with perhaps some trees
13 and/or a barrier fence for noise and safety, the people
14 whose yard abuts to the road.

15 I would also ask that the speed limit be
16 considered because of homes right there, as well as the
17 school at the corner of Schoenbeck and Palatine Road.
18 I see the six lanes of traffic, with three going east
19 and three going west, an improvement of the
20 configuration as it stands now, and I understand this
21 is a long-term project. But again, I would hope that
22 safety and noise be considered, if they do eliminate
23 frontage road.

24 LEONARD PERKINS, 1139 North Ridge; Arlington
25 Heights, 60004, of A.C. Nielson Company. Speaking on

1 my own behalf, not only the company's behalf, a couple
2 of comments in general aimed at two communities,
3 basically, Northfield and Lincolnshire, both of which
4 are creating a great deal of ozone backup problem,
5 ozone problem, because of the inability of IDOT to
6 create a road system that works and moves traffic at
7 the speed it should.

8 I really think that the need to have a four
9 lane through Northfield to complete Palatine Road
10 system is supposed to work. At the same time, 22 has
11 to be looked at as a relief for problems on Willow
12 Road. A good deal of traffic that's on Willow is there
13 because 22 doesn't work in the morning. People who
14 work at AllState, Nielson and Kraft in those areas are
15 taking Lake Cook and Willow to get to work rather than
16 going on 22 to the tollway and then getting off.

17 Secondly, the Lake-Cook interchange on the
18 expressway needs to be done because that will relieve
19 the congestion at Sanders Road. A tremendous amount of
20 traffic is looping into and going north of Sanders
21 because of the lack of an exit southbound on the Tristate
22 at Lake-Cook.

23 Ultimately, I am convinced that there needs
24 to be a south exit, north entrance on the Tristate at
25 Sanders south of Lake Cook Road near the Allstate

1 complex because a tremendous amount of traffic coming
2 south in the morning that comes up on to Willow and
3 then turns left on to either Milwaukee or Sanders. If
4 that was a straight shot on Sanders, it would relieve
5 much of the congestion on Sanders and Willow.

6 The little things that need to get done on
7 Willow such as the Wisconsin grade crossing at the
8 Wisconsin-Sioux line, on wherever the railroad is, will
9 aid in the moving traffic through Willow Road
10 intersection, and I urge people to look at that grade
11 crossing as a relief because of the amount of traffic
12 that's u-turning at Willow would be eliminated.

13 Finally, as a general comment: I think the
14 six-lane approach without the frontage roads make the
15 most sense, and would urge that pattern to be adopted
16 for reconstruction when Willow gets reconstructed.

17

18 (The public hearing was adjourned at 8:30 p.m.)

19

20

21

22

23

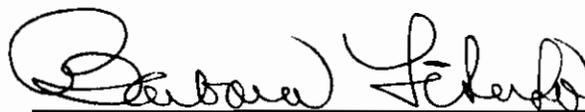
24

25

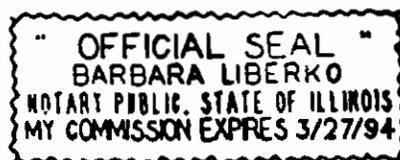
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

STATE OF ILLINOIS)
COUNTY OF C O O K) SS:

I, BARBARA LIBERKO, CSR, and a notary public
within and for the County of Cook and state of Illinois,
do hereby certify that I reported in shorthand the
foregoing public hearing before IDOT and that the
foregoing transcript is a true, correct and complete
transcript as appears from my shorthand notes, reported
and transcribed by me.



CSR Lic. No. 084-001023.



WRITTEN COMMENTS

ATTACHMENT D

Summary of Written Comments Palatine/Willow Road Strategic Regional Arterial

The majority of the written comments focused on the recommendations at the east end of the SRA route from Illinois Route 43 to Interstate 294. Almost all of these comments came from Northfield residents opposing the recommended four lane roadway. Submitted written statements from Northfield residents included 913 postcards with pre-printed opposition statements. A copy of the opposition statement follows this summary. Eleven postcards had been altered to favor roadway widening.

In addition to the postcard statement, the negative aspects of roadway widening often cited in the written comments included:

- decreased pedestrian safety,
- increased air and noise pollution,
- loss of open space,
- divides the community,
- causes a decline in property values, and
- encroaches onto the floodplain of the Chicago River.

Only a small number of written comments were received pertaining to the segment of Willow Road from Interstate 294 to Illinois Route 43. These comments cited increased automobile accidents, decreased pedestrian safety, increased noise and air pollution, and a decrease in property values as reasons why the recommended six lane section should not be implemented. The discussion of the Willow Road improvements by the Village of Northbrook Transportation Advisory Committee, as recorded in their May 14, 1992 meeting, has been included in this report.

The segment of Palatine Road between Illinois Route 53 and Interstate 294 also received few written comments. Of the two alternates proposed over this segment none was particularly favored over the other or over the no-build alternative for that matter. Most of the comments did recognize the need to improve safety and operations.

Written comments in favor of improvements to Palatine/Willow Road were received from employers in the Palatine/Willow Road corridor. Specific improvement recommendations cited most often in these letters were the need to improve the Sanders Road intersection, the Interstate 294 interchange, and widening Willow Road from Waukegan Road to the Edens Expressway.



Duane Carlson
Ass't. Secretary, IDOT
201 W. Center Ct.
Schaumburg, IL 60194



I am a resident of Northfield, Illinois

I AM UNEQUIVACALLY OPPOSED TO WIDENING
WILLOW ROAD TO FOUR LANES FROM SUNSET
RIDGE ROAD _ EAST TO THE BRIDGE.

To widen the road would: create noise and
air pollution to sensitive areas on and near
Willow Rd. (3 churches, 3 schools, 2 parks,
residential homes, village hall, library,
postoffice, police-fire depts). Public safety
would be threatened. There would be significant
filling of the floodway east of Wagner.

THE PROPOSED WIDENING OF .9 MILE SHOULD NOT
OCCUR.

SIGNED Marsha B. Beckano

Sunset Ridge School District No. 29

525 Sunset Ridge Road • Northfield, Illinois 60093 • 708/446-6383

SUNSET RIDGE SCHOOL
525 SUNSET RIDGE ROAD
NORTHFIELD, IL 60093
708/446-6383

MIDDLEFORK SCHOOL
405 WAGNER ROAD
NORTHFIELD, IL 60093
708/446-6725

BUREAU OF PROGRAMMING
RECEIVED

JUN 17 1992

DISTRICT #1

June 15, 1992

Mr. Richard Starr
Bureau of Programming
201 W. Central Ct.
Schaumburg, IL 60196

Dear Mr. Starr:

Attached you will find two (2) copies of a study prepared by Ralph Burke & Associates. This study serves as our school district's official response to Harland Bartholomew & Associates, Inc. study prepared for IDOT on the proposed widening of Willow Road in Northfield. Thank you in advance for taking this study into consideration. Should you have any questions, please call.

Sincerely,



Dr. Howard J. Bultinck
Superintendent

6/11/92 RU

LES
x Rich JWP
6-11-92

June 5, 1992

Mr. Duane P. Carlson
District Engineer
Illinois Department of Transportation
District 1
201 West Center Court
Schaumburg, IL 60196-1096

BUREAU OF PROGRAMMING
RECEIVED

JUN 11 1992

DISTRICT #1

Dear Mr. Carlson,

As a resident of Northfield, I feel that the Illinois Department of Transportation has been short sighted in its Strategic Regional Arterial Improvement Plan, particularly as it pertains to Willow Road in Northfield.

Your goal is to move traffic, but nowhere in the Harland Bartholomew & Associates study does it describe the point of origin for the traffic on Willow Road. Before prescribing a "cure" for the situation, isn't it important to study the cause?

A more glaring omission for all of the thousands of dollars and hours spent on the study, is that it does not mention how many child crossings of Willow Road take place each day, or week or month. How about the numbers relating to pedestrian fatalities at 5 lane intersections versus 3 lane intersections?

It has been suggested by some that pedestrian safety is not a concern of IDOT. I don't believe that. I do think that widening Willow Road in Northfield will do little to relieve overall traffic congestion in the area. I know it will greatly increase the danger for my children as they cross Willow Road at least twice each day on their bicycles or on foot.

So IDOT wants to move traffic and I want to safeguard my children as well as I can. I think there is at least one alternative...one that your department and other State authorities can make happen, that will provide great relief to the danger facing our children AND move traffic in the area.

In traveling to other major cities, one factor stands out when it comes to traffic movement, there is a major road or series of roads that encircle the city. On the south side of Chicago it is possible to travel southbound on I-294, take I-80 east, then "loop" back north on I-94 into Chicago. There is no such possibility in the northern suburbs of Chicago.

I think most reasonable people will agree that Willow Road in Northfield, Glenview and Northbrook, doesn't back up or become heavy due to traffic volume generated locally. These conditions are caused by the "through" nature of the traffic originating on either end of Willow/Palatine and continuing for a substantial distance. On the stretch from Edens Expressway to I-294, there are simply too many lights to ever move the traffic quickly in both directions. Timed lights may work in one direction or the other, but not both.

The alternative I suggest is a road already in existence, the I-94 spur from Edens Expressway to I-294. With minor improvements, this can provide an excellent and easily expandable alternative to widening Willow Road between Edens Expressway and I-294.

First, a ramp must be constructed so that traffic from the Edens Expressway can use the I-94 spur and then go SOUTH on I-294. A westbound exit could then be installed at Dundee Road (68) and another at Sanders Road (easing conditions at the Willow Road exit). Traffic originating on the Edens could then continue west on Dundee or if exiting at Sanders Road, go a simple $\frac{1}{4}$ mile south on an improved road (with no homes or schools) to the proposed Palatine Road Expressway. (A direct ramp could be extended through the Forest Preserve to Palatine Road Westbound, but that would probably create some opposition.

Secondly, a companion ramp must be constructed to allow traffic northbound on I-294 to go east on the I-94 spur to the Edens Expressway. Traffic looking for a faster route to the Edens could also enter go north on I-294 at Willow Road, swinging east on the I-94 spur and bypassing Willow Road in Northbrook, Glenview and Northfield entirely. A northbound entrance to I-294 at Dundee Road would also take a substantial amount of East-West traffic off of Dundee.

Logically, the route is longer, but faster. The tollroad can be expanded to 4 lanes without public hearings. A westbound exit on Dundee would not upset Northbrook residents. Traffic exiting the Edens at Willow or Dundee would reach its destination sooner, with fewer traffic signals. Traffic originating in the western or northwestern suburbs and destined for Glencoe, Winnetka or Wilmette would not need to use Lake, Dundee and Willow as their main route.

The cost of the mentioned improvements should be significantly less than widening Willow Road in 3 lanes west of Waukegan, considering the railroad bridge and underpass involved.

For the Tollroad authorities, who are plagued with 2 expressways merging at the Deerfield Toll Plaza, this presents a unique opportunity to move the Northbound I-294 toll plaza to a point south of the proposed "loop", with an additional toll plaza on the I-94 spur for traffic entering from the Edens expressway. The merging of the 2 expressways would then be substantially improved, the additional toll money generated going to pay for the improvements (along, hopefully with some of the money IDOT has earmarked to Willow/Palatine improvements) .

With the "loop" I've described, an alternative route would be available during constructions periods or anytime the Kennedy or Edens is backed up...there would be a way downtown or back to the suburbs without using our suburban roads.

I've enclosed a map of the area with my suggestions drawn in. My only fear is that you have your vision fixed on a certain portion of the area and not overall solutions.

I know there may some points of my plan that may need clarification. I am available at your convenience and have provided my phone numbers and address below.

I hope the thought of moving traffic around the area, without creating additional traffic for ANY municipality appeals to you and your planners. With this idea there is not one vehicle encroaching on a community that it wouldn't ultimately reach anyway.

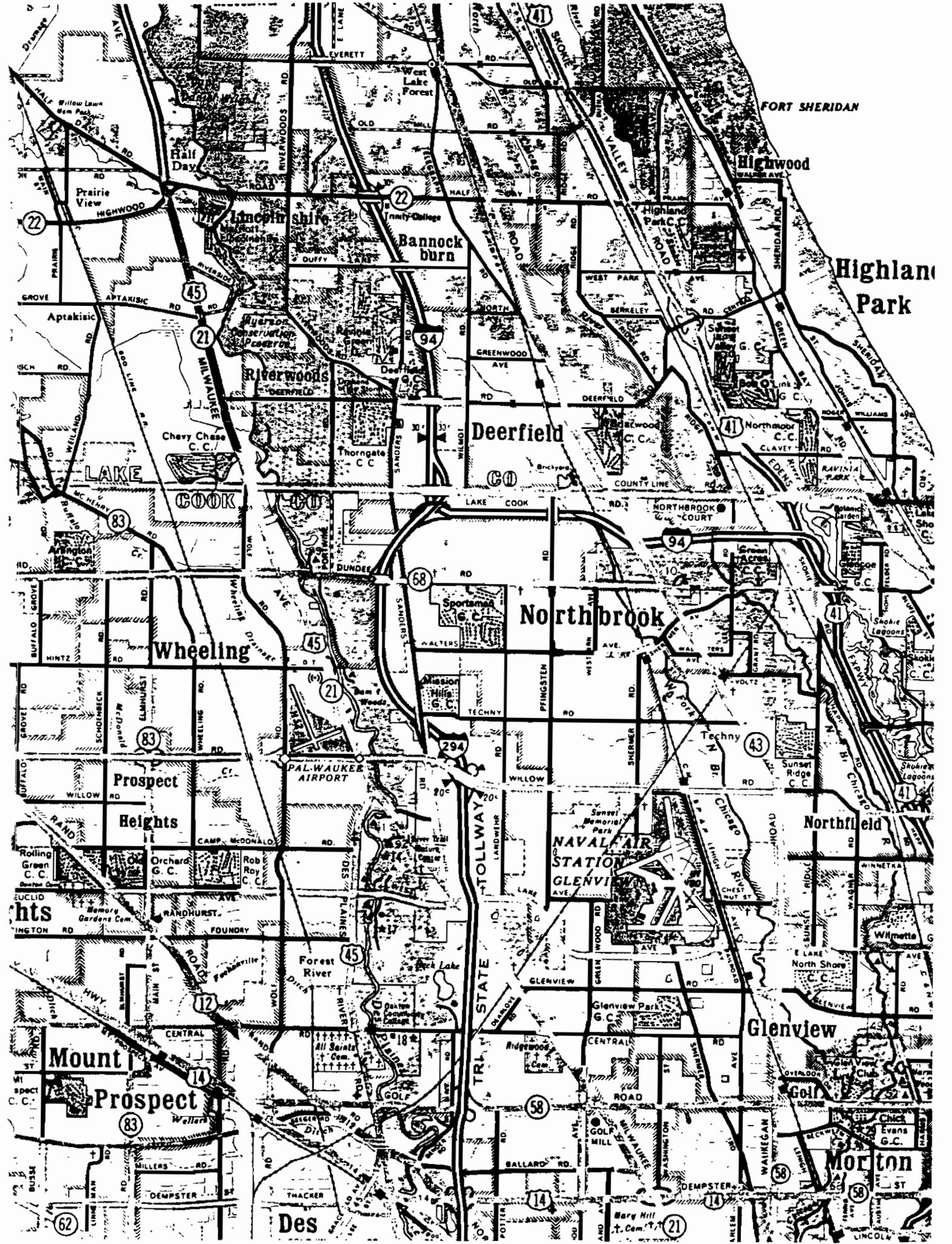
Very Truly Yours,



Gerald J. Digani

241 Sunset Ridge Road
Northfield, IL 60093
708-441-5983
708-383-5320(offiice)

CC.
HB&A
Village of Northfield
Village of Glenview
Village of Northbrook
School District #29
Gov. Jim Edgar



FORT SHERIDAN

Highwood

Highland Park

Deerfield

Northbrook

Wheeling

Prospect

Heights

NAVAL AIR STATION
GLENVIEW

Northfield

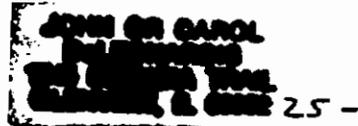
Glenview

Mount Prospect

Prospect

Morton

Des



Duane Carlson District Engineer
I D O T 201 W. Center Ct.
Schaumburg 60196
ATT: WALTER KOS

6-8-92
BUREAU OF PROGRAMMING
RECEIVED
JUN 10 1992

DISTRICT #1

Dear Sirs:

PALATINE/WILLOW RD. SRA

Need For South Bound I-294
Entrance/RAMP AT LAKE STREET
EXIT

I understand public comments are being accepted regarding the PALATINE/WILLOW RD. SRA.

I suggest consideration be given to a entrance/exit ramp at LAKE STREET + I-294. This ramp would provide access to S-bound I-294 + an exit from ^{south} ~~bound~~ I-294. Presently the major ramps are at Willow + Dempster, neither of which adequately serve the residents of Glenview (Gold Rd. only provides entrance N-bound on 294 + does not serve as an exit from the south).

A LAKE/I-294 interchange would relieve congestion at Dempster/Willow. With further residential + commercial construction likely on the vast tracts of open land in Glenview/Northbrook Lake Street should be developed now when construction costs are low.

Sincerely, John Or Carol

Mrs. WARREN H. GREENE
2276 DRURY LANE
NORTHFIELD, ILLINOIS 60063

BUSINESS MAILING
MAY 19 1992

May 14, 1992

DISTRICT #1

Dear IDOT,

I own my home at the above address.

I am unalterably opposed to any further widening of Willow Rd. from Waukegan Rd. to Hibbard Rd.

I am immediately and unalterably opposed to the widening or the changing of Willow Rd. through Northfield between the Kraft traffic lights west of Sunset Ridge Rd. east to Edens.

I read in the business section of last Sunday's Chicago Tribune that the Catholic sisters had sold their land at Waukegan and Willow for development. Never was traffic density considered or discussed. It is automatic that local residents will submit to increased pollution, noise and danger and pay higher taxes for the privilege.

It is time IDOT was controlled.

Illinois roads are terrible. There isn't a road that isn't dug up. Traffic grows worse as business spreads out along the corridors the highways have created. The city needs the business for jobs, but it is easier and cheaper for business to take over new empty space, requiring new and bigger roads. A vicious circle

The filth and pollution of the black exhausts spewed out by the trucks covers us all and only increases. Meanwhile we citizens line up for our clean-air stickers! But the truck lobby is strong

Don't widen Winnetka Road, either. We will only get more cars and trucks. There will never be enough! The above doesn't even touch on the effect of covering more area with concrete, or the polluted run-off into our poor little streams.

Sincerely,

Elizabeth R. Greene
Mrs. Warren H. Greene

Copies sent to other concerned parties.

to their roads have become driving nightmares, such as Schumby and Oakbrook. Leave us be, let our roads alone - let the character of our community remain. The ridiculous, wide stretch of Willow Rd. from Sunset Ridge to Naukegan has an artificially low speed limit and had become just another Northfield police speed trap. Who is kidding, who? There is no "improvement" in morning traffic, just aggravation from the police, upon persons passing through. Sincerely, Judith Lee
1906 W. Ridgewood
Glenview IL 60025

June 13, 1992

Dear Mr. Carlson,

I am deeply concerned about the many, proposed "improvements" planned on Willow Rd. & Naukegan. With each supposed improvement, more bottlenecks and delays become apparent. For example, the lights at Naukegan & Willow (and many other intersections) are often "red" in every direction. We all know what "green-yellow-red" mean, and the light should change immediately rather than idle. Those seconds over the course of hours, really add up. Many "improvements" with "save" "improvements"

LAW OFFICE OF

EKLUND AND EKLUND

FIRST NATIONAL BANK BUILDING
ONE FIRST NATIONAL PLAZA
CHICAGO, ILLINOIS 60603

(312) 728-0212

TELECOPIER (312) 726-4997

May 15, 1992

11/12/92

ERNEST A. EKLUND (1915-1976)
JOHN N. THORNBURN (1929-1981)
ALBERT BROWN (1938-1988)

ROGER P. EKLUND

JOHN C. LIVENSFARGER

Mr. Duane Carlson
Assistant Secretary
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60194

In re Willow Road

Dear Mr. Carlson:

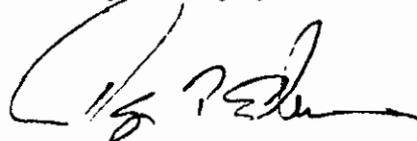
Enclosed herewith you will find a card stating that I am opposed to the widening of Willow Road through the Village of Northfield. Four citizens of Northfield suggested this card be sent to you, if I was so inclined. I felt that receipt of the card might not express adequately my negative feeling about the widening.

There is no question that there is congested traffic on Willow Road and that there is substantial congestion through the Village of Northfield. In my opinion, it will not improve the flow of traffic but merely move the congestion on the existing four-lane highway to the West into the town. This serves no purpose as there will always be a bottleneck at the junction of Edens Expressway and Willow Road due to the fact that the exit and entry lanes are only one car wide.

Stacking cars in Northfield will add nothing to the convenience of the people driving and will only worsen the safety of the residents of Northfield, and particularly the school children, over what it is now.

DO NOT WIDEN WILLOW ROAD IN NORTHFIELD!

Very truly yours,



Roger P. Eklund

RPE/dmw

Enclosure

cc: Mr. Richard Rieser

Strategic Regional Arterial
Operation Green light

BUREAU OF PROGRAMMING

RECEIVED

MAY 27 1992

DISTRICT #1

I have been a Northfield Resident for 21 years and am very apposed to the Willow Rd. widening between Sunset Ridge and Edenso.

I am not a no growth advocate but I don't believe this change would benefit our community in any way. Fortunately, we are one of the few northern areas which are able to maintain community living because of our size.

I would like to see a clover leaf plan for Dundee Rd. and the Tri-State which would take pressure off of Willow Rd - Palatine Exp. as a main artery and relieve some of this burden of traffic funneling in there.

Thank you —

I ♥ NORTHFIELD

MARILYNN T. JOHNSTON
2107 DUNWY LANE
NORTHFIELD IL 60063

I have four children, and only one of them (the sixteen year old) is allowed to cross Willow Road alone. Willow Road is already too wide to cross (especially with a bike), and the walk "light" is too short to make it across. I have seen several near misses, where children are trying to cross, and cars turning onto Willow (from Old Willow bend/for Wayne) nearly hit them.

Unfortunately, this means my children (and others in Northfield) cannot go alone to the library,

If anything, please consider building an underpass at Wagner, or making the lights longer at the cross streets. Thank you very much
Elizabeth Shepleff

Wilson Road any wider.
Please don't make
park, or Deminica, which is a
shame.

BUREAU OF PROGRAMMING

RECEIVED

JUN 04

Mr Duane Carlson

IDOT

201 W. Center Ct.

Schaumburg, IL 60197

ELIZABETH SHEPLEFF
625 MAP ROAD
NORTHFIELD, ILLINOIS

Dear Mr. Carlson,

I am a resident of Northfield
and am concerned about your plans
to widen Willow Road.

HOLLIS P. FROMM
363 Thackeray Lane
Northfield IL 60093

BUREAU OF PROGRAMMING

100-1000

MAY 2 1992

DISTRICT #1

May 20, 1992

Mr. Duane P. Carlson, P.E.
District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096

Dear Mr. Carlson,

I am writing to you to voice my opposition to the proposed project of widening Willow Road between Illinois Route 43 and Interstate 94.

I have been a resident of Northfield for sixteen years and have two children aged fourteen and eleven years. They are often crossing Willow Road to go to school, church or a sporting event. There is a steady stream of people and dogs walking along and crossing Willow Road during the day on foot, bicycles, rollerblades, skateboards and with strollers and baby carriages. A wider Willow Road with more and possibly faster cars would put our population in danger and change the character of our community.

Northfield is a small village where adults and children walk and ride bikes to visit friends and go to school, church and the park. This is the way we live. We are out on the streets in our village (not always in cars). This is one of the many reasons we live here. Our community is small, so we can do these things in pleasant surroundings.

Willow Road splits our community down the middle. Three schools, three churches, and the baseball, soccer, and tennis facilities are all across Willow Road from where the most concentrated population lives. To widen Willow Road would create a barrier down the middle of our village which would substantially alter our way of life by increasing the danger to our school children, increasing air and noise

pollution, and hampering natural communication within our community.

The possibility of an aerial crosswalk is unacceptable. A bridge would be an eyesore and dangerous to all the aforementioned wheeled modes of conveyance. It would have to be lighted at night and would be unsafe due to its potential for attracting loitering and garbage.

In conclusion, I believe that a four lane Willow Road will have negative economic, social and environmental effects on the community of Northfield. We do not want a high speed thoroughfare decreasing the safety of the residents in our village.

I attended the public hearing tonight at the Ramada Inn in Northbrook. Please enter these comments into the record.

Sincerely,

A handwritten signature in cursive script that reads "Hollis P. Fromm".

Hollis P. Fromm

JAMES E. O'BRIEN
SUITE 344
540 FRONTAGE ROAD
NORTHFIELD, ILLINOIS 60093
(708) 441-7776

May 19, 1992

Mr. Duane Carlson
I. D. O.T.
201 W. Center St.
Schaumburg, Ill. 60194

Re. Expansion of Willow Rd.

Dear Mr. Carlson,

I am writing you as president of the Bracken Lane Association, which represents the 13 home owners on the lane.

We are a dead end lane the exits onto Willow Road.

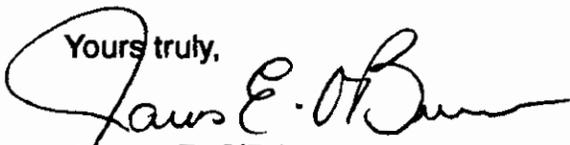
We are unanimously and absolutely opposed to any widening of Willow Road through Northfield. The reasons are many and I am sure you are aware of most of them. But in particular, most of the homeowners on the lane either have or will have children who must cross Willow Road to get to school. The crossing is dangerous now but if Willow is ever converted into a super highway through Northfield it would be just a matter of time until the first child is killed. There is also the probability that with Willow becoming a 4 or more lane road we would never be able to get in or out of the lane.

If Willow were to be widened we could look forward to a drastic increase in pollution, garbage and crime that the greatly increased traffic would cause, which would be to the detriment of every living thing in the area.

The real solution to the traffic problem should come from building new access ramps for Edens and the tollway and controlling or limiting the access on already overcrowded streets such as Willow.

All of us on Bracken Lane have invested many years and many dollars in our homes and in Northfield and we certainly don't want this all destroyed so that commuters can make it to work in 2 or 3 minutes less time.

Yours truly,


James. E. O'Brien

Handwritten initials: JEC

RICK

Kevin J. Condon
1869 Stockton Drive
Northfield, Illinois 60093

BUFFALO RECORDING
MAY 27 1992
CIVIL
ELECTRONIC #1

May 27, 1992

Mr. Duane P. Carlson, P.E.
District Engineer
201 West Center Court
Schaumburg, Illinois 60796-1096

Attention: Walter S. Kos, P.E.

Re: Palatine/Willow Road
Strategic Regional Arterial

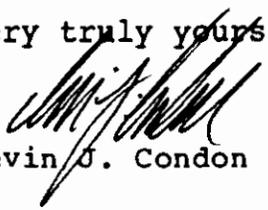
Dear Mr. Kos:

I reside in Northfield and attended the Open House presented by the Strategic Regional Arterial Panel at the Ramada Inn in Northbrook on May 20, 1992. Following my review of the recommended improvements presented at the public hearing, I have concluded that it is a mistake to widen Willow Road from Illinois Route 43 (Waukegan Road) to Interstate 94 through Northfield.

Most residents with children live south of Willow Road and the two public elementary schools are both north of Willow Road. Moreover, a parochial elementary school is also north of Willow Road. The widening of Willow Road through Northfield would present a significant safety risk to children attending these schools. Furthermore, Northfield has always been a quiet residential community which would be adversely affected by a four lane roadway through the center of the Village. Leaving Willow Road two lanes through Northfield would not be without precedent. Other four lane roadways have remained two lanes through villages, such as Irving Park Road through Itasca.

I ask that the final report concerning the recommended improvements delete the recommended widening of Willow Road from Illinois Route 43 to I-94. Thank you for your consideration of this letter.

Very truly yours,


Kevin J. Condon

KJC:kg
cc: Northfield Board of Trustees



NORTHFIELD PARK DISTRICT • 405 Wagner Road • Northfield, Illinois 60093
Phone: (708) 446-4428

May 20, 1992

The Northfield Park District strongly opposes the proposed widening of Willow Road through the Village of Northfield. We believe that changing Willow Road from a two-lane, local road to a four-lane, divided, regional highway will adversely affect the Park District and its residents in the following respects:

1. Widening Willow Road would create a clear and unreasonable danger to the safety of Park District residents, and especially children, who must cross that road on foot in order to reach Park District facilities and programs.
2. The proposed widening would make it more difficult for Park District residents who drive to reach Park District facilities and programs from within the Village.
3. The proposed widening would eliminate open space adjacent to two Park District facilities, Willow Park and Clarkson Park.
4. Widening Willow Road likely would increase the volume of air and noise pollution adjacent to Willow and Clarkson Parks, and would bring that pollution closer to the users of these facilities.

Public Safety

The Northfield Park District conducts recreational programming for its residents, including children at one outdoor facility, Willow Park, and at four indoor facilities, Middlefork, St. Philips and Sunset Ridge Schools and Northfield Community Church. All of these facilities are located north of Willow Road. Officials of the Village of Northfield estimate that 55 percent of the Village's residents live south of Willow Road. In other words, most of the residents who wish to participate in Park District programs must cross Willow Road in order to reach those programs.

The current volume of traffic makes it dangerous for pedestrians to cross Willow Road, even at intersections with traffic signals. The closest of these signals is some two to three blocks away from Willow Park. The proposed widening of Willow Road will make it even more dangerous to cross the road on foot, especially for children. We all know that children tend to take the shortest route between two points, and may consider a busy street more as a challenge to be met rather than as a danger to be avoided. Widening Willow Road would increase both the challenge and the danger. We do not want our children subjected to either!

Widening Willow Road also would bring cars and trucks much closer to the children and other residents who use Willow and Clarkson Parks. Several of the Park District's athletic fields begin approximately 40 feet away from the current roadway. The proposed widening would eliminate virtually all of this zone of safety. The tragedy just two years ago at Harrington Park in Riverside, in which a car veered off the road, striking and killing three children playing in the park, is a grim reminder of the need to keep roads as far away from parks as possible. Willow Road is already too close to our parks. We don't want it any closer!

Access

The proposed widening of Willow Road would restrict access to Park District facilities, especially Willow and Clarkson Parks. The Illinois Department of Transportation's draft proposal calls for full access to Willow Road from side streets only at the intersections that currently have traffic signals. All other intersections would operate as right turn in/right turn out only.

As a result, Park District residents who now drive to Willow Park or Clarkson Park on Willow Road from Edgewood Lane, Whittier Lane, Somerset Lane, Bracken Lane, Chapel Hill Lane, Eaton Street, Dickens Street, Churchill Street, Robin Hood Lane and Bristol Street would have to travel circuitous, more-time-consuming routes in order to reach these facilities. Park District residents traveling by car to programs conducted at St. Philips School would encounter similar access restrictions.

Open Space

The State of Illinois presently utilizes only between 36 and 40 feet of its right-of-way along Willow Road in Northfield. The remaining 60 to 64 feet form a buffer of open space between the roadway and Willow and Clarkson Parks. Elimination of this open space, and the trees that occupy it, would make these parks less attractive, and less desirable as locations for both active and passive recreation.

Air and Noise Pollution

Moving Willow Road closer to Willow and Clarkson Parks also will bring more air and noise pollution closer to these facilities, and to the Park District residents who use them. The State of Illinois should consider the adverse effects of this pollution upon these residents, especially the children, before proceeding with the widening of Willow Road.

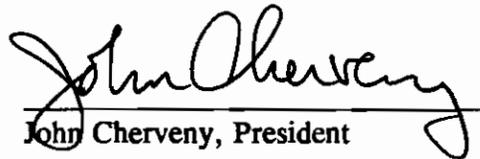
Conclusion

The federal Intermodal Surface Transportation Efficiency Act of 1991, under which the proposed widening of Willow Road might be funded, requires that "(t)he overall social, economic, energy, and environmental effects of transportation decisions" must be taken into

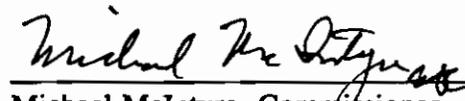
account before making such decisions. The Northfield Park District respectfully submits that the proposed widening of Willow Road through Northfield would have seriously adverse social and environmental effects, as well as endangering the public. Therefore, for the sake of our residents, and especially for the safety of our children, we urge the State of Illinois not to proceed with the proposed widening of Willow Road through the Village of Northfield.

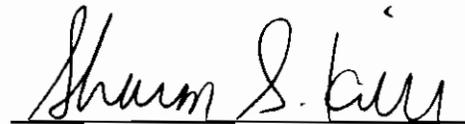
Respectfully submitted,

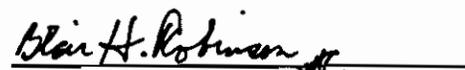
NORTHFIELD PARK DISTRICT


John Cherveney, President


Edward G. Cottrell, Vice President


Michael McIntyre, Commissioner


Sharon Krill, Commissioner


Blair H. Robinson, Commissioner

Northfield Community Church



MAY 18, 1992

POSITION STATEMENT OF NORTHFIELD COMMUNITY CHURCH

Re: Widening of Willow Road

In regards to the proposal to widen .9 of a mile of Willow Road through Northfield, we wish to go on record as being unconditionally opposed. The Northfield Community Church is located on the northwest corner of Willow and Wagner Roads. We are opposed to this proposal for the following reasons: 1) It would be dangerous for children who participate in weekday and Sunday activities at the Church to walk across a 4 lane highway. 2) Noise from the proposed 4 lane highway would interfere with normal Church services. 3) There is a high probability that the Church would lose its 6 maple and 4 flowering crab apple trees which are irreplaceable.

A handwritten signature in cursive script that reads "Jane Jeffris".

Jane Jeffris, Moderator
Northfield Community Church



400 WAGNER ROAD, NORTHFIELD, ILLINOIS 60093
PHONE (708) 446-3070
MINISTERS: DONALD E. MINNICK • DELORES J. ROGERS

THE COUNTRY GARDENERS OF NORTHFIELD

POSITION PAPER ON THE PROPOSED WILLOW ROAD WIDENING THROUGH NORTHFIELD.

FROM: THE COUNTRY GARDENERS OF NORTHFIELD.

My name is Nancy Armstrong, and I live in Northfield. I am a member of the Country Gardeners of Northfield, and I am here to represent our garden club members.

We find the widening of WILLOW ROAD to four lanes through Northfield is counter-productive to our club's objectives.

The objectives of our garden club are:

To further the advancement of gardening for home and civic beautification, to stimulate an interest in cooperative gardening; to aid in the protection of forests, wild flowers, natural growth and birds, AND to transact any and all other matters of business pertaining to or, in furtherance of the foregoing objectives."

We helped to create a bird sanctuary in Willow Park and have planted wild flowers along the creek that runs through the park. To help preserve a natural environment within this park has been one of our objectives.

We believe that the increase in noise and emissions from more road vehicles, and the infringement onto the flood plain near Wagner Road would encourage the misuse of our environment.

Our club's position on the suggested widening of Willow Road through Northfield is a loud and firm :NO:

Respectfully submitted,

Nancy Armstrong, President
Country Gardeners of Northfield
5/20/92

NORTHFIELDERS' GARDEN CLUB
Northfield, Illinois 60093

May 20, 1992

Mr. Duane Carlson
Assistant Secretary I.D.O.T.
201 West Center Court
Schaumburg IL 60194

Dear Mr. Carlson:

I write on behalf of the members of the Northfielders' Garden Club to express our opposition to the proposed widening of Willow Road in Northfield.

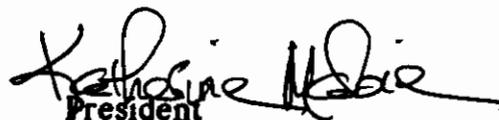
For many years, our members (in cooperation with the members of the Country Gardners of Northfield) have invested time and energy in projects aimed at beautification of our village. Through our annual plant sale, we have raised money to landscape areas of the Village and to create flower beds in the center of town. Years ago, many of our members were instrumental in the aquisition of the lands which now comprise our major parks.

The majority of our efforts have focused on Willow Road and the parks which lie both north and south of it as this is the area most central to our community and therefore most likely to be enjoyed by a majority of our residents. In all of our improvement projects, we have sought to maintain the open, informal, country atmosphere which characterizes our town.

The proposed widening of Willow Road would dramatically alter the nature of our village. An expressway bisecting the community, dividing the parklands, and funneling everincreasing numbers of automobiles through the middle of town would destroy everything we have worked to create. What you propose to do is to sacrifice our town to the convenience of commuters who do not even live in the area.

We understand that it is the State's policy not to force changes such as those being proposed for Willow Road upon communities that do not welcome them. Be assured that the residents of Northfield do *not* want their town split in half by a four-lane highway.

Sincerely,


President
Northfielders' Garden Club

SUNSET RIDGE - MIDDLEFORK
ASSOCIATION OF PARENTS AND TEACHERS
525 Sunset Ridge Road, Northfield, Illinois 60093

Mr. Richard Starr, P.E.
Technical Studies and Highway Systems Engineer
Bureau of Programming
201 West Central Court
Schaumburg, Illinois 60196

May 20, 1992

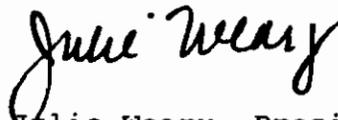
Dear Mr. Starr,

I am writing to you on behalf of the District 29 PTA which represents both Middlefork and Sunset Ridge elementary schools in Northfield. We are overwhelmingly opposed to any plans that call for the widening of Willow Road.

Our concern is primarily one of safety. We feel that our children's well-being will be seriously compromised by your consultants' proposed roadwork through our village. The two District 29 schools, located adjacent to and north of Willow Road, presently have an enrollment of 389 students, 50% of which live south of Willow Road. During school hours, because our district does not bus students, the increased traffic volume of a four-lane Willow Road would create an extremely dangerous crossing situation for our children at both schools. However, this situation becomes extraordinarily hazardous during non-school hours when no crossing guards are present. It is simply unacceptable to us to put our children at this increased risk.

Proudly, our village has represented a certain quality of life and strength that comes naturally from an ongoing, understood commitment to our children. They are our priority. This commitment is evident daily in our outstanding schools, Park District and by the enormous parent involvement in both. We cannot allow the safety of even one of our children to be jeopardized by your plans. If we do, we will lose much more than we will gain.

Sincerely,



Julie Weary, President
District 29 PTA

The Northfield Caucus
P.O. Box 8412
Northfield, Illinois 60093

To: The Illinois Department of Transportation
Re: **The Strategic Regional Arterial Study**

The Northfield Caucus is a representative body of citizens entrusted to elect candidates for public office within the Village and to define issues of importance via its platform.

The overwhelming majority of Northfield residents have taken a position opposing the widening of Willow Road within the Village of Northfield, and its Caucus represents that view.

The Caucus platform specifically states opposition to widening the road.

Northfield is the only village on the North Shore bisected by Willow Road. If widened, Willow Road would split our community with a noisy, dangerous roadway that would contribute only to the land development of neighboring municipalities.

The Caucus has participated in all of the traffic studies, formal and informal discussions, polls and other meetings devoted to Willow Road.

Our community cannot gain anything from a road project proposal that:

- 1) Splits the community in half with a high speed thoroughfare.
- 2) Encroaches into the floodway.
- 3) Cuts through the heart of our only park system.
- 4) Directly borders both Northfield schools, and many churches.
- 5) Encourages the commercial development of TECHNYP.
- 6) Severely affects speedy access by our police and fire department.

The Northfield Caucus opposes this plan as it has opposed the issue for well over twenty years!

We urge IDOT to consider alternative plans to the widening of Willow Road as a strategic focus of state highway planning.

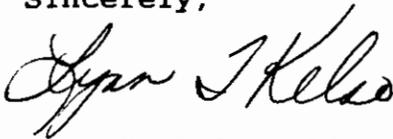
Parents and Children Together
525 Sunset Ridge Road
Northfield, Illinois 60093
May 19, 1992

To Whom it May Concern:

The staff of Pact would like to express our concern about the widening of Willow Road. We are housed in three of the rooms of Sunset Ridge School. We have parents and young children driving to our school each morning, five mornings a week. We are concerned that the widening of Willow will draw far more fast traveling traffic thus increasing the possibilities of accidents at the intersection of Willow and Sunset Ridge.

We recommend that Willow Road not be widened thus creating a safer intersection for our families and children traveling to our school.

Sincerely,

A handwritten signature in cursive script that reads "Lynn T. Kelso". The signature is written in dark ink and is positioned above the typed name.

Lynn T. Kelso, Director
and the PACT staff

CRAWFORD FOR STATE REPRESENTATIVE 57th DISTRICT

101 Rutgers Court
Glenview, Illinois 60025
708-291-6948

PRESS RELEASE

MAY 20, 1992

John D. Crawford, Democratic candidate for State Representative in the 57th District, advocates the widening of Willow Road to four lanes in Northfield, just west of Edens Expressway, and opposes the widening of the Willow-Palatine Road corridor to six lanes west of Waukegan Road to Northwest Highway.

In a statement filed on May 20 at the public hearing on the proposal developed for the Illinois Department of Transportation by Harland, Bartholomew & Associates, Mr. Crawford stated that with regard to the plan as a whole, it "is too narrowly focused on accommodating automobiles as the favored mode of transportation, and disregards the possibilities and benefits of more mass transit in the region." He pointed out that with regard to train service, another Metra station could be provided at Willow Road between Glenview and Northbrook, and Skokie Swift service could be extended between Dempster and Lake-Cook Road in the eastern section of the region; in the Wheeling Township area, the use of Wisconsin Central trackage for Metra service from Antioch to the Metra station at Franklin Park would also take many cars off the road. Increased Pace bus service, private employers' van-pooling and shuttles, added grade separations on Palatine west of I-294, expansion of Tri-State Tollway interchanges to four-way cloverleaves at Golf Road and at Lake-Cook Road, and adding a southbound entrance to Edens at Tower Road, were other measures suggested by Mr. Crawford before undertaking the expensive proposal to expand Willow-Palatine Road to to six lanes.

With regard to the widening of Willow Road to four lanes in Northfield, Mr. Crawford said he recognizes that Northfield Village officials, including incumbent State Representative Margaret Parcels (who resigned as Northfield Village Trustee last month), have long opposed the widening of Willow Road to four lanes in Northfield. He stated that "Finding some way *to*

persuade Northfield to accept this proposal is the key to solving many of the region's traffic problems. Cultivated median strips such as those now in place on Waukegan Road and in downtown Northfield, berms, possibly overpasses such as those on Dundee Road in Wheeling, and on Lake Avenue near Wagner Road and near Greenwood in Glenview, would alleviate the aesthetic and safety concerns of Northfield residents."

Subsequent to her resignation last month as Northfield Village Trustee, Mrs. Parcels said that she would take no position on the proposed widening of Willow Road through Northfield, because it is opposed by her neighbors in Northfield but favored by residents of Glenview and Northbrook. Mr. Crawford pointed out that taking no position on the question is tantamount to a vote for the status quo, against the interests of Glenview, Northbrook and Wheeling Township. Accordingly, she has still not forsaken her bias in favor of the Village of Northfield when their interests conflict with those of the rest of the district, says Mr. Crawford, even if she has belatedly recognized the inherent conflict of interest between serving as State Representative and at the same time serving as Village Trustee for a municipality which has been at odds with other communities in her district for several years. "The honorable thing for Mrs. Parcels to do would have been to resign as State Representative," Mr. Crawford stated "since her conduct in refusing to help her constituents in this case clearly shows that she cannot fairly represent the interests of her district."

CRAWFORD FOR STATE REPRESENTATIVE 57th DISTRICT

101 Rutgers Court
Glenview, Illinois 60025
708-291-6948

WILLOW-PALATINE ROAD STRATEGIC REGIONAL ARTERIAL PROPOSAL

This draft plan for the development of the Willow Road-Palatine Road corridor as a Strategic Regional Arterial is too narrowly focused on accommodating automobiles as the favored mode of transportation, and disregards the possibilities and benefits of more mass transit in the Region.

The consultants state that projected traffic volumes for the year 2010 would justify six lanes all the way from Edens Expressway to the Tri-State Tollway, but that the proposal for only four lanes in the Village of Northfield recognizes the long-standing opposition of Northfield to the widening of Willow, and the cost of obtaining additional right-of-way for six lanes at that point. However, the proposal for six lanes west of Waukegan Road should also be shelved until the effects of mass transit improvements on lessening automobile traffic in this Region are studied:

1. The addition of a Metra station at Willow and Lehigh would greatly reduce automobile traffic to and from the projected office and industrial development in the Techny area.
2. The Chicago and North Western's freight line, paralleling Skokie Boulevard from Dempster to Lake-Cook Road, could be utilized for non-stop or limited-stop commuter service. This extension of the Skokie Swift Service would be attractive to many drivers now using the Edens, as well as providing additional mass transportation sorely needed to meet the projected increases in traffic volume. Furthermore, as part of the proposed North Suburban O'Hare Connector, the Chicago Area Transportation Study estimates that it would eliminate a substantial part of the 1.2 million automobile trips each year from the northern suburbs to O'Hare, and the concomitant return trips by auto, limo or taxi.
3. The Metra and Pace "FAST" Plan for expanding and improving suburban train and bus service will primarily benefit the collar counties, but will also reduce suburb-to-suburb automobile trips.

Consideration should also be given to expanding the two-way interchanges on the Tri-State at Golf Road and at Lake-Cook Road to cloverleaf, four-way interchanges. Such additions would reduce traffic now using Willow Road for entrance or exit to the Tri-State, before expanding Willow-Palatine to six lanes west of Waukegan Road. Adding a southbound entrance lane at Tower Road would also drain some traffic from Willow Road in Northfield.

The Clean Air Act, which will require employers of 100 or more to draft plans to reduce driving by their employees by as much as 20% or 25% by 1994, will place additional emphasis on the use of car-pools, shuttles or mass transit. Kraft, one of the largest employers, has already developed an effective plan.

With regard to the improvements to Palatine Road west of the Tri-State, the choice between three lanes in each direction and adding grade separations seems clear. As pointed out by Prospect Heights Mayor Edward Rotchford (Chicago Tribune, April 29, 1992), traffic backs up at every traffic light; adding express lanes would exacerbate the problem. Investing money in additional grade separations at some stop-lighted intersections would even out the traffic flow while avoiding the problems of restricting access to residential subdivisions and shopping centers by converting the frontage roads to express lanes.

The most sorely needed part of this SRA Plan is the proposal for widening Willow Road to four lanes between Sunset Ridge Road and Edens Expressway. This project has been recommended by the State Highway Department and IDOT since 1977, but has been held up because of opposition by the Village of Northfield and state officials who live in Northfield. Because of this opposition, Edens traffic will continue to avoid Willow Road and use Lake Avenue or Dundee Road, adding traffic to Sunset Ridge Road, Wagner, Milwaukee Avenue and other north-south routes through Glenview and Northbrook. Finding some way to persuade Northfield to accept this proposal is the key to solving many of the Region's traffic problems. Cultivated median strips such as those now in place on Waukegan Road and in downtown Northfield, berms, possibly overpasses such as those on Dundee Road in Wheeling, and on Lake Avenue near Wagner Road and near Greenwood in Glenview, would alleviate the aesthetic and safety concerns of Northfield residents. In addition, drainage and flood problems in Northfield could be reduced as a by-product of the construction, as well as taking some traffic off side streets in Northfield. Until something is done about the problem in this area, Operation Greenlight and all of its SRA proposals will be unacceptable to homeowners in residential subdivisions running all the way from Timber Trails at Milwaukee and Lake to the East Wagner homeowners at Glenview and Wagner, who will continue to suffer from the inability of the Region to effectuate this sorely needed change. The State should provide funding for engineering studies for the widening of Willow Road to four lanes between Sunset Ridge Road and Edens, and be prepared for sufficient flexibility in its planning to provide the amenities needed to meet the concerns of the residents of Northfield.


John D. Crawford
101 Rutgers Court
Glenview, IL 60025
(708) 291-6948

CATEGORICALLY OPPOSED TO THE WIDENING OF WILLOW ROAD
IN NORTHFIELD. PLEASE LEAVE IT AS IS.

JONATHAN DON
525 HAPP RD.
NORTHFIELD, IL 60093

REPRESENT SELF

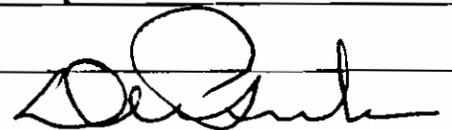
TO WHOM IT MAY CONCERN

I, JONATHAN A. PULS, A 34 YEAR RESIDENT
OF NORTHFIELD, ILLINOIS, RESPECTFULLY REQUEST
THAT ANY PLANS TO WIDEN WILLOW ROAD BE
ABANDONED. THE REASONS ARE OBVIOUS AND
HAVE BEEN STATED OVER + OVER AGAIN THROUGH-
OUT THE PAST TWO DECADES.

My home phone is 446-1824 (708)
" office " " 273-2160 (312)

I will be glad to support any effort
that will oppose this totally unwanted
plan.

JDOT MEETING 5/20/92



8:00 P.M.

5/20/92

1 DOT -

I have stood in line at least 30 minutes to make this statement to the court reporter. I have been here since 6:30 with others from Northfield. I can't imagine why there were not more court reporters when you knew this large group was coming. Many left without making statements as the line was so long.

I have lived in Northfield 25 years and am adamantly opposed to widening Willow Road through Northfield. We do not need one town divided by a five-lane highway! We do not need a 4-lane parking lot to replace one present 2-lane parking lot.

Sincerely

Patricia P. Jaguth
2106 Middlefield Road
Northfield, IL 60093

I am adamantly against widening Willow Rd. through the village of Northfield. Northfield has been my home for 34 years - we chose it because of the rural feeling, closeness among the inhabitants and the proximity to many other locations. When you talk about widening a road to accommodate more people at the expense of an entire town, you are showing a complete lack of consideration and understanding of what makes up the good things in our country - it is my town, my children and our way of life and IDOT has no business destroying these things. Nancy Puls 5089 Wm. Rd. Nfld

Do not Waken Willow Rd

Its unsafe for Seniors
& Children of Northfield.

Dr. Robert Cook

~~Tommy~~

David Rae Bruce

5/20/92

Illinois Department of Transportation
Ramada Inn
Northbrook, Ill 60062

Subject: Proposal for Widening Willow through Northfield:

I regret to inform you that a significant number of Northfield residents opposed to the widening of Willow Road are unable to attend the meeting this evening.

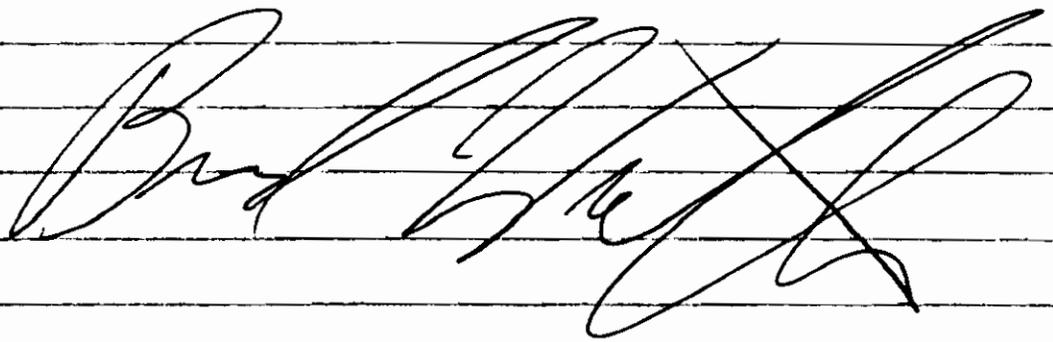
Unfortunately, our church, St. James the Less, of Northfield, scheduled a farewell dinner and service for our beloved Priest who is leaving our Church after a thirty-five year tenure. These plans have been under way for a considerable period of time and re-scheduling is impossible.

Safety, excessive traffic, as well as higher speeds are a prime concern to all of us. Willow Road divides our village in half. All three schools are located on the north side of Willow Road and a significant number of children must cross Willow Road to attend school. I'm sure you can understand our concern for their safety as well as maintaining the community as we have known it for many years.

Respectfully submitted
David R. Bruce
Warden, St. James the Less
Episcopal Church
Northfield, Illinois

BRAD WULFSOHN
2401 DORINA
NORTHEAST ILL

I AM OPPOSED TO the widening of Willow Road For the Safety of our children that go to School and Play right on the side of Willow Road. A four or five lane Road will increase speed & Decrease the Ability to safely stop a car that is about to hit a child. I Am Cubmaster For Pack 17 And Coach several sports Teams and like all my kids, I would hate to come home one day to find one has been killed on Willow Road. I understand there might be some financial Benefits to widening the Road but gentlemen what price is the VALUE OF A child.



Vehemently opposed to Widening
Willow Rd

Jeanne A Chaplin
353 Jeffrey
N/F Rd

~~Mr~~ Reason
353 Jeffrey
N/F

If wider Willow Road would change
or after the completion of our Valley - No
longer would it be the same well contained
Valley it now is. But most important is
the safety of our children crossing Willow
Road. Willow/Palatine Road west of Waukegan
is just short of being an expressway. Please
don't do that to our Village!

A'Good

Don't widen Willow Road

By ROBERT L. SNYDER

IDOT is stuck in high gear! They drew the "grid" blue-prints so long ago that they believe they're predestined to widen Willow. Somehow they are convinced that a few temporarily disgruntled commuters deserve the saving of one minute or less twice a day, in spite of the

speed of 35 mph. The same distance during commuter periods is sometimes slowed to 25 mph, which still takes less than three minutes. Within that zone are two stoplights. The lights are phased to benefit east-west traffic during high-volume periods. The lights must remain. So, the problem is *NOT* the road width, it's the lights that slow the traffic!

GUEST ESSAY

irreversible damage it would cause to a village.

Several thoughts:

■ Northfield is *NOT* the bottleneck: I drive the better part of Willow/ Palatine distance nearly every work day. The commuter-hour mega-jams occur west of Northfield, beginning at Shermer, all the way to Route 53. The driving pace is one of hurry-up-and-wait. I try to schedule my trips in the opposite direction of the main traffic flow, because it is dramatically heavier eastbound a.m. and westbound p.m. The opposing lanes are virtually free, even at the lights. It is at those lights and the intersections out west where the real problems lie. Northfield is *NOT* the bottleneck!

■ Lights slow traffic, *NOT* road width:

Here's the irony. Consider that only *ONE* lane has traffic, only once each way, and only once each work day. The turn lanes that were put in place 20 years ago work well to allow an unobstructed thru-lane. The nine-tenths mile (between Sunset Ridge Road and the river) takes less than two minutes at the posted

■ One-hour restriction on left turns:

Other than the lights, occasional obstructions to smooth flow are the infrequent left turns onto Bristol, Churchill, Dickens and Eaton during the west-bound p.m. commuter period. Why not post a one-hour restriction? It's a principle that now works for the east-bound Old/New Willow intersection. Or, a middle turn-lane serving just those four streets.

■ Controlled Edens access/egress:

IDOT agrees that single-lane traffic is safe. Let's think of the short passage through Northfield as a slightly longer, more controlled and gradual single-lane Edens access/egress.

There must be an equitable solution. IDOT must understand, must recognize the negatives which far outweigh their single-minded, dual-lane approach. IDOT must not be allowed to blunder into another of their documented misadventures at the sacrifice of another village.

The records show a village can say no, and make it stick. IDOT must be stopped!

Robert L. Snyder is as resident of Northfield.



Jawn. The kids
urs. The lawn
very Saturday,
t out of sorts.
in the suburbs.
tra barking in
f those very
n with a bad

e, with names
it.
fly let them out
relief on the
of the dogs
and would bark

ers Bill and
; them. So
m. and 7 a.m.,
ouldn't bark.
and Hillary.
of the animal
s violated their
ps.
l animal
solicited
rs, who said the
e wrote back to
accommodate
off on her

ntil a few weeks
p.m. and a
wakened his
as now afraid of

tations, once
it's not her job
dining her

i here for 12
has never been
ighbor. So ... I
ime for you to
nd privacy. We
blowers late at
ly on Sunday
one back yard
each other's
my life
ut 20 barks at
going to charge

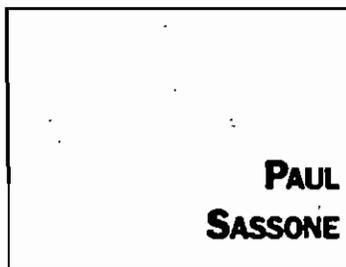
numerous
ff of which I
ly do four

Stop me before I rent more

I shouldn't complain, I guess.

Thanks to video rental stores I no longer have to watch TV shows like "Eight is More Than Enough," or anything with Lindsay Wagner in it.

And I no longer have to go to movie theaters and attempt to hear what the characters are saying during the hills in the



PAUL
SASSONE



Everyone has been raving about Kevin Costner's performance as a sensitive, but culturally limited, WASP who accidentally moves into an Italian-American neighborhood and learns to value ethnic and cultural diversity. The scene where he comes to realize that gnocchi is just as good as mashed potatoes is sure to earn him an Oscar

constitutionally unable to leave without a movie. It's some kind of video-mania. And I really should see someone about it.

That's what I should do. But I don't. I rent something else. And, too often, I don't just rent something, I rent anything.

Browse, browse, browse. . . Ooh, this looks interesting. "A What's-1 of

JDOT,

WHAT I WAS TOLD THE REASON FOR WIDENING

WILLOW WAS BECAUSE OF TRAFFIC CONGESTION

AND SAFETY, SAFETY OF THE CARS OR

THE KIDS?? IF ONE LIFE IS LOST

THE PRICE IS TOO HIGH. LEAVE IT THE

WAY IT IS NOW. YOU OBVIOUSLY DON'T

CARE ABOUT THE SAFETY OF OUR

CHILDREN. ~~JUST SAY NO~~

MARSHALL LAKE
343 THACKERY LN
NORTHFIELD

To 2 DOT

5/20/92
Public Meeting

I have lived in Northfield since 1963 which is 29 years and am more than familiar with Willow Road and its traffic patterns as my lane abuts Snow Ridge and I use both roads everyday. I also was a member of the Snow Ridge School Board for 6 years and its president for 3 years. Willow road was always considered hazardous to the school children and the Board has always felt there should be no widening. It is unfortunate that Willow divides Northfield and causes all the problems it does at two schools - but it does and should be widened.

From my perspective most of the now local traffic is headed to and from Eden. What good does it do to move the stack of cars from Snow Ridge down to Eden? The stack will still exist because the access to Eden is and will be only one lane. We do not need 4 lanes instead of 2 lanes of stacked traffic in Northfield.

It is clearly a mistake to make these plans which only increase danger and actually will not benefit the drivers who have the congestion.

Very truly yours
R. P. Eklund

Roger P. Eklund
190 Old Farm Rd. Northfield IL

IDOT -

I vehemently object to the widening of Willow Rd. I feel no life is ~~being~~ taking just to shorten anyone's travel time.

I object to the quality of life in one tiny village being controlled by people who will never live there, or have to live with their decisions!

I object to my tax dollars being used to ruin my life.

Jerry S Faulkner
23 Thackeray
Northfield Ct 60093

J.W. MABIE

285 OLD FARM RD.

NORTHFIELD IL

TRUSTEE - VILLAGE OF NORTHFIELD

Representing the residents of the village, we
are opposed to widening Willow Rd.

J.W. Mabie
/ 5-20-92

I believe that expansion of Willow Rd to 4 lanes through Northfield would:

a) Present a safety hazard to schools and parks.

b) Be self defeating, in that increased traffic would offset the increased capacity, resulting in no increased speed thru Northfield.

c) Be an expense that we can surely avoid in this time of budget crisis in the state.

Olivier Williams
9 Country Lane
Northfield, IL.

Northbrook
IL
60062

William A. Dougherty III
2553 Greenview Rd.

Before widening Willow Rd,
IDOT should

- ① Develop full interchange connecting 94 & 294 in all directions (N/S, E/W) so traffic can circulate from 294 N to 94 & S on 94 to Northfield, rather than E via Willow.

Then ~~it~~ prohibit semi tractor trailers from using Willow Rd.

- ② Develop full omni-directional interchanges @ Golf/Touhy/ Dundee and Lake Cook. Currently,

Willow Rd is the only
one of these that is only
omni-directional on both
294 & 94.

W

KEITH MORTON
18 County Ln.
Purthful

I'm very concerned about
my children's well being. Don't
widen Willow.

Keith Morton

IDOT

AS A 24 YEAR RESIDENT OF NORTHFIELD, I AM GREATLY UPSET AT THE PROSPECT OF WILLOW ROAD BEING WIDENED.

THE MAJORITY OF SCHOOL CHILDREN LIVE SOUTH OF WILLOW WHILE THE SCHOOLS AND MOST PARKS ARE NORTH. SCHOOL AGE CHILDREN DON'T ALWAYS USE BEST JUDGEMENT WHEN CROSSING STREETS, THUS A DEFINATE POSSIBILITY EXISTS WITH CHILDREN CROSSING WHERE THEY SHOULDN'T.

WE HAVE BEEN FORTUNATE THAT WE HAVEN'T HAD ANY SERIOUS ACCIDENTS IN THE PAST. WITH 4 PLUS LANES OF TRAFFIC OUR ODDS CO GREATLY TOWARD FATALITIES.

DO NOT WIDEN WILLOW ROAD.

ROBERT MACKAY
290 THACKERAY LN
NORTHFIELD, IL 60093

JAMES E. O'BRIEN
SUITE 344
540 FRONTAGE ROAD
NORTHFIELD, ILLINOIS 60093
(708) 441-7776

May 19, 1992

Mr. Duane Carlson
I. D. O.T.
201 W. Center St.
Schaumburg, Ill. 60194

Re. Expansion of Willow Rd.

Dear Mr. Carlson,

I am writing you as president of the Bracken Lane Association, which represents the 13 home owners on the lane.

We are a dead end lane the exits onto Willow Road.

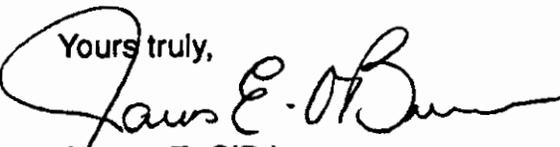
We are unanimously and absolutely opposed to any widening of Willow Road through Northfield. The reasons are many and I am sure you are aware of most of them. But in particular, most of the homeowners on the lane either have or will have children who must cross Willow Road to get to school. The crossing is dangerous now but if Willow is ever converted into a super highway through Northfield it would be just a matter of time until the first child is killed. There is also the probability that with Willow becoming a 4 or more lane road we would never be able to get in or out of the lane.

If Willow were to be widened we could look forward to a drastic increase in pollution, garbage and crime that the greatly increased traffic would cause, which would be to the detriment of every living thing in the area.

The real solution to the traffic problem should come from building new access ramps for Edens and the tollway and controlling or limiting the access on already overcrowded streets such as Willow.

All of us on Bracken Lane have invested many years and many dollars in our homes and in Northfield and we certainly don't want this all destroyed so that commuters can make it to work in 2 or 3 minutes less time.

Yours truly,


James. E. O'Brien

5-20-92

Widening Willow will further divide a small village which is already divided by Edens Expressway. It would also hurt that little park district we have. Moreover most of the children in town are south of Willow & the schools are north of Willow - on Willow at Wagner & at Sen Set Ridge. The parochial school is also north.

Driving out here I found almost no delay going through Northfield - there were 3 areas with big delays 1) between Bluegrass & Sheeps 2) for approx 7/8 of mile, either side of 294 (in State) 3) just east of Milwaukee Rd.

Why not utilize Dundee or Lake which are already four lane & go through larger town which would not be as heavily impacted.

A four lane highway with a large median would destroy the village of Northfield.

Please find an alternative & less expensive way of moving traffic. Rapid Transit should be what is much as possible. For several years I took the train to the loop - so much better than driving.

Your representatives are trying to say that traffic density & speed will not
(over)

be increased, but that is not true.
Before coming to the meeting I already
knew of large numbers of people who
would change their vote, if Willan
were widened. At the meeting I met
people from Arlington Heights who wanted
it widened so more people could use
it and that they could then go 55 miles
per hour. This despite the fact that
there are schools along the route.

Certainly you can find an alternative
that would impact fewer people and
be more cost effective.

Sincerely,

Alison Pope Jones (Mrs. Jones)
113 Riverside
Northfield, IL 60093

78-446-0653

Please, Please do not destroy our village!

451 Chapel Hill Lane
Northfield, Ill. 60093
May 19, 1992

Illinois Department of Transportation
Highway Division
201 W. Center Court
Schaumburg, Illinois 60194

Gentlemen:

I moved to 451 Chapel Hill Lane, consisting of eight one acre homesites, twenty seven years ago. My family has used the schools, churches, and business community in our immediate area. The impact upon widening Willow Road would be devastating in all respects such as:

1. Environmentally - noise and pollution.
2. We live on a cul-de-sac with one exit to Willow Road.
3. The premium we paid for the privilege of small community living would be completely lost.
4. The value of our homes and land would plummet.
5. We were here first and feel we have the right to make the decisions as to the widening of Willow Road.
6. Glenview Naval Air Station has maintained the above position for many years namely, we were here first.
7. It is my understanding that IDOT has never forced an issue like this when the town officials have been against it.
8. The safety of children is the paramount issue. It is being addressed by experts who are in complete agreement not to widen the road.
9. There are so many infrastructure problems in the State of Illinois - gridlock traffic on roads, decaying bridges, and hundreds of miles of thruways in desperate need of repair.

Ladies and gentlemen of IDOT please listen to the over-
whelming out cry of the people and officials of Northfield.
Leave Willow Road as it is - two lanes from Sunset Ridge
east.

Sincerely,

A handwritten signature in cursive script that reads "Richard J. Sennott". The signature is fluid and connected, with a prominent initial "R".

Richard J. Sennott

DO NOT

WIDEN

WILLOW ROAD

This ABOUT SAYS IT ALL
WE DO NOT WANT THE ADDITIONAL TRAFFIC
→ THE INCREASED DANGER TO OUR CHILDREN CROSSING THE ROAD.

→ FOR THE POLLUTION, NOISE ETC THAT GO WITH
THE WIDENING OF THE ROAD

RESOLUTION ^{R30-92}
Village of Northfield
Village Opposition to Widening Willow Road

WHEREAS, in 1990 the President and Board of Trustees of the Village of Northfield received the results of a community survey indicating that the Illinois Department of Transportation's (IDOT) plans for widening Willow Road from two lanes to four lanes was strongly opposed by the Village residents; and

WHEREAS, based on said response which indicated that 64% of the responding residents felt that the Village should leave Willow Road two lanes between Sunset Ridge Road and Bristol Avenue, and adopted a resolution on March 26, 1990 affirming same; and

WHEREAS, the Village Board of Trustees believes that widening the road will seriously compromise the safety of residents due to more and faster traffic; and

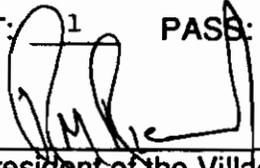
WHEREAS, most children live on the south side of Willow Road and need to cross it in order to attend one of the three primary/elementary schools located on the north side of Willow Road, and that these children will be required to cross Willow Road to play in parks on the other side of Willow Road;

NOW, THEREFORE, BE IT RESOLVED by the President and Board of Trustees of the Village of Northfield, Cook County, Illinois that the community **STRONGLY OPPOSES** the widening of Willow Road to four lanes between Sunset Ridge Road and Bristol Avenue;

BE IT FURTHER RESOLVED that a copy of this resolution will be forwarded to the office of the Illinois Department of Transportation.

PASSED and APPROVED by me this 27th day of April, 1992.

AYES: 4 NAYS: 0 ABSENT: 1 PASS: _____



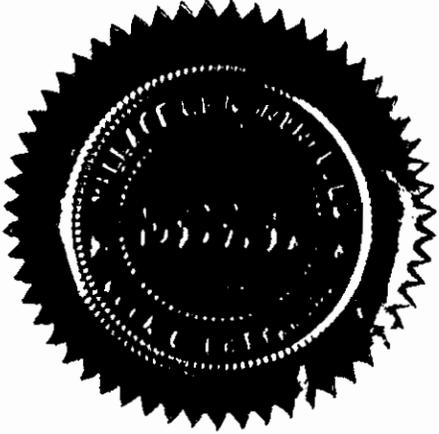
President of the Village of Northfield

ATTESTED and FILED in the office of the Deputy Village Clerk this 28th day of

April, 1992.



Deputy Village Clerk



NORTHFIELD COMMUNITY NURSERY SCHOOL

AT MIDDLEFORK SCHOOL

405 WAGNER ROAD • NORTHFIELD, ILLINOIS 60093 • 446-1116

May 19, 1992

Mr. Mark J. Morien
Village Manager
361 Happ Road
Northfield, IL 60093

Dear Mr. Morien:

Willow Road must not be widened.

For more than forty years, the Northfield Community Nursery School has had the well-being of Northfield's children as our consuming focus. It is this concern that prompts our solid opposition to any widening of Willow Road.

We are located near the heart of our community, just off Willow Road, and so are very familiar with the numbers of children who as pedestrians must negotiate this roadway. Widening Willow Road, with the attendant increase in traffic (and, undoubtedly, the higher speeds that four-lane arteries seem to encourage despite speed restrictions and police vigilance), would significantly and perhaps disastrously increase the hazard to our children's safety.

We must not allow this. The reasons given for widening this thoroughfare pale beside the need to protect our young people. The Northfield Community Nursery School, which exists only to serve our children's best interests, must stand firmly opposed to the proposed widening of Willow Road.

Sincerely,



Carol Fry
President, Board Of Directors

4/2/92

pg. 1

Mark Morley,

In regards to Willow Road, I don't think it should be widened to 4 lanes through Northfield. I feel that it would be unfair to the people who own homes next to Willow. Who would want to buy a home next to a 4 lane highway? Also the threat to children due to the closeness of schools + parks is always there. Unfortunately the many cars (increased by ~~traffic~~) + the many trucks will keep wearing down the pavement. It's currently unsafe to pull over to the side of the road if one has car trouble.

Mark,

I feel that the road should be redone w/ new

pavement, + add parkway or side of the road " whatever you want to call it (not just gravel)

to make it safer to pull over.

But keep it 2 lanes, just

make it a little wider. Do it

now to get it over with + try

to get state funding.

Personally, I avoid Willow now

because I don't enjoy being tailgated

by "18 wheeler" trucks.

Thanks you for your time.

Dan Podolsky

308 Happ Road # 304

Northfield, IL 60093-3419

(no) (no)

March 20, 1991

Mr. Richard M. Rieser
President
Village of Northfield
Village Hall
361 Happ Rd.
Northfield, Ill. 60093

Dear Mr. Rieser:

I am totally against the widening of Willow Road within the boundaries of the Village of Northfield.

Widening the road will literally divide our village in half. Children will no longer be allowed to cross the road without adult supervision, as parents will fear for their safety. This will not only interfere with weekend sports and events in the park, but with after-school events as well. Children also will not be able to visit their friends on the other side of this "dangerous" dividing line. To me this is like erecting a Berlin Wall through the middle of Northfield.

I also feel that since we do not have a bus system in town for transporting students, that the village should recognize how dependent we are on our children walking and biking to our schools. We must maintain safety levels, and widening Willow Road will not allow for that. With increased traffic and speed limits, parents will feel they have to drive their children to school. This will only cause more traffic jams and more safety hazards for children still attempting to get to school on foot or bike.

Please, please, please listen to your residents. This issue has been voted down for years, because it can only affect our village negatively. We are not talking just about cars. We are talking about quality of life and the safety of our children!

Sincerely,


Dorna Price Christell



Snyder Advertising
Drury Lane
Northfield, IL 60093-3161
441-6230

March 31, 1992

Mr. Richard Rieser
Village President
Village of Northfield
361 Happ Road
Northfield, IL 60093

Dear Mr. Rieser:

IDOT is stuck in high gear! They have drawn the "grid" blue-prints so long ago that they believe they're predestined to widen Willow. Somehow they are convinced that a few temporarily disgruntled commuters deserve the saving of one minute or less twice a day, in spite of the irreversible damage it would cause to a village.

Several Thoughts:

1. Northfield Is NOT The Bottleneck.

I drive the better part of Willow/Palatine distance nearly every work day. The commuter-hour mega-jams occur WEST OF NORTHFIELD, beginning at Shermer, all the way to Rt.#53. The driving pace is one of hurry-up-and-wait! I try to schedule my trips in the opposite direction of the main traffic flow, because it is dramatically heavier eastbound a.m. and westbound p.m. The opposing lanes are virtually free, even at the lights. It is at those lights and the intersections out west where the real problems lie. Northfield is NOT the bottleneck!

2. Lights Slow Traffic, NOT Road Width.

Here's the irony. Consider that only ONE lane has traffic, only once each way, and only once each work day. The turn lanes that were put in place twenty years ago work well to allow an unobstructed thru-lane. The nine-tenths mile (between Sunset Ridge Road and the river) takes less than two minutes at the posted speed of 35 mph. The same distance during commuter periods is sometimes slowed to 25 mph which still takes less than three minutes. Within that zone are two stoplights. The lights are phased to benefit east-west traffic during high-volume periods. The lights must remain. So, the problem is NOT THE ROAD WIDTH, IT'S THE LIGHTS THAT SLOW THE TRAFFIC!



Snyder Advertising
Drury Lane
Northfield, IL 60093-3761
JB) 441-6230

3. 1-Hour Restriction On Left Turns.

Other than the lights, an occasional obstruction to smooth flow are the infrequent left turns onto Bristol, Churchill, Dickens and Eaton during the west-bound p.m. commuter period. Why not post a 1-hour restriction? It's a principle that now works for the east-bound Old/New Willow intersection. Or, a middle turn-lane serving just those four streets.

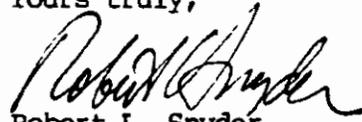
4. Controlled Edens Access/Egress.

IDOT agrees that single lane traffic is safe. Lets, think of the short passage through Northfield as a slightly longer, more controlled and gradual single lane Edens access/egress.

There must be an equitable solution. IDOT must understand. 'Must recognize the many negatives which far outweigh their dual-lane single-minded approach. IDOT must not be allowed to blunder into another of their documented misadventures at the sacrifice of another village.

The records show a village can say no, and make it stick. IDOT must be stopped!

Yours truly,



Robert L. Snyder

cc: J. Birkinbine
K. Holland
D. Jaquith
J. Mabie
D. Onixt
M. Parcels



Robert Snyder Advertising
2181 Drury Lane
Northfield, IL 60093-3161
708) 441-6230

March 5, 1992

Mr. Richard Rieser
Village President
Village of Northfield
361 Happ Road
Northfield, IL 60093

Dear Mr. Rieser:

Last night a beleaguered IDOT representative inadvertently "shot himself in the foot"! He made the case FOR the Village AGAINST WIDENING!

I attended the meeting at the Sunset Ridge School entitled "Fireside Chat Re: Willow Road Widening". Aside from the usual fireside heat generated by the subject, this was an occasion worth noting.

The IDOT spokesperson was challenged to bring to the forthcoming hearing a written list of NEGATIVES. These would be drawn from a background of complaints and miscalculations that have in fact disputed the benefits espoused by IDOT engineers and experts. Instead of waiting, he chose to expound upon the many undesirable conditions created for other villages, as a direct result of widening their roads. A few of his reasons-against were a surprise to even this seasoned audience.

Additionally, IDOT was asked to submit substantive alternatives to their dogmatic widening program, beyond the age-old, insult compounding solutions such as berms, fences, pedestrian overpasses, rezoning, etc.

He agreed to accommodate us with both lists.

I understand there is documented evidence that Village pressure DOES MAKE A DIFFERENCE. In light of this fact, I trust the board will appreciate the absolute unanimity demonstrated at last night's "chat", and apply the necessary legal pressure to eclipse this historically lingering threat to widen Willow Road.

Yours truly,

Robert L. Snyder

cc: J. Birkinbine
K. Holland
D. Jaquith
J. Mabie
D. Onixt
M. Parcels

Resident Input

The Village President and Board of Trustees provide this opportunity to address any questions or concerns that you may have. Please include your name, address and telephone number so a response can be provided.

We request that you continue to resist I.D.E.T
plans to widen Willow Road.

Name: Bett and Bob Fann Address: 2222 Birchwood Phone: 446-4567

Forward inquiries to: Mark J. Morien, Village Manager, Village Hall, 361 Happ Road, Northfield, IL 60093



Bruce and Katrina Olson
2024 Suffolk,
Northfield, Il.

Dear Northfield Village Board,

I wanted to communicate to you my husband's and my feelings on recent Northfield concerns. I have attended the public meetings regarding these concerns but I find it easier to write.

Regarding the proposed ordinance regarding recreational vehicle parking- we would hope that you could find some sort of compromise position. We actually have 3 boats. Because of consideration to our neighbors regarding appearance however, we park only one of them in our driveway- in the summer only. We have no other place on our property to store the boat, and there are few if any convenient storage facilities in this area. We do agree that there should be some way of addressing problems with abandoned cars, vacant houses or even limitations to the number of vehicles on a property. But it seems unfair to penalize all of us for a few offenders.

We moved here from Winnetka 5 years ago because of the more relaxed, less appearance- and status-conscious feel to this village. I hope that this will be retained.

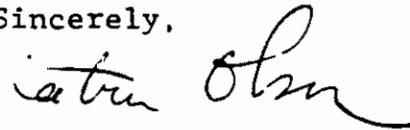
Our second concern regards the widening of Willow Road. We firmly believe that it would be a mistake to do so, and hope that you can remain firm in your stand against the IDOT. On a philosophical line I believe that with continued suburban sprawl and growth with all of it's associated problems we are losing all sense of community- and therefore the local involvement of our citizens.

Lastly, it was brought out at the IDOT meeting that our village board had voted not to be included in any of the ongoing mass transit studies, specifically for consideration of an "L" extension/station. Although I do drive to work in Chicago daily I would much prefer to use a transit system- even with the added time and inconvenience. A bus system would never be in the same category as a train system. I hope that you can maintain some involvement in these consi-

derations, especially if we want to retain our credibility with regard to our Willow Road position.

I appreciate the difficulty of keeping a balance between progress and retaining the community spirit, as well as responding to the needs of such a varied population. I think that Northfield is unique in this area for maintaining some of the more old-fashioned characteristics of a village. We both feel optimistic that these values will persist.

Sincerely,

A handwritten signature in cursive script that reads "Katrina Olson". The signature is written in dark ink and is positioned to the right of the word "Sincerely,".

Katrina Olson

May 1, 1992

Northbrook Transportation Advisory Committee
c/o Northbrook Development Department
1225 Cedar Lane
Northbrook, Illinois 60062

To Whom it May Concern:

I am opposed to the future widening of Willow Road to a six lane divided roadway. One of my major concerns effects the children in the neighborhood.

There are five schools which have children crossing Willow Road during the morning rush hour traffic, and again in the afternoon. The five schools are: Field School, located at Landwehr and Techny; Winkelman School, on Landwehr, Willowbrook School, on Happy Hollow, Maple School and Glenbrook North, both located on Shermer Road. At this time I know of one accident involving a student at Field school several years ago. There could be more. Children do not always take the bus, especially when staying a little later for an activity.

There are many children who walk and ride their bikes to the Plaza Del Prado Shopping Center located on the Southeast corner of Willow and Phingsten Roads. It is especially busy with children after school when rush hour begins. Any time school is out the center is a gathering place for children.

Now, along with Plaza De Prado, there will be a second shopping center, across the street on the Northeast corner. This means children will be walking and riding their bike back and forth across Willow Road from the two shopping centers and their homes. At this point the children are crossing five lanes if you include the turning lane.

Children are also crossing Willow Road at Greenwood going to and from Willowbrook Park. There is a guard only at certain times of the day.

Our children will always be replaced with new children. This is going to be a permanent problem now and in the years to come.

Widening Willow road is an invitation to everyone to shortcut their route between the tollway and the Edens. If streets are widened the traffic width would not just be six lanes, a turning lane becomes the 7th lane. That is just as wide as Eden's highway. It is a definite threat to adults and children alike. Could it also bring more crime to the neighborhood since the highway would attract people from all over? This is a neighborhood that will be split in half by a wide and busy roadway.

Sincerely,

Jack & Mausha Kamm

Mr. & Mrs. Jack Kamm
4048 Russet Way
Northbrook, Il 60062

564-7325

CC: Village of Glenview
Village of Northfield

The following neighbors are also opposed to the future widening
of Willow Road for the same reasons.

^{Robert}
Jerry Leavitt 4101 Russet Way, NB, IL 498-2462
Nancy Di Nello 4102 Russet Way 564-2319
Susan Adams 4013 Coronel, N.B. 60062
Frank Walter 4013 Coronel, NB 60062
Marc Raper - 4039 Coronel NB 60062
Allegra 4035 CRESTWOOD NB 60062
Barbara Adler 4025 Crestwood N.B. 60062
Marsha Siegel 4044 Crestwood N.B. 60062
Sandi Marks 2432 Breakfast NB 60062
Beryl Marks 2432 Breakfast Ln, Northbrook 60062

Mr. Richard M. Rieser Jr.
Northfield Village President
and Northfield Board of Trustees
361 Happ Road
Northfield, IL 60093

April 5, 1992

Dear Mr. Rieser and Trustees,

It is with deep grief that we read in the Northfield News that IDOT was once again conducting meetings about widening Willow Road. It would be disastrous to enlarge the carrying capacity of Willow Road through the village. The traffic would be excessively increased because more motorists would be tempted to use the road; especially during commuting hours. This is the same time when our school population would be using the cross-overs of Willow Road. We should never lose sight of the fact that the schools, the parks, the churches are on either side of Willow Road, and whether there is regulation of pedestrians by stoplight, or other means, the potential for fatal accidents would be raised with the excess traffic.

We urge you to reject any attempts to widen Willow Road. Putting a highway through our village will increase pollution, increase the possibility of accidents, and greatly degrade the quality and character of our town.

Yours very truly,



Village of
Northfield
361 Happ Road
Northfield, Illinois 60093-3482
Phone (708) 446-9200
Fax # (708) 446-4670

Village Hall

Willow Road
Board of

Opposing the
avenue. The
ing of Willow

Wednesday,
1992,
Sponsored by

aware,
Road issue.

JAMES E. O'BRIEN
SUITE 344
540 FRONTAGE ROAD
NORTHFIELD, ILLINOIS 60093
(708) 441-7776

April 21, 1992

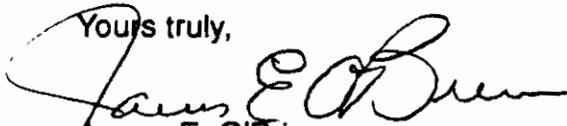
Mr. Richard Rieser
President
Board of Trustees
Village Hall
Northfield, Ill. 60093

Dear Mr. Rieser,

I am writing to you as President of the Bracken Lane Association. The association consists of the 12 owners of the homes on Bracken Lane.

With all the current talk about the widening of Willow Road we would like to go on record as being unanimously and absolutely against any widening of Willow Road through Northfield.

Yours truly,


James E. O'Brien
2260 Bracken Lane
441-5236

April 18, 1992

Village President
Northfield Village Hall
361 Happ Road
Northfield, IL 60093

Dear Sir:

We are writing to express our profound opposition to the proposed widening of Willow Road. Without rehearsing all the arguments that have been presented over recent years on this subject, let us simply state that we do not believe a widened Willow Road would resolve the traffic problems engendered by Techny development, but would substantially damage the Village of Northfield. So, we are adamantly against any widening plans for Willow Road.

Sincerely,



Anthony F. & Marianne R. Gramza
350 Wagner Road
Northfield, IL 60093

JAMES J. HARDY
Post Office Box 8565
Northfield, Illinois 60093
(708) 446-7881

April 21, 1992

Mr. Richard M. Rieser
340 Maple Row
Northfield, IL 60093

Dear Rick:

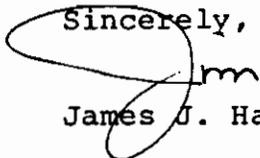
It has been awhile since we've seen each other, although I have heard your radio commercials and have read about you from time to time in the newspaper as you carry out your official functions for the Village. I've done my best to avoid newspaper coverage for the past several years, having experienced enough to last a lifetime back in those black days of 1986. By the way, my belated congratulations to you on your election as Village President. I can't think of anyone in whom I could have more confidence in that job with the possible exception of Mother Teresa. I'm certain that at times the position requires the patience of a saint.

In regard to the Willow Road controversy, I certainly support your efforts as I feel it would be a disaster to have a four-lane highway running through the middle of the Village, particularly with children having to cross in order to reach the school. At the same time, I can appreciate the frustrations of motorists who must endure slow, one-lane traffic when traveling east or west through Northfield.

I have one suggestion which has probably been aired previously, but let me lay it on you regardless. Quite often, I turn left off Willow onto Bristol, and am very conscious of the long line which rapidly forms behind me. Many motorists disobey the "No Passing on Shoulder" sign which is right there, so as to continue on their journey. Often, when traffic is heavy from the west, I'll continue on to Wagner, and make my turn there, although it adds several blocks to my trip. Would it not be possible to ban left turns during rush hours, such as is done in Wilmette on Greenbay Road? Then, one car would not hold up an entire caravan.

Good luck in all your efforts. I hope all goes well for you in your many activities. And particularly, I hope your family is doing fine. Take care of yourself.

Sincerely,



James J. Hardy

JJH:cc

Mrs. WARREN H. GREENE
2276 DRURY LANE
NORTHFIELD, ILLINOIS 60093

May 14, 1992

Dear IDOT,

I own my home at the above address.

I am unalterably opposed to any further widening of Willow Rd. from Waukegan Rd. to Hibbard Rd.

I am immediately and unalterably opposed to the widening or the changing of Willow Rd. through Northfield between the Kraft traffic lights west of Sunset Ridge Rd. east to Edens.

I read in the business section of last Sunday's Chicago Tribune that the Catholic sisters had sold their land at Waukegan and Willow for development. Never was traffic density considered or discussed. It is automatic that local residents will submit to increased pollution, noise and danger and pay higher taxes for the privilege.

It is time IDOT was controlled.

Illinois roads are terrible. There isn't a road that isn't dug up. Traffic grows worse as business spreads out along the corridors the highways have created. The city needs the business for jobs, but it is easier and cheaper for business to take over new empty space, requiring new and bigger roads. A vicious circle.

The filth and pollution of the black exhausts spewed out by the trucks covers us all and only increases. Meanwhile we citizens line up for our clean-air stickers! But the truck lobby is strong.

Don't widen Winnetka Road, either. We will only get more cars and trucks. There will never be enough! The above doesn't even touch on the effect of covering more area with concrete, or the polluted run-off into our poor little streams.

Sincerely,

Elizabeth R. Greene
Mrs. Warren H. Greene

Copies sent to other concerned parties.

P.S. Hear Mr. Reser - I am pleased with the way you are handling village affairs & the way things seem to be going under your & Mr. Morien's (sp?) care.

ERG:

LAW OFFICE OF
EKLUND AND EKLUND

ROGER P. EKLUND

JOHN C. LIVENSPARGER

FIRST NATIONAL BANK BUILDING
ONE FIRST NATIONAL PLAZA
CHICAGO, ILLINOIS 60603

(312) 726-0212
TELECOPIER (312) 726-4997

ERNEST A. EKLUND (1913-1976)
JOHN N. THORNBURN (1929-1961)
ALBERT BROWN (1935-1968)

May 15, 1992

Mr. Duane Carlson
Assistant Secretary
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60194

In re Willow Road

Dear Mr. Carlson:

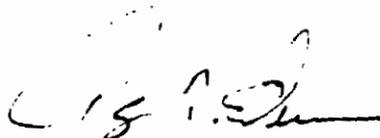
Enclosed herewith you will find a card stating that I am opposed to the widening of Willow Road through the Village of Northfield. Four citizens of Northfield suggested this card be sent to you, if I was so inclined. I felt that receipt of the card might not express adequately my negative feeling about the widening.

There is no question that there is congested traffic on Willow Road and that there is substantial congestion through the Village of Northfield. In my opinion, it will not improve the flow of traffic but merely move the congestion on the existing four-lane highway to the West into the town. This serves no purpose as there will always be a bottleneck at the junction of Edens Expressway and Willow Road due to the fact that the exit and entry lanes are only one car wide.

Stacking cars in Northfield will add nothing to the convenience of the people driving and will only worsen the safety of the residents of Northfield, and particularly the school children, over what it is now.

DO NOT WIDEN WILLOW ROAD IN NORTHFIELD!

Very truly yours,



Roger P. Eklund

RPE/dmw

Enclosure

cc: Mr. Richard Rieser

LEONARD BLINDERMAN
89 BALMORAL
NORTHFIELD, ILLINOIS 60093

March 18, 1992

Mr. Richard M. Rieser, Jr.
resident
Village of Northfield
61 Happ Road
Northfield, IL. 60093

Dear Mr. Rieser:

From the last issue of Northfield News, we understand that IDOT will be conducting a public meeting to review various options for Willow Road.

You may know that I have several times suggested a tunnel from Edens to the other side of Waukegan Road. Please do not accept allegations from IDOT of lack of feasibility or expense. This tunnel would get rid of automobile traffic, and solve any problem that may arise if a commuter railroad is established on the present Northwestern team track.

We cannot afford the Village to be divided by an open cut road, but the increase in traffic is inevitable. In order to preserve the character of our Village, the traffic must be removed. Even an overhead bridge would be acceptable.

Sincerely,



Leonard Blinderman

RS

Robert Snyder Advertising
2161 Drury Lane
Northfield, IL 60093-3161
(708) 441-6230

March 5, 1992

Mr. Richard Rieser
Village President
Village of Northfield
361 Happ Road
Northfield, IL 60093

HOLD IDOT
TO THIS
PROMISE!

Dear Mr. Rieser:

Last night a beleaguered IDOT representative inadvertently "shot himself in the foot"! He made the case FOR the Village AGAINST WIDENING!

I attended the meeting at the Sunset Ridge School entitled "Fireside Chat Re: Willow Road Widening". Aside from the usual fireside heat generated by the subject, this was an occasion worth noting.

The IDOT spokesperson was challenged to bring to the forthcoming hearing a written list of NEGATIVES. These would be drawn from a background of complaints and miscalculations that have in fact disputed the benefits espoused by IDOT engineers and experts. Instead of waiting, he chose to expound upon the many undesirable conditions created for other villages, as a direct result of widening their roads. A few of his reasons-against were a surprise to even this seasoned audience.

Additionally, IDOT was asked to submit substantive alternatives to their dogmatic widening program, beyond the age-old, insult compounding solutions such as berms, fences, pedestrian overpasses, rezoning, etc.

He agreed to accommodate us with both lists.

I understand there is documented evidence that Village pressure DOES MAKE A DIFFERENCE. In light of this fact, I trust the board will appreciate the absolute unanimity demonstrated at last night's "chat", and apply the necessary legal pressure to eclipse this historically lingering threat to widen Willow Road.

Yours truly,



Robert L. Snyder

cc: J. Birkinbine
K. Holland
D. Jaquith
J. Mabie
D. Onixt
M. Parcels

May 25, 1992

BUREAU OF ENGINEERING

MAY 2 1992

DISTRICT #1

Duane P. Carlson, P.E. District Engineer
Illinois Department of Transportation
201 W. Center Court
Schaumburg, Il. 60196-1096
Attention: Walter S. Kos, P.E.

Re: Widening Willow
Road to six lanes

Dear Mr. Kos:

As a fourteen year resident of 2560 Salceda Drive in Salceda Villas, Northbrook I am most disturbed - as are my neighbors - by the possibility of widening Willow Road to six lanes. We consider this as a primarily residential community whose quality of life would be vastly diminished by the increase in traffic in front of our property, plus the "cut through" traffic from side streets. This is to say nothing of added pollution and noise which is already horrendous. Decrease in property values is sure to follow!

Even though landscaping, etc. is considered it could never cut down on the noise. I strongly urge you to thoughtfully reconsider the present proposal, and perhaps use the funds for health and educational purposes.

Respectfully,
Frances L. Johnson
2560 Salceda Drive
Northbrook, Il. 60062



Daniel Walker & Co.

1310 Shermer Road ▪ Northbrook, Illinois 60062 ▪ (708) 480-0130 ▪ Fax (708) 480-5708

BUSINESS RECEIVING
MAY 22 1992
DISTRICT #1

May 20, 1992

Duane Carlson
District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, Il. 60196-1096

Attention: Walter Kos

Re: Willow/Palatine Rd. SRA
US 14 to Edens Expressway

Gentlemen:

I am currently an elected Trustee in the Village of Northbrook. I am writing to inform you that I will not be supporting your plans for the widening of the above stretch of roadway.

I don't know if your projections include the planned reduction in traffic via shared rides etc. that will be mandatory for employers with over 100 employees in the near future.

That law alone will have a major impact in the Northbrook area, as we have scores of employers who fall into that category.

Secondly, the area between the Tri-State and Waukegan Rd., is significantly residential. Making this a six lane divided highway will surely be asking for disaster after disaster to occur.

Further, it will have a drastic effect on the property values along that area and our entire community as well.

I cannot and will not support your proposals.

Sincerely,

Daniel Walker

April 29, 1992

Ms. Sandra E. Frum
Chairperson Transportation Advisory Committee
c/o Village of Northbrook Development Dept.
1225 Cedar
Northbrook, IL 60062

Dear Ms. Frum;

I have read in the newspaper of the plans to enlarge Willow Road to six lanes from Highway 294 to Lehigh. I find this very disturbing as my house backs on Willow Road. I strongly urge you to oppose this proposal as the noise and pollution will detract from the residential character of our area.

Very truly yours,

Bernard Lane Arlene Lane

Bernard and Arlene Lane
2590 Salceda
Northbrook, IL 60062

Advisory Committee:

40 Northbrook Development Dept.

I strongly oppose widening Willow Road to 6 lanes. It is a death trap as is. I've lived in Northbrook 26 yrs. & the first 5 yrs. lost ~~2~~ 4 neighbors to accidents on Willow Road & I understand 2 fathers & 1 mother & father for a total of 3 fathers & 1 mother & that was years ago & it has gotten worse.

Willow Rd. is a suicide road & I do not want it

to become a 6 lane road.
Please - Think of the people living here & paying taxes in N.B., & not some politician's dream.

Dolores R. Faenza

David and Ruth Anderson
1918 E. Robinhood Lane
Arlington Heights, Il.
May 22, 1992

Duane P. Carlson, P.E., District Engineer
Illinois Department of Transportation
201 W. Center Court
Schaumburg, Il. 60196-1096

BUFFALO COUNTY RECORDING
MAY 27 1992

DISTRICT #1

Dear Mr. Carlson:

I would like to discuss the two proposed changes for Palatine Road - to keep the current four lane highway with modifications or make a six lane "mini-expressway".

In making this decision you need to consider the major use of the road for the majority of people that use it. During the day or night, (rush hour or non-rush hour) there is a tremendous amount of traffic entering and exiting Palatine Road at many locations. The current highway design does a great job of allowing people to get on or off at exactly the location they need. Making a six lane "mini-expressway" with reduced entry and exit possibilities would result in more travel time to get to the closest entry or exit. I think it would be better to get people off the road as soon as possible. We don't want to make the secondary roads more congested than they already are. The six lanes would eliminate the flexibility that everybody now enjoys.

The other concern I have is with the proximity of the highway to my house. My house is located next to the two lane frontage road for Palatine Road - between Windsor and Schoenbeck. The noise level is already unpleasant. Bringing the express traffic one lane closer to my house would make living in my house as well as in my neighbors' houses "miserable". Other people that live near expressways have 20-foot sound barrier fences to reduce the noise and visual pain of the expressway. If you were to build the "mini-expressway", I would expect the same legal treatment that other people have received, a 20-foot sound barrier fence. The people should not have to take legal action to be protected.

The "mini-expressway" is an incredibly silly idea. Why? Your engineers have not looked at the homes in Arlington Heights that are just east of Route 53 about a half mile. These people have the front of their homes right on the frontage road. Take a look! Those people would be living in hell if you were to put an expressway next to their living room.

Our current highway is better than an expressway because it is fast and it has the flexibility of letting people get on and off of Palatine Road quickly and easily where they need to. Slight modifications to this system would not destroy a very functional highway. A "mini-expressway" would take this away and also make living in many of the homes on Palatine Road miserable. Also, the cost of making a six lane expressway would be far greater. The savings realized in using the existing four lane

-- PAGE 2 --

highway could be used for other needed projects.

Thank you for taking the time to listen to me and consider the important points I have made. I hope you will make the proper choice for the good of those people that use the highway and those who live near it.

Sincerely yours,
David & Ruth Anderson

David and Ruth Anderson

I feel that Palatine Road should remain a four^{LANE} highway.

Name	Address
C Scheller	1914 E Robinhood Arlington Hts.
Del E. Kelgore	1910 E. ROBIN HOOD LANE ARLINGTON HTS. ILL.
Telen M. Papawski	1820 E. Robinhood Lane Arlington Hts. Ill
John B. Pijowski	1820 E. Robin Hood Lane Arlington Hts Ill
J. F. Friedman	1816 E. Robin Hood Lane Arlington Hts. Ill
Leet Krause	1826 N. Stratford Rd., arl. Hts. Ill
Robert Krause	1426 N Stratford Rd Arl. Hts Ill
Philip L. DiCiccio	2002 Robinhood Lane, arl. Hts, Ill
Jan Young	1822 N. Forrest Ln A.H
Jan N. Klyn	1825 N FOREST LN.
Christine M. Knicker	1825 N Forest
Dennis O. Kennedy	2102 E. Robinhood Ln. A.H
Arif Va Dajal	2106 E ROBINHOOD LN H.H.
Kate Va Dajal	2106 E. ROBINHOOD LN A.H.
W.E. Kubler	2114 E ROBINHOOD LN A.H
Frank A. Schneider	2118 E ROBIN HOOD LN A.H.
Robert Massaccesi	1802 N. WATERMAN RD A.H.
Patricia Massaccesi	1802 N Waterman Rd Arlington Heights
Jerry Mat	1810 N. WATERMAN ARL HTS
William H. Cash	2215 Michael Manor arl Hts
Joseph Rzybylo	2211 Michael Manor Arl. Hts, Ill

I feel that Palatine Road should remain a four^{LANE} highway.

Name	Address
ANGELO FERNANDEZ	2207 MICHAEL MANOR ARL. HTS. 60004
Robert V. Long	2210 Michael Manor Ln. Arl. Hts 60004
K. De B...	2302 Michael Manor ARL HTS 60004
Josh...	2307 MICHAEL MANOR ARLINGTON HTS, 60004
Mary Wade	2306 Michael Manor A.H. 60004
Steve...	2310 E Michael Manor AH 60004
Aly J. N...	2314 Michael Manor AH 60004
Jenou Ojini...	2402 Michael Manor AH. 60004
Nick...	2410 Michael Manor 60004
Val R. Vitek	1833 Rolling Lnw. 60004
Mitchell Robb	1824 Rolling L- 60004
Harold Schaner	1906 E. Robinhood Ln Arl. Hts 60004
Gayle M. Gambill	1902 E. Robinhood Lane Arl Hts 60004
James L. Gambill	1902 E Robinhood Lane Arl. Hts 60004
Ronald...	1830 N STRATFORD ARL HTS 60004
...	1826 N. Forest Ln Arl Hts 60004

Mr. Duane Carlson
District Engineer
Ill. Dept. of Trans.
201 W. Center Court
Schaumburg, IL 60196-1096

Dear Mr. Carlson:

June 1, 1992

I have commuted on Palatine Road for 12 years on the stretch between I-355 to I-294 at all times of the day, and would like to offer some observations that may help your decision-making process in rebuilding this terribly congested artery. It is, without question, one of the most overused, dangerous, and poorly designed arteries in the suburbs.

One major flaw must be changed or the situation will never improve regardless of any other improvements which might be proposed: the frontage road & express lane layout must be eliminated. In practice this has never worked efficiently for two reasons:

- 1) The volume of traffic causes massive backups at most of the intersections because there are only two express lanes in each direction. Two lanes are totally inadequate, while the two extra frontage lanes on either side are too many and too long.
- 2) The lights at each intersection are so long that traffic in each direction backs up while cars are waiting. Unlike normal intersections where there are 2 light changes, on Palatine there are 4 changes; eastbound, eastbound frontage left hand turns, westbound frontage left hand turns, and westbound.

The only effective solution will be to turn the road into a 4 lane divided highway with limited access entry and exit ramps. The most effective way to handle the north-south cross streets is to run them over or under the highway, like the current River rd., Wolf Rd., and Route 83 intersections. The volume of traffic has become far too heavy to support intersections with traffic signals. Those that have signals now are the chief causes of the terrible backups all the way along the I-294 - I-355 stretch (Sanders, Wheeling, Schoenbeck, and Windsor signals).

I hope you will seriously consider these recommendations. They represent 12 years of discussion with fellow coworkers and residents of the area who use Palatine Road on a daily basis.

Yours truly,



Rex Winkelhake
262 Bryant
Glen Ellyn, IL 60137



JOSEPH FREED AND ASSOCIATES, INC.

June 11, 1992 BUREAU OF PROGRAMMING
RECEIVED

JUN 15 1992

DISTRICT #1

Mr. Duane P. Carlson, P.E.
District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196-1096

Attention: Mr. Walter S. Kos, P.E.

Re: Strategic Regional Arterial
Operation Green Light
Palatine/Willow Road

Dear Mr. Carlson:

The property owners of SouthPoint Shopping Center, located at Rand and Palatine Roads in Arlington Heights, are very concerned about the proposed improvements for Palatine/Willow Road. At the Public Hearing on May 20, 1992, an IDOT representative suggested that the final report on the proposed improvements, due to be completed this summer, may recommend the closing of the SouthPoint Shopping Center entrance on Palatine Road just east of Rand Road because this is an uncontrolled intersection.

Please understand that this entrance constitutes a major entry point of the shopping center. It is heavily used throughout the shopping center daytime and evening hours of operation. A closing of this entrance would create massive congestion in the shopping center and present serious safety hazards! The ability to provide emergency medical and fire fighting services would be seriously impaired!

The shopping center was designed by professional traffic engineers and architects to provide the most efficient and safe access points and, without this particular entrance, the entire functional design would be materially damaged. It is difficult to estimate the full extent of resulting problems which would result from closing the entrance but, without a doubt, the effect would be a devastating one on the members of the shopping public, the tenants and the shopping center as an important market center serving the community.



JOSEPH FREED AND ASSOCIATES, INC.

Mr. Carlson
June 11, 1992
Page 2

We respectfully request the opportunity to meet personally with you and appropriate IDOT staff members to further explain, via our professional traffic engineers, architects and others, the reasons why it is absolutely essential that this critical shopping center entrance not be considered for closing.

Very truly yours,

JOSEPH J. FREED AND ASSOCIATES, INC.

Charles A. Fiorito
Vice President

BUREAU OF PROGRAMMING
RECEIVED

JUN 09 1992

DISTRICT #1

June 8, 1992
Arlington Heights, Illinois

Duane P. Carlson, P.E., District Engineer
Illinois Department of Transportation
201 W. Center Court
Schaumburg, Il. 60196-1096
Attention Walter S. Kos, P.E.

Operation Green Light
Palatine/Willow Rd.
Between US 14 and I-94

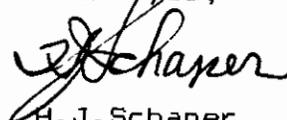
As a homeowner and resident on Robinhood which backs onto Palatine for 24 years, I have a few comments on this planned work. 20 years ago this was a quiet street because the roadbed was solid, there was less traffic and there was no truck traffic coming off I-294 cutting over to 53 and heading south to I-90. Today it's a noisy mess.

I feel that until you can do a proper job as proposed in "Post-2010", you will be best off by not making any traffic changes. The local people are used to the access to Palatine Rd. and the frontage road. If part of Palatine Rd. is three lane and part two lane (eg the bridges over Millwaukee and Elmhurst and the under passes at Wolf and at the R.R. crossing) this would add to the traffic congestion where the road narrows.

The current problem for those who live near Palatine road is the noise from the trucks and the loose pavement in the roadbed. This shakes houses for several blocks away each time a heavy truck comes by. Perhaps a 10 foot sound barrier where homes are adjacent to the road would be helpful.

It's unfortunate that the need for a east-west arterial comes after the development is so dense. It would have been better if these future arterials could have had greater set-backs in force years ago. In any event, I wish you the best and appreciate this opportunity to voice my thoughts.

Thank you,



H.J. Schaper
1906 E Robinhood Ln.
Arlington Heights Il 60004-4224



Village of
ARLINGTON HEIGHTS, ILLINOIS

33 S. ARLINGTON HEIGHTS ROAD • ARLINGTON HEIGHTS, IL 60005-1499 • (708) 253-2340

KENNETH M. BONDER
VILLAGE MANAGER

May 21, 1992

Mr. Duane P. Carlson, P.E.
District Engineer
Illinois Department of Transportation
Division of Hwy/Dist. 1
201 West Center Court
Schaumburg, IL 60196-1096

BUREAU OF PROGRAMMING
RECEIVED
MAY 27 1992

DISTRICT #1

ATTN: Mr. Walter S. Kos, P.E.

RE: Palatine/Willow Road
Northwest Highway to Edens Expressway
SRA Study

Gentlemen:

The Village of Arlington Heights has reviewed the information made available on the SRA study of Palatine Road and wishes to express support for the year 2010 recommendations. Modifications to the existing frontage road system at the signalized intersections is necessary to improve the safety and operation of this roadway.

We support the immediate initiation of a phase I study to determine which of the two alternatives is the appropriate course of action. We are also requesting that improvements to the Palatine Road intersections with Windsor Drive and Schoenbeck Road be made high priority projects.

The Village of Arlington Heights is prepared to discuss these projects at the earliest opportunity.

Sincerely,

A handwritten signature in black ink, appearing to read "Kenneth M. Bonder", is written over a large, light-colored scribble.

Kenneth M. Bonder
Village Manager

KMB/eb/SRAstudy

The City of Good Neighbors

RECYCLED PAPER



VILLAGE OF PALATINE

200 East Wood Street • Palatine, Illinois 60067 • 708-358-7500
FAX 359-9040

Member:
Northwest Municipal Conference
Illinois Municipal League
National League of Cities

May 11, 1992

Mr. Duane P. Carlson, District
Engineer
Illinois Dept. of Transportation
Div. of Highways/ District 1
201 W. Center Court
Schaumburg, IL 60196-1096

BUREAU OF PROGRAMMING

F. J. [unclear]

MAY 11 1992

RE: Palatine/Willow Road SRA

DISTRICT #1

Dear Mr. Carlson:

On April 20, 1992 the Village Board reviewed the recommendations for the Palatine/Willow Road SRA presented in the draft report. We are generally in support of the proposed recommendations as it affects the Village of Palatine.

We presume the recommended improvements will be prioritized and staged over several years as opposed to performing all the work at one time. The Village feels that the recommended left turn channelization at the Palatine/Rohlwing Road intersection as a low cost improvement on Page 33 of the draft report would result in the most benefit to the Village and we request that this improvement receive a high priority for consideration.

If you have any further questions regarding this matter, please feel free to contact this office.

Truly yours,

Michael Danecki, Village Engineer
Community Development

CC: M. Kadlecik
R. Starr



DEAN WITTER FINANCIAL SERVICES GROUP INC. 2500 Lake Cook Road, Riverwoods, IL 60015
Telephone (708) 405-1082
(212) 392-3719



BRUCE L. OSBORNE
Vice President Administration
Group Administration & Planning

BUREAU OF PROGRAMMING
RECEIVED

JUN 23 1992

June 15, 1992

DISTRICT #1

Mr. Duane Carlson, District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196
ATTN: Walter Kos

Dear Mr. Carlson,

On behalf of Dean Witter Financial Services Group (1,600 employees), we are pleased to support the recommended Strategic Regional Arterial (SRA) improvements on Willow/Palatine Road.

We commend IDOT for the efforts in their SRA program to identify major highway corridors such as Willow/Palatine and propose an improvement plan that comprehensively addresses traffic congestion. Our firm is concerned that existing and predicted levels of traffic congestion on such roads as Willow/Palatine negatively impacts the productivity of our employees and customers. Your improvements, when implemented over time, will improve the mobility of our employees and others who travel the road.

Secondly, we support the recommended improvements as proposed at the May 20th public hearing which includes road widenings, intersection improvements, medium for turning lanes, and traffic signal coordination.

Finally, given your extensive list of improvements on the Willow/Palatine segment, we recommend IDOT give a priority to improvements listed below and initiate PH I engineering studies for the:

- widening of Willow Road from two to four lanes from Waukegan Road to Edens Expressway,
- widening of Willow Road at the Tri-State Tollway from 4 to 6 lanes (including improved access to and from Tollway with additional turning lanes) to and including the Sanders Road intersection.

Again, we support your SRA recommendations and we look forward to IDOT initiating improvements on Willow/Palatine.

Respectfully yours,

BLO:mm



Underwriters Laboratories Inc.®

333 Pfingsten Road
Northbrook, Illinois 60062-2096
(708) 272-8800
FAX No. (708) 272-8129
MCI Mail No. 254-3343
Cable ULINC NORTHBROOK, IL
Telex No. 6502543343

June 16, 1992

BUREAU OF PROGRAMMING
RECEIVED
JUN 16 1992
DISTRICT #1

Mr. Duane Carlson
District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196

Dear Mr. Carlson:

On behalf of Underwriters Laboratories Inc., a corporation of approximately 1,650 employees located in Northbrook, Illinois, we are pleased to support the recommended Strategic Regional Arterial (SRA) improvements on Willow/Palatine Road.

We commend IDOT for the efforts in their SRA program to identify major highway corridors such as Willow/Palatine and propose an improvement plan that comprehensively addresses traffic congestion. Our firm is concerned that existing and predicted levels of traffic congestion on such roads as Willow/Palatine negatively impacts the productivity of our employees and customers. Your improvements, when implemented over time will improve the mobility of our employees and others who travel the road.

Secondly, we support the recommended improvements as proposed at the May 20th public hearing which includes road widening, intersection improvements, medians for turning lanes, and traffic signal coordination.

Finally, given your extensive list of improvements on the Willow/Palatine segment, we recommend IDOT give a priority to improvements listed below and initiate PH I engineering studies for the:

Underwriters Laboratories Inc.®

Page 2
June 16, 1992

- o Widening of Willow Road from two to four lanes from Waukegan Road to Edens Expressway.
- o Widening of Willow Road at the Tri-State Tollway from four to six lanes (including improved access to and from Tollway with additional turning lanes) to and including the Sanders Road intersection.

Again, we support your SRA recommendations and we look forward to IDOT initiating improvements on Willow/Palatine Road.

Very truly yours,



JOHN J. RITCHIE
Vice President
Officer-In-Charge

JJR:ew

THE EAGLE CREEK

Resort and Conference Center

Eagle Creek Resort, Inc.

40 Frontage Road, Suite 203

Northfield, Illinois 60093

Phone 708/501-3540

Fax 708/501-3362

May 15, 1992

Mr. Richard Reiser, President
Village of Northfield
361 Happ Rd.
Northfield, IL 60093

Dear President Reiser:

I live at One Regent Wood Road. I have received the many communications regarding the widening of Willow Road and read many articles on same. I have also watched the increase of traffic on Winnetka Ave. The dangerous situations that continually occur on Sunset Ridge Road, due to its increased traffic, in front of the school and the increased traffic on Lake Ave. all because motorists try to avoid the two lane bottleneck on Willow Road.

I continually read that everyone is concerned about Sunset Ridge School. Well then lets control the traffic with adequate lighting or even a bridge over Sunset Ridge Road. But certainly not continue to allow irate motorists, who have lost their patience, to drive east or west on Willow or north and south on Sunset. You cannot legislate against the increasing number of drivers, but certainly you can control them. Leaving the road at two lanes coming off a major turnoff from an expressway and in face of the road going from 4 lanes to 2 lanes and back to 4 lanes will not prevent the predicted increase in public safety, noise and air pollution, nor will it decrease the effect on three churches, our Library, Village Hall, Fire Station, Police Department or a mile of homes as was stated in the letter I received from four concerned citizens on the 13th.

If, as has been projected, traffic will increase to 45,000 cars a day in the year 2010, then you may be assured that I want my fire and police departments to operate on a four lane road and not be bottlenecked on a two lane road. There must be concern for fire and life safety. You may also be assured that I would desire children to cross over one four lane road with adequate control and supervision than over both two lane roads crowded with irate drivers.

Page 2

Your only other answer is to eliminate Kraft, the vacant Techny lands, the four way turn off at Edens and change Willow Road to two lanes between Hibbard and Waukegan Road. Now that is something I would vote for, if I were able.

You know the State will eventually widen Willow. Why fight the State? Why not get every concession possible in order to provide safety for all. Let's have some long range vision and not short range blinders. Unfortunately, I will be out of town on the 20th, but I sincerely wish that my voice be entered into the record.

I will be happy to discuss this problem further, with any interested parties. I would also be grateful if you would let me know whether or not the State will be made aware of my voice on the 20th.

Most Sincerely,



Edward G. Forester

EGF/jgk

March 23, 1992

Village President and Board of Trustees
Village Hall
361 Happ rd.
Northfield, Il 60093

Dear President ,Richard M. Rieser,Jr.

I have been a resident of Northfield for 58 years and have seen many changes in the Village. Most all have been good for the majority of the long term residents.

I spent 40 years in Public works with two Municipalities and Seven City Managers, so I am very aware of the problems relating to changes and or improvements within a City Or Village.

The Willow Road issue should have been settled years ago when IDOT was willing to stand for the major cost of the improvement. But for a few reasons, one being a small group of residents from the North Sunset Ridge area ,we are again back to the drawing board.

I whole heartily approve of widening Willow Road to 5 lanes ,two each way ,center for left turns and right turn off's at Wagner and Sunset Ridge. It's time to move forward and it's time for the board to do the job, for the majority that they have committed themselves to do, by gettin to be a board member.

Some of the old excuses for not widening Willow Road were.

- 1- The widening of Willow will cut the Village in half is not true go out and look at all the examples of a working 5 lane in most Northwest suburbs.
- 2- By a school will be dangerous, true, but it's been used as a scare tactic for years, go out and look at many schools located along side of a 5 lane road.
- 3- Cars will speed ,traffic will move to fast for safety, this is not true .The speed is set say 35 mph and controlled .And if controled, the word is out and it works, look at Sheridan Road in Kenilworth, 30mph, you don't believe it ,go over 30mph and see what happens ,car's slow down and it has been happening for over 30 years .
- 4- Pollution will increase, not true ,cars and trucks today moving at 25 to 35 are far more pollution free than slower start and stop or creeping traffic.

It is also my hope that the New Village Manager will take a strong stand for the widening of Willow Road and work with IDOT to make it happen ASAP.

Paul D. Wagner 257 Latrobe, Northfield

P.S. It's a pleasure to drive Willow, Sunset to Waukegan.

Paul D. Wagner

Paul D. Speer, Jr
2456 Hedge Row, Northfield, Illinois 60093
(708) 441-5677

March 16, 1992

The Village Board President
and Board Members
The Village of Northfield

Ladies and gentlemen:

I have your newsletter item regarding the widening of Willow Road. I believe that the residents in this area of the Village would be best served by such a widening and better traffic controls on certain roads. The stop sign at Central and Frontage is not necessary. There should be no entry from Happ onto Old Willow during rush hours, parallel to the hours at the other end of Old Willow.

Such a widening will enable left turns to be made from Willow both east and west of Wagner without causing either fender benders or shoulder riding.

The Board needs to serve residents of all areas of the Village in this matter and not just those of Willow Road. Such a widening will put the major portion of the through traffic on the one road which can be adjusted to support it and relieve the traffic loads on Winnetka and Sunset Ridge.

I would be pleased to circulate petitions to this effect.

Sincerely,

A handwritten signature in black ink, appearing to read "Paul D. Speer, Jr.", written in a cursive style.

Household International, Inc.
2700 Sanders Road
Prospect Heights, IL 60070
708 564 5000

HOUSEHOLD INTERNATIONAL

BUREAU OF PROGRAMMING
RECEIVED

JUN 22 1992

DISTRICT #1

June 18, 1992

TO: Illinois Department of Transportation

Please find enclosed our Petition in support of Willow/Palatine Improvements.

Sincerely

Tracy Grantham
Manager, Employee Assistance

Wlm 6/23
J Rich

Petition In Support of Willow/Palatine Improvements

- We the undersigned support the recommended improvements on Willow/Palatine as described at the May 20th public hearing. This petition will be sent to state officials and to the Illinois Department of Transportation and will be included in the public record of comments on the improvement.

Signature	Home Address	Municipality
<u>George Barish</u>	<u>2049 Rosehill Dr</u>	<u>Arlington Hts IL 60004</u>
<u>Kathy Lundberg</u>	<u>1257 W. Oak Hills</u> <u>Lake Barrington</u>	<u>Barrington IL 60010</u>
<u>Jeff Kubal</u>	<u>509 Aldie St</u>	<u>Chicago</u>
<u>Jan Renwick</u>	<u>401 W. Fullerton</u>	<u>CHICAGO IL</u>
<u>Carol Anderson</u>	<u>2619 W. Heart of Lk.</u>	<u>Aurora, IL 60002</u>
<u>Jan Busch</u>	<u>123 E. Dundee</u>	<u>Wheeling IL</u>
<u>EDM</u>	<u>4 W Timber #9</u>	<u>Vernon Hills</u>
<u>Hany Zi</u>	<u>2600 BRADSHAW DR</u>	<u>Rolling Meadows</u>
<u>Jennifer Tucker</u>	<u>2924 Oakberry Ct</u>	<u>Rolling Mds</u>
<u>Julie Guin</u>	<u>460 N. Wilke</u>	<u>Palatine</u>
<u>May Burton</u>	<u>475 LARKDALE ROW</u>	<u>Wauconda</u>
<u>Lauri Oaker</u>	<u>755 Haggfield</u>	<u>Arl Hts/Wheeling</u>
<u>Jackie Lundgren</u>	<u>300 Stillwater Ct</u>	<u>Wauconda</u>
<u>May Novak</u>	<u>3107 N. Central Rd.</u>	<u>Chicago, Ill. 60608</u>

Petition In Support of Willow/Palatine Improvements

- We the undersigned support the recommended improvements on Willow/Palatine as described at the May 20th public hearing. This petition will be sent to state officials and to the Illinois Department of Transportation and will be included in the public record of comments on the improvement.

Signature	Home Address	Municipality
<u>Lealie Ann Signa</u>	<u>1700 W. ARGONQUIN RD.</u>	<u>LAKE IN THE HILLS (MCHENRY COUNTY)</u>
<u>John McCooly</u>	<u>2 OAK CREEK DR.</u>	<u>Buffalo Grove</u>
<u>Jeff Bruner</u>	<u>2018 Charter Ct</u>	<u>Arlington Hts</u>
<u>Seri Pordas</u>	<u>521 Long Beach</u>	<u>McHenry</u>
<u>Bob Bolty</u>	<u>749 Crescent Blvd</u>	<u>Glen Ellyn IL</u>
<u>J Dietrich</u>	<u>261 East Wayne</u>	<u>Wheeling IL 60090</u>
<u>Thomas M. Mauk</u>	<u>276 Wilmette</u>	<u>Schaumburg IL</u>
<u>Dolma Breit</u>	<u>2575 Victor</u>	<u>Glenview, IL</u>
<u>Thelma J. Goggin</u>	<u>914 CLARK DR.</u>	<u>GURNEE, IL 60031</u>
<u>Linda Mann</u>	<u>38 Lake View Place</u>	<u>Lake Zurich, IL 60074</u>
<u>Alice Kpnetzki</u>	<u>1017 Longford Rd.</u>	<u>Bartlett</u>
<u>Mahmud Alshawa</u>	<u>45 Pentwater Dr</u>	<u>S Barrington IL 60011</u>
<u>FRED SCHIMMEL</u>	<u>1655 Von Braun</u>	<u>ELK GROVE, IL</u>
<u>Robert J Hartney</u>	<u>2901 Canterbury</u>	<u>Northbrook</u>

Petition In Support of Willow/Palatine Improvements

- We the undersigned support the recommended improvements on Willow/Palatine as described at the May 20th public hearing. This petition will be sent to state officials and to the Illinois Department of Transportation and will be included in the public record of comments on the improvement.

Signature	Home Address	Municipality
<u>[Signature]</u>	<u>30554 Oak Lane</u>	<u>Broseville</u>
<u>John Evans</u>	<u>437 Dogwood Ct</u>	<u>Deer Park</u>
<u>Candy Murruck</u>	<u>599 Camden Trl</u>	<u>Homer, IL</u>
<u>Ann Robinson</u>	<u>186 MacArthur #523</u>	<u>Waukegan</u>
<u>Kay Blinn</u>	<u>1351 Oak Ridge Ln</u>	<u>Barrington</u>
<u>Kathy Whitworth</u>	<u>1609 N Windsor</u>	<u>Arlington Hts</u>
<u>Sybil Telford</u>	<u>1362 MILL CREEK DR</u>	<u>BUFFALO GR</u>
<u>Jeanne Peman</u>	<u>1809 Pinesrest Ln</u>	<u>Lindenhurst, IL</u>
<u>Judy Tijunnes</u>	<u>2423 Kennisott</u>	<u>Arlington Hts IL</u>
<u>Christina Culbert</u>	<u>2436 W. Winona</u>	<u>Chicago, IL 60625</u>
<u>Sara Pils</u>	<u>2734 N. Harvard</u>	<u>Arlington Hts, IL 60004</u>
<u>Walter Baumgardner</u>	<u>540 Providence</u>	<u>Palatine, IL 60067</u>
<u>Jane Heir</u>	<u>1060 Woodbine</u>	<u>Northbrook, IL 60062</u>
<u>Sue Farrell</u>	<u>271 Balmoral Tr.</u>	<u>Barrington, IL 60010</u>

Petition In Support of Willow/Palatine Improvements

- We the undersigned support the recommended improvements on Willow/Palatine as described at the May 20th public hearing. This petition will be sent to state officials and to the Illinois Department of Transportation and will be included in the public record of comments on the improvement.

Signature	Home Address	Municipality
Maggie Hogan	14 White Barn	Vernon Hills
Cheryl Gork	843 McKinley	Lake Forest
Frank Dunning	1215 S. STAMM	Arlington Heights
Arthur P. Kory	1809 PINECREST LN	LINDENHURST
MAX LI.	1001 BOWSER	CRYSTAL LAKE
Jan Deard	550 W. Brompton	Chicago
Mark R. Beck	1844 N. HOWE	CHICAGO
Janet W. Carlson	981 Atterick Ave	Hoffman Estates
Nicole Bauer	409 Arbor Rd	Island Lake, IL
Beth Lora	2290 Nichols	Arlington Heights, IL
Marty Phelps	1118 Camille	Deerfield, IL
Timothy J. Crabb	33925 N. FISCH	Ingleside, IL
Marilyn (Kearney)	1630 N. WELLS	Chicago
Carol Muroch	103 St Lillian	Arl. Hts 60004

Petition In Support of Willow/Palatine Improvements

- We the undersigned support the recommended improvements on Willow/Palatine as described at the May 20th public hearing. This petition will be sent to state officials and to the Illinois Department of Transportation and will be included in the public record of comments on the improvement.

Signature	Home Address	Municipality
Benny D. Brown	402 W. Campbell	Arl. Hts.
Marco Beckman	1821 George Ct	Glenview
Alma Amaly	816 Prairie Ln	Buffalo Grove
B. Y. Shoop	5341 DAVIS ST.	SKOKIE
Lorris Leland	807 Church	Evanston
John Lane	8241 Daken	Chicago
Kinda Kiebrock	500 Daves	Men Plyn
C. W. W.	1709 Portman Dr	Adelington Hts
Lisa Campbell	894 Somerset Dr.	Glendale Hts.
M. J. W.	5600 Arrowwood	Rollins Meadows
Margaret Susland	2014 N. Verde	Arl. Hts.
Bob Somers	514 Heland Dr.	Northbrook
Mary Chappetta	801 Oak Hill	Barrington
Frank Bank	1207 Glenh	McCook

Petition In Support of Willow/Palatine Improvements

- We the undersigned support the recommended improvements on Willow/Palatine as described at the May 20th public hearing. This petition will be sent to state officials and to the Illinois Department of Transportation and will be included in the public record of comments on the improvement.

Signature	Home Address	Municipality
<u>K Dempsey</u>	<u>1013 WASHINGTON</u>	<u>EDVANSTON</u>
<u>Mary Billvey</u>	<u>1132A Talbots</u>	<u>Elk Grove</u>
<u>Kari Fredrickson</u>	<u>1186 E. Cunningham Dr.</u>	<u>Palatine</u>
<u>Susan Elisey</u>	<u>615 Dunham Rd</u>	<u>GURNEE</u>
<u>Janica Single</u>	<u>1074 Bristol Ct</u>	<u>Streamwood.</u>
<u>Mareen Redding</u>	<u>859 Beechwood</u>	<u>Buffalo Grove</u>
<u>Laure Ruston</u>	<u>940 Beau Dr.</u>	<u>Des Plaines</u>
<u>Mary Beth Orlop</u>	<u>226 NEW BRIDGE CT.</u>	<u>PALATINE</u>
<u>Polina</u>	<u>614 DEER RUN</u>	<u>PALATINE</u>
<u>Prina Patel</u>	<u>8833 Washington</u>	<u>Niles.</u>
<u>Ruby Figueroa</u>	<u>2746 W. June</u>	<u>Chicago</u>
<u>Sally Weir</u>	<u>1630 McGovern</u>	<u>Highland Park, Ill.</u>
<u>Diana Moreno</u>	<u>105A S. Evergreen</u>	<u>Orl. Hgt., Ill</u>
<u>Allen M. Amara</u>	<u>249 Lincoln</u>	<u>Wood Dale, Ill</u>
<u>Charles Haller</u>	<u>1413 Syracuse</u>	<u>Schaumburg, IL</u>

Petition In Support of Willow/Palatine Improvements

- We the undersigned support the recommended improvements on Willow/Palatine as described at the May 20th public hearing. This petition will be sent to state officials and to the Illinois Department of Transportation and will be included in the public record of comments on the improvement.

Signature	Home Address	Municipality
<u>Michael Morgan</u>	<u>284176 Bellvue Dr.</u>	<u>Winfield, IL</u>
<u>D. Gunn</u>	<u>343 E. Myrtle Ave</u>	<u>Addison, IL</u>
<u>Maria Faro</u>	<u>1021 Brookside</u>	<u>Deerfield</u>
<u>Mark Edwards</u>	<u>1245 Birmingham</u>	<u>Alsingwood Hts.</u>
<u>Paul Boo</u>	<u>2810 Durfield Dr</u>	<u>Rolling Meadows, IL</u>
<u>Paul A. Rydz</u>	<u>1125 Miller Ln</u>	<u>Buffalo Grove</u>
<u>Sharon</u>	<u>10 Graystone Ln</u>	<u>N Barrington</u>
<u>Michael W. Witz</u>	<u>1257 Berkshire Lane</u>	<u>Barrington, IL</u>
<u>Al Crum</u>	<u>1219 Easton Drive</u>	<u>Carol Stream, IL</u>
<u>Liane D. Barber</u>	<u>1825 N Lincoln Plz</u>	<u>Chicago, Ill</u>
<u>J. D. Stanko</u>	<u>765 White Pine</u>	<u>Buffalo Grove</u>
<u>Tom Kant</u>	<u>715 Old Mill Court</u>	<u>Lake Zurich</u>
<u>Cris Larkton</u>	<u>929 Sanslewood Dr</u>	<u>Wheeling, IL</u>
<u>Beverly Rehde</u>	<u>314 Roslyn Rd</u>	<u>Barrington, IL</u>

Petition In Support of Willow/Palatine Improvements

- We the undersigned support the recommended improvements on Willow/Palatine as described at the May 20th public hearing. This petition will be sent to state officials and to the Illinois Department of Transportation and will be included in the public record of comments on the improvement.

Signature	Home Address	Municipality
<u>Alison Lake</u>	<u>10646 Eastwood</u>	<u>Waukegan</u>
<u>Carol Steps</u>	<u>1002 Fremont Way</u>	<u>Buffalo Grove IL 60089</u>
<u>Michaela Rose</u>	<u>701 Wicker</u>	<u>Streamwood 60107</u>
<u>Susan E. Kerney</u>	<u>1083 Hunt Wyck Ct</u>	<u>Elgin 60120</u>
<u>Carol Ann</u>	<u>1505 Woods Dr.</u>	<u>ARLINGTON HTS, ILL. 60009</u>
<u>Dominic LaPorte</u>	<u>1063 Georgian Pl</u>	<u>Bartlett, IL 60103</u>
<u>Heather M. Kullman</u>	<u>2 E. Lillian Ave #2B</u>	<u>Arlington Hts IL 60004</u>
<u>Cathy Galuck</u>	<u>3509 Regent Dr.</u>	<u>Palatine, IL 60067</u>
<u>Rockelle Pitt</u>	<u>1638 Victory St.</u>	<u>North Chicago, IL 60064</u>
<u>Phyllis Hagan</u>	<u>747 Laguna Rd</u>	<u>Crystal Lake, 60014</u>
<u>W. Thomas</u>	<u>112 N Highland</u>	<u>INVERNESS 60067</u>
<u>Sharon Randall</u>	<u>232 E. PALATINE RD</u>	<u>PALATINE 60067</u>
<u>Patricia E. Botempo</u>	<u>1123 Thomas Blvd.</u>	<u>Mundelein, IL 60060</u>
<u>Delora J. Schafu</u>	<u>1170 Sterling #111</u>	<u>Palatine Ill 60067</u>
<u>22 J</u>	<u>838 Crescent Dr</u>	<u>San Elgin IL 60137</u>
<u>Jim Small</u>	<u>725 Bismark Ct.</u>	<u>Elm Grove IL 60007</u>
<u>Rosa Vitato</u>	<u>18 E Old Willow</u>	<u>PR HTS IL 60070</u>

Petition In Support of Willow/Palatine Improvements

- We the undersigned support the recommended improvements on Willow/Palatine as described at the May 20th public hearing. This petition will be sent to state officials and to the Illinois Department of Transportation and will be included in the public record of comments on the improvement.

Signature	Home Address	Municipality
<u>Mary H. Wynne</u>	<u>679 Homewood Ave</u>	<u>Highland Park 60035</u>
<u>MARK J. ADAMS</u>	<u>1935 N. Hicks Rd</u>	<u>PALATINE, IL 60074</u>
<u>Don Mueller</u>	<u>679 Homewood</u>	<u>Highland Park</u>
<u>Lodie Kembrogh</u>	<u>2828 Village Green</u>	<u>Aurora IL 60405</u>
<u>Kathy Medra</u>		<u>Palatine IL</u>
<u>Pam Chester</u>	<u>933 Indian</u>	<u>Glenview</u>
<u>Jill Hansen</u>	<u>20772 Buffalo Run</u>	<u>Kildeer</u>
<u>Carmine Pichell</u>	<u>2626 N. Prindle</u>	<u>Arlington Hts</u>
<u>Kelly Duram</u>	<u>323 Clearwater</u>	<u>Schaumburg, IL 60194</u>
<u>Karenlee Morrison</u>	<u>3511 Mapleleaf</u>	<u>Glenview IL 60076</u>
<u>Bill Norberg</u>	<u>1041 Talbot's Ln</u>	<u>Elk Grove Village, IL 60007</u>
<u>Cyndi Howell</u>	<u>7 Esther St.</u>	<u>Crystal Lake, IL 60014</u>
<u>Lorain Jans</u>	<u>25 E. Palatine Rd.</u>	<u>Carl. Hts. IL 60004</u>
<u>W.C. Ottatow</u>	<u>415 Kennedy Pl.</u>	<u>Vernon Hills, IL 60061</u>
<u>Sheryl Galley</u>	<u>507 E. Manchester</u>	<u>Wheeling, IL 60090</u>
<u>Daylene Cool</u>	<u>734 W Dempster</u>	<u>Mid Prospect IL 60056</u>

Petition In Support of Willow/Palatine Improvements

- We the undersigned support the recommended improvements on Willow/Palatine as described at the May 20th public hearing. This petition will be sent to state officials and to the Illinois Department of Transportation and will be included in the public record of comments on the improvement.

Signature	Home Address	Municipality
<u>Gary Johnson</u>	<u>64 S. Lodge Ln</u>	<u>Lombard 60148</u>
<u>Robert A. Nacey</u>	<u>100 McKinley Avenue</u>	<u>Lake Villa 60046</u>
<u>Angela Harris</u>	<u>4501 Brummel</u>	<u>Skokie 60076</u>
<u>Julia Pedersen</u>	<u>835 Rosedale</u>	<u>NE 60195</u>
<u>Andy Pisk</u>	<u>791 WHITE BIRCH</u>	<u>LAKE ZURICH 60047</u>
<u>Cheryl Brindise</u>	<u>22523 Thornburg</u>	<u>Dear Park 60010</u>
<u>James L. Lyster</u>	<u>5111 W. Glenview</u>	<u>Chicago 60644</u>
<u>Nancy Skube</u>		<u>Schaumburg, IL</u>
<u>Mike Morgan</u>	<u>760 Wildwood</u>	<u>Buffalo Grove, IL</u>
<u>Lisa Jackson</u>	<u>164 Stirling</u>	<u>Schaumburg IL 60194</u>
<u>Steve Meyer</u>	<u>4350 W. LAKE</u>	<u>GLENSIDE IL 60025</u>
<u>Randall Kay</u>	<u>1124 Old Mill</u>	<u>Palatine IL 60067</u>
<u>Debbie Daman</u>	<u>305 S. Euclid</u>	<u>Oak Park</u>
<u>Susan Lowm</u>	<u>2 Villa Verde Dr.</u>	<u>Buffalo Grove 60089</u>
<u>Hank Osypkowski</u>	<u>7506 S. Crown</u>	<u>Justice Ill</u>
<u>Deane Sonntag</u>	<u>1132 N. 4th St</u>	<u>St. Charles 60458 60174</u>

Petition In Support of Willow/Palatine Improvements

- We the undersigned support the recommended improvements on Willow/Palatine as described at the May 20th public hearing. This petition will be sent to state officials and to the Illinois Department of Transportation and will be included in the public record of comments on the improvement.

Signature	Home Address	Municipality
<u>Cyndy Gasko</u>	<u>844 Newbury Ct</u>	<u>Schaumburg 60073</u>
<u>Dawn Maddick</u>	<u>745 Braewood Dr</u>	<u>Algonquin, IL 60102</u>
<u>Mike Studzinski</u>	<u>625 W. Deming Place #5A</u>	<u>Chicago, IL 60614</u>
<u>Conrad Jon</u>	<u>705 Ravine Ave</u>	<u>Lake Bluff, IL 60044</u>
<u>William Cassin</u>	<u>1821 Halberton</u>	<u>Park Ridge, IL 60068</u>
<u>Dorothy Thompson</u>	<u>80 Box 213</u>	<u>Bloomington IL 61819</u>
<u>Bruce W. Christy</u>	<u>265 FREDERICK CT, [REDACTED]</u>	<u>HOFFMAN ESTATES, IL 60142</u>
<u>Janice Herron</u>	<u>1302 Fall Ct.</u>	<u>Wheeling, IL 60090</u>
<u>Carl Krich</u>	<u>681 ST. AUGUSTINE</u>	<u>ADDISON, IL 60101</u>
<u>Darlene Rohlf</u>	<u>4116 Windemere</u>	<u>Vernon Hills IL 60061</u>
<u>Sherry Goldstein</u>	<u>1500 Sandstone Dr.</u>	<u>Wheeling, IL 60090</u>
<u>Jane Hyle</u>	<u>941 Dundee Dr</u>	<u>Buffalo Grove 60089</u>
<u>[Signature]</u>	<u>5752 W. 89th</u>	<u>OAK LAWN, IL 60453</u>
<u>[Signature]</u>	<u>625 S. Hubbard St.</u>	<u>Algonquin, IL 60102</u>
<u>Jingyun</u>	<u>238 N Elroy</u>	<u>Bartlett IL 60103</u>
<u>Katie Gilbert</u>	<u>807 Church St.</u>	<u>Evanston, IL 60201</u>

Petition In Support of Willow/Palatine Improvements

- We the undersigned support the recommended improvements on Willow/Palatine as described at the May 20th public hearing. This petition will be sent to state officials and to the Illinois Department of Transportation and will be included in the public record of comments on the improvement.

Signature	Home Address	Municipality
<u>Jeanne Wery</u>	<u>208 Springdale</u>	<u>Bloomington</u>
<u>K. Mathews</u>	<u>420 MARVIN PL</u>	<u>WHEELING</u>
<u>Carl Smith</u>	<u>1229 PRAIRIE BROOK DR</u>	<u>PALATINE</u>
<u>Nancy McCully</u>	<u>1321 Peachtree</u>	<u>MT Prospect</u>
<u>Gretchen Edwards</u>	<u>20415 Arlene</u>	<u>wheeling</u>
<u>Nancy King</u>	<u>4975 Tarrington</u>	<u>Barrington</u>
<u>Pauline Rogers</u>	<u>7022 N. Skeridox</u>	<u>Chgo</u>
<u>Jean Zickman</u>	<u>111 W. Maple</u>	<u>Chicago</u>
<u>B. Proskowak</u>	<u>736 S. ROUTE 59</u>	<u>Ingerside</u>
<u>Jessy Ahlstedt</u>	<u>225 S. Rockwing</u>	<u>Palatine</u>
<u>Tom Kiedeman</u>	<u>1413 S Wolf Rd</u>	<u>Prospect Hts</u>
<u>Le Higgins</u>	<u>1104 WILSON</u>	<u>DES PLAINES</u>
<u>Sheila Reichmann</u>	<u>1521 Glacier Parkway</u>	<u>Algonquin</u>
<u>Josephine Grasso</u>	<u>610 Skokie</u>	<u>Highland Park</u>

Petition In Support of Willow/Palatine Improvements

- We the undersigned support the recommended improvements on Willow/Palatine as described at the May 20th public hearing. This petition will be sent to state officials and to the Illinois Department of Transportation and will be included in the public record of comments on the improvement.

Signature	Home Address	Municipality
<u>Lynn Malik</u>	<u>437 S. Pendle</u>	<u>Arlington Hts.</u>
<u>Tommy ELAZEGUI</u>	<u>803 Marshall Ct.</u>	<u>Palatine</u>
<u>Debi Hjelle</u>	<u>519 S. Milwaukee Av. #1</u>	<u>Wheeling</u>
<u>St. Inez</u>	<u>501 Columbian Lane</u>	<u>West Chicago</u>
<u>Karyn Markese</u>	<u>119 E Burr Oak Dr.</u>	<u>Arlington Hts., IL</u>
<u>Jim Hansen</u>	<u>842 Panorama Dr</u>	<u>Palatine, IL</u>
<u>Charles Blum</u>	<u>555A Shelly Ct</u>	<u>Wheeling, IL</u>
<u>Tina Man</u>	<u>1477 Chippewa</u>	<u>Wheeling, IL</u>
<u>Kendymashi</u>	<u>33810 Fischer</u>	<u>Ingleside Ill</u>
<u>May Z. Zelnick</u>	<u>1320 W Sigwald</u>	<u>Arlington Heights, IL</u>
<u>Joe Wronowicki</u>	<u>925 Hinman</u>	<u>EVANSTON, IL 60202</u>
<u>Joe Buhe</u>	<u>5713 N. Kimball</u>	<u>Chicago, IL 60659</u>
<u>Janeke Duder</u>	<u>4800 Greenwood</u>	<u>Shelton, IL 60077</u>
<u>Nancy Gazzo</u>	<u>317 Forest Knoll</u>	<u>Palatine</u>

Petition In Support of Willow/Palatine Improvements

- We the undersigned support the recommended improvements on Willow/Palatine as described at the May 20th public hearing. This petition will be sent to state officials and to the Illinois Department of Transportation and will be included in the public record of comments on the improvement.

Signature	Home Address	Municipality
<u>[Signature]</u>	<u>4195 CAMDEN DR</u>	<u>Hoffman Estates</u>
<u>Pat Chambers</u>	<u>318 W. Lake</u>	<u>Barrington</u>
<u>Robert Ferrara</u>	<u>3222 N. Orange</u>	<u>Chicago</u>
<u>Earl McHargy</u>	<u>1627 Whitehall Ct.</u>	<u>Wheeling</u>
<u>Ken W. Jan</u>	<u>3614 LINDEN DR</u>	<u>ISLAND LAKE</u>
<u>B. Stahl</u>	<u>2464 Colony Ave</u>	<u>Lindenhurst</u>
<u>R. Dmoe</u>	<u>3516 Hale Lane</u>	<u>Island Lake</u>
<u>B. Keams</u>	<u>2023 Elizabeth Dr.</u>	<u>Arlington Hts, IL</u>
<u>L. Dry</u>	<u>2312 Century Point</u>	<u>Blondelle Heights, IL</u>
<u>B. You</u>	<u>1146 Windsor Circle</u>	<u>Crystal Lake, IL</u>
<u>L. Berry</u>	<u>407 W. Berkeley</u>	<u>Arl. Hts. IL</u>
<u>Katy Wojcikowski</u>	<u>10 Clearwater Ct.</u>	<u>Lake Zurich, IL</u>
<u>Terry S. Miller</u>	<u>180 N. Waco Rd</u>	<u>Wheeling, IL</u>
<u>Jammy French</u>	<u>120 Wolf Rd</u>	<u>Wheeling, IL</u>

Petition In Support of Willow/Palatine Improvements

- We the undersigned support the recommended improvements on Willow/Palatine as described at the May 20th public hearing. This petition will be sent to state officials and to the Illinois Department of Transportation and will be included in the public record of comments on the improvement.

Signature	Home Address	Municipality
Jane Perogh	355 Colonial Circle	GENEVA
Andrea Beard	208 E. Olive St.	Prospect Hts.
Kathleen L. Joste	421 W. Barry #409	Chicago
Connie Einecker	915 Centruside Dr. A 100	Palatine
Dan Hill	4556 Camden Lane	Hanover Park
Ch. Wake	2 N. Pine	Arlington Hts.
Brian Koenig	390 WESTVIEW	HOFFMAN ESTATES
Kaya Nelson	5 N 144 Central	Itasca
Jennifer Cihak	815 S. Miller	Chicago
Rene Medved	295 Kimberly Rd	Barrington
Justine Welch	2060 W. Chase	Chicago
M. Gavril	1015 Walnut	Batavia
C. West	1198 Barbony	Palatine
Debbie Puck	1300 Pine Valley Drive	Schaumburg

Petition In Support of Willow/Palatine Improvements

- We the undersigned support the recommended improvements on Willow/Palatine as described at the May 20th public hearing. This petition will be sent to state officials and to the Illinois Department of Transportation and will be included in the public record of comments on the improvement.

Signature	Home Address	Municipality
<u>Bria Mroz</u>	<u>4834 N. Hazel #1612</u>	<u>Chicago</u>
<u>Liane Becker</u>	<u>7510 Cumberland Dr.</u>	<u>Homer Park</u>
<u>Clara Alonzo</u>	<u>1703 Wicke Ave</u>	<u>Des Plaines</u>
<u>Bob LAUSEN</u>	<u>1N341 PRAIRIE AVE</u>	<u>Glen Ellyn</u>
<u>Marian Perkins</u>	<u>1520 N. Patton Ave</u>	<u>Arlington Hts</u>
<u>Susie Carlson</u>	<u>1430 W Eugene Ave</u>	<u>Arlington Hts.</u>
<u>Karen Bentler</u>	<u>166 N Wood Ave</u>	<u>Elgin</u>
<u>ANDREA ZIMMERMAN</u>	<u>811 THOMPSON BLVD.</u>	<u>BUFFALO GROVE</u>
<u>Angela Warner</u>	<u>76K Donna Ct.</u>	<u>Wheeling</u>
<u>Caryn Hulse</u>	<u>136 S. Deerpath</u>	<u>Deerfield</u>
<u>Kathy Thompson</u>	<u>2222 S. Mayfair Pl.</u>	<u>Mundelein, Ill.</u>
<u> </u>	<u> </u>	<u> </u>
<u> </u>	<u> </u>	<u> </u>
<u> </u>	<u> </u>	<u> </u>

HAMILTON
PARTNERS

REAL ESTATE INVESTMENT

June 18th, 1992

HAMILTON PARTNERS, INC.
1130 Lake Cook Road
Buffalo Grove, Illinois 60089
708.459.9225 Fax: 708.459.8918

Mr. Duane Carlson
District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196
ATTN: WALTER KOS

BUREAU OF PROGRAMMING
RECEIVED

JUN 22 1992

DISTRICT #1

Dear Mr. Carlson:

Hamilton Partners, through this correspondence, is expressing support for the recommended Strategic Regional Arterial (SRA) Improvements on Willow/Palatine Road.

We commend IDOT for the efforts in their SRA program to identify major highway corridors such as Willow/Palatine and propose an improvement plan that comprehensively addresses traffic congestion. Our firm is concerned that existing and predicted levels of traffic congestion on such roads as Willow/Palatine negatively impacts the productivity of our employees and tenants. Your improvements, when implemented over time, will improve the mobility of our employees and others who travel the road.

Secondly, we support the recommended improvements as proposed at the May 20th Public Hearing which includes road widenings, intersection improvements, medium for turning lanes and traffic signal coordination.

Finally, given your extensive list of improvements on the Willow/Palatine segment, we recommend IDOT give a priority to improvements listed below and initiate Phase I engineering studies for the: ²

- **Widening of Willow Road from two to four lanes from Waukegan Road to the Edens Expressway.**
- **Widening of Willow Road at the Tri-State Tollway from four to six lanes (including improved access to and from the Tollway with additional turning lanes) to and including the Sanders Road Intersection.**

HAMILTON
PARTNERS

Page Two (2)
June 18th, 1992

Again, we support your SRA recommendations and we look forward to IDOT initiating improvements on Willow-Palatine. It is extremely important that public outcries do not deter the improvements necessary to handle future traffic needs in our suburban areas.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael J. Rolfs". The signature is stylized and overlaps the typed name below it.

Michael J. Rolfs
Partner

MJR:mcs

CC: Bill Baltutis
TMA of Lake Cook Road

FILE: 64/wp/SRA

SPARKLING SPRING MINERAL WATER COMPANY

1629 Park Avenue West • Highland Park, IL 60035 • (708) 831-3442

Duane Carlson, District Engineer
Illinois Dept. of Transportation
201 West Center Ct.
Schaumburg, Il 60196

BUREAU OF PROGRAMMING
RECEIVED

JUN 22 1992

DISTRICT #1

Attention: Walter Kos

On behalf of Sparkling Spring Mineral Water Company in Highland Park and our 140 employees, we are pleased to support the recommended Strategic Regional Arterial (SRA) improvements on Willow/Palatine Road.

We commend IDOT for the efforts in their SRA program to identify major highway corridors such as Willow/Palatine and propose an improvement plan that comprehensively addresses traffic congestion. Our firm is concerned that existing and predicted levels of traffic congestion on such roads as Willow/Palatine negatively impacts the productivity of our employees and customers. Your improvements, when implemented over time will improve the mobility of our employees and others who travel the road.

Secondly, we support the recommended improvements as proposed at the May 20th public hearing which includes road widenings, intersection improvements, medium for turning lanes and traffic signal coordination.

Finally, given your extensive list of improvements on the Willow/Palatine segment, we recommend IDOT give a priority to improvements listed below and initiate PH I engineering studies for the:

- Widening of Willow Road from two to four lanes from Waukegan Road to Edens Expressway.
- Widening of Willow Road at the Tri-State Tollway from 4 to 6 lanes (including improved access to and from Tollway with additional turning lanes) to and including the Sanders Road intersection.

Again, we support your SRA recommendations and we look forward to IDOT initiating improvements on Willow-Palatine.

Respectfully yours,



Warner B. Tillman
President
Sparkling Spring Mineral Water Co.



June 18, 1992

BUREAU OF PROGRAMMING
RECEIVED

JUN 22 1992

DISTRICT #1

Mr. Duane Carlson
District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196

Attention: Mr. Walter Kos

Dear Sir:

On behalf of the TMA of Lake-Cook, representing 55 firms and 25,000 employees, we are pleased to support the recommended Strategic Regional Arterial ("SRA") improvements on Willow/Palatine Road.

We commend IDOT for its efforts in the SRA program to identify major highway corridors such as Willow/Palatine and propose an improvement plan that comprehensively addresses traffic congestion. The TMA is concerned that existing and predicted levels of traffic congestion on such roads as Willow/Palatine negatively impacts the productivity of our employees and customers. Your improvements, when implemented over time will improve the mobility of our employees and others who travel the road.

Secondly, we support the recommended improvements as proposed at the May 20, 1992, public hearing which includes road widening, intersection improvements, medium for turning lanes and traffic signal coordination.

Finally, given your extensive list of improvements on the Willow/Palatine segment, we recommend IDOT give a priority to improvements listed below and initiate PH I engineering studies for the:

- Widening of Willow Road from two to four lanes from Waukegan Road to Edens Expressway.
- Widening of Willow Road at the Tri-State Tollway from 4 to 6 lanes (including improved access to and from the Tollway with additional turning lanes) to and including the Sanders Road intersection.

Again, we support your SRA recommendations and we look forward to IDOT initiating improvements on Willow/Palatine Road.

Respectfully yours,

William J. Baltutis

William J. Baltutis
Executive Director

Robert B. Polisky, M.D.
ELK GROVE DERMATOLOGY, S.C.
Diseases and Surgery of the Skin
(708) 593-6222

May 26, 1992

BUREAU OF ENGINEERING
ILLINOIS DEPARTMENT OF TRANSPORTATION
JUN 1 1992
DISTRICT #1

Duane Carlson
District Engineer
Illinois Department of Transportation
201 W. Center Court
Schaumburg, IL 60196-1096

Dear Mr. Carlson:

It has come to my attention that there are some proposed improvements on the Palatine-Willow Road Strategic Regional Arterial Program. I am greatly in favor of improving traffic flow, as it impacts on us as doctors and for our patients. Linking up the Edens, the Tri-State and Route 53 would be tremendously helpful, as there are several hospitals and medical communities between these zones which are not well served by other east-west arterials.

Please let me know what I can do to lend a voice to improve the traffic flow in this important east-west corridor.

Sincerely,



Robert B. Polisky, M.D.

:

RBP:Rxjp

BUREAU OF PROGRAMMING
MAY 27 1992

DISTRICT #1

To: Duane Carlson
Illinois Dept. of Transportation
201 West Center Ct
Schaumburg, Il 60196-1096

From: Ken Gilbert
739 S. Cook st.
Barrington, Il 60010



Date: 5/19/92

Re: PALATINE RD IMPROVEMENTS

5/24/92
Ward? Has
Do we send
acknowledgment
cards on these?
✓

I would like to take a moment of your time to discuss the proposed improvements to Palatine Rd. . I would like you to consider splitting the proposal into two separate proposals. A proposal to improve Palatine Rd from I294 to Rt14 in Palatine and a second proposal for improvements on the Eastern portion from the Edens to I294. The controversy surrounding the Eastern section of this road as it impacts the village of Northfield may never be resolved. Please do not let the problems on the Eastern leg stop improvements to the West.

I strongly support the construction of bridges and viaducts to create an expressway from I294 West to Rt14 . A portion of the road is already an expy.... the job should be finished. How soon can we get the West leg of the project started?

Funding for a project of this nature is always a concern. If you cannot do the whole job at this time.... how about one intersection per year? Start with Sanders Rd. and work West. Every traffic light that is removed eliminates a bottleneck. If state or federal funds are not available, how about a toll road?

Please keep my suggestions in mind as you examine this proposal, thank you for you time and attention.

JIM BEAM BRANDS CO.

510 Lake Cook Road
Deerfield, Illinois 60015-4964
Telephone: (708) 948-8888

Executive Offices

June 12, 1992

Duane Carlson
District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196

Attention: Walter Kos

Dear Mr. Kos:

On behalf of Jim Beam Brands Co., 510 Lake Cook Road, Deerfield, IL and 200 employees we are pleased to support the recommended Strategic Regional Arterial (SRA) improvements on Willow/Palatine Road.

We commend IDOT for the efforts in their SRA program to identify major highway corridors such as Willow/Palatine and propose an improvement plan that comprehensively addresses traffic congestion. Our firm is concerned that existing and predicated levels of traffic congestion on such road as Willow/Palatine negatively impacts the productivity of our employees and customers. Your improvements, when implemented over time will improve the mobility of our employees and others who travel the road.

Secondly, we support the recommended improvements as proposed at the May 20th public hearing which includes road widenings, intersection improvements, medium for turning lanes and traffic signal coordination.

Finally, given your extensive list of improvements on the Willow/Palatine segment, we recommend IDOT give a priority to improvements listed below and initiate PH I engineering studies for the:

- Widening of Willow road from two to four lanes from Waukegan Road to Edens Expressway.
- Widening of Willow Road at the Tri-State Tollway from 4 to 6 lanes (including improved access to and from Tollway with additional turning lanes) to and including the Sanders Road intersection.

Again, we support your SRA recommendations and we look forward to IDOT initiating improvements on Willow/Palatine.

Respectfully yours,



Kathryn A. Fitts
Director, Administration

KF:pr

LES ADD 6-18-92
L RICH

BUREAU OF PROGRAMMING
RECEIVED

JUN 17 1992

DISTRICT #1



**DONLEN
CORPORATION**

500 LAKE COOK ROAD
DEERFIELD, ILLINOIS 60015
708/831-0400
FAX 708/831-0483

GARY RAPPEPORT
President

*LES JUN 6 1992
X RICH*

BUREAU OF PROGRAMMING
RECEIVED

JUN 17 1992

DISTRICT #1

June 15, 1992

Duane Carlson, District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196

Attention: Mr. Walter Kos

Dear Mr. Kos:

On behalf of Donlen Corporation, located in Deerfield, IL, with a total number of 92 employees; we are pleased to support the recommended Strategic Regional Arterial (SRA) improvements on Willow/Palatine Road.

We commend IDOT for the efforts in their SRA program to identify major highway corridors such as Willow/Palatine and propose an improvement plan that comprehensively addresses traffic congestion. Our firm is concerned that existing and predicted levels of traffic congestion on such roads as Willow/Palatine negatively impacts the productivity of our employees and customers. Your improvements, when implemented overtime will improve the mobility of our employees and others who travel the road.

Secondly, we support the recommended improvements as proposed at the May 20th public hearing which includes road widenings, intersection improvements, medium for turning lanes and traffic signal coordination.

Finally, given your extensive list of improvements on the Willow/Palatine segment, we recommend IDOT give a priority to improvements listed below and initiate PH I engineering studies for the:

- o Widening for Willow Road from two to four lanes from Waukegan Road to Edens Expressway.
- o Widening of Willow Road at the Tri-State Tollway from 4 to 6 lanes (including improved access to and from Tollway with additional turning lanes) to and including the Sanders Road intersection.

Page 2

Again, we support your SRA recommendations and we look forward to IDOT initiating improvements on Willow-Palatine.

Best regards,

A handwritten signature in black ink, appearing to read "Gary Rappeport". The signature is written in a cursive style with a prominent "G" and "R".

Gary Rappeport
President

GR/sjg

cc: Mr. Biltutis
TMA of Lake-Cook



**WHEELING/PROSPECT HEIGHTS AREA CHAMBER
OF COMMERCE AND INDUSTRY**

2 RICH

*WSP
6/18/92*

June 12, 1992

BUREAU OF PROGRAMMING
RECEIVED

JUN 16 1992

DISTRICT #1

Duane Carlson
District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196
Attn: Walter Kos

Dear Mr. Carlson:

The Wheeling/Prospect Heights Chamber of Commerce and Industry, which represents a business community of 1,500, is pleased to support the recommended Strategic Regional Arterial (SRA) improvements on Willow/Palatine Road.

We commend IDOT for the efforts in their SRA program to identify major highway corridors such as Willow/Palatine and propose an improvement plan that comprehensively addresses traffic congestion. Our Chamber is concerned that existing and predicted levels of traffic congestion on such roads as Willow/Palatine negatively impacts the productivity of our member employers, their employees and their customers. Your improvements, when implemented over time will improve the mobility of those who travel the road.

Secondly, we support the recommended improvements as proposed at the May 20th public hearing which includes road widenings, intersection improvements, medium for turning lanes and traffic signal coordination.

Finally, given your extensive list of improvements on the Willow/Palatine segment, we recommend IDOT give a priority to the widening of Willow Road at the Tri-State Tollway from 4 to 6 lanes (including improved access to and from Tollway with additional turning lanes) to and including the Sanders Road intersection.

Again, we support your SRA recommendations and we look forward to IDOT initiating improvements on Willow-Palatine.

Sincerely,

Jackie Pollack
Executive Director

Zenith Data Systems
2150 East Lake Cook Road
Buffalo Grove, IL 60089
Tel: 708.808.4647 Fax: 708.808.4434



Groupe Bull

Joseph W. Edwards
Director of Facilities &
Office Services

June 15, 1992

Duane Carlson
District Engineer
Illinois Dept. of Transportation
201 West Center Court
Schaumburg, IL 60196

BUREAU OF PROGRAMMING
RECEIVED

JUN 16 1992

DISTRICT #1

Dear Mr. Carlson:

On behalf of Zenith Data Systems, 2150 East Lake Cook Rd., Buffalo Grove, IL 60089, and 340 employees we are pleased to support the recommended Strategic Regional Arterial (SRA) improvements on Willow/Palatine Road.

We commend IDOT for the efforts in their SRA program to identify major highway corridors such as Willow/Palatine and propose an improvement plan that comprehensively addresses traffic congestion on such roads as Willow/Palatine negatively impacts the productivity of our employees and customers. Your improvements, when implemented over time, will improve the mobility of our employees and others who travel the road.

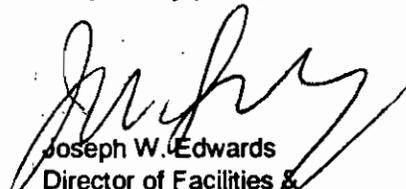
Secondly, we support the recommended improvements as proposed at the May 20th public hearing which includes road widenings, intersection improvements, medium for turning lanes and traffic signal coordination.

Finally, given your extensive list of improvements on the Willow/Palatine segment, we recommend IDOT give a priority to improvements listed below and initiate PH I engineering studies for the:

- Widening of Willow Road from two to four lanes from Waukegan Road to Edens Expressway.
- Widening of Willow Road at the Tri-State Tollway from 4 to 6 lanes (including improved access to and from tollway with additional turning lanes) to and including the Sanders Road intersection.

Again, we support your SRA recommendations and we look forward to IDOT initiating improvements on Willow-Palatine.

Respectfully yours,

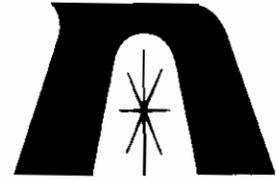


Joseph W. Edwards
Director of Facilities &
Office Services

Northview Laboratories, Inc.

1880 Holste Road □ Northbrook, Illinois 60062 □ 708/564-8181 □ Fax 708/564-8269

LES
JUN 6-18 92
(IF SBA & RICH)



BUREAU OF PROGRAMMING
RECEIVED

JUN 16 1992

DISTRICT #1

June 11, 1992

Mr. Duane Carlson, District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096

Dear Mr. Carlson:

Our company is located a few blocks off of Willow Road near Shermer. We employ approximately fifty people, most of whom use Willow Road to and from work. Many of these employees come from Edens Expressway. All have experienced lengthy delays and inconvenience due to the increasing congestion on Willow Road. Obviously this can only get worse as industrial, commercial and residential property is developed along this corridor.

The need to widen and improve Willow Road is urgent, particularly in Northfield between Sunset Ridge and Edens. The delaying tactics of the selfish, outspoken Northfield minority are deplorable.

My home is in Glenview just off Lake Avenue. Over the years we have seen increasing traffic on this road. It, too, should be widened with a planted median for left turns between Waukegan and Laramie; but I am opposed to this until Willow is widened. Glenview should not be asked to bear additional traffic to placate a few extremists in Northfield.

One other major improvement on Willow Road would be a cloverleaf at 294. The present configuration results in unnecessary delays for traffic on Willow and exiting from 294. When Willow is improved at this intersection, I believe a cloverleaf would eliminate a lot of delays and congestion.

Sincerely yours

A handwritten signature in black ink, appearing to read "Martin J. Spalding". The signature is fluid and cursive, written over the typed name and title.

Martin J. Spalding
President

MJS:djb

Les LWP
& Rich

2125 Sunset Ridge Rd.
Glenview, IL 60025
June 8, 1992

Mr. Duane Carlson, District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096

BUREAU OF PROGRAMMING
RECEIVED

Attn: Walter Kos

JUN 12 1992

Dear Mr. Carlson:

DISTRICT #1

I have watched the Willow Road situation for about 26 years. My perspective has been from the point of view of a resident of an eastern suburb (Wilmette) during most of that time. From Waukegan Road to Edens Expressway there have been severe deficiencies for many years.

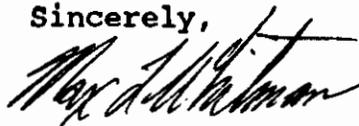
I recognize the need for additional through lanes and turning lanes necessary to provide appropriate capacity for the various sections of the road. However, I feel that the area east of Waukegan Road may justify consideration of a cross-section which allows the necessary capacity without the same design speed as more westerly locations. It may not be necessary to carry a full median through the residential section of Northfield. The necessary turning lanes could be developed by intersectional widenings at appropriate locations rather than by maintaining a constant width which might be considered somewhat excessive.

I feel that a certain amount of rigidity has developed on both sides of the issue. As a current resident of northeast Glenview, I continue to feel that Willow Road should be improved, and my comments are only intended to suggest a slight compromise which would achieve the needed objective while partially addressing some of the local concerns.

At some point it will be necessary for the State of Illinois to step forward and accept the responsibility for properly developing Willow road. However, I am hopeful that it will be done with consideration for the suburban location of the project as compared to the rural or open areas where many state roads are developed.

If these comments are considered constructive, as they are intended, I will feel that this letter has been worthwhile.

Sincerely,



Max L. Whitman

BUREAU OF PROGRAMMING
RECEIVED

JUN 12 1992

DISTRICT #1

June 8, 1992

Duane Carlson, District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196-1096

Attn: Walter Kos

Dear Mr. Carlson:

I am in favor of all of the changes relating to
Willow Road.

Sincerely yours,


Samuel M. Lanoff

257 Princeton Lane
Glenview, IL 60025



June 10, 1992

Mr. Duane Carlson, District Engineer
Illinois Department of Transportation
201 W. Center Court
Schaumburg, Illinois 60196-1096

BUREAU OF PROGRAMMING
RECEIVED

JUN 15 1992

DISTRICT #1

Attention: Walter Kos

RE: Willow/Palatine SRA

Gentlemen:

This letter is to express our company's support for the proposed improvements to the Willow/Palatine SRA.

Our 200-employee engineering/development firm is located near Willow Road in Northbrook. Many of our employees live in communities along the Willow/Palatine corridor and depend on this link to commute to work, as well as other daily activities.

We feel the proposed improvements are vital to meet the current traffic load, let alone the projected 2010 traffic. The project is needed to improve traffic flow and reduce accidents.

Please continue on to the next phase of the study.

Sincerely,

STS CONSULTANTS, LTD. :

Ronald E. Hutchens/del

Ronald E. Hutchens
Executive Vice President

STS Consultants Ltd.
Consulting Engineers

111 Pfingsten Road
Northbrook, Illinois 60062
708.272.8520 / Fax 708.498.2721

James P. Tracy
1704 Highland Terrace
Glenview, Illinois 60025

Rich
BUREAU OF PROGRAMMING
RECEIVED

JUN 09 1992

Dear Mr. Carlson,

6/5/92
DISTRICT #1

I'm writing as a local resident that I'm in favor of widening Willow Road between Waukegan Road and the Elms. Currently this traffic is coming down Waukegan Road and onto to Glenview Rd on Lake Ave, making it very congested. As a Glenview resident we are bearing the burden of the traffic from the Hoyt General Goods complex in Northfield, the widening will alleviate the congestion currently on Willow Road as well as Glenview Rd and Lake Ave.

Sincerely
James P. Tracy

MEMORANDUM

TO: TRANSPORTATION ADVISORY COMMITTEE

FROM: THOMAS R. POUPARD, VILLAGE PLANNER

DATE: MAY 8, 1992

RE: INFORMATION FOR MAY 14, 1993 TAC HEARING

A public hearing will be held by the Village of Northbrook Transportation Advisory Committee (TAC) on May 14, 1992 at 7:30 p.m. The TAC, at their March 12 meeting, recommended that such a hearing be held to provide an opportunity for area residents to comment on the current Village Comprehensive Road Improvement Plan, as well as the recently published Lake-Cook Road and Palatine/Willow Strategic Regional Arterial (SRA) Reports, prepared for the Illinois Department of Transportation (IDOT). Guidelines for the manner in which the public hearing portion of the meeting is to be conducted are include in the TAC materials.

The purpose of this memorandum is to provide an overview of the various staff and consultant reports that are being transmitted to the TAC for review during the May 14 hearing and to highlight associated issues that the Committee and residents may wish to discuss. Members of the public who have requested information concerning the TAC hearing, as well officials in Glenview, Highland Park, Deerfield, Northfield, IDOT, and the consultants for the Cook Highway Department have been mailed a copy of the packet of information.

Village Comprehensive Road Improvement Plan

Enclosed in the TAC packet is a report entitled "An Overview of the Village Comprehensive Road Improvement Plan". The purpose of this report is to provide a brief overview of the purpose, findings and recommendations of this document, adopted by the Village in November, 1990. At the March 12, 1992 meeting the TAC agreed with the findings in a staff report, that the land use assumptions used in projecting traffic demand for the Village were still accurate and no changes were warranted.

With regard to the list of current and long-term corridor and intersection improvements listed in the Plan, no revisions have yet been suggested. It should be noted, however, that the Plan does currently call for both Lake-Cook Road and Willow Road to eventually be widened to six lanes (three lanes in each direction). It has also been noted that the routing of traffic and the recommendations in the Village Comprehensive Road Improvement Plan did not contemplate:

1. The potential impact of adding a connection from Lake Cook Road to the Edens Spur;
2. The possible completion of the I-294/Lake-Cook Road interchange; and
3. Implications of possible reduced vehicular use, based on the Clean Air Act.

Likewise, the Village Plan contemplated that during the ten-year planning period, improvements would be made to Willow Road through Northfield. This now appears unlikely based on the strong opposition to such improvements from the Village of Northfield.

Based on TAC discussion of the findings in the SRA Reports, it may be appropriate to re-examine the timing of the programmed transportation improvements. The elimination, postponement or addition of recommended road improvements could result in the need to compute a revised transportation impact fee for the Village.

Overview of Lake-Cook Road SRA Report

The Village has hired the local transportation consulting firm of Gewalt Hamilton Associates, Inc. to review the Lake-Cook Road SRA Report and to provide a memo (attached) summarizing the major findings and recommendations of the SRA Report. The consultant was directed to pay particular attention to the possible impact of adding a new connection from Lake-Cook Road to the Edens Spur, as a means of eliminating or postponing the need to widen Lake-Cook Road to six lanes through the Village of Northbrook.

A map depicting the three possible connections to the Edens Spur currently under consideration by the consultants for the Cook County Highway Department has been attached to this memo. The three locations can generally be described as follows:

Option 1: A "flyover" design that would provide a connection from Lake-Cook Road to the Edens Spur at a location west of the existing Lake-Cook Road/Tollway interchange;

Option 2: A connection with Lake Cook Road aligning with the existing Wilmot Road intersection; and

Option 3: A new bridge over the Edens Spur connecting the Villages of Deerfield and Northbrook, extending Huchl Road from the south, and generally aligning with the existing Birchwood Avenue/Lake-Cook Road intersection in Deerfield.

We have had several discussions with the consultants for the Cook County Highway Department concerning these possible connections to the Edens Spur. The consultants have assured us that the three alternatives are being evaluated as part of their preliminary (Phase I) engineering study of Lake-Cook Road improvements. They have not yet developed cost estimates for the three connection alternatives; however, these are expected to be available by the end of June. At that point it will be possible to conduct a cost-benefit analysis comparing the impact of six-laning Lake-Cook Road and constructing the connection to the Spur.

The Cook County Consultants indicated that they believed approximately 10-12,000 vehicles per day would use the connection to the Spur, if built. They also predicted that the construction of a connection to the Spur could draw some additional traffic to Lake-Cook Road, that otherwise would have used Deerfield Road or Dundee Road. The staff will continue monitoring the progress made by the Cook County consultants regarding the possible connection to the Edens Spur, and provide a report back to the TAC at a future date (probably late-June). Persons on the current TAC mailing list will also receive the updated information.

Overview of Palatine/Willow Road SRA Report

The third major report included in the TAC materials is a staff memo summarizing the findings of the Palatine/Willow Road SRA. The memo also highlights the anticipated impacts of making the recommended improvements.

The major points raised in the staff memo are that:

1. The recommendations are generally consistent with the Village Plan;
2. It is impractical to widen Willow Road to six lanes through Northbrook unless and until Willow Road is widened to at least four lanes in Northfield and major bridge improvement projects are constructed through Northbrook and Glenview;
3. Interim solutions for increasing the capacity of Willow Road, such as intersection improvements, should be evaluated prior to initiating a widening project; and
3. The final design for a widened Willow Road must be sensitive to the residential areas impacted, and should include appropriate sound barriers and landscaping.

A copy of the resolution passed by the Village of Northfield opposing the widening of Willow Road through their community is included, as is the notice for the May 20, 1992 IDOT public hearing on the SRA Report.

Summary

It is not practical to assume that the TAC will be able to resolve the wide variety of transportation issues currently under consideration. Instead, we view this hearing as the beginning of an interactive process with local residents and surrounding municipalities to cooperatively resolve major transportation issues.

The staff would like specific direction from the TAC concerning:

1. The improvements recommended in the Village Comprehensive Road Improvement Plan (should certain projects be given a higher priority, or postponed?)
2. The position of the Village of Northbrook regarding the Lake-Cook Road SRA in general, and the possible connection to the Edens Spur and completion of the Tollway interchange in particular.
3. The position of the Village of Northbrook regarding the Willow Road SRA, and the timing of improvements.

The staff and the Village consultant will be attending the hearing to answer any questions raised during the hearing.

[poupard/tac mtg2 cover]



I-294 SOUTH

I-294 NORTH

WILMOT RD.

BIRCHWOOD AVE.



OPTION #1

OPTION #2

OPTION #3

COMMERCIAL AVE.

HVEHL RD.

EDENS SPUR

LAKE LOOK ROAD

LAKE-LOOK ROAD / EDENS SPUR CONNECTION OPTIONS

12 AD 3
2 .

Consulting Engineers

3100 Dundee Road, Suite 404
Northbrook, IL 60062
708-272-7750
FAX: 708-272-9582

STRATEGIC REGIONAL ARTERIAL (SRA) PROGRAM

GENERAL OVERVIEW

The SRA Program was established as a major component of Operation Greenlight, a multi-faceted plan to deal with roadway congestion and improve travel mobility. The SRA plan, which includes over 1,340 miles of roadways in Cook, DuPage, Kane, Lake, McHenry and Will Counties was developed by the Illinois Department of Transportation (IDOT) in cooperation with the Illinois State Toll Highway Authority (ISTHA), the Chicago Area Transportation Study (CATS), the Northeastern Illinois Plan commission (NIPC) and the Regional Transportation Authority (RTA). The SRA program is an integral part of the 2010 Transportation Development Plan adopted by CATS and NIPC.

Willow Road, Lake-Cook Road, and Waukegan Road (IL 43) are SRA routes within the Village of Northbrook's planning area. A preliminary goal of the SRA program is minimizing disruption to through traffic flow. How will this impact Northbrook? For example, there could be many limitations to property access which in turn, could effect development design alternatives, as well as existing uses.

The SRA studies focus on the ability to implement the desired pavement sections. Thus, a key consideration along an SRA route is roadway right-of-way (ROW). The basic SRA right-of-way along suburban routes ranges from 120 feet to 150 feet. Where this ultimate ROW is not attainable, various compromises to the ultimate desired pavement section are considered.

This is one point of the SRA planning process where public input can be significant. At the public hearing, questions regarding factors such as reduced lane widths, speed limits, intersection operations and property access should be brought to the attention of the SRA planning team. Reasonable concerns and input could lead to altering the standard IDOT "cookie-cutter" approach, resulting in a much more compatible improvement in terms of its impact upon Village residents, businesses and patrons.

Finally, the SRA program recommendations should be compared to and augmented with the Village's Comprehensive Road Improvement Plan prepared in November, 1990. The information compiled in this report will provide valuable detailed backup documentation for many of the generalized SRA recommendations.

GEWALT HAMILTON
ASSOCIATES, INC.

Consulting Engineers
3100 Dundee Road, Suite 404
Northbrook, IL 60062
708-272-7750
FAX: 708-272-9582

STRATEGIC REGIONAL ARTERIAL (SRA) PROGRAM

LAKE-COOK ROAD CORRIDOR BRIEF

INTRODUCTION

The Lake-Cook SRA corridor extends from Rand Road (US 12) on the west to the Edens Expressway (US 41) on the east. The corridor has a consistent four-lane divided pavement section virtually throughout its entire length. Additional through lanes are provided at the I-294 interchange. Throughout most of the corridor, care has been taken to limit cross-streets and access intersections. This has helped minimize the number of potential vehicle conflict points.

There are three (3) projects currently planned to enhance operational efficiency and safety. The first is a diamond interchange at Milwaukee Avenue (Il 21) with no disruptions to through traffic on Lake-Cook. The other two projects involve railroad grade separations at the METRA Milwaukee (west of Waukegan Road) and C&NW lines (west of Skokie Road).

ROUTE CHARACTERISTICS

The segment of Lake-Cook Road which most effects the Village of Northbrook lies between Milwaukee Avenue (Il 21) on the west and the Edens Expressway (US 41) on the east. Current traffic levels are fairly consistent throughout this segment, with a range of about 35,000 to 44,000 vehicles per day. The heaviest traveled segment is focused on the Tri-State Tollway (I-294)/Edens Spur employment node. Future projections for the Year 2010 Planning horizon suggest that traffic volumes will grow to between 50,000 and 58,000 vehicles per day, which relates to an approximate 35 percent increase.

The SRA report and the Village's Comprehensive Road Improvement Plan suggest that six through lanes (three in each direction) will ultimately be needed throughout the Northbrook area. Dual left turn lanes and right turn lanes will also be needed at major intersections.

GEWALT HAMILTON
ASSOCIATES, INC

Additional roadway right-of-way (ROW) will be needed at all major signalized intersections and may be difficult to acquire in the commercial areas near Waukegan Road (Il 43) and Skokie Road. For example, 40 feet of additional ROW is needed on the south side of Lake-Cook at Waukegan, which will take 50 to 100 parking spaces from Deerbrook Mall and in particular, the restaurant in the southwest corner.

COMMENTARY

The capacity of the existing four lane divided pavement is dependent in part on the intensity of adjacent uses and cross traffic activity. This suggests that the segment of Lake-Cook between Pfingsten and Waukegan will have a lower capacity than areas west of Pfingsten. West of Pfingsten, Lake-Cook Road can accommodate about 40,000 vehicles per day. Between Pfingsten and Waukegan, the capacity is reduced to about 30,000 to 35,000 vehicles per day. East of Waukegan, the capacity increases again to about 40,000 vehicles per day.

Based on the above, it appears that through lane improvements are already needed throughout the corridor. However, it should be remembered that there are several factors which may effect the current travel patterns, as well as the 2010 traffic projections. These factors include:

1. The success of Lake-Cook corridor Transportation Management Association (TMA) in encouraging ride-sharing and alternate travel modes and the impacts of the Clean Air legislation on vehicle reduction for larger employers.
2. Complete the interchange to provide access to/from the north on I-294 at Lake-Cook Road.
3. Construction of the new METRA commuter rail station near Pfingsten Road.
4. Provision of new rail service by the RTA (eg. Skokie Swift extension, EJ&E, etc.) along the Lake-Cook corridor.
5. The potential for Personal Rapid Transit (PRT) along the corridor which would link the employee and business centers.
6. Allowing the eastbound to northbound left turn movement from the I-94 exit ramp to Waukegan Road.
7. Lake-Cook Road access to/from the east on the Edens Spur. Several locations for such a connection have been considered.

The last project listed, a connection to the Edens Spur, may be the most effective strategy in reducing traffic on Lake-Cook Road east of I-294, by intercepting regional trips destined to the Edens. For example, the Lake-Cook ramps at US 41 currently carry an estimated 12,000 to 15,000 vehicles per day. If two-thirds of these trips originate west of I-294, the Edens Spur ramps could intercept about 10,000 daily vehicles that, otherwise, would utilize Lake-Cook Road.

The resulting dramatic trip reduction would postpone the need for additional through lanes along the entire section east of I-294. Rather, selected intersection improvements (eg. dual left turn lanes) could enhance the remaining through and local trips. However, it should be noted that even the reduced Year 2010 volumes would eventually warrant six through lanes unless sufficient reductions are accounted for from the other factors listed (car-pooling, transit, etc).

Finally, the impact of through lane and turn lane improvements along Lake-Cook Road can be "softened" by reducing lane widths. For example, use of eleven foot lanes (instead of twelve) at Il 43 will reduce the pavement width on the west side by nine feet or almost the width of an entire travel lane. This in turn will help minimize the amount of ROW needed.

SUMMARY

The strong possibilities for trip reduction along Lake-Cook in Northbrook will help delay the need for the ultimate six through lanes throughout the corridor. Studies should be done to determine how many trips an Edens Spur connection at Huehl would attract. This project should be encouraged by all affected communities (eg. Northbrook, Deerfield, and Highland Park).

Should the number of existing and future trips not be reduced adequately, pressure will mount to provide the ultimate six through lane desired pavement section on Lake-Cook. If the improvements are not implemented, the traffic impacts on other routes in Northbrook could be substantial. In particular, use of Dundee Road (Il 68) and Techny Road would increase, as drivers look to alternate routes.

**A SUMMARY OF THE PALATINE/WILLOW ROAD
STRATEGIC REGIONAL ARTERIAL (SRA) STUDY
AS IT IMPACTS THE
VILLAGE OF NORTHBROOK**

What is a Strategic Regional Arterial?

The Illinois Department of Transportation (IDOT) recently authorized the study of a series of major roads, referred to as Strategic Regional Arterials (SRA's), in the Chicago metropolitan area. The attached Figure 1.1 from the Willow Road SRA Report depicts 1340-mile network of roads comprising the Strategic Regional Arterial system. The Village of Northbrook has three (3) SRA's running through its corporate limits: (a) Lake-Cook Road; (b) Willow Road; and (c) Waukegan Road. The Village of Northbrook is also bounded on three sides by major expressways: the Edens Expressway, the Edens Spur and the I-294 Tollway.

According to IDOT, the Strategic Regional Arterial system has been developed in order to:

1. "Improve regional mobility by providing a comprehensive network of arterial routes designed to carry significant volumes of long-distance traffic through the region;
2. Complement the regional transit and highway facilities by providing access for regional trips on these facilities; and
3. Provide for long-distance travel to supplement the regional expressway system." (Source: Palatine/Willow Rd. SRA Report)

In other words, since it will be not be possible to widen existing expressways or build new expressways to handle the projected travel demands of the region, this traffic is expected to use major local roads, such as Lake Cook Road and Willow Road. The purpose of the SRA studies, therefore, is to try and maintain the capacity of these Strategic Regional Arterials by preserving the necessary public right-of-way, restricting direct access to the routes, and planning the future road improvements to these routes.

Summary of Palatine/Willow Road SRA Recommendations

The Village of Northbrook, in late-April, 1992, received a copy of the "Draft Palatine/Willow Road SRA Report", prepared for IDOT by Harald Bartholomew & Associates. The draft report will be the subject of a public hearing to be sponsored by IDOT on May 20, 1992.

The Palatine/Willow Road SRA Report defines the western limits of the "study area" for the report as U.S. Route 14 (Northwest Highway), and the eastern limits as Interstate 94 (the Edens Expressway). The report further divides the Palatine/Willow Road SRA into four (4) functional segments. The attached Figure 2.2, from the SRA Report, depicts the four segments, and also illustrates the projected traffic to be using the Palatine/Willow Road corridor in the Year 2010. Two of these segments have a significant impact on the Village of Northbrook transportation system: Segment 3, running from I-294 to Waukegan Road; and Segment 4, extending from Waukegan Road to I-94.

Proposed Improvements: I-294 to Waukegan Rd (Segment 3)

This portion of Willow Road, referred to as Segment 3 (see the attached Figure 3.8 from the SRA Report), carried between 25,500 (at Waukegan Rd.) and 44,300 (at I-294) vehicles per day in 1990. This segment of Willow Road is also adjacent to a large number of existing residential subdivisions within the Villages of Northbrook and Glenview. The Villages of Glenview and Northbrook have already agreed to restrict access and limit the intensity of future development along much of this segment by adopting the Willow Road Corridor Agreement in March, 1990.

The SRA Report recommends that this section of Willow Road be widened from the existing four-lane divided road section (two lanes in each direction) to a six-lane divide road (three lanes in each direction). The attached Figure 3.9 from the SRA Report illustrates the "typical cross section" of the road along this segment. These improvements are, generally, anticipated to be accommodated within the existing right-of-way, west of the Chicago North Western Railroad right-of-way; however, some right-of-way acquisition may be needed at major intersections.

It should be noted that the Report recommends the use of 11-foot wide travel lanes, rather than the "standard" 12-foot lanes, in order to remain within the existing right-of-way. The improvements would result in an 8-foot wide area, measured from the edge of pavement to the lot line of adjoining properties. The 8-foot wide area would include sidewalk and a 1.5-foot curb and gutter section. No information has yet been provide concerning possible sound barriers or other screening and buffering measures that might be needed to protect existing homes.

Additional right-of-way must be acquired or dedicated along the section of road between the Chicago North Western Railroad right-of-way and Waukegan Road. Much of this land has already been reserved for future dedication as part of the Techny Annexation Agreement. In addition to the road widening, mentioned above, there are two major railroad crossing bridges, and a bridge over the West Fork of the North Branch of the Chicago River which will need to widened (see the attached Map D-3 from the SRA Report) to accommodate the widening of Willow Road through this segment.

Proposed Improvements: Waukegan Rd. to the Edens Expressway (Segment 4)

Although this segment of the SRA is not within the Village, the improvements planned for the section of Willow Road between Waukegan Road and the Edens Expressway will have a significant impact on traffic within the Northbrook. In 1990, this two-lane segment of Willow Road, lying entirely within the corporate limits of the Village of Northfield, carried an average of 27,000 to 28,100 vehicles per day.

The SRA Report recommends that this segment of Willow Road be widened to a four-lane (two lanes in each direction) divided roadway (see the attached Figure 3.9, from the SRA Report). These improvements are planned to be accommodated within the existing 100-foot right-of-way. This typical road section allows a 20-foot area between the edge of pavement and the adjoining property line. The attached Map D-4 from the SRA Report depicts the recommended improvements.

Other Recommendations of SRA Report

One of the important findings made by the consultants when preparing the SRA Report for Palatine/Willow Road was the fact that additional interchanges were needed along I-294 in the vicinity of Glenview, Northbrook and Deerfield. The consultants have indicated that they believe one of the reasons the Willow Road/I-294 intersection is so overloaded is due to the fact that this is the only "full interchange" (able to accommodate all turning movements) between Dempster Street and Route 22 in Lake County, a distance of approximately 12 miles. Providing additional or enhanced interchanges at such locations as Golf, Lake-Cook and Deerfield Roads could alleviate congestion at the Willow Road interchange and provide more efficient traffic patterns for residents throughout the area.

Implications of Palatine/Willow Road SRA for Northbrook

The following is a brief overview of some of the implications of the SRA Report on Northbrook and area residents.

1. Consistency With Village Plans

The findings of the Palatine/Willow Road SRA are generally consistent with the long-term recommendations of the Village Road Improvement Plan, adopted by the Board of Trustees in November, 1990. The Village Plan also recommends that Willow Road eventually be widened to a six-lane divided roadway (see the attached Table 10 from the Village Road Improvement Plan).

The SRA Report goes on to recommend that the Willow Road/Waukegan Road intersection be improved to accommodate dual left-turn lanes for each "leg" of the intersection. Dual left-turn lanes are not contemplated for any other major intersection along the segment from I-294 to Waukegan. These findings are consistent with recommendations in the Village Plan.

The SRA Report also recognizes the existing Willow Road Corridor Agreement between the Village of Northbrook and the Village of Glenview to control access to Willow Road and control the intensity of development along the corridor. The continued implementation of this agreement will play a significant role in maintaining the capacity of Willow Road.

2. Potential for Phased Improvements

One of the most important factors to be considered in reviewing the Palatine/Willow Road SRA Report is the inter-relationship of the many programmed road improvements. This is particularly important in the case of the Northbrook/Glenview section of Willow Road.

We have confirmed with IDOT officials and the consultants preparing the SRA Report that it would not be practical to widen Willow Road to six lanes through Northbrook unless and until Willow Road is (1) widened to at least four lanes through Northfield and (2) the three existing bridges on Willow Road between Shermer Road and Waukegan Road are widened to accommodate six through lanes of traffic. There is currently no money set aside for these bridge widening projects and, as discussed below, there is strong opposition from the Village of Northfield to a widening of Willow Road through their community.

Given the funding problems of the bridge widening projects and the strong community opposition to a widening of Willow Road through Northfield, it is recommended that serious consideration be given to possible phased improvements that could increase the capacity of the road before constructing a six-lane road section through Northbrook. In particular, the feasibility of first making improvements to major intersections, such as dual left-turn lanes, and dedicated right-turn lanes should be evaluated.

3. Need for Appropriate Screening and Buffering

The SRA Report recognizes the fact that the widening of Willow Road will impact adjacent residential uses, particularly residents of Northbrook and Glenview, and that some form of fencing or sound barrier may be warranted. While it is beyond the scope of the SRA Report to recommend specific types of fencing measures or sound barriers, we believe any detailed plans for widening Willow Road should utilize fencing or sound barriers, that incorporates quality materials and design, as well as landscaping appropriate for a residential area. The fact the road is a regional arterial should not relieve IDOT from designing a roadway that is compatible with the existing high-quality residential environment.

4. Status of Village of Northfield Position on Improvements

As noted above, there is continued strong opposition from the Village of Northfield to widen Willow Road to the proposed four-lane section through that community. Attached is the resolution recently passed by the Village of Northfield opposing the proposed road widening. Again, it is considered impractical to widen Willow Road to six lanes through Northbrook if the road must "feed into" a two-lane road in Northfield.

Summary

The Palatine/Willow Road SRA Report is a valuable document for controlling development along major roads, reserving necessary right-of-way, and planning future road improvements. The findings of the SRA Report are generally consistent with the long-term recommendations of the adopted Village Road Improvement Plan, and are reinforced through the Northbrook/Glenview Willow Road Corridor Agreement. Several factors should be considered, however, before the SRA Report is finalized and work progresses on designing specific road improvements for the corridor:

1. Any design of the road and related right-of-way improvements must be sensitive to the fact that Willow Road passes through an established, high quality-residential environment. Appropriate landscaping, buffering and other mitigation measures should be an integral part of any road design.
2. Unless and until funds are made available for: (a) widening the three major bridge structures between Shermer Road and Waukegan Road, and (b) there is an agreement with the Village of Northfield to widen Willow Road to at least four lanes their community, it is impractical to consider the widening of Willow Road to six lanes through Northbrook.

3. If the capacity of Willow Road must be increased before both items mentioned in #2, above, are completed, improvements to major intersections should be evaluated in order to relieve congestion and increase "green time" for through traffic.

If you have specific questions regarding the Palatine/Willow Road SRA Report, prepared for IDOT, you should contact:

Mr. Duane P. Carlson, P.E.
District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196-1096
(708) 705-4095

The Village welcomes the comments and questions of area residents and businesses. If you have other questions or comments regarding the Village Comprehensive Road Improvement Plan, Transportation Impact Fees, or other transportation issues, please contact the Village of Northbrook Development Department.

(5/6/92)

TRANSPORTATION ADVISORY COMMITTEE

Sandy Frum, Chairperson
3211 Glenbrook Drive
Northbrook, IL 60062

Mark Damisch
1261 Mount Vernon Terrace
Northbrook, IL 60062

Board of Trustees
272-2816

Board of Trustees
312-332-2300

Michael Lew
2121 Mallard Drive
Northbrook, IL 60062

William Grams, Exec. Dir.
Chicago Homebuilders Assoc.
1010 Jorie Blvd., Suite 112
Oak Brook, IL 60521

Plan Commission Chairman
701-5614

990-7575

A. C. Buehler
2650 Crabtree Lane
Northbrook, IL 60062

Edward Hogan
Chicago Bldg./Const. Council
130 N. Franklin St.
Chicago, IL 60606

Plan Commission
564-8563

312-372-2049

Mabel Janke
1556 Chapel Court
Northbrook, IL 60062

George Olson
Kahn Realty
3063 Dundee Road
Northbrook, IL 60062

Northbrook Safety Commission
272-1061

272-7000

Robert Stern
579 Greenwood Road
Northbrook, IL 60062

Representative from Developers
Association - currently vacant
due to resignation

Safety Commission Chairman
272-2866 or 691-7566

ALTERNATES

Stephanie Kiefer
Chicago Homebuilders Assoc.
1010 Jorie Blvd., #112
Oak Brook, IL 60521

Ted Trzaskowski
Chicago Bldg./Const. Council
619 East Charles
Arlington Hts., IL 60004

alternate
990-7575

alternate
366-6695

STAFF

John Novinson
Village Manager

Carl Peter
Village Engineer

Thomas R. Poupard
Village Planner

Wayne Hanson
Director of Development

IDOT RESPONSE LETTERS

ATTACHMENT E

Summary of Response Letters Palatine/Willow Road Strategic Regional Arterial

The following IDOT response letters to selected written statements reiterate the need for the recommended SRA improvements both now and in the future. As a result of the SRA public involvement process, these affected communities will be given additional consideration and input into the possible future implementation of the SRA improvements. As previously stated in the Summary of Recommendations, the recommended improvements on Palatine/Willow Road are:

SRA Segment 1: U.S. Route 14 (Northwest Highway) to Illinois Route 53

- Two through lanes in each direction with a 12-foot flush median from U.S. Route 14 (Northwest Highway) to Williams Drive
- Retention of the existing cross-section from Williams Drive to Illinois Route 53 which includes two through lanes in each direction plus frontage roads

SRA Segment 2: Illinois Route 53 to Interstate 294 (Tri-State Tollway)

Ultimate Improvement

- Two through lanes in each direction plus one-way frontage roads or three through lanes in each direction with no frontage roads. Intersection improvements at Kennicott Avenue, Arlington Heights Road, U.S. Route 12 (Rand Road), Windsor Drive, Schoenbeck Road, Wheeling Road, Sanders Road and Interstate 294 (Tri-State Tollway)

Post-2010 Improvement

- Implementation of an access controlled expressway facility with two through lanes in each direction plus one-way frontage roads. New grade separations at Kennicott Avenue, Arlington Heights Road, U.S. Route 12 (Rand Road), Windsor Drive, Schoenbeck Road, Wheeling Road and Sanders Road

SRA Segment 3: Interstate 294 (Tri-State Tollway) to Illinois Route 43 (Waukegan Road)

- Three through lanes in each direction plus an 18-foot median within existing 100 foot right-of-way between Interstate 294 (Tri-State Tollway) and Lehigh Avenue
- Three through lanes in each direction plus a 30-foot median within ultimate desirable right-of-way width of 150 feet between Lehigh Avenue and Illinois Route 43 (Waukegan Road)
- Intersection improvements at Illinois Route 43 (Waukegan Road)

SRA Segment 4: Illinois Route 43 (Waukegan Road) to Interstate 94 (Edens Expressway)

- Two through lanes in each direction plus a 12-foot flush median within the existing right-of-way
- Extend signal interconnect from Northfield Road to Old Willow Road in Segment 3
- Structure modification at the Main Fork of the North Branch of the Chicago River

4.4 NEWSLETTERS

A semi-monthly newsletter was prepared and distributed to members of the Palatine/Willow Road SRA Advisory Panel. This newsletter, called the **Spotlight**, was designed to inform Panel members about the SRA study and its progress. Included in the newsletter were articles concerning topics and issues of general interest for the SRA system, as well as articles covering particular aspects of the Palatine/Willow Road study. In addition, a Question and Answer section addressed specific concerns about Palatine/Willow Road in relation to the SRA study.

Copies of all seven issues of the **Spotlight** prepared for the Palatine/Willow Road SRA Advisory Panel are contained in the following pages.

SRA SPOTLIGHT

PALATINE/WILLOW ROAD ADVISORY PANEL

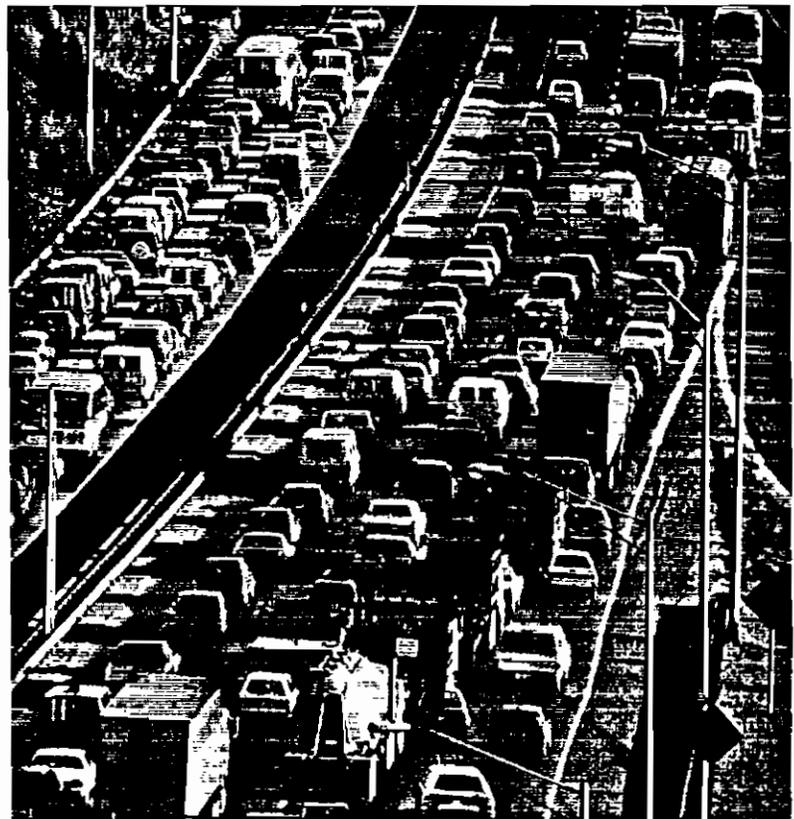
THE SRA PROJECT

The Strategic Regional Arterial (SRA) system is a 1,340 mile network of existing roads in the Northeastern Illinois region. They create a network of 146 routes which is to act as a second tier to the expressway system. Routes are found in urban, suburban and rural areas. They carry a large volume of long haul automobile and commercial traffic.

The SRA system is defined in the 2010 Transportation System Development Plan. The Plan was adopted by the Chicago Area Transportation Study (CATS) and the Northeastern Illinois Planning Commission (NIPC).

The SRA system is one response to mounting traffic congestion throughout the region. CATS estimates travel in the year 2010 will be 23 percent more than it was in 1980. Meeting the 2010 needs is the goal of the study.

Historically, some arterial roads have accommodated regional travel. Roads such as Milwaukee Avenue in the north, Rand Road in the northwest, Harlem Avenue to the south, and the east-west North Avenue were the regional travel routes before the expressways. Others, such as Lake-Cook Road and Randall Road offer continuous stretches of roadway which lend themselves to long distance travel. These are the roads which are becoming the most congested with regional travelers. The



Illinois Department of Transportation (IDOT) and local governments have identified over 1,300 miles of these arterials.

The primary purpose of the study is to answer the following question:

What can be done to make this existing arterial street system function as efficiently as possible?

The search for answers to this question yields the following topics:

- The desirable SRA route design;
- The appropriate level of service;
- Interrelationship of arterials within the SRA system;
- Methods to reduce delay;
- Appropriate locations for roadway widening;
- Existing and needed right-of-way;

SRA ONE PART OF OPERATION GREEN LIGHT

SRA is one part of a much larger project to address traffic congestion: *Operation Green Light*. Other activities include:

Develop Major Transit/Highway Facilities: This element will contribute to freeway and transit projects in the 2010 Plan. Also, it will begin engineering studies and preserve right-of-way for future routes.

Improve Other Key Arterial Roadways: If the SRA network is to carry regional traffic, the remaining roadways must play a more important role in carrying local traffic. This element will address improvements that will make them more efficient.

Identify Strategic Transit Improvements: There are two goals for this element. This element will work to make transit more convenient and swift. Also, it will encourage more pedestrian and bicycle routes.

Improve Freeway Traffic Management: Information about accidents and blocked lanes is available almost immediately. This element will develop ways to provide this information to other drivers and to emergency personnel more quickly. Other priorities are controlling the rate at which vehicles enter the freeway and continuing the installation new toll collection equipment.

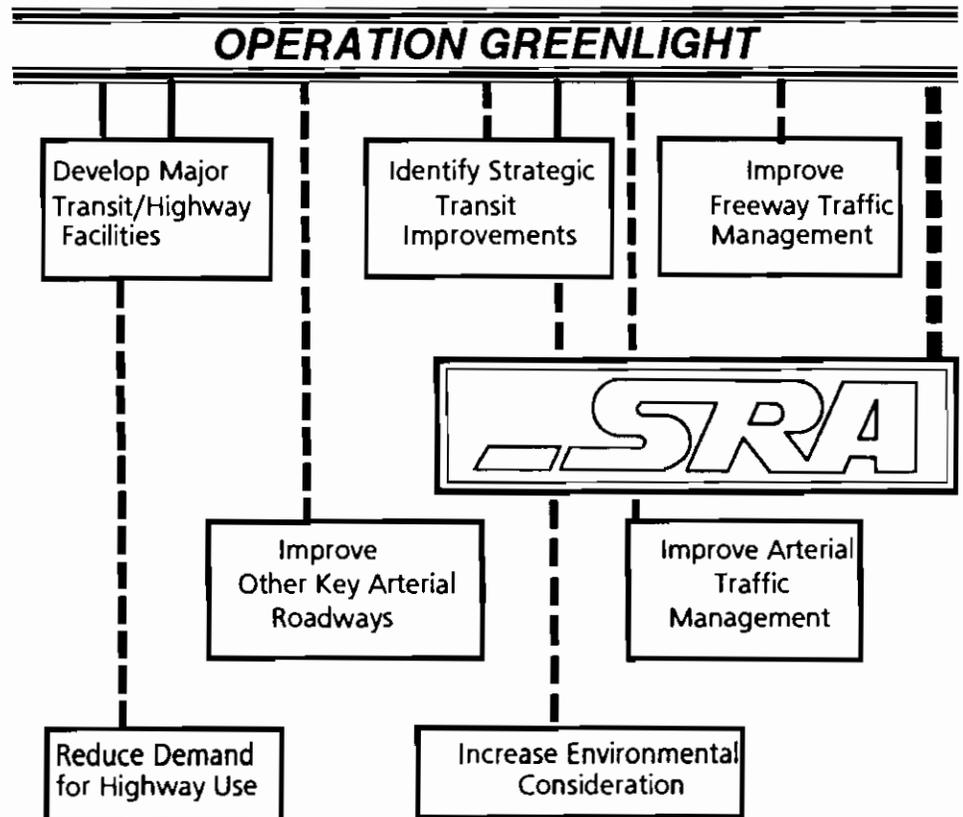
Improve Arterial Traffic Management: Like freeways, better information systems for these routes will reduce congestion. Providing this

information to individual drivers will require sophisticated systems. New equipment for private cars is being tested. Traffic signal networks are also very important. SRA will address these same topics.

Reduce Demand for Highway Use: This element examines ways to reduce the number of vehicles on the road, particularly at rush hours. Increasing the number of people in each vehicle is the purpose of most strate-

gies. Sharing rides and taking mass transit are ways that workers could help. Businesses could offer preferred parking to people sharing rides and support the costs of sharing rides. This element also encourages shifting work schedules.

Increase Environmental Consideration: Studies of ways to reduce noise and air pollution, to improve the appearance of roads, and to increase cooperation among local governments are all part of this element.



STRATEGIC REGIONAL ARTERIALS AND THE ROADWAY HIERARCHY

The Strategic Regional Arterial will be a new kind of road – an arterial that takes on some of the functions of an expressway. This is how it fits into a conventional roadway hierarchy.

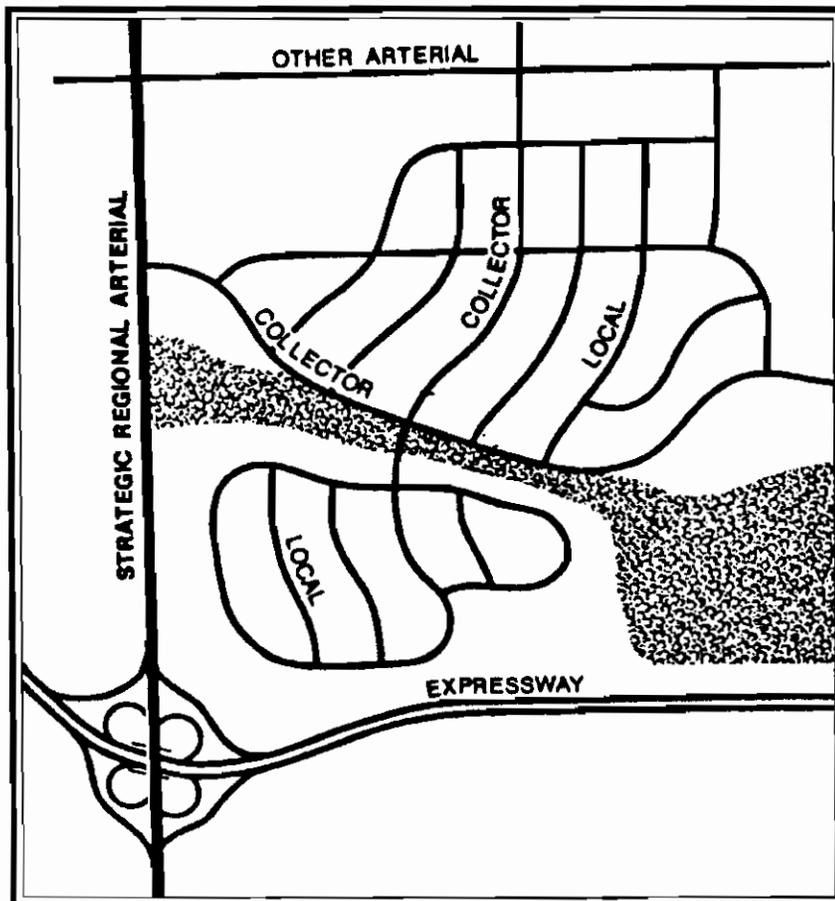
Freeway: The function of a freeway is to provide regional transportation for large volumes of traffic over long distances. There is no parking on a freeway. Access is controlled by on- and off-ramps that are generally spaced at least a mile apart. Distance or height often separate the freeway from the land around it. Expressway, superhighway, parkway, and tollway are all terms used to describe freeway-like roads.

Strategic Regional Arterial (SRA): A second tier to the freeway system. These routes were selected because they carry, or are projected to carry, large volumes of long haul traffic. As a group, they form a network that can carry such traffic to and from locations the freeway system cannot. They can also handle some of the overflow from the freeway system. Because of their strategic importance to regional travelers, IDOT and CATS are working to insure they receive needed improvements. Recommendations concerning parking, access, traffic control, transit, land additions and intersection widenings are examples of typical improvements.

Arterial: An arterial has two functions. The primary purpose of an arterial road is to carry traffic within the region. Secondly, it serves the homes and businesses along it. Parking is sometimes allowed, especially in older commercial centers. Other streets and the properties along it are directly connected. Usually, the roadway is not separate from the land around it.

Collector: The collector street directs traffic from local streets to arterials or local destinations such as shopping, schools, and offices. The collector looks like the arterial, but it covers less distance, so it carries less regional traffic.

Local: A local street provides access to property. Moving traffic is a secondary function. Local streets route traffic onto a collector or arterial street as quickly as possible. Parking is usually allowed.



THE SRA PROJECT

(CONTINUED FROM PAGE 1)

- Methods to increase capacity without widening the roadway;
- Integration of surrounding development;
- Frequency and design of access points (medians, curb cuts, driveways);
- The role of traffic signals;
- Accommodation of vehicles other than cars including mass transit, trucks, construction vehicles, emergency vehicles, and pedestrians;
- Parking;
- Pedestrian safety and convenience; and
- Environmental impact.

There are two parts to the study. The purpose of Part One is to provide standards that address identified is-

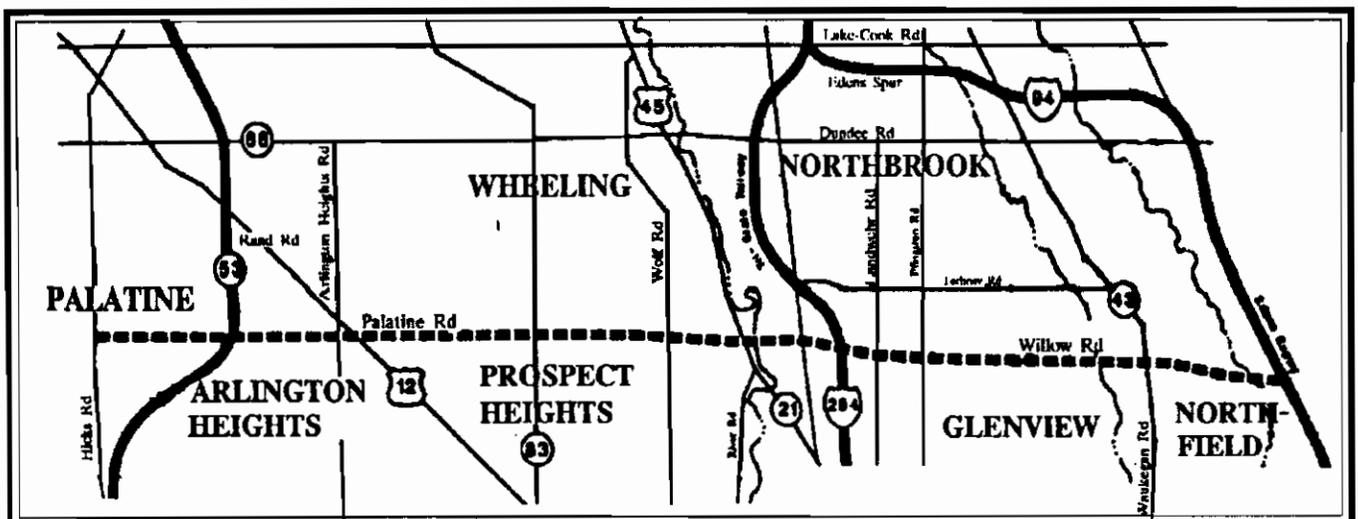
suues. It will define existing and desirable roadway characteristics for urban, suburban, and rural segments of the system; and offer techniques for addressing special circumstances. In Part Two, SRA roadway designers will be able to use these recommendations and techniques to reduce congestion on the SRA system.

The study of all 1,340 miles of SRA routes is divided into five phases. The concepts and standards developed will be applied to the first 250 miles of specific SRA routes. These routes are now under study. The routes selected for this first phase reflect the variety of route types from the very rural IL 64 near DeKalb County to the very urban Michigan Avenue. The resultant plans for each of the routes will include both short and long term improvements. The second set of roadways will be under study by January 1991 and another set each year after that until the entire system is complete.

The future traffic demand projected for each route will depend more on planned land development and redevelopment and travel times than on the specific cross-section of the roadway. The study will suggest alternatives for improving each route. From the various alternatives, a desirable roadway design will be selected on the basis of efficiency, cost, environmental impact, and local development priorities.

By January 1992, each Advisory Panel will have reviewed alternatives for its route, have offered its suggestions, and have seen the final study results. A public meeting will have been held for each route segment. Each route will have a prioritized list of projects and activities for route improvements. This list will be a part of a final written report. The recommended physical improvements could then proceed to conventional Phase I engineering and design studies.

Palatine/Willow SRA Route



ARTERIAL ANSWERS

Arterial Answers will be a regular feature of this newsletter. Please use the form at the end of the column to send us your questions in care of your Advisory Panel Coordinator. We will see that you receive an answer.

The topics in this column arose at the first meeting of the Advisory Panel for this and other routes.

What are the duties of the Advisory Panel and when during the study is it scheduled to meet?

The Panel is responsible for reviewing and commenting on the study recommendations and conclusions. The Panel will meet with the consultants two additional times during the study: once to review alternatives for the routes (Fall or Winter 1990) and once before the public hearing (Summer through Winter 1991).

Will this route be the only one considered at the public hearing?

Yes. There will be one public hearing for each route segment delegated to an advisory panel.

A

What is the format for the public hearing?

The public hearing will be an open house. Alternative route proposals and final recommendations will be on display. Chicago Area Transportation Study (CATS), Illinois Department of Transportation (IDOT), and Harland Bartholomew and Associates, Inc. (HBA) staff will be available to answer questions and a court reporter will be present to take formal statements for the record.

Who should be on the Advisory Panel?

In addition to those government representatives invited to the initial meeting, the panel may wish to add representatives from businesses and community organizations along the route.

Will the consultants be available to meet separately with representatives of all the communities along the route?

Q

No. The Advisory Panels are the only formal community contact included within the contract for the consultant services. HBA does plan to meet informally with community officials as needed to gather information and identify local concerns.

How many years will it take to study all the SRA routes?

The SRA routes are planned to be studied in five groups over a five year period.

Will the study set the design standard for the roadway?

Yes. The study will provide goals, such as intersection improvements and traffic signalization, to work toward.

Will the study account for the differences along the route (such as industrial areas versus residential areas) or will there be a single standard for the proposed improvements along the route?

(Continued on Page 6)

ARTERIAL ANSWERS

(CONTINUED FROM PAGE 5)

Each segment of the route will be designed separately, so the study can respond to changes in land use along the route.

Will the study address current IDOT standards for roadway design?

Yes. HBA will review the IDOT standards and recommend what changes may be appropriate for SRA routes.

Will a Level of Service Standard be a desirable characteristic of each roadway?

Yes. A Level of Service (L.O.S.) Standard (how freely traffic should flow) will be a goal for each segment of the route.

How will the study address rail transportation?

Grade separations will be considered for all points at which a rail line crosses the SRA. The study will also work to improve access to commuter rail stations.

Must all routes be studied before any improvements can be made?

No. The five year capital improvements plan can include new projects as soon as each phase of the study is complete.

How does other work on this route, such as studies for the Techny land and recent construction, relate to this study?

This study will consider funded improvements and the conclusions and recommendations of other studies to be existing conditions of the roadway. Recommendations of this study may include additional improvements.

Are local community goals important to the study? Does the Advisory Panel share responsibility for making recommendations?

We are looking to the Advisory Panels to keep open the lines of communication. In the end, however, it will be IDOT who has the responsibility to determine the final recommendations. **Keep those questions coming!** They will help us understand what your concerns and goals are.

MILESTONES

- *January 29, 1990*
SRA Project Began
- *March 9, 1990*
First Advisory Panel Meeting
- *April 16, 1990*
Draft Part One Design Concept Report Submitted for review
- *October 1990*
Final Part One Design Concept Report

Do you have questions about the Strategic Regional Arterials Plan? Is there something you would like to contribute? Use this form, or another sheet of paper (as many as you like), and send them to your Advisory Panel Coordinator listed below. We'll see that you get an answer or response.

Name _____

Please send to:

Bill Duggan
1616 E. Golf Rd.
Des Plaines, IL 60016
(708) 296-9200

SRA SPOTLIGHT

is published by:
**The Illinois Department of
Transportation**

edited by:
Harland Bartholomew & Assoc., Inc.

for:
The Strategic Regional Arterials Plan

Advisory Panel

Chairman

Richard T. Falcone
President, Northbrook

Members

Robert Hedrick
Cook County Hwy. Dept.

William O. Maki
President, Arlington Heights

Jerry Meyer
Mayor, Prospect Heights

Gregory Solberg
Trustee, Palatine,

Richard Rieser
President, Northfield

Shella H. Schultz
President, Wheeling

James W. Smirles
President, Glenview

Advisor

Bill Baitutis
Lake-Cook TMA

**For more information,
please contact:**

Bill Duggan
1616 Golf Rd.
Des Plaines, IL 60016
(708) 296-9200

A LOOK AT THE SPOTLIGHT

The **SRA Spotlight** is a newsletter about the Strategic Regional Arterial system study.

Each segment of the system has its own edition published once every other month. This first issue will go to all members of the Advisory Panel and any others who were on the mailing list. Please use the form below to change your address or add others to the mailing list.

The purpose of the Spotlight is to inform Panel members about progress in the study and to respond to their questions and comments. There will be regular features including the **Milestones** and **Arterial Answers**. **Arterial Answers** will respond to Panel member questions. Please use the form at the end of **Arterial Answers** to submit your questions and comments about the SRA and the Spotlight.

Is your address wrong? Have you moved? Do you want to add someone to our mailing list? If so, please complete the following:

_____ Please change my address on the mailing label to:
_____ Please add the following name and address to your mailing list:

Name _____

Title/Organization _____

Street _____

City _____ State _____ Zip _____

Send to: **SRA SPOTLIGHT** in care of your Advisory Panel Coordinator whose address is shown at the bottom of the box to your left.



SRA SPOTLIGHT

STRATEGIC REGIONAL ARTERIALS PLAN

ILLINOIS DEPARTMENT OF TRANSPORTATION

District One

201 West Center Court

Schaumburg, Illinois 60196-1096

Postage

SRA SPOTLIGHT

PALATINE/WILLOW ROAD ADVISORY PANEL

ROUTE TYPES DESIGNATED

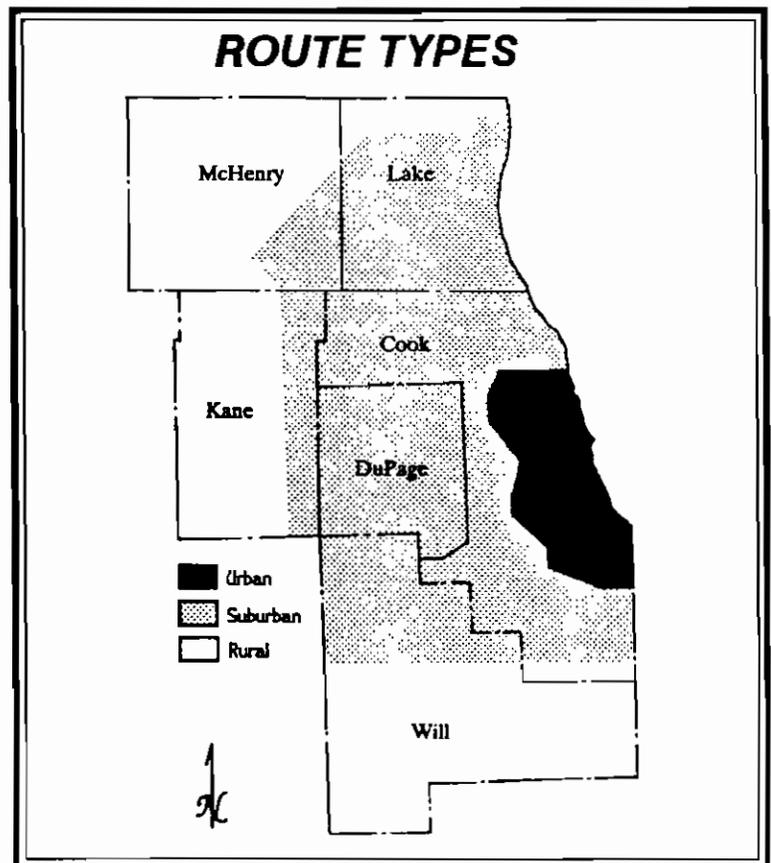
The Chicago Area Transportation Study (CATS) and the Illinois Department of Transportation (IDOT) have designated road types on the **SRA**. These designations will help identify such things as the right-of-way width, number of lanes, and type of signals that could be desirable for each route.

SRA routes are found in urban, suburban, and rural areas. Urban routes are concentrated in the City of Chicago and adjacent suburbs. Suburban routes include most of suburban Cook County, all of DuPage County, and the contiguous parts of Lake, Kane, McHenry and Will Counties. The routes furthest from the City of Chicago are Rural.

Designations are based on the number of households per acre projected for 2010. Some routes do not appear as intensely developed today as they will by 2010. Where household densities are projected to be less than or equal to one half per acre, the area is designated rural. Suburban areas are expected to experience densities between one half and five households per acre by 2010. Over five

households per acre by 2010 is considered to be an urban area. Each area represents the general trend within a given region not the growth rate of a particular community. This allows some "smoothing" of designation, so that the different types are not mixed together.

Some routes offer segments which appear more intensely developed than their designation. One such segment might be the part of Milwaukee Road that passes through central Libertyville. These segments will be considered as special circumstances in the intensive analysis which follows the route's preliminary designation. These special segments can be improved in ways which would not be proposed for the normal segments.



Palatine/Willow has been designated as a Suburban route. The ultimate 2010 desirable characteristics for a Suburban route could include:

- A 120 to 150 foot right-of-way,
- Three lanes for through traffic in each direction,

ARTERIAL ANSWERS

Please use the form at the back of the newsletter to send us your questions in care of your Advisory Panel Coordinator. We will see that you receive an answer.

What is the right-of-way?

Right-of-way (ROW) is the amount of land set aside for the roadway. It usually appears as a long narrow corridor and also includes land for such things as intersections, turn bays, and on-/off-ramps.

Is the ROW always the same width as the actual road?

No. Often more land is available than is needed for the existing pavement. This allows the road to be widened later when needed.

How do you find out where the ROW ends and private property begins?

There are maps in each county recorder's office that show exactly where the ROW is. These maps are important, because sometimes private property owners have built within the ROW.

About how wide are most ROW's on Palatine/Willow?

Except for segments of Palatine Road between IL 53 and I-294, most ROW's are about 100 feet wide.

Are there many segments where the roadway is not 100 feet wide?

No. Most of these segments are associated with the junior expressway.

Are these segments wider or narrower than most?

Wider. The intersections with Arlington Heights Road and Rand Road are about 200 feet wide. The ROW expands before Arlington Heights and narrows again after Rand. Such a wide ROW would seem to indicate that early planners intended this segment to become a grade separation.

The remaining roadway between Rohlwing and IL21 (Milwaukee Road) varies between 110 and 180 feet. The variation appears to be designed to accommodate the frontage roads, access ways, interchanges, and overpasses that make up the junior expressway.

SIGNAL TIMING AND COORDINATION

Properly timed and coordinated traffic signals is a cost effective technique that can greatly improve the flow of traffic on SRA routes.

When a series of signals is coordinated, there is a window of time during which cars can drive through the system without stopping. Once the driver passes through the first light in the series, chances are very good that the driver will be able to drive through the rest of the signals in the series without having to stop. In this manner, the optimal flow of traffic along the SRA can be achieved.

Usually this is achieved by linking neighboring signals to a master signal. The master controller signals the other traffic signal controllers when to start their cycles. On SRA routes, signals within one-half mile of each other should be properly timed and coordinated.

Waiting at a traffic signal costs drivers time, gasoline, and patience. Idling cars add to noise and air pollution. Uncoordinated traffic signals can actually compound congestion.

In this area, the Illinois Department of Transportation (IDOT) has a Signal Coordination and Timing (SCAT) program. During 1988 and 1989, 25 signal timings were implemented under the SCAT program. Examples of SCAT systems on SRA routes are Milwaukee Avenue in Libertyville, Prospect Heights and Niles, Willow Road at the Tri-State, and two segments of Lincoln Highway.

(Continued on page 3)

SRA SPOTLIGHT

is published by:
**The Illinois Department of
Transportation**

edited by:
Harland Bartholomew & Assoc., Inc.

for:
The Strategic Regional Arterials Plan

Advisory Panel

Chairman

Richard T. Falcone
President, Northbrook

Members

Robert Hedrick
Cook County Hwy. Dept.

William O. Maki
President, Arlington Heights

Jerry Meyer
Mayor, Prospect Heights

Gregory Solberg
Trustee, Palatine,

Richard Rieser
President, Northfield

Shella H. Schultz
President, Wheeling

James W. Smirlis
President, Glenview

Advisor

Bill Balfutis
Lake-Cook TMA

For more information, please contact:

Rita Athas, Executive Director
NW Municipal Conference
10 S. Emerson St.
Mt. Prospect, IL 60056
(708) 253-6323

ROUTES

(Con't from page 1)

- A raised median 18 feet wide,
- Curbs and gutters,
- Sidewalks where appropriate,
- No parking on the street,
- Synchronized traffic signals at arterial and collector streets, and
- Dual left turn bays at major intersections.

Segments which are considered to offer special circumstances include the intersections at Arlington Heights and Rand Roads, the junior expressway between Rand Road and Wheeling Road, and the segment between Waukegan Road and the Edens. The Arlington Heights and Rand Roads intersections have experienced an unusual number of accidents in recent years as have the intersections on the junior expressway. The last segment is more narrow than is desirable for a Suburban route. Alternatives for these segments will be presented at the next Advisory Committee Meeting. This meeting is tentatively scheduled for November. Your Advisory Panel Coordinator will contact you concerning the meeting arrangements.

SIGNALS

(Con't from page 2)

The Libertyville system is south of the downtown area. It contains five intersections from Greentree Parkway to Park Avenue. Average travel speeds increased as much as eight miles per hour. During evening rush hour, collective fuel consumption was reduced by over 100 gallons and vehicles were delayed 52 hours less than they would have been if the signals had not been coordinated.

The Prospect Heights system includes intersections from Des Plaines River Road to the Palatine Road interchange. While travel speeds did not increase as much as in Libertyville, fuel consumption decreased by 600 gallons each noon rush hour. Evening rush hour delay was reduced by 80 hours. The Niles system is saving motorists almost 63 hours each evening rush hour, Willow Road system over 200 hours, and the two systems along the Lincoln Highway over 170 hours. As long as these systems are periodically restudied to assure they are timed to handle current traffic patterns, these systems will continue to save time and money.

Is your address wrong? Have you moved? Do you want to add someone to our mailing list? If so, please complete the following:

_____ Please change my address on the mailing label to:

_____ Please add the following name and address to your mailing list:

Name _____

Title/Organization _____

Street _____

City _____ State _____ Zip _____

Send to: **SRA SPOTLIGHT** in care of your Advisory Panel Coordinator whose address is shown at the bottom of the box to your left.

MILESTONES

- *January 29, 1990*
SRA Project Began
- *March 9, 1990*
*First Advisory
Panel Meeting*
- *August, 1990*
*Final Draft Part One
Design Concept
Report*
- *October 1990*
*Pre-Final Part One
Design Concept
Report*
- *January 1991*
*Final Part One
Design Concept
Report*

Do you have questions about the Strategic Regional Arterials Plan? Is there something you would like to contribute? Use this form, or another sheet of paper (as many as you like), and send them to your Advisory Panel Coordinator listed below. We'll see that you get an answer or response.

_____ Name

Please send to:
Rita Athas, Executive Director
NW Municipal Conference
10 S. Emerson St.
Mt. Prospect, IL 60056
(708) 253-6323

SRA SPOTLIGHT

STRATEGIC REGIONAL ARTERIALS PLAN

ILLINOIS DEPARTMENT OF TRANSPORTATION

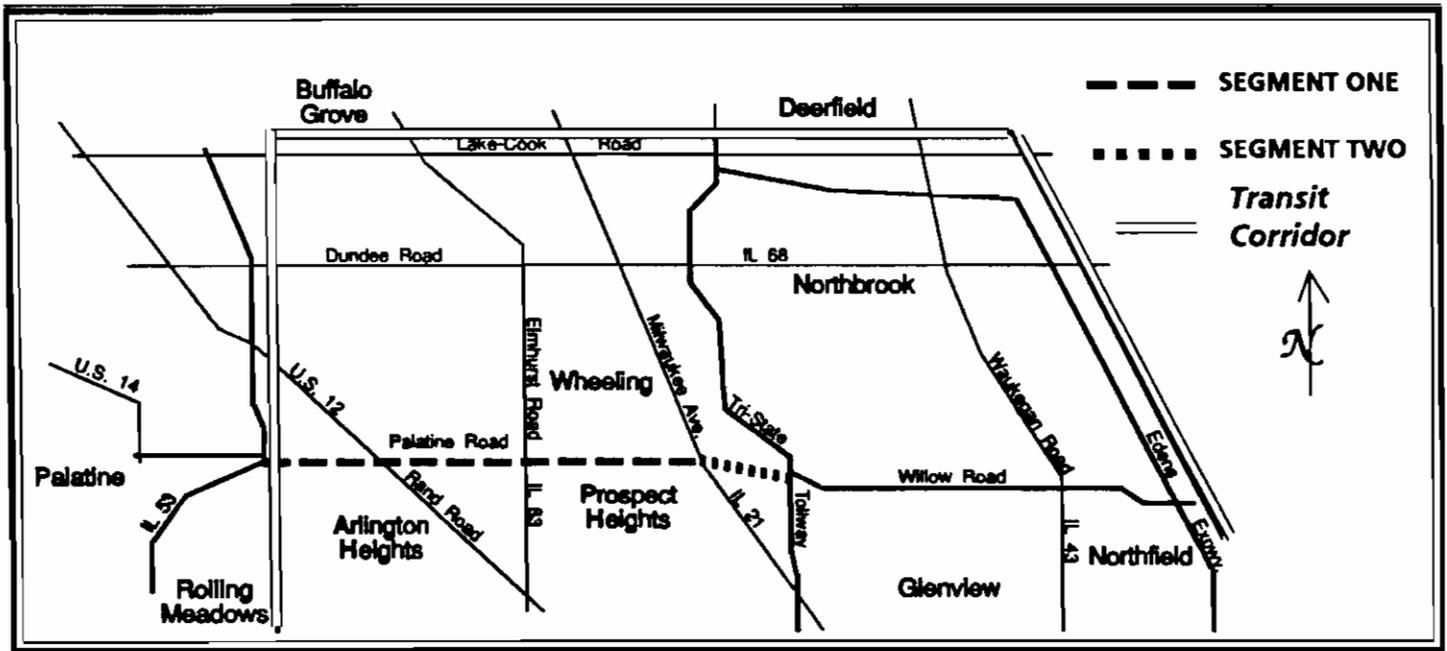
District One
201 West Center Court
Schaumburg, Illinois 60196-1096

Postage

SRA SPOTLIGHT

PALATINE/WILLOW ROAD ADVISORY PANEL

ADVISORY PANEL REVIEWS ROUTE CONCEPTS



The second Palatine/Willow Strategic Regional Arterial (SRA) Advisory Panel meeting was held on November 15, 1990 at the Northbrook Village Fire Department. At the meeting the Illinois Department of Transportation (IDOT) and its consultant, Harland Bartholomew & Associates (HBA), presented the preliminary analysis for the Palatine/Willow SRA route. Preliminary analysis included applying the desirable suburban SRA route characteristics to Palatine/Willow and identifying both the impacts and some alternatives to those impacts.

The desirable configuration for a suburban SRA route includes three lanes of through traffic in each direction, a raised median 18 feet wide that can be widened at major intersections to ac-

commodate right and dual left turn lanes, sidewalks, and such appurtenances as curbs and gutters. (Please see the October 1990 issue of the **Spotlight** for a more complete explanation of the route types.) Expected traffic projections for parts of Palatine/Willow in the year 2010 are considerably above what can be accommodated on the desirable SRA cross section.

Three alternatives have been developed for evaluation along the most heavily traveled segments of Palatine/Willow. The segments are:

- Illinois Route 53 to Milwaukee Avenue (Illinois 21), shown as Segment One on the map, and

- Milwaukee Avenue (Illinois 21) to I-294, shown as Segment Two, on the map.

Underlying each alternative design is the principle that the roadway should be consistent within a segment.

Alternative A is an eight lane arterial roadway along Segments One and Two. Within the existing right-of-way would be four through lanes in each direction and an 18 foot median. The roadway would be very similar to Palatine Road between Windsor Drive and Schoenbeck Road, except that the existing frontage roads would be eliminated. All eight lanes would be for through traffic.

ARTERIAL ANSWERS

Can the interchange with I-294 be modified to handle traffic onto the expressway more efficiently?

Alternatives A and C would provide one additional lane in each direction west of the interchange which could reduce congestion caused by vehicles waiting to enter the tollway. The problem of congestion at this interchange will be examined as part of the remainder of the study.

What accommodations for transit are there?

Development is too close to the edge of the right-of-way to allow for a separate lane for transit vehicles. However, express bus service is included as a desirable characteristic for this route.

A right-of-way of 150 feet is being studied for the Techny segment. This width is expected to allow adequate pull-off space for transit vehicles in addition to merging and turning lanes

A

for Techny traffic. Further study will be directed towards identifying suitable off-route hubs for express bus services. Such hubs might be at Techny or the new Metra station proposed for the Milwaukee line.

Are the final recommendations likely to include an immediate expansion to 120 feet for all rights-of-way?

No. Four segments have less than 120 feet of right-of-way, so are of particular concern:

- Between Northwest Highway (U.S. 14) and Rohlwing;
- Through the Forest Preserve east of Milwaukee Avenue (IL-21);
- Through the Village of Northbrook; and
- Through the Village of Northfield.

This project will be coordinated with the Forest Preserve staff, and the Villages of Palatine, Northbrook, and Northfield to discuss how traffic might be accommodated in the right-of-way, especially during the rush hour periods.

Is it not true that when roads are improved they simply attract more traffic? If these routes are left as they are, will vehicles not simply find another route?

Q

As long as the road system is inadequate to accommodate all the traffic that uses it, there will be congested streets. While it is possible to improve the flow of traffic on the road, it is not possible to control how many drivers use the roads or which roads they use.

Drivers will tend to choose the route which takes the least time to travel from origin to destination. For longer trips, that route will usually be an expressway or arterial. If, however, a route is congested, drivers may choose residential collector and local streets over detouring to another arterial. This is especially likely if the residential streets are reasonably parallel to the arterial or equally suitable for accomplishing the trip.

For example, westbound rush hour traffic through Northfield can choose to travel Old Willow from the Edens to Sunset Ridge Road if Willow Road is too congested. With some improvements, Old Willow might carry such traffic, but is now a quiet residential street. Deferred improvements to Willow would increase the pressure on Old Willow and such streets as Bosworth Lane.

SRA SPOTLIGHT

is published by:
**The Illinois Department of
Transportation**

edited by:
Harland Bartholomew & Assoc., Inc.

for:
The Strategic Regional Arterials Plan

Advisory Panel

Chairman

Richard T. Falcone
President, Northbrook

Members

Robert Hedrick
Cook County Hwy. Dept.

William O. Maki
President, Arlington Heights

Jerry Meyer
Mayor, Prospect Heights

Gregory Solberg
Trustee, Palatine,

Richard Rieser
President, Northfield

Shella H. Schultz
President, Wheeling

James W. Smirles
President, Glenview

Advisor

Bill Battuffs
Lake-Cook TMA

**For more information,
please contact:**

Rita Athas, Executive Director
NW Municipal Conference
10 S. Emerson Street
Mt. Prospect, IL 60056
(708) 253-6323

ROUTE ALTERNATIVES

(Con't from page 1)

For Alternative A other major improvements to Segment One of Palatine Road include:

- Modification of the interchange with IL-53 to accommodate a change from four to eight lanes;
- Coordination of traffic signals and redesign of intersections at Arlington Heights, Rand, and Arlington Heights at Rand to improve traffic flow and reduce accident potential; and
- Removal of the grade separations at Elmhurst Road (IL-83) and Wolf Road and replacement with at-grade intersections.

Alternative B calls for a continuation of the existing junior expressway design along Segment One. Other major improvements to this segment of Palatine Road include:

- Interchange at Rand Road and Arlington Heights Road; and
- Grade separations at Windsor Drive, Schoenbeck Road and Wheeling Road.

In Alternative B, Segment Two would be modified to have six through lanes in each direction to accommodate the travel demand between I-294 and Milwaukee Avenue.

Alternative C calls for a six lane freeway along Segment One. There would be no frontage roads and access to Palatine Road would be permitted only at interchange locations such as Elmhurst Road, Wolf Road, and Milwaukee Avenue. The intersections with Rand Road and Arlington Heights Road

would also become part of an interchange and would be connected by a local frontage roads. Railroad grade separations would be widened to six lanes.

Alternative C would require additional right-of-way for each interchange. Access would be severed for those business and residences that use the frontage road. Under this alternative, Segment Two would be modified to an eight lane arterial, so it could carry a traffic volume similar to the freeway.

Additional improvements common to all alternatives being evaluated for Palatine/Willow include:

- Improvement of the intersections with U.S. 14 (Northwest Highway) Rohlwing Road, Sanders Road, Landwehr Road, Pfingsten Road, and Lehigh Avenue;
- Future potential interchange at Waukegan Road;
- Modification of the access via Old Palatine Road south of Palwaukee Airport; and
- Ultimate provision of a 120 foot right-of-way to provide the desirable suburban SRA cross section from the Tri-State Tollway (I-294) to the Edens Expressway (I-94).

Preliminary study and discussions with the Advisory Panel have indicated concerns associated with the widening to the desirable cross section west of Rohlwing Road, in the Forest Preserve, and in the Villages of Northbrook and Northfield. Please see **Arterial Answers** for a summary of these and other topics that were discussed at the Advisory Panel meeting.

MILESTONES

- *January 29, 1990
SRA Project Began*
- *March 9, 1990
First Advisory
Panel Meeting*
- *November 15, 1990
Second Advisory
Panel Meeting*
- *January 1991
Final SRA Design
Concept Report*

Do you have questions about the Strategic Regional Arterials Plan? Is there something you would like to contribute? Has your address changed? Use this form, or another sheet of paper (as many as you like), and send them to your Advisory Panel Coordinator listed below. We'll see that you get an answer or response.

Name

Please send to:
Rita Athas, Executive Director
NW Municipal Conference
10 S. Emerson Street
Mt. Prospect, IL 60056
(708) 253-6323

SRA SPOTLIGHT

STRATEGIC REGIONAL ARTERIALS PLAN

ILLINOIS DEPARTMENT OF TRANSPORTATION

District One
201 West Center Court
Schaumburg, Illinois 60196-1096

Postage

SRA SPOTLIGHT

PALATINE/WILLOW ROAD ADVISORY PANEL

WORKING WITH LOCAL GOVERNMENTS

A key element in the success of the SRA program goals is the active participation of local governments in implementation in their own communities and in cooperation with other jurisdictions. Some are land use and development goals which will require implementation by local governments over the next 20 years. Others are the kinds of changes which can be enforced by local law enforcement officers.

Once the recommended improvements have been determined, local governments can support the SRA program in the following ways:

- **Right-of-way protection** - Protecting right-of-way is important for all SRA routes. Frequently the desirable configuration will require more right-of-way than currently exists. Because the majority of rights-of-way on the SRA system are 100 feet wide or less, buildings are sometimes close enough to the existing right-of-way that the desirable configuration is not likely to be achieved in the foreseeable future. The existing situation may not be permanent. Eventually, properties along many of these route segments will be redeveloped and could then be brought to the desirable width.

Whether for development or redevelopment, there are two principal ways in which rights-of-way can be protected: subdivision right-of-way dedication requirements; and building setback requirements which add an additional right-of-way allowance to the normal setbacks. Dedication is usually the acquisition method of choice, because, by definition, the right-of-way is donated for the roadway at the time land is platted. Setbacks are most useful when development of additional right-of-way is not planned, but could be necessary; and when development is expected to take place outside of the subdivision and platting process.

The municipal official map is one logical vehicle to use in setting the right-of-way standard for community subdivision requirements. Subdivision regulations are another. Local governments can be especially helpful if they design regulations to insure the property owner retains a development potential equal to that before additional right-of-way is required. This could be accomplished by allowing any additional right-of-way to be included in the calculation of land available for development.

(Continued on page 2)

...TO IMPROVE PALATINE/ WILLOW ROAD

Each of the local jurisdictions along the Palatine/Willow SRA can act to improve traffic conditions on the route. Only east of Williams Drive and west of Milwaukee Avenue is there adequate right-of-way. While the entire SRA right-of-way may not be brought to the desirable 120 foot standard by the Year 2010, future developments may provide opportunities to obtain portions of the needed right-of-way.

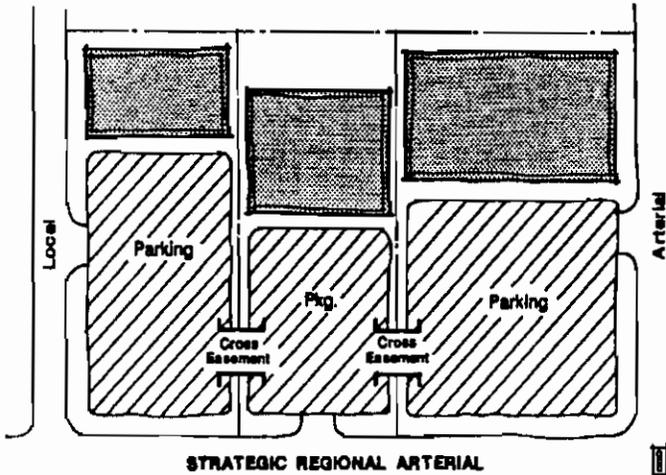
- Local planning and zoning agencies in Lake and Cook Counties and the Villages of Palatine, Glenview, Northbrook, and Northfield should require dedications or setbacks adequate for the desirable cross section each time a parcel is subdivided or redeveloped.
- Community comprehensive and specific plans should include designation of the full desirable right-of-way.

Saving right-of-way as it becomes available will insure that as the roadway is widened, that there is right-of-way available.

(Continued on page 2)

WORKING WITH LOCAL GOVERNMENTS

(Continued from page 1)



Access Consolidation

- **Access Management** - Proper management of access can significantly improve traffic flow on the SRA system. There are at least three levels of access: mid-block, intersection with non-SRA streets, and intersections with other SRAs. The development approval process should address these issues for all new development and redevelopment. Access from existing development can also be improved.

It is recommended that mid-block access be limited to right-in/right-out in new developments and redevelopments. Along segments with many curb cut access points, it is recommended that the access be consolidated into single points about 500 feet apart. Any properties that have less than 500 feet of frontage can be interconnected via easements allowing access across property lines. This is particularly workable when there are parking lots between neighboring buildings and the streets they use for

access. Owners of properties served by alleyways should be encouraged to make use of the alleyways.

Internal access roads are recommended for all new development and redevelopment. This circulation should accommodate autos, pedestrians, delivery vehicles, transit, and bicycles. This strategy will encourage vehicles to enter and exit

the SRA from non-SRA routes; insure loading and loading is accomplished within the development; and will draw pedestrians, transit riders and bicyclists closer to many origins and destinations.

- **Demand Management** - Local governments can assist in reducing the demand for highway use through the promotion of strategies such as alternative work schedules, ride sharing programs, and parking incentives. In rural and suburban areas, such programs are best carried out by groups of neighboring communities. Transportation Management Associations (TMAs) include employers as well as transit

...TO IMPROVE

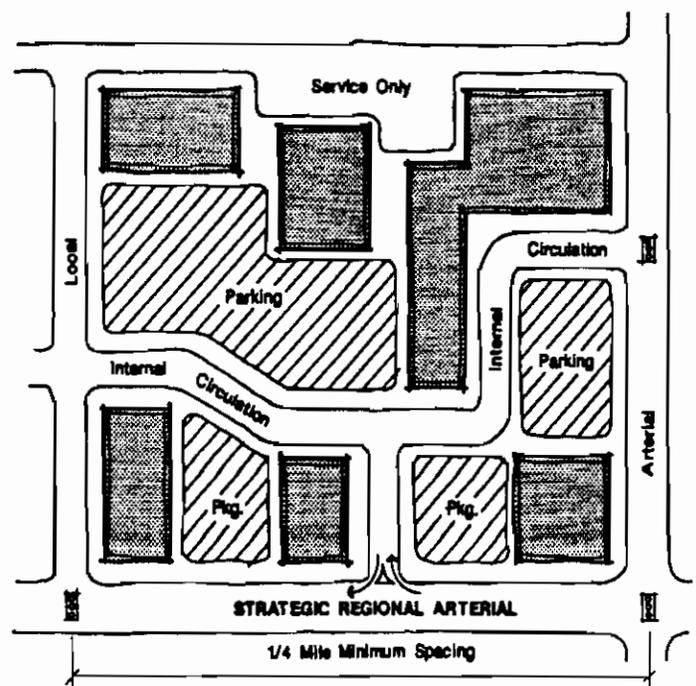
(Continued from page 1)

County, village and city governments can also effectively create additional roadway capacity by making operational changes. Of particular importance to Willow Road are the following:

- Access consolidation,
- Accommodation of selected uses in parallel rights-of-way,
- Signal networks,

(Continued on page 3)

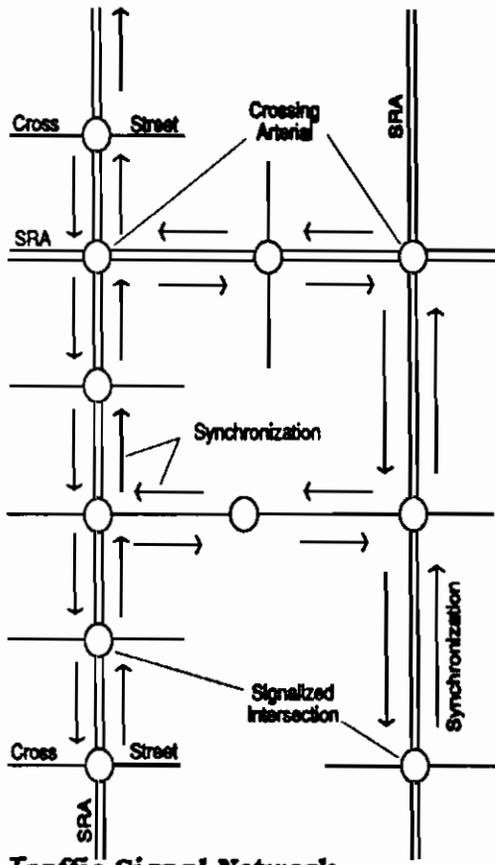
and local government officials, so can be the most effective vehicle for organizing such programs. The Chicago Area Transportation Study (CATS) can provide technical assistance to TMAs, and to local governments and employers to form TMAs.



Internal Circulation

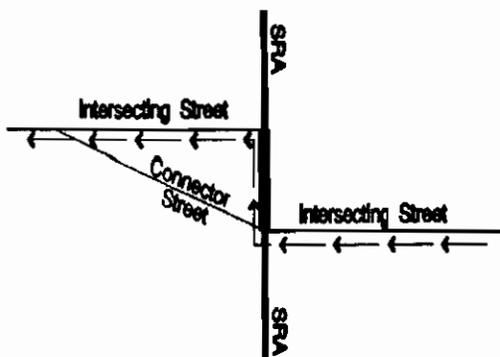
WORKING WITH LOCAL GOVERNMENTS

(Continued from page 2)



Traffic Signal Network

- **Auxiliary Improvements** - Auxiliary improvements include both operational and physical changes. Because the primary cause of delay on arterial routes is stopping and turning movements at intersections, relief of existing congestion will



Connector Route Improvement

involve some form of improvement of peak period operations at intersections. The three greatest sources of delay are waiting at traffic signals for the green phase, waiting for left turning vehicles, and waiting for right turning vehicles. Large vehicles are particularly difficult to move through any narrow segments, because they are slow to accelerate and frequently need more turning space in these intersections than is available to them. Typical projects might include:

- **Signal Networks** - Signal coordination projects typically involve many intersecting routes and different jurisdictions, so are best implemented as a cooperative effort among the Illinois Department of Transportation (IDOT) and any other local governments that might have jurisdiction. This strategy allows signals on intersecting routes to be coordinated as well. Theoretically, signal networks can include an indefinite number of signals as long as no interval between the signals exceeds one half mile.

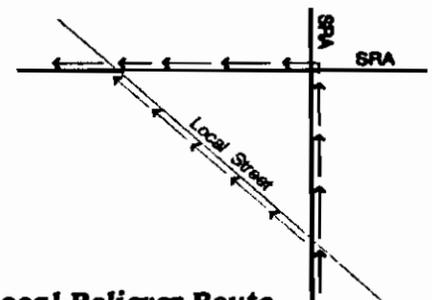
- **Intersection Redesign** - Frequently intersection improvements involve rights-of-way belonging to more than one jurisdiction. Cooperative ventures will assure that improvements to both (or all) legs of the intersection are improved as efficiently and economically as possible.

- **Improvement of Auxiliary Routes** - Upgrading of intersecting and parallel routes which would relieve traffic on the SRA by allowing

...TO IMPROVE

(Continued from page 2)

- Installation of right turn bays at all intersections;
- During peak periods, prohibition of left turns in those congested areas where a series of right turns could accomplish the same maneuver;
- Improvement of local streets to accommodate local traffic now using this corridor;
- Intersection redesign to accommodate freight vehicle turns, and
- Enforcement of parking, loading, and turning restrictions.



Local Reliever Route

traffic to proceed more directly to its destination. As one example, vehicles can be forced onto the SRA because an intersecting route ends at one point on the SRA and picks up at another. If the intersecting streets are directly connected, the through traffic no longer needs to use the SRA. Another example is improvement of an existing route which would allow traffic using intersecting SRAs to accomplish the trip more di-

(Continued on Page 5)

What is the desirable roadway standard for an SRA in an suburban area?

The desirable cross section includes three through lanes in each direction, a sidewalk and parkway in each side of the roadway, and a median 18 to 46 feet wide.

How many cars per day would this desirable roadway accommodate at a level of service that is acceptable?

Assuming the traffic signals are coordinated, access is consolidated, and turns are either prohibited or accommodated in turn bays adequate to take them out of the flow of through traffic, this roadway could accommodate as many as 40,000 vehicles per day. The roadway would still be congested during peak periods, but much improved over the typical suburban route.

Why are all the alternates for Palatine between IL-53 and IL-21 (Milwaukee Avenue) designed to carry as many as 60,000 to 70,000 vehicles per day?

The 1988 traffic counts for this segment showed an average of over 40,000 vehicles using the roadway each day. The typical suburban capacity of 45,000 could not be expected to accommodate even a marginal level of growth.

Is it necessary that all segments of Willow Road have the same number of lanes in order to provide a comparable level of service?

The goal of the SRA program is to provide acceptable levels of service throughout the system. Roadway engineers use a Level of Service (LOS) as a guide to measure how well traffic is moving. LOS ranges from LOS A — free flowing — to LOS F — gridlock. In an urban area the acceptable peak hour LOS is D. LOS D is normally described as allowing tolerable average operating speeds, but with much stop and go and little maneuverability. In a suburban area, the acceptable peak hour LOS is C or D. LOS C allows two-thirds to three quarters of the normal operating speed, speeds vary somewhat, and changing lanes can be difficult. In a

rural area, the acceptable peak hour LOS is C.

The Florida Department of Transportation (FDOT) published a series of tables detailing the maximum daily volumes that could be handled by various types of roadways. This 1988 guide provides an objective comparison of the impact of narrowing rights of way.

FDOT estimates that routes designed with three through lanes in each direction can carry as many as 45,000 vehicles per day at an average daily LOS C. If the number of through lanes is reduced to two in each direction, the route can accommodate less than 30,000 vehicles per day at LOS C. The level of service deteriorates rapidly with increases in the numbers of vehicles: 32,000 vehicles per day reduce the LOS to D and 33,500 vehicles per day reduce the LOS to E.

CELEBRATE APRIL 15TH???!!!

GOOD ROADS DAY

The fifteenth day of April in each year is designated as Illinois Good Roads Day to be observed throughout the State as a day for holding appropriate exercises in the public schools and elsewhere to show the value of our public highways in the economy of our State and the contributions they represent to the prosperity, comfort and well-being of the Citizens of Illinois.

(An Act to designate ... Good Roads Day. Approved March 6, 1943, Illinois Revised Statutes, Section 401.)

SRA SPOTLIGHT

is published by:
**The Illinois Department of
Transportation**

edited by:
Harland Bartholomew & Assoc., Inc.

for:
The Strategic Regional Arterials Plan

Advisory Panel

Chairman

Richard T. Falcone
President, Northbrook

Members

Robert Hedrick
Cook County Hwy. Dept.

William O. Maki
President, Arlington Heights

Jerry Meyer
Mayor, Prospect Heights

Gregory Solberg
Trustee, Palatine,

Richard Rieser
President, Northfield

Shella H. Schultz
President, Wheeling

James W. Smirles
President, Glenview

Advisor

Bill Baltutis
Lake-Cook TMA

For more information, please contact:

Rita Athas, Executive Director
NW Municipal Conference
10 S. Emerson Street
Mt. Prospect, IL 60056
(708) 253-6323

WORKING WITH LOCAL GOVERNMENTS

(Con't from page 3)

rectly. Still another example is the improvement of collector routes to accommodate local traffic.

- Accommodation of Selected Uses in Parallel Rights-of-Way -

Improvements of parallel routes to accommodate pedestrian paths, transit ways, and bike paths can also help. To bring pedestrians, bicyclists, and transit riders to the shopping centers, office buildings, and business parks, relocating sidewalks, HOV (High Occupancy Vehicle) lanes, and bike paths off of the SRA should be considered. Already, many suburban bus routes use shopping center entrances as stops. Bicycles and pedestrians can be much more safely accommodated in separate parallel pathways than within the inadequate right-of-way of many SRAs.

• Changes in Traffic Regulations and Enforcement -

Changing the way a route operates can increase the number of vehicles it can handle. Operational changes are those improvements which may be made without extensive construction. They include such things as prohibition of parking, loading, and left turns as well as coordination of traffic signals. Usually these changes are made in the traffic regulations and can, in effect, exchange parking or turn lanes for through traffic lanes on a one-to-one basis. Conversely, parking in a no parking zone, double parking, and illegal left turns can block lanes which should be used by through traffic.

Local governments can support the SRA in all these ways. The companion article details which of these are most relevant to Palatine/Willow.

Is your address wrong? Have you moved? Do you want to add someone to our mailing list? If so, please complete the following:

_____ Please change my address on the mailing label to:

_____ Please add the following name and address to your mailing list:

Name _____

Title/Organization _____

Street _____

City _____ State _____ Zip _____

Send to: **SRA SPOTLIGHT** in care of your Advisory Panel Coordinator whose address is shown at the bottom of the box to your left.

MILESTONES

- *January 29, 1990*
SRA Project Began
- *March 9, 1990*
First Advisory
Panel Meeting
- *November 15, 1990*
Second Advisory
Panel Meeting
- *February 1991*
Design Concept
Report Published

Do you have questions about the Strategic Regional Arterials Plan? Is there something you would like to contribute? Use this form, or another sheet of paper (as many as you like), and send them to your Advisory Panel Coordinator listed below. We'll see that you get an answer or response.

_____ Name

Please send to:
Rita Athas, Executive Director
NW Municipal Conference
10 S. Emerson Street
Mt. Prospect, IL 60056
(708) 253-6323

SRA SPOTLIGHT

STRATEGIC REGIONAL ARTERIALS PLAN

ILLINOIS DEPARTMENT OF TRANSPORTATION

District One
201 West Center Court
Schaumburg, Illinois 60196-1096

Postage

SRA SPOTLIGHT

PALATINE/WILLOW ROAD ADVISORY PANEL

YEAR 2010 SRA SYSTEM TRAVEL DEMAND PROJECTIONS UNDERWAY

This article was contributed by the Chicago Area Transportation Study.

The Chicago Area Transportation Study (CATS) makes forecasts of future traffic levels and patterns as part of its regional planning function. The Strategic Regional Arterial system identified in the 2010 TSD Plan was developed and evaluated, in part, using these types of forecasts. For the first phase of the SRA system study, CATS changed its regional highway forecasting model to reflect the recommendations developed in the Design Concept Report. The traffic forecasts thus developed will be used in preparing the initial design recommendations for each SRA segment.

An explanation, in a general fashion, of the methods used in forecasting will make the resulting traffic forecasts more understandable. There are two primary inputs used in developing traffic forecasts:

- estimates of future levels of socio-economic development (e.g., number of households, amount and type of employment, etc.) and
- a representation of the transportation network.

The Northeastern Illinois Planning Commission (NIPC) prepared new estimates of population, households and employment for the year 2010 covering the six county area in November 1990. CATS maintains a computer based representation of the regional highway network which contains the entire freeway system, all roads on a

The 2010 SRA system travel demand projections assume that all routes in the SRA system have been improved as suggested in the Design Concept Report for the system.

designated federal aid system and about 70 percent of the roadways designated as minor arterials or collectors. This network represents approximately 5,300 centerline miles in the six counties. In addition to this network database, CATS has developed and maintains a set of travel simulation models used in forecasting future travel demand. The traditional four steps used in travel demand forecasting are briefly described below.

1. Trip generation - The NIPC socio-economic data is gathered into land areas called traffic zones which range in size from one to nine square miles. The forecast population, households and employment in each zone determine how many (and what kind of) trips that zone will produce and attract. For example, a zone which has a large population and no employment will produce many work trips, but not attract any work trips (a zone the employment attracts work trips).

2. Trip distribution - A work trip produced by a residential zone needs to be linked to a zone with work attractions to mimic a real world trip which always has a particular starting and ending point. This step turns trip productions and attractions from the previous step into trip interchanges using travel time (few people are within five minutes of work, most people travel about an hour to work, and a few travel much longer) and how many opportunities there are to satisfy the

(Continued on page 2)

PROJECTIONS

(Continued from page 1)

trip purpose (there are more jobs closer to Glenview than there are to Woodstock).

3. Modal split - Knowing where trips will begin and end, it is possible to estimate how many will use auto or transit based upon cost of making the trip and user characteristics. A work trip to the Chicago central area is very likely to use transit because of the high quality service and high auto cost; while a nonwork trip is far less likely to use transit to suburban shopping locations because service levels are low and auto costs are minimal.

4. Trip assignment - The auto trips determined above are combined with estimates of truck trips and allocated to computer coded representation of the highway network. This is done in the same manner that people usually choose their travel routes: minimize total time spent travelling. The estimates of future traffic on any roadway link is the sum of all the vehicle trips assigned to that link by this final model step.

The process outlined above has been developed and refined for over thirty years. It produces an estimate of traffic for all roads (including the SRA system) at once. This is useful and necessary when a very large number of estimates are needed. However, it is very difficult to produce thousands of "perfect" estimates simultaneously. The proper application of estimates developed at a regional scale is for ascertaining the future capacity needs; i.e., are two, four or six lanes likely to be required in the future. This is why the traffic forecasts CATS developed were provided in the form of volume ranges corresponding to the carrying capacity of various sized roadways. This allows the preparation of preliminary designs based upon the best current forecast of future travel developed in a consistent manner. The traffic forecasts used in this preliminary work will continue to be refined as these SRA projects move along the established IDOT design/implementation process. This process includes considerable opportunity for public comment and review of the traffic data used in actual project design.

SRA SPOTLIGHT

is published by:
The Illinois Department of Transportation

edited by:
Harland Bartholomew & Assoc., Inc.

for:
The Strategic Regional Arterials Plan

Advisory Panel

Chairman

Richard T. Falcone
President, Northbrook

Members

Robert Hedrick
Cook County Hwy. Dept.

William O. Maki
President, Arlington Heights

Edward P. Rotchford
Mayor, Prospect Heights

Gregory Solberg
Trustee, Palatine,

Richard Rieser
President, Northfield

Sheila H. Schultz
President, Wheeling

James W. Smirles
President, Glenview

Advisor

Bill Baltuffis
Lake-Cook TMA

For more information, please contact:

David Siglin
NW Municipal Conference
1616 E. Golf Rd.
Des Plaines, IL 60016
(708) 296-9200

Is your address wrong? Have you moved? Do you want to add someone to our mailing list? If so, please complete the following:

_____ Please change my address on the mailing label to:

_____ Please add the following name and address to your mailing list:

Name _____

Title/Organization _____

Street _____

City _____ State _____ Zip _____

Send to: **SRA SPOTLIGHT** in care of your Advisory Panel Coordinator whose address is shown at the bottom of the box on Page 3.

How important are the Year 2010 SRA travel demand projections to Palatine/Willow SRA planning? Are there other factors that will go into the improvement plans?

Travel projections are important to the SRA planning process, but they will not determine the level of improvements proposed. As part of the roadway concept development, Harland Bartholomew and Associates, Inc. (HBA) is conducting roadway capacity analyses. The results provide some indication of the ability of proposed improvements to meet future travel demand.

A roadway capacity analysis estimates how many vehicles can be carried on the roadway. The analysis allows variation of several conditions that change the flow of traffic. The capacity of an arterial roadway depends most heavily on the number of vehicles that can be accommodated at its signalized intersections (traffic lights), so a group of variables describe how long the average vehicle is stopped at each signal. The number of signals and distance between them is included. Variables relating to the roadway and its operation, such as the number of through lanes in each direction, how many vehicles each lane can accommodate, the posted speed, how many vehicles are likely to make turns, and the characteristics of rush hour traffic, complete the information used in the analysis.

Desirable right-of-way criteria for SRA routes are included in the Design Concept Report completed at the beginning of the SRA project. Would protecting the desirable amount of right-of-way be recommended in areas through which it would be difficult to obtain enough right-of-way?

Not always. The desirable right-of-way width for a suburban SRA is at least 120 feet with a six lane roadway. However there are segments which are less than that and where buildings front directly on the right-of-way. Recommendations for these segments will focus on improvements within the existing right-of-way. Additional right-of-way from developed properties to accommodate the desirable roadway should be acquired if redevelopment along the segment occurs.

Is adding lanes to a road the only way to reduce its congestion?

No. Such things as signal coordination (see October 1990 **Spotlight**), adding bays for turning vehicles, managing driveway and side street access, extending turn bays, and varying work hours can all reduce the amount of congestion in ways that add little or no additional pavement to the roadway. Many congestion reduction strategies that do not involve construction of additional lanes require the active cooperation of the local governments

involved. Please see the March 1991 **Spotlight** for a more detailed discussion of how local governments can participate in reducing congestion.

What about those segments which have more right-of-way than is necessary to meet the desirable criteria? Will the full right-of-way be developed?

Within the Palatine/Willow corridor, only the segment between Illinois 53 and Windsor has more than the minimum desirable right-of-way. Travel demand projections for this segment show more than enough vehicles to fill the desirable six lane roadway. The additional right-of-way will allow for improved access, accommodation of extensive shopping center traffic at Arlington Heights Road and Rand Road intersections, and accommodation of vehicles entering and exiting Illinois 53.

Please use the form at the back of the newsletter to send us your questions in care of your Advisory Panel Coordinator. We will see that you receive an answer.

MILESTONES

- *January 29, 1990*
SRA Project Began
- *March 9, 1990*
First Advisory
Panel Meeting
- *November 15, 1990*
Second Advisory
Panel Meeting
- *February 1991*
Design Concept
Report Published
- *Fall 1991*
Third Advisory
Panel Meeting
- *Winter 1992*
Public Hearing
- *Winter 1992*
Final Route
Report Due

SRA SPOTLIGHT

STRATEGIC REGIONAL ARTERIALS PLAN

ILLINOIS DEPARTMENT OF TRANSPORTATION

District One
201 West Center Court
Schaumburg, Illinois 60196-1096

Postage

SRA SPOTLIGHT

PALATINE/WILLOW ROAD ADVISORY PANEL

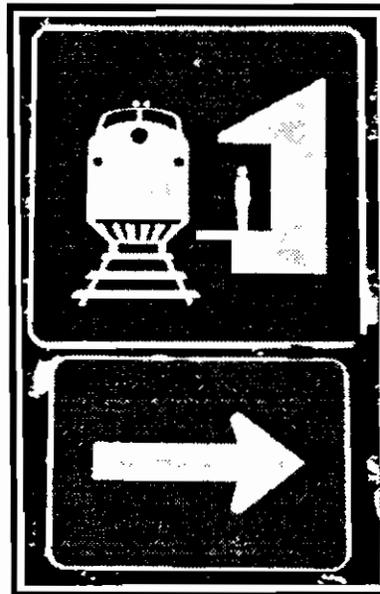
TRANSIT AND THE SRA SYSTEM

One of the goals of the SRA process is to examine ways to enhance public transportation. This goal supports the SRA system's primary function as a regional transportation network. The role of public transportation is also a function of the type of route. Each route has been designated as Urban, Suburban, or Rural. Some have been divided into more than one type.

For Palatine/Willow as for all SRA routes, recommendations are made not only for relatively inexpensive improvements which might be completed in the short term, but for improvements which might ultimately be implemented by the Year 2010. Objectives such as increasing the capacity of the corridor, improving travel times, reducing demand and providing for better integration of the SRA with the expressway system, and other modes of travel are important in considering potential transit improvements.

Potential types of transit improvements to be considered may include:

- High occupancy vehicle (HOV) lanes which can include carpools and vanpools as well as buses;
- Access to regional transit systems;
- Pedestrian access;
- The links between different transit routes and type, and between transit and the automobile;
- Transit stop safety, convenience and comfort; and



The photo is an example of the sign system used in Lockport.

- Transit information systems visible from the roadway.

Specific characteristics for these types of improvements were developed as part of the **Design Concept Report** that was part of the first phase of the SRA study. Improvements appropriate to the type of route - suburban for Palatine/Willow - were evaluated for application to the specific route. For example, turnouts are desirable for bus stops on rural and suburban SRAs, while urban stops are within the lane of traffic. For rural and suburban SRAs park and ride locations may be considered. For urban SRAs improved passenger facilities to link regional local transit routes may be considered.

A clear system of graphics identifying transit stops, and information and directions concerning transit is desirable for all routes. Extensive rail and bus systems are near or on most SRA routes, but, too often, the stations are poorly marked, and schedules and routes not widely known. Adoption of an attractive, uniform signing system and clear directions to the stations can go a long way toward improving transit use on SRAs.

ARTERIAL ANSWERS

For this issue we are devoting the **Arterial Answers** column to a glossary of transit terms. Next issue we will return to our normal question and answer format. Please send us your questions in care of your Advisory Panel Coordinator. We will see that you receive an answer.

Busway/Bus Lane - An HOV lane reserved exclusively for buses.

Bus Shelter - A small, roofed structure designed to protect waiting bus passengers from the elements. Shelters are normally adjacent to the sidewalk at a bus stop, but can be part of an adjacent building.

CTA - The Chicago Transit Authority operates buses in the City of Chicago and several adjoining suburbs, and the rapid transit system.

Demand Management - Techniques such as carpooling, staggered work hours, and controlled development which are employed to reduce the number of vehicles using the roadway at any one time.

Dial-a-Ride Bus Service - curb-to-curb bus service for the general public as well as those individuals having special needs such as elderly persons or persons with disabilities. (Pace, *Development Guidelines*, December 1989, p. VIII-1)

Diamond Lane - An HOV lane marked with painted diamonds.

Emergency Ride Program - Sometimes offered as part of a rideshare or regular transit user program;

workers without a personal vehicle are allowed a limited number of immediate trips in the event of emergency.

Headway - The amount of time scheduled between buses or trains leaving from a particular stop.

HOV/High Occupancy Vehicle - Usually refers to buses, vans, and other transit or service agency vehicles; some localities also include private vehicles carrying as few as two people.

HOV Lane - A lane in or next to the roadway which can be used only by HOVs.

Jitney - A privately-owned, unscheduled cab, van, or small bus that carries paying passengers along a specified route.

Kiss and Ride/Kiss-n-Ride - Passenger drop-off/pick up point for transit riders.

Light Rail - A railroad system (tracks and cars) that carries only passengers. Cars are typically an updated version of streetcars.

Metra - Operating agency for commuter rail service. Lines include the Chicago and North Western, Mil-

waukee Road, Burlington Northern, Metra Electric, Metra/Heritage Corridor, Norfolk Southern, Rock Island, and Chicago South Shore and South Bend lines.

Pace - Operating agency for suburban bus service.

Paratransit - Alternate transportation services for those not able to use conventional public transit. Vehicles used include buses, jitneys, taxis, and vans that are especially outfitted with seat belts, lifts, and often wheelchair anchors.

Parking Facility - A parking lot or garage.

Park and Ride/Park-n-Ride - A parking facility for transit riders.

Peak Hour/Peak Period - The hour or period of the day during which traffic is heaviest. This time is usually assumed to be that during which most people go to or from work.

Rideshare (Carpool, Vanpool) - Usually refers to a private arrangement between a driver and one or more others to share a ride to and from work. Driving responsibility may rotate in these arrangements.

(Continued on Page 3)

GLOSSARY

(Continued from page 2)

Rideshare may also include employer supported vanpools in which the van is owned by the employer who pays, or otherwise compensates, the driver.

RTA - The Regional Transportation Authority for the Chicago metropolitan region is an umbrella agency for the CTA, Pace, and Metra.

Transit-dependent - Anyone who cannot or may not drive a car, including those who would use paratransit (see **Paratransit**), children and those without a valid driver's license.

TMA (Transportation Management Association) - A group, composed of representatives from business and government, that is responsible for developing ways to manage the demand for roads in their jurisdiction. Usually, a TMA's area of responsibility covers a rela-

tively large area and may be centered about a particular roadway. Examples in the Chicago metropolitan region include the Lake-Cook Corridor TMA and the Illinois Corridor Transportation Management Association.

Transportation Center - A facility built at the intersection of two or more transit routes or modes. The facility includes parking, bus lay-over facility, cab loading areas, and passenger shelter, and may also include privately held space for convenience retail and service outlets.

Vehicle Occupancy Ratio - Number of people per vehicle. Transportation planners normally assume that the number of people and the number of trips made will remain constant; so as the number of people in each vehicle increases, the number of vehicles on the road at any one time will decrease.

SRA SPOTLIGHT

is published by:
The Illinois Department of Transportation

edited by:
Harland Bartholomew & Assoc., Inc.

for:
The Strategic Regional Arterials Plan

Advisory Panel

Chairman

Richard T. Falcone
President, Northbrook

Members

Robert Hedrick
Cook County Hwy. Dept.

William O. Maki
President, Arlington Heights

Edward P. Rotchford
Mayor, Prospect Heights

Gregory Solberg
Trustee, Palatine,

Richard Rieser
President, Northfield

Sheila H. Schultz
President, Wheeling

James W. Smirles
President, Glenview

Advisor

Bill Battutis
Lake-Cook TMA

For more information, please contact:

David Seglin
Council Liaison
NW Municipal Conference
1616 E. Golf Rd.
Des Plaines, IL 60016
(708) 296-9200

Is your address wrong? Have you moved? Do you want to add someone to our mailing list? If so, please complete the following:

_____ Please change my address on the mailing label to:

_____ Please add the following name and address to your mailing list:

Name _____

Title/Organization _____

Street _____

City _____ State _____ Zip _____

Send to: **SRA SPOTLIGHT** in care of your Advisory Panel Coordinator whose address is shown at the bottom of the box to your right.

MILESTONES

- *January 29, 1990*
SRA Project Began
- *March 9, 1990*
First Advisory
Panel Meeting
- *November 15, 1990*
Second Advisory
Panel Meeting
- *February 1991*
Design Concept
Report Published
- *Fall 1991*
Third Advisory
Panel Meeting
- *Winter 1992*
Public Hearing
- *Winter 1992*
Final Route
Report Due

SRA SPOTLIGHT

STRATEGIC REGIONAL ARTERIALS PLAN

ILLINOIS DEPARTMENT OF TRANSPORTATION

District One
201 West Center Court
Schaumburg, Illinois 60196-1096

Postage

SRA SPOTLIGHT

PALATINE/WILLOW ROAD ADVISORY PANEL

SUBURBAN TOWN CENTERS

A suburban town center is a long-established business district in a suburban community. Many were market centers begun in the 1800s. Buildings are very close together. Doors open onto sidewalks which abut on-street parking. Town centers often are quite congested, particularly during the rush periods.

Some of these districts, such as Libertyville on Illinois Route 21 (Milwaukee Avenue) and St. Charles on Illinois Route 64 (North Avenue), were established long before standards for arterial right-of-way widths were generally accepted, so the rights-of-way can be as little as 60 feet wide.

Because these centers have usually been developed in a grid-like pattern, the properties lining them often are served by alleys. These alleys range from 16 to 24 feet wide. Typically, they are used for garbage collection and often they provide access to rear parking lots and loading areas.

The SRA study has recognized suburban town centers as urban-like areas and is applying urban design criteria to them. The major differences between urban and suburban route characteristics are right-of-way width, 72 to 86 feet where bus/HOV lanes are not provided versus 120 to 150

feet; median width, 12 feet versus 18 to 30 feet; and a lower design speed for urban routes than for suburban.

Since it is desirable that through traffic lanes be 12 feet wide, 60 feet will accommodate five lanes but no sidewalks. In some centers, 60 to 66 feet of right-of-way has been developed into four 11-foot-wide through lanes and parking. The sidewalks, and even some of the parking, may be partially or wholly on private property.



Because there is less right-of-way to accommodate traffic and it is difficult to add right-of-way, improvements to the way the route operates are most important. Such improvements can be more significant than in newer suburban commercial areas, because the right-of-way is more intensely used.

Parking is important, because it can take up as much space as two through lanes of traffic. Optimally, parking can be relocated to scattered lots throughout the district or, where relocation of parking is not feasible, prohibited during rush hours. Where there are alleys, loading areas can be moved to the rear.

(Continued on Page 3)

ARTERIAL ANSWERS

Please send us your questions in care of your Advisory Panel Coordinator. We will see that you receive an answer.

QA

Are there suburban town centers on Palatine/Willow Road?

No, not as defined in the cover article. The route does not travel through a town center which was established before enough right-of-way was protected and in which buildings are built right up to the sidewalk.

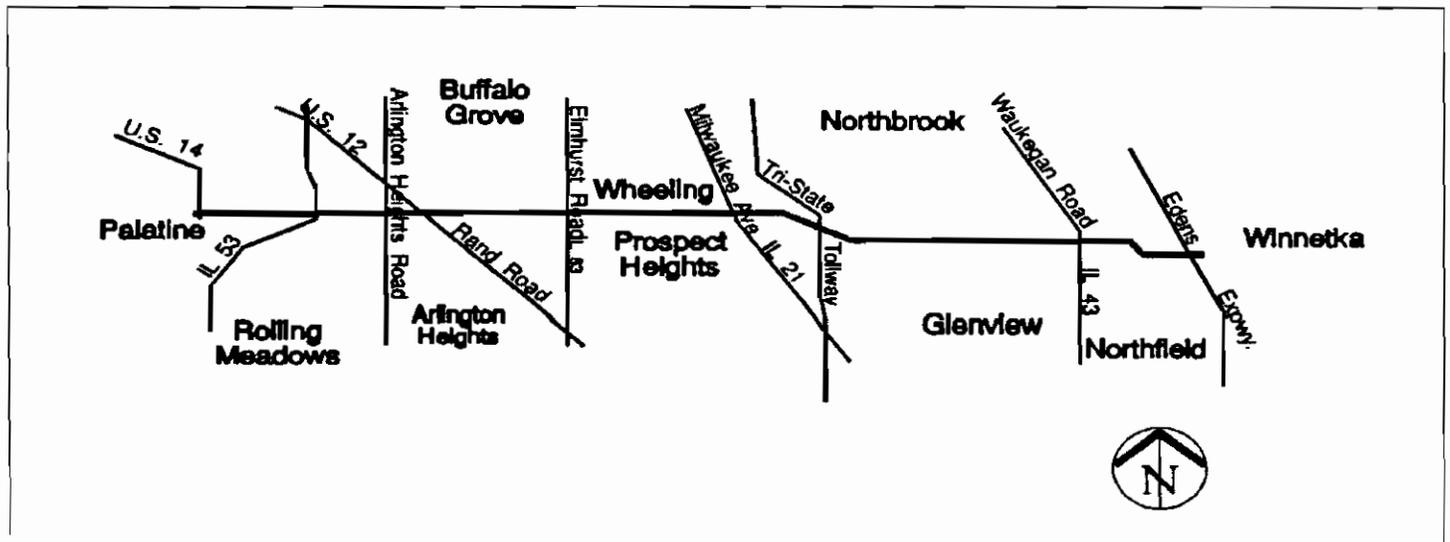
An example of that type of village center would be in Arlington Heights in the area of Campbell Street and Dunton Avenue. Here the streets are relatively narrow, and there are many shops which open onto the sidewalk.

What about the area around the intersections of Palatine Road with Arlington Heights Road and Rand Road (U.S. Route 12)?

The roadway is already very wide and buildings do not meet the sidewalk. There is no on-street parking. While the needs of vehicles were foreseen well in advance of development, the needs of pedestrians and bicycles were not. Like most suburban shopping areas, safe conduct through the parking lots and broad roadway which separate the shopping centers from each other are of concern. This is not a consideration for the suburban town center.

How did Palatine Road come to be as broad as it is?

Palatine/Willow Road from Illinois Route 53 to Interstate 294 (Tri-State Tollway) was built as a two lane road in the early 1930s. During the 1960s Palatine Road, between Illinois Route 53 and Illinois Route 21, was widened to its current configuration. Right-of-way was acquired between Illinois Route 53 and Illinois Route 21 during this period including enough right-of-way to build an interchange at Arlington Heights and Rand Roads. It was also during and after the 60s that much of the development along the route occurred.



SUBURBAN TOWN CENTERS

(Continued from page 1)

Where there are no turning lanes, turning vehicles, especially left turning vehicles, can substantially reduce the amount of traffic that can be accommodated. There are at least two approaches to reducing delays caused by vehicles waiting to turn left: provide left-turn lanes and prohibit left turns during the peak periods.

Both alternatives work best when parking that is near the corners is relocated. The right-of-way used by parking is usually needed to provide left turn bays. When left turns are prohibited, vehicles which would otherwise turn left can circle the block past a signalized intersection and cross the arterial via the cross street at the signalized intersection. A right-turn bay at this first intersection past the signal allows some space for vehicles to slow before their turn.

Relocating transit stops to the far sides of intersections in areas currently used for parking can help to relieve any congestion buses might cause during peak periods. This reserves the near-side corner for vehicles turning right

and, where no stopping area is provided, prevents a current practice of stopping in the through lane.

Occasionally, a suburban town center is undergoing a redevelopment phase. This is a particularly opportune time for right-of-way protection.

When these improvements cannot provide the SRA with capacity adequate to meet the projected Year 2010 demand, a bypass or reliever route may be considered. A bypass completely eliminates the need for the SRA designation through the suburban town center. Whether a new or existing road, the SRA designation would be transferred from the existing route to the bypass.

A reliever route is designed to accommodate some, but not all, of the SRA traffic. Relievers are particularly useful where a significant portion of the traffic through a suburban town center has an off-the-route destination. Where this traffic can be provided with a more direct route, the SRA is likely to experience a lessening of congestion.

SRA SPOTLIGHT

is published by:
**The Illinois Department of
Transportation**

edited by:
Harland Bartholomew & Assoc., Inc.

for:
The Strategic Regional Arterials Plan

Advisory Panel

Chairman

Richard T. Falcone
President, Northbrook

Members

Robert Hedrick
Cook County Hwy. Dept.

William O. Maki
President, Arlington Heights

Edward P. Rotchford
Mayor, Prospect Heights

Gregory Solberg
Trustee, Palatine,

Richard Rieser
President, Northfield

Sheila H. Schultz
President, Wheeling

James W. Smirles
President, Glenview

Advisor

Bill Baltutts
Lake-Cook TMA

For more information, please contact:

David Seglin
Council Liaison
NW Municipal Conference
1616 E. Golf Rd.
Des Plaines, IL 60016
(708) 296-9200

Is your address wrong? Have you moved? Do you want to add someone to our mailing list? If so, please complete the following:

- Please change my address on the mailing label to:
 Please add the following name and address to your mailing list:

Name _____

Title/Organization _____

Street _____

City _____ State _____ Zip _____

Send to: **SRA SPOTLIGHT** in care of your Advisory Panel Coordinator whose address is shown at the bottom of the box to your right.

MILESTONES

- *January 29, 1990
SRA Project Began*
- *March 9, 1990
First Advisory
Panel Meeting*
- *November 15, 1990
Second Advisory
Panel Meeting*
- *February 1991
Design Concept
Report Published*
- *Fall 1991
Third Advisory
Panel Meeting*
- *Winter 1992
Public Hearing*
- *Winter 1992
Final Route
Report Due*

SRA SPOTLIGHT

STRATEGIC REGIONAL ARTERIALS PLAN

ILLINOIS DEPARTMENT OF TRANSPORTATION

District One
201 West Center Court
Schaumburg, Illinois 60196-1096

Postage