

Strategic Regional Arterial

Lake Cook Road (Vol. II)
from U.S. Route 12 (Rand Road)
to U.S. Route 41 (Edens Expressway)



**Operation
GreenLight**

**Illinois Department of Transportation
May, 1992**

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 first Panel Meetings were held on March 14, 1990 for the west portion of the corridor and June 25, 1991 for the east portion. The second Panel Meetings were held on November 13, 1990 and October 30, 1991 for the west and east portions respectively. The third Panel Meetings were conducted on January 14, 1992 and January 16, 1992 for the west and east portions respectively. SRA newsletters – called the **Spotlight** – were issued for the west portion in August and October, 1990; and in January, March, May, July and October, 1991. One issue of the **Spotlight** was issued for the east portion of the route in October, 1991.

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

4.2 ADVISORY PANEL MEETING MINUTES

Meetings for the Lake Cook West Advisory Panel were held on March 14, 1990; November 13, 1990 and January 14, 1992. Meetings for the Lake Cook East Advisory Panel were held on June 25, 1991; October 30, 1991 and January 16, 1992. At the first Panel Meetings, presentations were made to introduce the SRA system, its relation to the 2010 TSD Plan and Operation GreenLight and the SRA planning process. At the second Panel Meetings, presentations were made to review progress on the SRA study and alternative improvement concepts to be considered for Lake Cook Road. At the final Panel Meetings, the recommended improvements were presented as in the Preliminary Draft Report.

At each of the Panel Meetings, opportunity was provided for those attending to ask questions, make comments and discuss the presentations and recommendations. All municipalities along the route, Cook County and Lake County were represented on the Panels.

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
LAKE-COOK ROAD (WEST SEGMENT)**

8:30 AM - MARCH 14, 1990
WHEELING VILLAGE HALL
255 W. DUNDEE ROAD
WHEELING, IL

=====

The SRA Advisory Panel Meeting for the west segment of Lake-Cook Road (U.S. 12 to I-294) 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 14, 1990 at the Wheeling Village 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. Rich 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. The Village of Palatine is on the advisory panel for the Lake-Cook Road Phase I Study and should be added to the SRA panel.
2. The situation on Lake-Cook Road is very dynamic. In addition to the Phase I Study west of Lake-Cook Road, there is a Phase I Study to carry Milwaukee Avenue over Lake-Cook Road. Cook County has let a contract for signalization and channelization at Portwine Road and is preparing plans for grade separations east of I-294 at the Milwaukee Road and C & NW rail lines.



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

Respectfully Submitted,

Robert A. Duchek 

Robert A. Duchek

RAD:cr

cc: Nancy Magnus
Attendees

SRA ADVISORY PANEL MEETING

Route: LAKE-COOK ROAD (WEST)

Meeting Location: WHEELING VILLAGE HALL

Date: MARCH 14, 1990

| Name | Representing |
|-------------------|-------------------------------------|
| Gary Mayerhofer | Village of Wheeling |
| Stacey Rubin | " " |
| Vito Sammarco | Triton Consulting Engineers, Ltd |
| RICK KUENKLER | VILLAGE OF BUFFALO GROVE |
| Dusty Powell | Lake Co. Division of Transportation |
| Verna L. Clayton | Village of Buffalo Grove |
| Phil Peters | NIPC |
| IRV. BENJAMIN | COOK COUNTY HWY DEPT. |
| Jim Politis | Riverwoods Trustee |
| NEIL D. FERRARI | IDOT - DIV OF PUBLIC TRANSPORTATION |
| SHEILA H. SCHULTZ | VILLAGE OF WHEELING |
| William Duggan | M W M C |
| Rich Jean | IDOT - DIST 1 |
| Eugene Ryan | CATS |
| FANLETT M CORLI | HSA |

Harland Bartholomew & Associates, Inc.
Planning • Engineering • Landscape Architecture

MEETING MINUTES

**STRATEGIC REGIONAL ARTERIAL SYSTEM
ADVISORY PANEL MEETING
LAKE COOK ROAD**

8:30 A.M. - NOVEMBER 13, 1990
BUFFALO GROVE VILLAGE HALL
56 RAUPP BLVD.
BUFFALO GROVE, IL

The **SRA Advisory Panel Meeting for Lake Cook Road** in Lake and Cook Counties 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 13, 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. Paulette M. Carolin (HBA) provided a review of the SRA study process and discussed the physical relationship between Lake Cook Road and intersecting major transportation corridors. Afterwards she presented a mile by mile description of the individual route analysis for Lake Cook Road showing the application of general design concepts and major areas of concern for further more detailed study.

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

1. How does your study incorporate the circumferential transit line? Ans: It will be incorporated with the transit portion of the study to determine the most desirable location for light rail in the corridor.
2. Bill Baltutis of TMA of Lake Cook Corridor asked whether Harland Bartholomew & Associates will investigate the operation of the Lake Cook/Tri-State Tollway interchange. Ans: No, we will incorporate the findings of the present study.



3. Will you look at other East-West routes in Lake County? Ans: Yes, second year study will look at Route 22 and other routes could be added as the study progresses.
4. Are you looking at Lake-Cook Road from the standpoint of ultimate Route 22 improvements? Ans: Yes, recommendations are based on ultimate appearance of all SRA routes.
5. Bill Duggan of PACE requested a explanation of the rationale behind the recommendation of a transit station at Lake Cook and route 53. Ans: This location has the potential for both light rail and express bus service.
6. What consideration has gone into construction of bike paths on the SRA system? Bike travel in Buffalo Grove is more important than just recreation, it is also promoted for efficiency in shopping etc,. Ans: For rider safety, the general consensus is against bicycles and motorists sharing the same roadway.
7. Bill Balling of Buffalo Grove asked whether there are any methods which would allow a seven lane section to be reduced to a five lane section without creating a major bottleneck in the system? Ans: That would depend on such variables as traffic volumes, signal spacing, etc.
8. Michael Klitzke, Village of Wheeling commented that they have already gone through this at the LCRCA public hearing and arrived at the same conclusions that this consultant will. Ans: Harland Bartholomew has a reduced fee for Lake Cook and is coordinating with the present study consultant to limit redundancy.

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

Respectfully submitted,

A handwritten signature in cursive script, reading 'Mark W. Peterson', is written over the typed name.

Mark W. Peterson

MWP:cr

cc: Nancy Magnus, w/attachment
Attendees

SRA ADVISORY PANEL MEETING

Route: LAKE-COOK ROAD

Meeting Location: BUFFALO GROVE VILLAGE HALL

Date: NOVEMBER 13, 1990

| Name | Representing |
|------------------|--------------------------------------|
| MICHAEL KLITZKE | Village of WHEELING |
| Mark Peterson | Harland Bartholomew, & Assoc. |
| Mark Schrottmann | Village of Arlington Hts |
| ELISA HEKWATER | NORTHEASTERN IL. PLANNING COMMISSION |
| IRV BENJAMIN | COOK COUNTY |
| BILL BAITUTIS | TMA - LAKE COOK CORRIDOR |
| Paul McLaughlin | Northwest Municipal Conference |
| Rick Morsches | Triton Consulting Engineers, Ltd. |
| Carl Peter | Village of Northbrook |
| Rich Starr | IDOT - DIST 1 |
| Reba Atkins | NUMCO |
| Bill Duggan | PACE |
| Dusty Powell | Lake County |
| MARK SCHMIDT | LAKE COUNTY |
| | |
| | |

NOV 14 1990



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MINUTES OF MEETING

LAKE COOK ROAD EAST STUDY
TRI-STATE TOLLWAY TO SKOKIE HIGHWAY
SECTION 90-A5019-02-ES

June 25, 1991

Time: 1:30 P.M.
Place: Deerfield Village Hall, Board Room
Attendance: See Attached Attendance Listing

This was the first of three Strategic Regional Arterial (SRA) Advisory Panel meetings for the section of Lake Cook Road between the Tri-State Tollway and Skokie Highway. The purpose of the meeting was to discuss the SRA process, the traffic and accident data collected to date, and preliminary design alternatives.

The meeting began with an introduction by CATS. During the preparation of the year 2010 Transportation System Development Plan, the need for improvements to regional travel off of the expressway system was identified. Thus, the SRA system was developed. Lake Cook road is an SRA route.

The coordinator for the SRA advisory panel, B. Baltutis of the Lake Cook TMA, explained that an advisory panel chairperson is not required. It was decided that this advisory panel will consist of members only, without a chairperson.

The Consultant for the project, Triton Consulting Engineers, Ltd., gave an overview of the study process. The scope of this project is two-fold. It calls for a Pre-Phase I Engineering Study (i.e. SRA study) to identify a conceptual design for the route and also a detailed Phase I Engineering Study to identify specific improvement needs along the route.

The Pre-Phase I Study will include provisions for ultimate roadway and transit needs, access management, median controls, and right-of-way needs. The effect of transit as well as a possible connection to the Edens Spur will be studied.

To date, most of the initial data has been collected from the three municipalities along the route including right-of-way information, roadway plans, traffic and accident data, drainage information, and survey data. The Consultant is also coordinating with Pace, Metra, Tollway, and private utility companies.

Since not all the accident data was available for analysis, conclusive information was not available. However, general trends regarding high accident locations and predominant accident types were discussed.

The Consultant explained that traffic counts were performed recently. Average Daily Traffic (ADT) volumes were presented. From the existing traffic volumes, existing intersection level-of-service was calculated. Most intersections of minor cross streets with Lake Cook Road currently operate at an acceptable level-of-service. However, the large thru movement volumes on Lake Cook Road cause unacceptable delay. Major cross road intersections operate at unacceptable levels-of-service.

The Consultant will proceed with the analysis of projected traffic volumes after they are received from CATS.

Preliminary design concepts will involve both highway and transit. The SRA Design Concept Report which has been prepared by IDOT will be used as a guide.

The connection to the Edens Spur was discussed. Possible connection locations include Pfingsten Road, the business park area east of the Tri-State Tollway and west of Pfingsten Road, and a possible connection near the Tri-State Tollway interchange.

The project schedule was discussed. The next SRA Advisory Panel meeting will be in September, 1991. Before that meeting, a technical meeting to discuss detailed design will be arranged with the Village's staff.

The meeting was then opened for discussion. It was clarified that the limits of the study is Skokie Boulevard, but due to the close proximity of the U.S. Route 41 ramps, the interchange will also be incorporated.

The light rail transit refers to Metra lines, but the PRT will also be considered.

The two proposed railroad underpasses along Lake Cook Road will be incorporated into this study.

The Cook County Highway Department encouraged any officials or staff from the municipalities with interest in the project to come to the next SRA meeting. The next SRA Advisory Panel meeting will present more design details and alternatives.

The meeting adjourned at 2:30 P.M.

by:


Charles J. Stenzel, P.E.

CJS:tlm



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MINUTES OF MEETING

LAKE COOK ROAD EAST STUDY
TRI-STATE TOLLWAY TO SKOKIE HIGHWAY
SECTION NO. 90-A5019-02-ES
OCTOBER 30, 1991

Time: 1:30 P.M.
Place: Village of Deerfield, Board Room
Attendance: See Attached Attendance Sheet

This was the second SRA Advisory Panel meeting for the referenced project. The purpose of the meeting was to discuss and obtain input on the improvement needs and preliminary design concepts for the project. Impacts of the preliminary design concepts on adjoining properties within the project limits were also discussed.

The Consultant began the presentation with a brief discussion of the existing traffic volumes and accident history. The average daily traffic (ADT) along Lake Cook Road was determined from traffic counts performed in 1990. The ADT ranged from 34,700 to 43,800. In the past three years (1988, 1989, 1990), 807 accidents occurred along the route. The predominant types were rear end (54%) and left turn (27%)

The Chicago Area Transportation Study (CATS) has provided design year 2010 projected traffic volumes. The ADT ranged from 50,000 to 58,000 along Lake Cook Road. Based on the existing and projected traffic volumes and the accident history, improvement needs along the route have been identified.

The Consultant then presented the proposed improvement plan. Based on the improvement needs, the proposed typical section included three thru lanes in each direction along Lake Cook Road separated by a 16 foot to 28 foot wide median. At major intersections, dual left turn lanes and separate right turn lanes are required on most approaches. Barrier median will be required at all dual left turn lane locations. The proposed right-of-way width will vary from 120 to 150 feet. All left turns from Lake Cook Road will be allowed on green arrow only. This typical section is consistent with the SRA guidelines for a suburban arterial route.

The attendees had the following comments during the presentation:

- Concerns were raised regarding the increase in volumes on cross roads due to the proposed dual left turn lanes. The Consultant indicated that the dual left turn lanes will not increase the volumes at these locations.
- The completion of the Tri-State Tollway full diamond interchange at Lake Cook Road is scheduled to proceed in the near future. The Consultant indicated that the existing half diamond interchange structure was designed to accommodate future dual left turn lanes to the new ramps. No major design changes will be required along Lake Cook Road due to that future project.
- Right-of-way and driveway access at Waukegan Road was discussed. Further evaluation of parking impacts, truck access, and off-site improvements is required.
- At Illinois Route 41, the eastern termini of the project, the Consultant should coordinate alternative designs with the Illinois Department of Transportation.

The Consultant also presented three conceptual interchange plans for the connection of the Edens Spur to Lake Cook Road: 1) a tight diamond at Huehl Road, 2) directional ramps at Wilmot Road, and 3) fly-over ramps to the west of the Tri-State Tollway.

A tight diamond design was studied along the Huehl Road corridor. This proposal would provide a new north-south connection from the Edens Spur to the south industrial area. The roadway connection of the spur along Huehl Road would be accomplished within the tight right-of-way to minimize impacts on adjacent parking lots. In addition, the existing frontage road along Lake Cook Road would need to be reconfigured under this design proposal.

Ramps at Wilmot Road would be directional type ramps connecting Lake Cook Road directly to the Edens Spur to and from the east. The roadway connection design would require significant land acquisition from the currently undeveloped parcel between two office complexes. The alternative provides a more desirable connection to Lake Cook Road as well as the design of a more efficient frontage road operation.

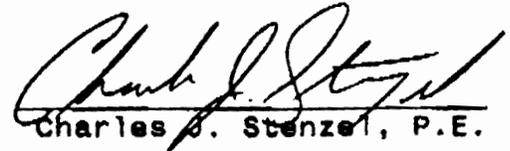
At the Tri-State Tollway, a design proposal for fly-over ramps were presented. This design would cross the Edens Spur over the Tri-State Tollway creating a new signalized ramp intersection with Lake Cook Road approximately 800 feet west of the Tri-State Tollway ramps. The cost for this alternative would be considerably higher than the other three alternatives due to the extensive bridge structure and retaining wall construction.

The various designs were discussed. The Consultant will proceed with further studies to evaluate the feasibility of the alternatives.

The meeting closed with the Consultant presenting an updated project schedule. According to the project schedule, the third SRA Advisory Panel meeting is scheduled for early January 1992. The SRA public hearing would be held at the end of January, 1992.

The meeting adjourned at 3:30 P.M.

By:


Charles J. Stenzel, P.E.

CJS:t1m

MEETING MINUTES

**STRATEGIC REGIONAL ARTERIAL SYSTEM
ADVISORY PANEL MEETING
LAKE COOK ROAD (WEST)**

**JANUARY 14, 1992
WHEELING MUNICIPAL BUILDING
255 W. DUNDEE ROAD
WHEELING, IL**

The third SRA Advisory Panel Meeting for Lake-Cook Road (West) was held between representatives of the Illinois Department of Transportation (IDOT), Chicago Area Transportation Study (CATS), Harland Bartholomew & Associates, Inc. (HBA) and the Advisory Panel Members on January 14, 1992 at the Wheeling Municipal Building. Attendees are listed on the attached Meeting Register. Results and specific items discussed are outlined as follows:

1. Rob Hull of HBA provided a review of the SRA objectives and study process and then discussed the SRA project recommendations outlined in the draft SRA report for Lake-Cook Road.
2. City of Arlington Heights questioned who will follow up the transit issue by identifying transit right-of-way in the Lake-Cook corridor?

Response: Presently there is no agency or entity that is responsible to direct the studies necessary for the major transit projects or transit corridors of the future that are identified on the 2010 Transportation Plan. The suggestion was made that possibly local municipalities could adopt transit issues for further study and right-of-way identification.

3. Village of Buffalo Grove asked for a definition of an express bus.

Response: Express bus service along SRA routes have been defined in the SRA Design Concept Report as serving longer travel distance with stops spaced every one-half mile. Express buses could be equipped with signal pre-emption capabilities.



Meeting Minutes
January 14, 1992
Page 2

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

Respectfully submitted,

HARLAND BARTHOLOMEW & ASSOCIATES, INC.

A handwritten signature in black ink, which appears to read 'Mark W. Peterson'.

Mark W. Peterson, P.E.

MWP/bp

cc: Nancy Magnus with attachments
Attendees

SRA ADVISORY PANEL MEETING

Route: LAKE - COOK ROAD

Meeting Location: WHEELING MUNICIPAL BLDG.

Date: 1/14/92

| Name | Representing |
|------------------|--------------------------------|
| Mark Peterson | Harland Bartholomew |
| Bob Hull | HBA |
| Carl Peter | Northbrook |
| MICHAEL KLITZKE | WHEELING |
| MARK WINECK | Wheeling |
| RICH STORR | IDOT |
| DAVE SEGGIN | Northwest Municipal Conference |
| Chuck Stenzel | Triton Consulting Engineers |
| Mark Schuetzmann | Arlington Hts |
| Thomas Pansot | Arlington Heights |
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MINUTES OF MEETING

LAKE COOK ROAD EAST STUDY
TRI-STATE TOLLWAY TO SKOKIE HIGHWAY
SECTION NO. 90-A5019-02-ES
JANUARY 16, 1992

RECEIVED
HARLAND BARTHOLOMEW
& ASSOCIATES, INC.
DEERFIELD, IL

JAN 22 1992

Time: 1:30 P.M.
Place: Village of Deerfield, Board Room
Attendance: See Attached Attendance Sheet

This was the third, and final, SRA Advisory Panel meeting for the referenced project. The purpose of the meeting was to discuss and obtain input on the improvement concepts and the Draft SRA Report for the project. Preliminary environmental considerations of the project were also discussed.

The Consultant began the presentation with an overview of the SRA planning objectives. The objectives mentioned were the identification of roadway improvement needs, right-of-way requirements, management of access to adjacent property, improvement of existing traffic operations, regional transit system improvements, and identification of the potential environmental concerns.

The Consultant presented an update of the Phase I study currently being conducted by Cook County. Topics discussed were as follows:

- The proposed Lake Cook Road alignment at Waukegan Road has been shifted to the south to minimize impacts to the properties north of Lake Cook Road.
- Modifications were made to the geometrics at the Lake Cook Road interchange with the Edens Expressway to provide dual left turn bays. The modifications were submitted to IDOT for review.
- Traffic signal interconnection would be recommended for three segments of the route: the Tri-State Tollway to Wilmot Road; Pine Street to Waukegan Road; and the Northbrook Court shopping center to the Edens Expressway.

The Consultant will be proceeding with a detailed cost estimate analysis, further environmental studies, and preparation of the Environmental Assessment and Combined Location/Design Report.

The Consultant presented the SRA Transit Recommendations. The Regional Transportation Facilities exhibit, which is included in the SRA report, was distributed. Existing transit facilities along Lake Cook Road include Metra rail service to stations in Northbrook and Deerfield, and four RTA bus routes operated by Pace. Future transit facilities proposed in the CATS 2010 TSD plan include the Wisconsin Central Railroad and the Middle Circumferential Transit Line. No specific corridors or transit types have been identified to date for the Middle Circumferential. In addition, the extension of the Skokie Swift rail service to the study area is included in the future transit plan.

Two possible transportation centers adjacent to Lake Cook Road were also discussed. The first was the proposed METRA station south of Lake Cook Road approximately 1/4 mile west of Waukegan Road. The second possible location is at the Skokie Swift extension near Skokie Boulevard. These centers would connect Metra, Pace, taxi, the Middle Circumferential, and possible future Personal Rapid Transit (PRT) serving the area. The Village of Deerfield is one of four locations being considered for a PRT system to possibly be constructed in the next five years.

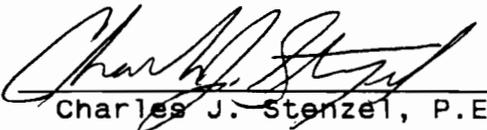
The Consultant also presented the preliminary environmental considerations of the project. Included were the SRA environmental considerations and preliminary Phase I environmental findings. Impacts discussed included:

- There would be no wetland impacts.
- Floodplain involvement would be limited to structure modifications at Pfingsten Road and Red Oak Lane.
- No Section 4(f) Lands would be impacted or acquired.
- No families would be relocated.
- One business would be relocated.
- No significant impacts to the community character along the route (e.g. community division).
- The character of the corridor would be adversely affected under the No-Action Alternative.
- Preliminary "worst-case" air quality analysis indicates pollution concentration will be within FHWA standards.
- Preliminary noise analysis shows two existing sites and two additional future sites are above the acceptable range of traffic-generated noise levels. In general, noise levels throughout the route would increase by 1 to 4 dBA under both the No-Action and Build Alternative.

Abatement measures to be investigated further are the effect of the existing wooden fences and construction of noise barriers on reducing traffic noise.

The project schedule was discussed. The SRA public hearing will be held on January 29, 1992 from 2:00 to 8:00 P.M. in an open house format. IDOT and their consultant, Harland Bartholomew and Associates, will be making the presentation. The public hearing for the Cook County Phase I study will be held in Spring, 1992. Final reports for both studies will be available after all public comments have been received and evaluated.

The meeting adjourned at 2:15 P.M.

By: 
Charles J. Stenzel, P.E.

CJS:t m

4.3 PUBLIC HEARING MINUTES AND RECORDED COMMENTS

A Public Hearing was held on January 29, 1992 to present recommended improvements to Lake Cook Road 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 cross sections. Also, a slide presentation was shown every half-hour during the hearing. This presentation included the scope and objectives of the SRA system; the relation of Lake Cook 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 also was present during the hearing to take oral comments, and written statements were accepted during the hearings. An additional period of 30 days following the hearings was provided for submission of written statements to the IDOT District One Offices.

Copies of the Public Hearing minutes, recorded comments and statements are contained in the following pages.



**INVITES YOU TO ATTEND
A PUBLIC HEARING**

CONCERNING:

**LAKE COOK ROAD
from US 12 (RAND ROAD)
to US 41 (EDENS EXPRESSWAY)**

**WEDNESDAY, JANUARY 29, 1992
2 p.m. - 8 p.m.
PHIL JOHNSON RESTAURANT
49 Waukegan Road
Northbrook, IL 60062**

PURPOSE OF HEARING:

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

A slide presentation will be shown every half hour 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 answer questions.

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

PURPOSE OF HEARING

- * To present the recommended improvements for Lake-Cook Road between US Route 12 and US Route 41 as part of the Strategic Regional Arterial System
- * To obtain public input

THE STRATEGIC REGIONAL ARTERIAL SYSTEM

- * Includes 1,340 miles of existing roads in northeastern Illinois
- * Intended to supplement the expressway system and provide for long distance travel across the region

SUMMARY OF RECOMMENDED IMPROVEMENTS

- * Between US Route 12 and Illinois Route 53 - two traffic lanes in each direction with continuous median, left turn lanes and coordinated traffic signals
- * Between Illinois Route 53 and US Route 41 - three traffic lanes in each direction with continuous median, left turn lanes and coordinated traffic signals
- * Interchange improvement at Illinois Route 21 - grade separation improvements at the Metra Milwaukee District and the Chicago & Northwestern Railroad

PROJECT 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 winter 1992.

QUESTIONS, COMMENTS AND INFORMATION

Written comments and recommendations may be submitted during the public hearing or may be sent to:

James C. Slifer, P.E.
District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096
Attention: Walter S. Kos, P.E.

All material from the public hearing, including any engineering data as well as written comments from interested individuals, 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.

**Summary of Public Hearing
Lake Cook Road Strategic Regional Arterial**

Wednesday, January 29, 1992

2 pm to 8 pm

Phil Johnson Restaurant

49 Waukegan Road

Northbrook, Illinois

A public hearing was held by the Illinois Department of Transportation to present recommendations for improvements to Lake Cook Road as part of the Strategic Regional Arterial System and to obtain public input.

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 recommendation. 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 hearing:

- Many concerns were expressed about the actual need to widen Lake Cook Road from four to six lanes between U.S. Route 12 (Rand Road) and U.S. Route 41 (Edens Expressway). Specific concerns and objections related to additional air and noise pollution, impacts to property values, inability to access Lake Cook Road from unsignalized side streets and that widening Lake Cook Road would attract additional traffic. Many attendees questioned why the Edens Spur could not be improved to divert traffic from Lake Cook Road, thereby precluding the need for widening.

- Many concerns were expressed about the extension of the Skokie Swift and the Middle Circumferential corridor future transit facilities. Many questions concerned the need and desirability of such facilities in the Lake Cook corridor.
- Questions were asked about the timing for construction of the recommended improvements.
- Support was expressed for the implementation of the interchange at Illinois Route 21, the interconnection of traffic signals and the construction of the two grade separations at the railroad crossings.
- Additional traffic signals at certain local streets accessing residential subdivisions were requested.
- Support was expressed for the construction of ramps to the north at the Interstate 294 (Tri-State Tollway) from Lake Cook Road.
- Many concerns were expressed about the specific impacts of additional right-of-way requirements on individual properties.
- Support was expressed for similar improvement type recommendations to the following parallel arterials: Willow Road, Dundee Road and Illinois Route 22 (Half Day Road).
- Support was expressed for the construction of ramps to the east at the existing half-diamond interchange at Illinois Route 43 (Waukegan Road) and the Interstate 94 (Edens Spur).

PUBLIC HEARING REGISTER

ATTACHMENT A

PUBLIC HEARING REGISTER LAKE-COOK ROAD

January 29, 1992

.. SRA Study Lake/Cook Road U.S. 41 to U.S. 12

| <u>Name</u> | <u>Representing</u> | <u>Address and Phone</u> |
|----------------------------|------------------------|------------------------------------|
| .. Bernice Tadelman | 135 Haeentbraan Dr. | Deerfield 945-4672 |
| .. Joseph J. Tadelman | " | " 1 |
| .. Allan Kirson | 1830 Lawrence Lane, | Highland Park, 831-2898 |
| .. Peter Friend | 185 Carlisle Ave | Deerfield, Ill. 945-7130 |
| .. Peter Oyama | 80 Ellendale Rd | Deerfield, IL 9457705 |
| .. Elaine Howard | 95 Greenbriar E., | Highfield 945-1985 |
| .. Kathleen Kellee | 29 Chestnut Rd | Northbrook 498-5374 |
| .. Garry Keller | 29 Chestnut Rd, | Northbrook, 498-5374 |
| .. Marilyn Johnson | 2006 Maplewood Rd., | Northbrook, IL 272-2806 |
| .. John A. Anaid | 1 COTTONWOOD | NORTHBROOK IL 272 4629 |
| .. Karen Castanza | 2049 Walnut | Cir - Oak 498-2119 |
| Tom / Edie Curtin | 36 CHESTNUT RD | NORTHBROOK 480-0627 |
| .. Maxine & Al Greenberg | 239 River Rd | Deerfield 945-9171 |
| .. Sue and Steve Kaplan | 40 W. Mulberry | Deerfield 940-0161 |
| .. Jody & Deborah Williams | 30 Birchwood Rd. | Northbrook 205-1664 |
| .. Evelyn Broome | 29 Ellendale | Deerfield, 945-0220 |
| .. Carl Lang | 207 Gladys Ct | Deerfield 945-1489 |
| .. Marty Marx | 89 Hemlock Ln | H.P. Ill 831 1444 |
| .. Ward C. Bourn | 1046 Williamsburg | Northbrook 272-1742 |
| .. M. Shanzji | 109 Chestnut | Northbrook 205-0372 |
| .. Dan Zimm | 20 unmarked | Northbrook 205-0509 |
| .. Pamela Narlock | 2000 Walnut Cir, | Northbrook ^{Ill} 272-4008 |
| .. Helen Narlock | 2000 Walnut Cir. | Northbrook 272-4008 |
| .. Sianraki Walthers | 205 Hickory Ct | Northbrook 498 6285 |
| .. Gina Sheppard | 205 Hickory Ct. | Northbrook 498 6285 |
| .. CYNTHIA GRALAPP | 1730 QUAIL CT. | ARLINGTON HTS 506-0363 |
| .. STEVE MIESZAK | 1315 MADE | ARLINGTON HTS 398-5831 |
| .. PAUL JOHNSON | 1920 Maplewood | Northbrook 498357 |
| .. Brian Weber | 6357 PFO Long | Deer 634-0190 |
| .. Gene Bourn | 1046 Williamsburg Dr. | NBK. 272-1742 |
| .. John Wilke | 694 St. Mary's | Bl. 537-1380 |

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| SRA Lake-Cook Rd U.S. 41 to U.S. 12 | | |
|-------------------------------------|-----------------------------|--|
| <u>Name</u> | <u>Representing</u> | <u>Address</u> |
| R.F. Morris | Resident | 120 Ellendale Deerfield |
| Scott Small | Resident | 90 Greenbriar E Deerfield |
| Paamara Radke | Resident | 1064 Cobblestone Ct. Northbrook |
| George B. Gibron | Resident | 35 Timber Hill Rd. Northbrook |
| Anne Winburn | Resident | 1933 Maplewood Rd Northbrook 60064 |
| SHEILA DELATRE | TERRAMERE HOMEOWNERS ASSOC. | 4156 TERRAMERE A.H. |
| WALTER DIPPING | RESIDENT | 1316 MEADE LN ARLINGTON H.S. |
| RICHARD HATES | Resident | 568 St. Marys PARKWAY D. F. Co. GLEBE. |
| Mingy R. Chay | Resident | 1248 Williamsburg Dr. N.B.K. |
| Leonard Leuh | Resident | 1150 Antique Lane, NB 60062 |
| Margie Freeman | Resident | 1150 Antique Lane, NB 60062 |
| Richard Kessler | Resident | 1253 Carriage Lane NB 60062 |
| Glance David | Resident | 85 Greenbriar E Dfld 60015 |
| Howard Sorker | Resident | 432 PINTAIL LN DFLD 60015 |
| Kurt Ahlers | Resident | 3 Hawthorn Ct P.G. 60089 |
| Diane Shachter | Resident | 20 Kimberly Ct Deerfield 60015 |
| Howard Shachter | Resident | 20 Kimberly Ct Deerfield |
| KI YONG CHANG | Resident | 1248 Williamsburg N.B.K. |
| Timothy B. Dotson | Resident | 242 Fox Run Dr NB 60062 |
| Susan P. Dotson | Resident | 242 Fox Run Dr NB 60062 |
| Doug Gerleman | Resident | 2949 Stonegate NB 60062 |
| RONALD SILBERT | Resident | 1338 Williamsburg, NB 60062 |
| Jacob Padrul | Resident | 46 Pine Tree Rd, NB 60062 |
| Mrs. SHARON P. MEYERS | " | 35 Pine Tree Rd, NB 60062 |
| James Tolman | Resident | 295 Cottonwood Rd, Deerfield 60015 |

PUBLIC HEARING REGISTER LAKE-COOK ROAD

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| SRA STUDY | LAKE/COOK ROAD | U.S. 41 to U.S. 12 |
|-----------------------------------|---|--|
| <u>Name</u> | <u>Representing</u> | <u>Address and Phone</u> |
| DAVE LIBERMAN | BRIARWOOD VISTA | 112 W. LAKE COOK P.O. 945-0123 |
| Pat Cohen Pat Cohen | | 4576 Deer Trail |
| DAMON O'HOPKIN | CITY OF HIGHLAND PARK | 1707 ST. JOHN'S 60860 |
| R.K. Luth | BRIARWOOD VISTA | 17 E. PEPPINDALE OAKFORD, IL 60015 |
| Mark Kulas | 3 Pinetree Rd | Northbrook 205-0508 |
| STEVE Rothbart | Winchester Ln. No. | 4548 Deer Trail |
| Phil Dittmar | CITY OF HIGHLAND PARK | 1707 ST. JOHN'S AVE H.P. |
| JAMES UGOLINI | CITY OF HIGHLAND PARK | 1707 ST. JOHN'S |
| JERRY HINDGREEN | BANK OF AMERICA | 625 DAVID R. HANSON 7-60221-4917-000 |
| Telen Czechowski | | 145 Cottinwood Northbrook |
| Ed Czechowski | | 145 COTTINWOOD NORTHBROOK |
| JACK R. GEORGEY | SELF | 331 Red Oak Lane Northbrook 272-8745 |
| John R. Alden | | 960 BURGESS BL 634-0342 |
| Liz Krebs | CB Comm | 948-6920 |
| Wanda Jean Blumstein | | 945-0805 |
| Hal Pettigrew | North Suburban E. Free Church - Bedford | 945-4630 |
| Jerry Hall | " " " " - Bedford | 945-4630 |
| Pat Summerbell | 3031 Glenbrook Countryside | 478 504 |
| Theresa Mitosz | NEHA | 12902 564-4963 |
| B. Mark | Williamsburg | |
| James Kaiser | | Box 1847, Long Grove 537-0065 |
| Richard Reddick | Melrose Park CS | 411 BIRCHWOOD RD 272-6744 |
| William Johnson | Property Owner - | Lake Cook Rd & Milwaukee Ave |
| Laurie F. Small | Briarwood Vista | 90 Granbriar E, Deerfield 940-0990 |
| DOTTIE SIZE | Wentworth Centennial | 255 LINDEN RD - 272-4214 |
| Janeke Zimmerman | Wentworth Centennial | 255 Coachmaker Dr. Northbrook |
| Earl Johnson | Glenbrook Countryside | 1851 Lake Wood Rd Northbrook 272-1862 |

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SRA - Lake/Cook Road U.S. 41 to U.S. 12

| <u>Name</u> | <u>Representing</u> | <u>Address and Phone</u> |
|----------------------------|-----------------------------|-----------------------------------|
| MR & MRS ROBERT LILLA | 2030 MAPLEWOOD RD | NORTHBROOK, IL 60062 |
| Liz McLean | EJM Engu | 411 S. Wells |
| Joanne Schradn | | 655 N Michigan |
| DENNIS DAL SANTO | 550 W ALGONQUIN APTS | PROE |
| Lily Ann DeWitt | 314 Red Oak Rd | NORTHBROOK |
| CHARLES J. DeWitt | 314 Red Oak Rd | Northbrook |
| ROBERT SULAK | 1220 RUDOLPH | NB 60062 |
| Andrea Davey | 114 Pine St | Deerfield 60015 |
| Alexander Petric | 1568 Oakwood Pl | Deerfield 60015 |
| Robert J. Auer | 127 Cottonwood Rd | NBK 60062 |
| Marsha Dittmer | 78 ELMWOOD | LINCOLNSHIRE 60069 |
| PAUL SULLIVAN | " | " " |
| Charlee J. Simon | 4531 Deer Trail | Northbrook, Ill. |
| Jolene Luth | 17 Fern Dale | Deerfield |
| BOBBIE BLOCH | 135 Cottonwood | NBK |
| B & E. Howard | 2110 Beechmont Rd | Northbrook |
| MICHAEL DONOVAN | TALMAN | 5501 SKEDZIE CHI. 60069 |
| FLOYD LOFCHIE | 1220 RUDOLPH RD | N, BC 60062 |
| LEONARD FRANK | 1250 " " " " | " " " " |
| Michael Kitzler - Waukegan | 255 W. Dundee Rd. | 459-2620 |
| Marlee Kozow | 1355 Kenilwood, | Everwood |
| MARIE POLWICK | 1600 OAKWOODS | NBK 564-2937 |
| Joe Boothe | 1 Waukegan Dr E | 945-2385 |
| Anita Boothe | 1 Waukegan | Deerfield 945-2385 |
| BEVERLY DOD | 914 N. MILWAUKEE AVE | Waukegan 520-4350 945-2908 |
| Mr. Mrs. DAN GARRANOYE | 33 E. FERNDALE | DEERFIELD |
| John Kyle | 10 Shoshie Hwy | 831-3313 |
| Rick Miller | 1801 to 1827 LAKE COOK POND | - HIGHLAND PARK 831-5329 |
| SAMOUR WEINBERG | LE PARC CONDO ASSN | LAKE COOK + LEXINGTON 541-4444 |
| DONALD P. SMITH | SELF | 421 Chicago Blvd 531-6745 |

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SRA - Lake Cook Road - U.S 41 to U.S 12

| Name | Representing | Address and Phone |
|------------------------|--------------------------------|---|
| GANE Krue | | 4213 N YALE ARL HTS 398-0042 |
| DICK MILLER | SELF | 615 CASTLEWOOD LN DEERFIELD |
| BERNARD PLOTZKA | WINCHESTER LN. NO HOA | 32 CARIBOU XING NORTHBROOK 60062 |
| GREGORY P. BOYSEN | VILLAGE OF BUFFALO GROVE | 51 RAUPP BLVD BUFFALO GROVE, IL 459-2547 |
| JOE PASQUESI | CITY OF HIGHLAND PARK | 107 ST JOHNS. H.P. IL 926-1185 |
| NATALIE TINARDO | | 1609 BIRCHWOOD ARLING |
| RICHARD COHN | SELF | 1015 Antique Ln, Northbrook |
| FRAN WEHMAN | NBK STAR | |
| William & Dorothy Fay | | 1744 WALNUT CIRCLE (312) 875-2451 |
| Bob Horne | Hornet Development | 55 W. Monroe Chicago |
| Alisa Zucker | Glenbrook Countryside resident | 20 Chestnut Rd 205-0509 |
| D.M. DOUGHERTY | VILLAGE OF LONG GROVE | 3110 RED, 634-9440 |
| Cal Lett | | 1932 Walnut Circle, Mbk |
| Mary Foley | Self | 76 Mulberry, D.F. IL. |
| R. gibson | Self | 3365 WILLOW RD. NBK |
| John Garrison | Self | 4 Pine tree PR. 272-3927 |
| Clyde E. Gardner | | 4 PINETREE RD. 272 3927 |
| Charles Boldt | | 30 Cottonwood 272 1910 |
| Jatruca Ann Coyne | | 314 Red Creek NB 272-5835 |
| Edwin A. Hennig | | 315 Hickory Ct 272 2941 |
| Diane B. Hennig | | 315 Hickory Ct 272-2941 |
| Suzanne C. Bericola | | 420 Bly, Industry Park, Culver's Cross 405-0044 |
| Liane Weber | | 4 Cottonwood 272-1346 |
| A. Modlinski | | 25 Timber Hill Buf. IL. 541-8569 |
| Jerry Sheeta | | 1515 WOODBINE CT Deerfield 945-8111 |
| VIVIANN Meyer | | 130 Birchwood Northbrook 272-2022 |
| Ken Meyer | | 130 Birchwood Northbrook 272-2022 |
| MR & MRS HANS RIESCHEN | | 2035 MAPLEWOODS NORTHBROOK 272-4201 |
| Wayne E. Ueff | | 2120 Beechwood Rd. NBK. 498-5487 |
| R.T. Mencke | | 245 Old Post Rd. NBK 291-8482 |

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| SRA Study Lake/Cook Rd U.S. 41 to U.S. 12 | | |
|---|---|--|
| Name | Representing | Address and Phone |
| .. DONALD J. CAMERON | 2041 BEECHMOUNT RD (GLENBROOK COUNTRYSIDE) | NORTHBROOK 272-0511 |
| .. DOROTHY POSPISIL | 1315 | 1315 CHURCHS 272-3497 |
| .. JERRY POSPISIL | 1315 BUFFALO GROVE | 1315 Church St 272-3497 |
| .. RAYMOND N. CHARLTON | PLAN COMMISSIONER | 962 Burgess C 634-0642 |
| .. Pat Jety | 307 | 307 Pine St 945-6489 |
| .. Martha Moskal | Glenbrook Countryside | 4115 W. 60th St SHERIDAN CTR RD Northbrook, IL |
| .. Joy Orlovsky | Four Winds | 4414 Four Winds NB 506-9468 |
| .. JEAN VAN VOORST | CREESIDE | 1311 MEADE, A.H. 272-8231 |
| .. LEE PETRY | GLENBROOK COUNTRYSIDE | 1947 BEECHMOUNT RD 4528 Deer Trail |
| .. MARK BETHHOLZ | Windsor Lane North | Northbrook, IL 559-1457 |
| .. Beryl Flom | League of Women Voters of Lake Co. | 2685 Edgewood Ln. 945- RIVERWOODS 60015 1937 |
| .. Jane Nathan | Foster North Shore Park | 1415 Lake Cook Rd Northbrook, IL 60062 |
| .. DAN WEBER | FIRST PIONEER OFFICE | 536 W. MARLENE RIVER FOREST, IL 60039 |
| .. Mr. Roger S. Herzog | Northbrook Resident | 1739 SETON RD 60062 |
| .. S. Monson | 97 Munnery Lane | Wendell, ILLINOIS 60015 |
| .. Barbara Moor | 390 Sunset Dr. | Northbrook, IL 60062 |
| .. Carol Zajac | 395 Le Parc Cir | Buffalo Grove 60089 |
| .. PATRICK O'NEILL | 1906 MAPLEWOOD | NORTHBROOK IL 60062. |
| .. MELVIN A. RETTMAN | 51 MULBERRY E | DEERFIELD, ILL. 60015 |
| .. Sue Pinsky | 891 Lawrence | H.P. |
| .. Anita Oliver | 212 Hickory Ct. | Northbrook, Ill. 60062 |
| .. Charles Oliver | 212 Hickory Ct. | Northbrook, Ill. |
| .. Helen D. Stephens | 265 Oak Park Rd. | Northbrook, Ill. |
| .. TAI SUN THYUN | 10200 Williamsburg | Northbrook, Ill. |
| .. Myrta Jean Hooper | 5 Wellington Rd | Northbrook, Ill. |
| .. Sandra Martine Plotkin | 9 Wellington Rd. | Northbrook, Ill. |
| .. Hans Weber | 232 SPRUCE RD, | NORTHBROOK, IL |
| .. Jean Johnson | 1851 Oakwood Rd. | Northbrook, Ill. |
| .. Debbie Miller | 100 S. Buffalo Grove Rd. | Buffalo Grove 520-8039 |
| .. Mark Scholtz | Village of Arlington Hts. | 33 S. Arlington Hts Rd Arlington Hts, IL 60007 |

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| Name | Representing | Address and Phone |
|-----------------------------|---------------------------|---|
| JACK KNORST | | 15 Birchwood Rd. 498-4493 |
| KATHLEEN Lynn ROSE | CATS | 300 W. ADAMS (312)-793-3484 |
| RICH MURREN | Wieland Morris | 567 Northgate Hwy 537-3990 |
| David Seglin | Northwest Municipal Conf. | 1616 E. Golf Rd. Des Plaines 296-9200 |
| DAVID POTTER | - | 336 Ridge Rd 831-0333 |
| Marion Godlowitz | - | 240 Raupp Blvd ^{BG II} 537-074 |
| S. Kalke | - | 1031 Cobblestone Ct - |
| Alan Miller | - | 617 Geri Ct Palatine 359-7640 |
| John B... | Winter Line Rd | 75 Caribou Crossing Nb 205-9322 |
| Audrey Friedland | - | 31 Timberhill Bk 511-6838 |
| RON KROOP | CITY OF HIGHLAND PARK | 1150 HALF DAY RD 926-1144 |
| Kent Street | Village of Deerfield | 850 Waukegan Road 945-5000 |
| Chelene E Well | Powwow Vista | Carlisle Ave |
| R.P. Zoby | " " | Muller Rd. |
| Peggy Engquist | Self | 1909 Birchwood, Arc. Hrs 708/394-5459 |
| Ted Sanders | League of Ill. Bicyclists | 49 Valley Road H.S. (708) 433-4015 ⁶⁰⁰³⁵ |
| Sandy from | | 322 Glenbrook, NB 272-2816 |
| State Rep. Grousemary Stern | | 559 Roger Williams HPK |
| RICHARD PERRY | | 1947 BECCANT RD NB |
| SCOTT ESSMAN | | 235 LINDEN RD NBK |
| Carole Nierakal | 1066 Williamsburg, NBK | |
| Mary Mater | Leradyne | 1405 Lake Cook Rd 940-9000 |
| Marcia Rubin | | 1064 Williamsburg Rd NB 498-2072 |
| Janis... | 4 Collingwood Rd. | 272-1346 |
| Giuseppe Roselli | 2145 BECCANT | TE. 291-5185 |
| MILLS J. TERIPPE | 1390 LEE RD NORTH... | 708 272-1997 |
| Clare & Ed Matzke | 2055 Beekmant Road | 708-272-1536 |
| Dorothy G. Petersen | 41 Birchwood Rd. | 272-3923 |

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| Name | Representing | Address and Phone |
|---|--------------------|---------------------------------|
| SRA Study Lake/Cook Rd U.S. 41 to U.S. 12 | | |
| Joanne Moroney | Le Parc | 585 Le Parc B.G. 708 520 4950 |
| Steve Silets | Wmbug Square | 265 Lee 708 772 770 |
| Alan Sural | Lake/Cook Rd. | 4552 Deer Trail 564-2781 |
| Barry D. ... | Winchester Ln N | 4552 Deer Tr. N.B. |
| Edward Stephens | 265 Old Post Rd. | Northbrook 911 |
| Mark Jansch | Wheeling | 459-2620 |
| Dennis L Monic | Northbrook | 498-6832 |
| JOHN HUMBER | Northbrook | 291-3588 |
| Theresa + Louis Kwalek | nrk- | 211 Red Oak Rd 272-763 |
| Beverly Hansen | 33 Cottonwood | nrk Glenbrook Country side |
| Buffalo Grove Prairie | | |
| Joyce Hogan | Stein + Co | 1751 Lake Cook - 564-5454 |
| RICH GROH | STEIN & CO | 1751 LAKE COOK 564-5454 |
| Mary Jayme | Dienerhurst | 2014 Walnut Circle, Countryside |
| Robert W Hansen | 33 Cottonwood | " " " |
| Jann Portman | 1777 Lawrence Ln | H.P. 831-1777 |
| Frances Reynen | 2015 Oakwood Rd | 272-8800 X 3145 |
| Lawrence + Doris Borst | 99 Carbon Crossing | (708) 291-9858 |
| Northbrook, Ill. | | |
| Barbara Hitzman | 10 Demlock Ln. | (708) 831-3302 |
| Mary G. Cox | 1911 Oakwood Rd. | (708) 498-2113 |
| RICHARD COLLINS | 4502 DEER TRAIL | NORTHBROOK |
| Paul Cox | 1911 OAKWOOD ROAD | (708) 498-2113 |
| PLASSY LIU | 3 CARIBOU XING | 564-3123 |
| Yen Y. Liu | 3 CARIBOU XING | 564-3123 |
| Mr. + Mrs. Steele | 240 Old Post | nrk 498 2121 |
| Ed Choroski | 582 WILMINGTON | Wheeling 6090 940-3554 |
| Christopher Baker | 1476 Berkley Ct. | Deserfield 948-0927 |
| LAURENCE A. DONOVAN | 717 WESTGATE RD | DESERFIELD 66015 (708) 945-7207 |
| Den Lomanen | 904 Countryhome | Rolling Grove |
| Bonny Marie Kawell | 1733 Oakwood Rd | NR 272-5763 |
| Leonard Kawell | 1733 Oakwood Rd | NR 272-5763 |

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| STRA Study | Lake/Cook Rd | U.S. 41 to U.S. 12 |
|--------------------------------------|---|--|
| <u>Name</u> | <u>Representing</u> | <u>Address</u> |
| RAY LAKOSKE | | 232 COTTONWOOD RD |
| Earl Sebes | Buffalo Grove Metro Transportation Commission | 654 Patton Buffalo Grove |
| ANNA VICIAN | | 1834 WALNUT CIRCLE |
| MR. & MRS. HENRY BAEM | | 50 Hemlock H. P. Northbrook |
| Rosette Taulian | Residence | 246 Coachmakers Dr Northbrook |
| Robert & Laruen | | 2010 Maplewood Northbrook 60062 |
| (Mr. & Mrs) Lawrence & Carolyn North | | 1849 Walnut Cir. " 60060 |
| Mr. & Mrs. James Phillips | | 2033 Walnut Cir. Northbrook |
| Barbara Smith | | 218 Laurel Northbrook |
| Dick & Muriel Pearson | | 1945 Beechnut Rd. Nrbk. 60062 |
| Judith Bull | | 2124 TANGLEWOOD CT., HIGHLAND PARK, IL 60035 |
| FRANK MATES | ANGUS CHEMICAL CO | 2211 SANDOZ NORTHBROOK 60062 |
| Judith R. Frazz | | 1025 Antiques Northbrook, IL 60062 |
| Genevieve DeFoe | | 5 WELLSINGTON RD. N.B. IL 60062 |
| Nancy M. Szala | | 1315 Meade, Oak Hts 60004 |
| RICHARD PEARSON | | 1945 BEECHNUT NORTHBROOK 60062 |
| GILBERT NICHOLSON | | 1061 WILLIAMSBURG, NPB 60062 |
| Marsha Schwartz | | 4204 Yorkshire Ln, NPB 60062 |
| Udella Newman | | 20 Northbrook H. P. 60062 |
| JIM STONE | | 2046 MAPLEWOOD RD NPB 60062 |
| Joe Skolmoski | | 1035 Williamsburg Dr " " |
| Jean Skolmoski | | " " " " |
| SHARON BELMONT | | 1945 MAPLEWOOD NB 60062 |
| GREG BELMONT | | 1945 MAPLEWOOD NB 60062 |
| PATRICIA GUINTA | | 2029 BEECHNUT NB 60062 |
| SAM GUINTA | | 2029 BEECHNUT NB 60062 |
| BARBARA K. Little | | Village of Deerfield 465 Elm 60015 |
| Helen Nordhaus | | 1845 Beechnut NB 60062 |
| CHRIS CZACHOWSKI | | 305 Hickory Ct NPB 60062 |
| Kim Czachowski | | 305 Hickory Ct. NB 60062 |

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| Name | Representing | Address |
|---------------------------|----------------------|--------------------------|
| SRA Study | Lake/Cook Rd. | U.S. 41 to U.S. 12 |
| OSCAR ADLER | BRIANWOOD VISTA | 59 EASTWOOD D.F. |
| BARRY SCHNEIDER | SELF | 159 HYACINTH D.F. |
| ELLEN HILL | KILMER SCHOOL PTO | 486 ST. MARY'S B.G. |
| Heather Newman | | |
| Andrea Terben | 195 River Rd | D.F. |
| Sarah Apple | 289 Ridge Rd | H.P. |
| Judy McCann | 2040 Maplewood Rd. | N.B. |
| Kerry Kain | 523 KINCASP | Highland Park 60035 |
| Jane Malley | 1201 Gordon | D.F. |
| Barbara Belman | 223 Red Oak | Nbk. 60062 |
| Vladik Belman | 223 Red Oak | Nbk. 60062 |
| David Skramner | 28 Chestnut Rd | Northbrook 60062 |
| Janice David | 332 Powder Horn | Northbrook 60062 |
| Michael A. Schuler | 2034 MAPLEWOOD | N BRook 60062 |
| M. Thomas Dosh | 13 Crestview Terrace | Buffalo Grove 60089 |
| Jeddy & Howard Goldman | 1930 Maplewood Rd | Northbrook 60062 |
| SARALON A. BAITMAN | 85 W. MULBERRY RD, | DEERFIELD 60015 |
| MARLENE BAITMAN | 85 W MULBERRY RD, | DEERFIELD 60015 |
| LIVE ZIMMERMAN | 1925 WALNUT CIR, | NORTHBROOK 60062 |
| Debbie Zimmerman | 1925 Walnut Cir, | Northbrook 60062 |
| Michael Finestone | 1950 MAPLEWOOD LN | NORTHBROOK 60062 |
| MICHAEL GOLDEN | 1130 WILLIAMSBURG | Northbrook 60062 |
| SCOTT ROSENBERG | 405 LONGMEADOW RD | NORTHBROOK 60062 |
| R Wilen | 13 Forestway Dr. | Deerfield 60015 |
| Bill Baltus | TMA Lake Cook | one Baxter Parkway 60015 |
| Shelley Powell | 22 Ferndale Rd | Deerfield 60015 |
| Kim & John Engel | 2046 MAPLEWOOD | NORTHBROOK 60062 |
| Debby Tucker | 1175 Lake Cook | NBrk 60062 |
| Charles G. Dutook | 1818 OAKWOOD RD. | N.B. 60062 |
| Camen H. Dutook | 1818 Oakwood Rd | N.B. 60062 |

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| <u>SRA Study</u> | <u>Name</u> | <u>Representing</u> | <u>Address</u> |
|------------------|------------------------|---------------------|-------------------------|
| | Jane mundt | 1 Crestview Terrace | Buffalo Grove, IL 60089 |
| | MARC F. MUNDT | 1 CRESTVIEW TERR. | BUFFALO GROVE, IL 60089 |
| | Jimi FLOSCIT | 115 Pine St | DEERFIELD |
| | Debbie Limer | 1101 Wildberry | Wheeling IL 60090 |
| | Steve Limer | " | " 60090 |
| | Irene Slusarenko | 215 Lee Rd. | Northbrook 60062 |
| | Estee Jullinger | 331 Powderhorn Rd | Northbrook 60062 |
| | Keith Weiss | 806 Kingsley Dr. | Arlington Hts 60004 |
| | Lena Guind | , Cottonwood Rd | Northbrook IL. |
| | Gloria OLIVER | 225 Hickory Ct | N.B 60062 |
| | Merte Grollman | 1811 Lawrence Ln | H.P. 60035 |
| | Ron Grollman | 1811 Lawrence Ln | H.P. 60035 |
| | Muriel Berger | 39 Caribou Crossing | Northbrook 60062 |
| | Mary Berger | 39 Caribou Crossing | N.B. 60062 |
| | Lou Souler | 332 Powderhorn Dr. | " 60062 |
| | Maisha Kusyka | 216 Hickory Ct. | N.B 60062 |
| | MITCHELL LITZMAN | 10 Hemlock Ln | H.P. 60035 |
| | Gayle Kantro | Northbrook Court | Northbrook, 60062 |
| | Sherry O'Shea | 694 St. Marys Pk | Buffalo Gr. 60089 |
| | ARLENE BRODELL | 1235 CARRIAGE LN. | NORTHBROOK 60062 |
| | Robert Brodell | 1235 Carriage Ln | Northbrook 6062 |
| | Jitu Dhanva | 323 Powderhorn | NORTHBROOK 60062 |
| | Rene + Stanley Dushman | 229 Fox Rd | Northbrook 60062 |
| | Jeff + Carolyn Graham | 15 Acorn Ln. | Highland Park 60035 |
| | Carol Doherty | 245 Old Post Rd | Northbrook 60062 |
| | KEN + SUE DOERING | 131 RED OAK | NORTHBROOK 60062 |
| | GREG WERNISCH | 653 BLACKSTONE PL. | HIGHLAND PARK 60035 |
| | Jan Wilson | 1140 AVENUE | NORTHBROOK 60062 |
| | Shirley Davis | 1926 Walnut | Northbrook 60062 |
| | Bob Davis | " | " |
| | Laura Wendell | 63 Semberhill Rd | BF IL 60089 |
| | REUBEN KRUGLY | 1933 MAPLEWOOD | NORTHBROOK 60062 |

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SRA Study Lake-Cook Rd U.S. 12 to U.S. 41

| <u>Name</u> | <u>Representation</u> | <u>Address</u> |
|------------------------|------------------------------------|---------------------------|
| CARL ZIENTY | RESIDENT | 315 Cottonwood Rd. N.B. |
| Marlene Levine | Resident | 1074 Cobblestone Cir BG |
| HARRY SWIGGA | " | 2045 WALNUT CIRCLE |
| RODNEY LAURENT | " | 354 GLENDALE RD |
| Michelle Perkins | " | 354 Glendale Bg |
| ART WULF | ✓ | 3948 RUTTERS N.B. |
| Paul Newell | ✓ | 1190 Whigan Rd Riverwoods |
| Donald Hedlund | RESIDENT + BG PARK Commissioner | 39 Timberhill Bg |
| Connie Hedlund | Resident | 39 Timberhill BG |
| SHERICA PESKIN | " | 1034 ANTIQUE W. N.B. |
| RICHANA ROSENBERG | " | 34 GREENBRIAR A.F. |
| DOMENICO ORLANDO | " | 32 CHESTNUT RD |
| Tom + Betty Shouder | Resident | 9 Crestview BG. |
| Robert PETRIKOR | 1 District | |
| Carson + Shari MARRITT | RESIDENT | 720 PULASKI CIR B.G. |
| A. J. Nordin | Resident | 76 St. Mary's Run BG. |
| Alice J. Ellis | Resident | 337 Glendale Rd Bg |

SLIDE PRESENTATION NARRATIVE

ATTACHMENT B

LAKE COOK ROAD SRA
PUBLIC HEARING SLIDE PRESENTATION

- | | |
|--|---|
| 1 – IDOT Logo | Welcome to this Public Hearing. The Illinois Department of Transportation is pleased to present recommended improvements for Lake Cook Road between U.S. Route 12 (Rand Road) and U.S. Route 41 (Edens Expressway) as part of the Strategic Regional Arterial System. |
| 2 – Lake Cook Rd. Location Map | |
| 3 – SRA Logo | 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. |
| 4 – SRA System Map (CATS) | |
| 5 – Operation GreenLight Logo | 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. |
| 6 – View of Expwy Congestion | |
| 7 – View of Arterial Congestion | |
| 8 – View of Transit Interface | 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. |
| 9 – 8-point program list | 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. |
| 10 – SRA Route Type Map | 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. 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.

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 Lake Cook 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.

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 and Year 2 Routes

16 – SRA Objectives

- 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 Lake Cook Road studies have been carried out over the past twelve 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 – Lake Cook Rd.
Location Map**

Lake Cook Road is designated as a Strategic Regional Arterial between U.S. Route 12 (Rand Road) to U.S. Route 41 (Edens Expressway), a distance of 13 miles. The route passes through the communities of Arlington Heights, Long Grove, Buffalo Grove, Wheeling, Riverwoods, Northbrook, Deerfield and Highland Park. The Cook County Highway Department is the agency with jurisdiction over Lake Cook Road.

**19 – Regional
Facilities Map**

Lake Cook Road intersects with four other SRA routes: U.S. Route 12 (Rand Road), Illinois Route 83 (McHenry Road), Illinois Route 21 (Milwaukee Avenue) and Illinois Route 43 (Waukegan Road). Lake Cook Road has interchanges with three existing expressways: Illinois Route 53, Interstate 294 (Tri-State Tollway) and Route 41 (Edens Expressway). One commuter rail line presently crosses Lake Cook Road. It is for the

Metra Milwaukee District and there are stations for this rail line in Northbrook and Deerfield.

The 2010 Transportation System Development plan prepared by the Chicago Area Transportation Study identifies one major highway project and two major transit projects which will impact the Lake Cook Road corridor. The major highway project is the Lake-Will North Expressway which would extend north from the existing terminus of the Illinois Route 53 expressway. The first transit project is the Wisconsin Central Railroad, which would intersect Lake Cook Road between Illinois Route 83 and Illinois Route 21. The second transit project is the 37-mile long Middle Circumferential Corridor, which would run parallel to Lake Cook Road and then run south through northwest Cook County and east-central DuPage County.

- **Typical Suburban Cross Section**

Lake Cook Road is classified as a Suburban Strategic Regional Arterial Route, for which a minimum of three through lanes in each direction with at least a 120-foot wide right-of-way are desirable. In general, the existing roadway configuration provides for two through traffic lanes in each direction. The Cook County Highway Department has several ongoing roadway projects planned for future implementation along Lake Cook Road. These projects and their recommendations have been adopted as the Strategic Regional Arterial recommendations for Lake Cook Road.
- **Major Roadway Improvements**

The recommended roadway configuration for Lake Cook Road between U.S. Route 12 (Rand Road) and Illinois Route 53 is two through lanes in each direction. The recommended roadway configuration between Illinois Route 53 and U.S. Route 41 (Edens Expressway) is three through lanes in each direction.
- **Major Intersection Improvements**

Major intersection improvements, including dual left lanes, are recommended at the intersections of U.S. Route 12 (Rand Road), Arlington Heights Road, Buffalo Grove Road, Illinois Route 83 (Old McHenry Road), Weiland Road, Sanders Road, Wilmot Road, Pfingsten Road, Illinois Route 43 (Waukegan Road) and Skokie Boulevard.
- **Other Major Improvements**

Other recommended major improvements for Lake Cook Road include the construction of an urban diamond interchange at Illinois Route 21 (Milwaukee Avenue) and construction of ramps providing access to and from the north at the Lake Cook Road interchange with Interstate 294. Construction of grade separated underpasses for Lake Cook Road at the Metra Milwaukee District Rail Line and at the Chicago & North Western Railroad are also recommended.

RECORDED ORAL COMMENTS

ATTACHMENT C

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IN RE: THE ILLINOIS DEPARTMENT OF TRANSPORTATION
PUBLIC HEARING FOR THE RECOMMENDED IMPROVEMENTS
FOR LAKE COOK ROAD BETWEEN U.S. ROUTE 12 and U.S.
ROUTE 41 AS PART OF THE STRATEGIC REGIONAL ARTERIAL
SYSTEM. JANUARY 29, 1992

1 MRS. ZUCKER: My name is Alisa Zucker, 20
2 Chestnut Road in Northbrook.

3 We border Birchwood and Lake Cook, and I
4 want to go on record saying that I don't approve of this
5 expansion. It's going to eat up some of our property, and
6 it's going to lower the value of my home.

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10 MR. KNORST: Jack Knorst, and I'm opposed to
11 widening Lake Cook Road into six lanes through the
12 residential area that's east of Waukegan Road.

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16 MR. GODLEWSKI: Mario N. Godlewski from Buffalo
17 Grove, and I'm against it.

18

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21 MR. COHN: My name is Richard Cohn, Antique Lane,
22 Northbrook.

23 Although I support certain elements of this
24 plan, especially railroad crossing improvements, I am

1 opposed to making Lake Cook Road a major transit artery
2 and therefore am opposed to the widening of Lake Cook Road
3 to six lanes and also to the implementation of a railroad
4 line through to Northbrook, which we call it the northeast
5 Northbrook area. Thank you.

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9 MR. HORNE: Bob Horne with Homart, and we favor
10 the expansion to six lanes specifically from the tollway
11 to Milwaukee Avenue.

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15 MR. HENNIG: Edwin Hennig, 315 Hickory Court,
16 Northbrook.

17

18 If it goes through, I'd like to see them
19 move a traffic light, the one at Pine Tree, have them move
20 it south to Beechnut -- I'm sorry, that was Chestnut, have
21 that one moved to Pine Tree and a new one installed at
22 Pine Tree. That would help the people across the street
23 in Deerfield. I believe that's Mulberry over there. I
24 forgot the name, but anyway that would be a help.

24

And then why can't they make arrangements

1 with the tollway spur to exit and enter at the Tri-State
2 at Lake Cook Road?

3 That would save the cost of eight or nine
4 new bridges, and eliminate tolls on that section and just
5 have an even, smooth flow of traffic from Edens to Lake
6 Cook or Lake Cook to Edens in the mornings or evenings,
7 whatever the traffic pattern is. In fact, I think that's
8 about 20 years too late.

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12 MR. PLOTZKER: My name is Bernard Plotzker, and
13 I'm representing the Winchester Lane North Home Owners
14 Association, and we're very, very disturbed about the
15 impact that this would have on our complex.

16

17 There are a lot of questions unanswered.
18 Number one, the funding. There has been no explanation of
19 where the funding will be coming from. They're not sure.

20

21 Number two, that part of this takes in Lake
22 County on the north side of Lake Cook Road, and that Cook
23 County evidently is going to be funding the whole item.

22

23

24

We are not very happy with when they say
they would be taking ten feet of our property. They did
not say they would be taking the easement plus ten feet,

1 which would really eat into our complex.

2 There are many, many things that are not
3 explained, and plus in this time where tax money is very,
4 very short and everything else, they're undertaking a
5 major, major thing and not very many people are happy with
6 it.

7 People in Lake County will be benefited by
8 it for the most part, and it seems that they would be no
9 part of this unless there are state funds given for this.

10 Four Winds complex just to the east of our
11 complex is in the process of building townhomes, and if
12 the ten feet were taken from them, the cars would be going
13 right past our front windows, and yet permits were given
14 to them for building after they knew this was going up,
15 and we don't think that's good planning at all. In fact,
16 we think somebody is very negligent. That is my
17 statement. Thank you very much.

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21 MRS. CONSTANCE: Anne Constance, 2055 Beechnut,
22 Northbrook, Glenbrook Countryside, right here.

23

24 Well, I used to work at the Tollway North
Office Center, and I had to travel Lake Cook Road everyday

1 back and forth to work, and every time a train would go by
2 or a freight train, that would build up so much traffic,
3 that it would take ten, fifteen minutes before everybody
4 could get moving, and now Lake Cook Road is much, much
5 busier than it was when I traveled it going west.

6 Now, I work going the other direction east,
7 and while I used to work at 40 Skokie Boulevard, which is
8 the corner of 40 and Skokie Boulevard, then I had to
9 travel Lake Cook Road in the opposite direction for two
10 years, and that underpass is even worse than the Milwaukee
11 Road underpass. That's where you really get backed up,
12 and my suggestion is not to widen Lake Cook but to do
13 that. That would alleviate a lot of the problem, and I
14 know because I am a traveler on that road -- or was.

15 Now, I work off of Dundee Road, and we have
16 the same problem. There is an underpass there, you know,
17 the same as here, and they should put one in there, too,
18 but they're not concerned with Dundee Road. Well, they
19 should put an underpass on Dundee Road, too, near Skokie
20 Boulevard, that road station, and that's all. That's
21 really about it.

22 If they have to widen the road too, I guess,
23 they'll have to widen that, but I don't see how that's
24 going to solve anything. Thank you very much.

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3 MR. ESSMAN: My name, as a registered voter, it's
4 William Scott Essman. I live at 235 Linden Road, and I'm
5 right in the subdivision here in Northbrook.

6 It's ineffable, the traffic sometimes here
7 is unbearable, and I think we're going to have more
8 traffic. I think the six-lane idea is a good idea.

9 I would, however, like to see an interchange
10 for the Edens spur maybe at Pfingsten, or unless you can
11 get on -- I think the way the interchange is at 294, I
12 don't think that's possible, but it would be would be nice
13 if they had an interchange at Edens spur or somewhere
14 along Pfingsten, something like that, and I think it looks
15 like a good plan, and I think -- it's like they say in the
16 service, you can't put ten pounds of crap in a five-pound
17 bag. I think it's kind of inevitable anyway. Thanks.

18
19 * * * * *

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21 MRS. RUBIN: Marsha Rubin. The address is 1064
22 Williamsburg Drive, Northbrook, 60062.

23 Okay, my comments concern developing the
24 spur to a greater advantage. There should be four-way

1 entrances and exits to the spur to the Edens and between
2 the spur and 294, and the exit from the spur onto Waukegan
3 should go both north and south. Then it's really not
4 necessary to widen Lake Cook to move the people from the
5 western suburbs to the Edens when you have the existing
6 spur.

7 If the spur was fully developed, there would
8 be no necessity in widening Lake Cook and all the trauma
9 that's going to cause, that there still is definitely a
10 need to go under the railroad tracks just west of Skokie
11 Boulevard on Lake Cook.

12 That plan has been on hold for a number of
13 years and certainly is still needed, and the lights along
14 Lake Cook should definitely be timed, but my objection,
15 and I think many others, is to widening Lake Cook between
16 294 and the Edens. Development of the spur would better
17 facilitate the matter.

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21 MRS. COYNE: Pat Coyne. I live at 314 Red Coach,
22 Northbrook, Illinois, 60062.

23

24 I'm saying that Lake Cook Road should not be
widened to three lanes in each direction. There are about

1 four reasons the overpass will increase the traffic flow.

2 Number one, the traffic light improvements
3 will also increase the traffic flow.

4 Number two, corporations on Lake Cook Road
5 should stagger their start-and-stop hours of employment
6 and that will alleviate or stretch out the vehicular
7 traffic.

8 Number three, Willow Road is also a road
9 that hits 94 and Edens Highway and 53, and that should be
10 made into a four-lane highway instead of Edens and Lake
11 Cook Road being made into a six, so I don't want a
12 Edens-type highway on Lake Cook Road.

13 Regarding the Skokie Swift, we have train
14 stations in Braeside, Highland Park, which is on Lake Cook
15 Road. We have a train station on Deerfield, and we have
16 another train station in Northbrook. We don't need any
17 more train stations. Thank you very much.

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21 MRS. DITTMER: Marsha Dittmer, 78 Elmwood Lane,
22 Lincolnshire, Illinois.

23

24 Why don't you put north and south
interchanges connecting the Tri-State to all the east-west

1 streets especially between Lake Cook and 22?

2 * * * * *

3 MRS. COHEN: Northbrook, Lee Cohen.

4 I think it's too busy now. It's too noisy,
5 and I think it would lower our property. I'm very much
6 against it, and this woman is shaking her head, yes,
7 really very much against it because, if they would have
8 told us this before we bought, I never would have bought
9 there. You want to say anything?

10 MRS. SIMON: I feel the same way. I feel the
11 same way. I don't know what else to add. I live in the
12 same complex she does. Charlene Simon.

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16 MRS. LOLCH: Bobbie Lolch, 135 Cottonwood,
17 Northbrook, which is Glenbrook Countryside.

18 I think that widening Lake Cook to six lanes
19 is not the answer. I think if they were to create a
20 connection at the spur, get us to Edens off the tollway
21 and get people from Edens to the tollway, that they would
22 alleviate a lot of the cars that travel Lake Cook Road. I
23 think that widening Lake Cook is an invitation for more
24 cars and more problems.

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MR. BOOTHE: Joe Boothe, One Waukegan Road. I'm at Joe's Amoco & Food Shop, and I prefer not to have the construction going on.

What I've heard of it, it's going to really interrupt a lot of our businesses and so forth, and it's going to be a disaster I think around here.

MRS. BOOTHE: I'm Anita Boothe, One Waukegan Road, Joe's Amoco, and we prefer not to have it.

* * * * *

MR. PETRY: Richard Petry, 1947 Beechnut, Northbrook.

I'm opposed to the plan as presented. I believe there are alternate proposals that should be considered which in my opinion would alleviate or eliminate the need to widen Lake Cook to six lanes as presented or as scheduled. Opposed. Thank you.

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1 MR. LILLIA: My name is Bob Lillia. I'm a
2 resident at 2030 Maplewood Road in Northbrook, 60062.

3 As an interested person here, my property
4 will be directly affected by this. My property backs out
5 to Lake Cook Road, and I've been a resident here for 40
6 years, and at one time I could sit in my backyard, and
7 even now with the four lanes here I can't sit in my back
8 any more because of the fumes, and now they want to expand
9 it to six lanes. It's going to take so much of my
10 property.

11 And, fortunately, I don't have any children,
12 but there are little children, and these people over here
13 coming through sometimes in summertime they don't keep
14 their trash in the car, they throw it over the fence; and
15 as an interested party and a property owner here, I'm very
16 concerned about this. Thank you.

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20 MRS. PETRY: Lee Petry. I live at 1947 Beechnut
21 Road.

22 Okay, I have a number of things. First of
23 all, I'm out on Lake Cook Road every morning early, and
24 there is a steady stream of traffic eastbound all headed

1 for Edens. Unless this proposal includes hooking the
2 Edens spur up at the Tri-State, it has no meaning
3 whatsoever. It's only going to make things worse.

4 When they made the Lake Cook I-294
5 interchange, they connected to the wrong road. They
6 should have connected to the Edens spur. All they did by
7 putting the interchange there was to put more traffic on
8 Lake Cook Road.

9 My feeling is that if you connect the spur
10 to Lake Cook Road at the Tri-State, you will eliminate the
11 need to make Lake Cook Road six lanes east of the spur.
12 It can be four lanes back here because most of the traffic
13 will take the spur over to Edens.

14 Unless this proposal has included a full
15 survey of all the businesses in the Sky Harbor Industrial
16 Park, as well as all the Deerfield businesses along Lake
17 Cook Road, then you really don't have a handle on where
18 traffic is going.

19 I work in the Sky Harbor Industrial Park,
20 and I know that no attempt has being made to survey our
21 company, which is very large, and the tollbooth on the
22 Tri-State at Deerfield Road should be moved further north
23 to ease the bottleneck of the connection with the spur to
24 the Tri-State. That will make a big difference.

1 Also, in this area between Skokie Highway
2 and the Tri-State, you're going to be encroaching on
3 long-standing residential property, people who have been
4 here for literally 30 to 40 years. West of the Tri-State
5 this isn't true, and my feeling is very strong that the
6 six-lane expansion should occur only west of the Tri-State
7 and not east.

8 The Northbrook master plan shows Pfingsten
9 Road to be made four lanes, and with that in mind, it
10 could easily connect to the spur along yet another place
11 for traffic to get back and forth to Edens.

12 It also calls for an expansion of Lee Road
13 over the tollroad spur. It's part of the Northbrook
14 master plan, and that should be implemented. Again,
15 that's another way to get people off of Lake Cook Road. I
16 think that's about it. Thank you.

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20 MRS. MEYER: Vivian Meyer, 130 Birchwood.

21 I live in this subdivision right next to
22 Lake Cook Road, and I'm entirely opposed to widening this
23 street, and I don't see why we couldn't just put the two
24 underpasses in and the spur from the tollway to Edens, and

1 I think that that would eliminate the need for all of this
2 east of the tollway.

3 It just would be too much traffic and mess
4 up our neighborhood and our lives and just be terrible.
5 Okay, thanks.

6

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9 MRS. PETERSEN: Dorothy Petersen, 41 Birchwood
10 Road, Northbrook, Glenbrook Countryside.

11 I'm against all the traffic and widening of
12 the road and feeling sorry for the people that have their
13 property condemned and given nothing for their property,
14 and we've just gone through all this construction this
15 past summer, and now they're going to start again. That's
16 about it.

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20 MRS. GARRAMONE: Mrs. Garramone. I live in
21 Deerfield, not really crazy about the widening of Lake
22 Cook Road because my yard is up to Lake Cook Road, and I
23 think there is a lot of traffic on there now, not enough
24 to where it's bothering me, but there is enough traffic

1 there now; and if this is going to incur more, then I
2 don't think it should happen.

3 You know, as far as the underpass by the
4 railroad tracks, I think that's a great idea because it
5 may alleviate some traffic.

6 I know I've been stuck there many times when
7 I have to wait for the train to go by, although it's never
8 been a real problem, and the opening of the tollway going
9 north would be nice, but I'd have to find out what it
10 means, what homes would be affected because I'm real
11 considerate of other people's feelings as far as their
12 homes and things like that, and they may not want to be,
13 you know, removed, so that all comes into consideration.

14 So, whatever happens here, I'm all for
15 helping; but if it is going to hurt anybody in the
16 process, home owners, I mean, in Deerfield and other
17 areas, then I'm not for it, and I may change my mind. I
18 don't know. I have to learn more about this, but so far
19 that's how I feel.

20 We live in an area that's nice and quiet
21 and, you know, homey; and if this is going to create more
22 traffic from people in outlining areas that don't know our
23 area, don't live here, then I'm not for it either.

24

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3 MR. ROTHBART: My name is Steve Rothbart. I live
4 at 4548 Deer Trail in Northbrook, and the problem with
5 this whole plan is my backyard is facing Lake Cook.

6 We have a landscaping firm that does a
7 pretty good job of alleviating the noise and giving us
8 some protection against cars like jumping a curb. There's
9 about an eight-foot berm.

10 If they take 10 to 15 feet off of my
11 property in the back -- I have children, too -- our home
12 owners association, you're not allowed to put up any type
13 of fence, so if the state goes ahead and takes its ten,
14 fifteen feet, it will put the traffic lane closer in my
15 backyard. I'll have no protection against any motorist,
16 and the noise barrier would be eliminated, so I'm totally
17 against this unless they're willing to put up some type of
18 concrete barrier or an aesthetically pleasing, earthen
19 berm, wood fence.

20

21 * * * * *

22

23 MRS. ORLOWSKY: My name is Joy Orłowsky, and I
24 live in the new Four Winds development.

1 We just bought there three months ago and
2 moved here from Buffalo Grove where the traffic congestion
3 was ridiculous; and when we bought, it was almost a year
4 ago that we bought, one of the things that we asked the
5 builder was if there was any intention of widening Lake
6 Cook Road, and he said, "Absolutely not."

7 We've lived in the house three months, and
8 there are already stress cracks in our bedroom. If they
9 widen Lake Cook Road another ten feet, it will practically
10 be through our bedroom, and what I don't understand in
11 this whole thing is how they could possibly think of
12 widening Lake Cook Road to six lanes and make it a
13 thoroughfare when they aren't considering widening
14 Deerfield Road or 22 which would eliminate the traffic in
15 Buffalo Grove which is where it is there, where all the
16 development is now going on at the north end of Buffalo
17 Grove, which is north of Deerfield Road and much closer to
18 Half Day Road.

19 Deerfield Road at one point is two lanes,
20 and Half Day Road is no better, and I think the traffic
21 congestion should be alleviated much better if they widen
22 the northernmost east-west streets and not turn Lake Cook
23 into six lanes.

24

1 * * * * *

2
3 MR. MILLER: My name is Rick Miller, and my
4 address is 1827 Lake Cook Road in Highland Park, and I
5 also own the vacant corner -- it's the northwest corner of
6 Lake Cook Road and Ridge Road where the proposed new
7 development has been approved that I plan on building.

8 My concern is the plans to widen Lake Cook
9 Road and questions about right-of-way and if there is
10 additional right-of-way there that is going to need to be
11 taken in front of my property; and, however, if they do
12 widen it, it would go on the north side of the street and
13 this will interfere with my development plans and my
14 building, and I'd like an answer as soon as possible to
15 see the plans, so I can evaluate what I should do, and my
16 phone number is Area Code 708, 831-5366 or 831-5329.

17
18 * * * * *

19
20 MR. JOHNSON: My name is Bill Johnson, 7 Chevy
21 Chase Drive, Wheeling.

22 We basically have owned some property at the
23 southwest corner of Lake Cook Road and Milwaukee Avenue.
24 The property presently has three curb-cut access points

1 off of Lake Cook Road. All of those access points are
2 being removed through the construction of the overpass at
3 Lake Cook and Milwaukee, and none have been replaced by
4 the county and IDOT at this point in time.

5 We appreciate fully that the road
6 improvements have to go through, but we also feel that
7 we're being taken advantage of by not having the
8 replacement curb-cut access that we need to. It's
9 actually a 20-acre commercial site. I think that's it
10 basically.

11 * * * * *

12
13 MR. RIDDELL: Richard Riddell, 44 Birchwood Road,
14 Glenbrook Countryside.

15 The spur from Edens Expressway to the
16 tollway, there are no entrance or exits to get on or off
17 that spur going north or south.

18 I saw the original plans from 30 years ago
19 when the spur was put in, and there were exits and
20 entrances at Waukegan and at Pfingsten, and they were
21 never put in. That would alleviate all the traffic from
22 Edens on Lake Cook Road all the way to the tollway if they
23 used the spur for that traffic.

24 The spur also has a center that could be

1 used to extend the monorail from the Skokie Swift or
2 whatever. The median is already there. It's sunk down.
3 It's in a valley. It would cause no problems with
4 residents because it is lower than most of the traffic.
5 There are no stops along, that they could put the stops up
6 high like they did on the Kennedy Expressway going to
7 O'Hare. Thank you.

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11 MR. CAMERON: Donald Cameron, 2041 Beechnut Road,
12 Northbrook. We're in Glenbrook Countryside. I think
13 that's previous obvious, but it's a good idea to bring it
14 up we're interested in knowing if they do put the median
15 in, are we going to be able to get out on Lake Cook
16 especially going west?

17

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According to if they put a median in, we're
not going to get across. It depends on whether it's a
raised median. If it is a raised median or just a paved
median, we don't know what's going to be in there, and
they don't know either, but that's a very strict concern
of ours whether we can use it or not.

23

24

And I think, of course, I don't know whether
anybody has mentioned it, but they're all concerned about

1 having equal access to this tollway spur from Waukegan
2 Road. You know you can get off going south, and the bunch
3 coming off now can go south, but we can't coming north.
4 Nobody can coming north on it.

5 We're almost of the opinion they should have
6 a diamond there to -- I think they call it a diamond, but
7 I think from living here we're all concerned with the
8 traffic, and we should encourage use of the tollway spur
9 as much as possible because it would take a big load off,
10 and we're worried about property values, too.

11 I think the general plan is pretty good for
12 the rest of it, especially they've already got a plan, a
13 diamond, for the tollway at Lake Cook the way he talks.

14 I think they ought to have an on/off access
15 to the Edens, too, from the spur, and that should bypass
16 Lake Cook, should take a big load off it.

17 Anyhow, that's the only objection we've had
18 that I've heard voiced so far, and I'm not a
19 representative but I've been here longer than most of
20 them, so thank you.

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1 MR. ALT: My name is Robert Alt. I live at 127
2 Cottonwood Road, Northbrook.

3 I'm against the IDOT proposal at this
4 particular point in time. I believe what they need is
5 more access to 41 and not more road getting access to 41
6 at Lake Cook. I think they should look into connecting
7 the spur at 294 at Lake Cook as opposed to bringing all
8 the traffic down to this bottleneck area which now exists.
9 Okay, thanks.

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13 MRS. SMALL: Laurie Small, Briarwood Vista Home
14 Owners Association.

15 My main concern is that we want to have some
16 kind of a light -- if there is any extension of Lake Cook
17 Road, widening of the lanes, that we have some kind of
18 stoplight to be able to get out of our subdivision to be
19 able to go east on Lake Cook, which is very difficult
20 right now with no light, and it's only four. We can't
21 imagine what it would be like with six lanes.

22 Also, I'm concerned about in widening Lake
23 Cook Road what property they would be using, and would
24 they be using property of Briarwood Vista Home Owners

1 Association members who are of Glenbrook Countryside,
2 which is across the street?

3 We're also concerned about if there was any
4 type of rail line going down Lake Cook Road, that there
5 would be excessive noise. Thanks.

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9 MR. HALL: Gerald Hall, and I'm one of the
10 pastors of North Suburban Evangelical Free Church. That's
11 right across the street. It's at 200 Lake Cook Road.

12 So, what we are concerned about is access to
13 the church property which has to come off of Lake Cook, so
14 we're concerned that that access be adequate to meet the
15 needs of our constituency, and we would like to be
16 notified of the hearing that will be held, and I don't
17 know, maybe you can fill me in on it.

18 We would like to be notified when the
19 hearing is set for the review by the public. That's all
20 we're requesting. Great. Thank you very much. The
21 telephone is 945-4630. That's 708.

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1 MRS. VAN VOORST: Jean Van Voorst, 1311 Meade
2 Lane, Arlington Heights.

3 What I want to say is that I'm totally
4 against it, that I feel that Long Grove has opposed
5 extension of Route 53. They will not widen Route 83, and
6 they will not widen Route 22.

7 All the new houses that are going up are in
8 Lake County, and I feel that the roads should be widened
9 or extended out there, that that's where all the growth
10 is.

11 Why should Lake Cook be made into a mega
12 highway?

13 And I'm very, very upset about Long Grove,
14 that they can stop this progress, and everybody else is
15 suffering for it. In fact, they've closed off side
16 streets so nobody can go through there, so a lot of the
17 traffic is going north.

18 This is what I'm opposed to, and I feel they
19 should be looking at that instead of making this mega
20 highway. Thank you.

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1 MRS. MIKOSZ: Theresa Mikosz, Northbrook.

2 When they're making all these plans to move
3 cars, I guess I would like them to keep in mind that
4 people would like an alternative way to get around besides
5 cars, also. Keep in mind that there are going to be
6 strollers.

7 They should keep sidewalks in mind for
8 people who would like to walk to the store. Keep bike
9 paths in mind so they can ride their bikes, so we don't
10 have to pull a car out every time you want to go
11 somewhere.

12 If the streets were only made for cars, they
13 eliminate all the other choices we have. Walking and
14 biking is just as healthy -- or healthier, so just to keep
15 that stuff in mind, that there should be alternative ways
16 of getting around besides a car, so keep that in mind when
17 you're building this. Thank you.

18

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21 MRS. OLIVA: The two of us are not in favor of a
22 six-lane highway. We want it to stay as it is.

23 Mr. and Mrs. Charles Oliva, 212 Hickory
24 Court, Northbrook.

1 * * * * *

2
3 MRS. ZIMMERMAN: Linda Zimmerman, 255 Coachmaker
4 Drive, Northbrook. I oppose the IDOT recommendation.

5 My first opposition is really in response to
6 the change in the way our neighborhood will look. We
7 moved here because this is a suburban area, and I resent
8 IDOT coming in and turning it into an urban area, and a
9 six-lane road near my home would dramatically change the
10 character of my neighborhood.

11 The underpass, the second point, I didn't
12 see that the underpass was really planned; it was
13 proposed. Whereas, the widening of the road was planned.

14 I think before they begin to widen the road
15 they ought to first take care of the traffic problems we
16 have so that we lack an underpass and traffic backs up
17 right near Route 41.

18 Also, I'm afraid that this will adversely
19 affect home values in the area, and while I can't expect
20 my government to help me much, I certainly hope that my
21 government will not come in and destroy my property
22 values.

23 I don't know why the tie-in to the spur was
24 not considered rather than widening Lake Cook Road between

1 Skokie Highway and 294. Why not just direct traffic off
2 of Edens onto the spur and have an exit from the spur onto
3 Waukegan Road, and save all that money in having to widen
4 Lake Cook Road between Waukegan and Skokie Boulevard?

5 So, in summary, I am totally opposed and I
6 hope I will be kept informed of any developments in this
7 project, and I hope there will be many opportunities for
8 community input on this project and more information than
9 we were given in the slide presentation. Thanks.

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MR. SURGAL: Bari Surgal, 4552 Deer Trail,
14 Winchester Lane North.

15

I just feel it's detrimental to the
16 community. It's dangerous. I feel it should go further
17 north.

18

What else? There is no other community that
19 has a six-lane highway, so I don't know how in a suburban
20 area, an affluent area such as ours should have this, and
21 it's just going to bring other traffic from other areas.
22 It's not going to alleviate any situation. Okay, that's
23 it.

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1 MR. BUCHHOLZ: Mark Buchholz, and I'm on the
2 board of the Winchester Lane North Development, and we
3 want to protest the entire effort to widen Lake Cook as it
4 will negatively impact on our privacy and our audiovisual
5 privacy, that it will have a negative impact on our home
6 values, and that choosing Lake Cook to widen instead of a
7 less developed highway farther north, such as 22, to widen
8 to six lanes is wrong; and it's not taking into account
9 the very character of the community, which is why I chose
10 to move into it. That's it.

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14 MR. HUMBER: John Humber, 4524 Deer Trail,
15 Northbrook.

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I'd like to express my opinion on this
proposal, and I would oppose it strongly. That's it.
Thanks.

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MRS. SIZE: Dottie Size from Glenbrook
Countryside, and we have our buses waiting ten minutes now
to get across four lanes on Lake Cook Road, and we have

1 children in the school buses. It would take a lot longer
2 if they had to cross six lanes.

3 Quite a few of the people are making
4 right-hand turns going out of their way because of the
5 traffic congestion now, and I feel it would just make it
6 worse.

7 If you put in six lanes, you're going to
8 attract more traffic, and as far as the proposed rail
9 train, please use buses instead. I don't want to have to
10 cross a railroad track when I come out of my subdivision.
11 Thank you very much.

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MRS. ORE: Barbara Ore, Northbrook.

16

17 Let's see, first of all, the overbuilding of
18 the area is really not the fault of IDOT or any other road
19 supporter but the fault of the villages which have
20 overzoned the communities, and residents who are angry
21 should be angry at their own village presidents. That's
22 my first.

22

23

24

I am angry because what is happening in the
Northbrook/Glenview/Northfield area has created a problem
of isolated residents in subdivisions, that they can

1 neither get into or out of during the early morning peak
2 hours and the evening peak hours, that in the process of
3 looking at the roads you must give equal attention to each
4 one of these side access routes onto the major roads so
5 that these people can get out of their subdivisions and
6 onto the main arteries, that has been a fallacy; and, yes,
7 it will slow the traffic going down to six lanes from four
8 lanes as proposed, but at the same time the people who
9 live in the communities have the right to the access of
10 their own community.

11 I cannot get my son to his high school in
12 the morning without a 15- to 20-minute wait at a stop sign
13 until there is a break in the traffic because the lights
14 are timed so fast that they don't allow us to find an
15 opening between one light and the last.

16 When a light goes on and when it goes off,
17 there is such a short -- they've sped up the lights, so
18 little access streets -- I happen to be off of Sunset
19 Ridge, which goes onto Willow, Willow Road is going fast.
20 I think everything along Willow is going well, but people
21 who are waiting to turn off Sunset Ridge Road waiting for
22 the light can't get out. It's a very difficult problem,
23 and I think it has to be addressed.

24 Whose roads are they? Everyone has a right

1 to them, but does anyone -- it's everyone's road.
2 Everyone has access to these roads, should have access to
3 the roads, they pay for them, and I'm finding now that the
4 corporate or commercialization -- the commercialization of
5 the suburbs is actually creating an incredible lack of
6 quality of life in those individuals who have lived in the
7 suburbs for so long.

8 Somehow we've got to balance the needs of
9 both the zoning done by the village presidents and the
10 residents who live in the area and are unaware of what the
11 long-term impact was going to be to them until this study
12 was presented.

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16 MRS. HANSEN: Beverly Hansen, 33 Cottonwood,
17 Northbrook, Illinois. I'm representing the Buffalo Grove
18 Prairie Guardians, and it's affiliated with the Village of
19 Buffalo Grove and Commonwealth Edison.

20

21 Our location is the Buffalo Grove prairie at
22 the Commonwealth Edison easement just east of Wisconsin
23 Central Railroad line and north of Lake Cook Road, Section
24 2 of the SRA planning study.

24

 Basically in some background information,

1 our prairie is nine acres long running underneath the high
2 power lines of Commonwealth Edison. It has been
3 identified by the Nature Preserves Commission as a virgin,
4 Grade A, black soil prairie.

5 We have several concerns about the widening
6 of the highway and the easement along the railroads.

7 First of all, we are home to two endangered
8 species, one federal and one state. They are within 200
9 feet of the present Lake Cook easement. That is our first
10 concern.

11 Our second concern is construction damage,
12 vehicles not staying off of the prairie, siltation caused
13 by construction, the reduction of the prairie size due to
14 the land acquisition to widen the highway to six lanes.

15 We're also concerned about the change in
16 hydrology and what that negative impact might have on the
17 surrounding wetlands that are on this particular parcel of
18 property.

19 Of minor concern, but still of concern, is
20 the runoff from Lake Cook Road and where that will go and
21 how that will affect our prairie.

22 In short, I'd like to say that the widening
23 of Lake Cook Road is not a solution to the traffic
24 problem. The widening will invite additional traffic from

1 parallel arteries and encourage further development that
2 will add yet more cars to the problem.

3 The widening will be obsolete almost as soon
4 as it's completed if it is completed. We feel it's a
5 short-term solution and not very farsighted.

6 Buffalo Grove Prairie Guardians would
7 propose less of an emphasis on road improvement and more
8 emphasis on public transportation systems. That's it for
9 that.

10 Now, I'm also representing myself, and I
11 have another piece of paper for that.

12 My name is Beverly Hansen, 33 Cottonwood,
13 Northbrook, Illinois. I am a home owner in Glenbrook
14 Countryside, which is adjacent to Lake Cook Road.

15 I have several concerns about the widening
16 of Lake Cook Road. I object to the condemnation of the
17 property -- public/private property in order to widen the
18 road and the decreased property values that would ensue
19 from that or for those particular property owners and also
20 for the rest of the subdivision property owners.

21 I'm concerned about the noise levels which
22 right now are high which will be increased by a six-lane
23 highway and would also be increased because the trees,
24 shrubs and hedges that now border the property, that would

1 be acquired to widen the highway, will be removed thus
2 increasing the noise even more.

3 I feel that the widening to six lanes would
4 present a safety hazard for me as I enter and leave my
5 subdivision.

6 I'm also concerned about the cut-throughs in
7 our area. Right now traffic trying to get from Waukegan
8 to Lake Cook Road or vice versa uses our subdivision to
9 cut through. Widening the highway is going to just
10 increase our cut-throughs and make our subdivision less
11 safe.

12 I also object to the increase that six lanes
13 would have on the exhaust pollution from vehicular traffic
14 and what that is going to do to the health of our area.

15 I also am convinced that the widening of
16 Lake Cook Road will actually invite more traffic from
17 east-west arteries and encourage additional development
18 along the corridor generating yet more traffic.

19 We feel that the proposed widening is not
20 the solution and would subject our residents to an unusual
21 hardship.

22 I do have some suggestions that I feel would
23 alleviate the traffic problem in the particular area
24 between Waukegan Road and Route 41. The traffic increase

1 in that area is due to rush hour traffic trying to get to
2 Route 41 or leaving Route 41.

3 If in fact a full interchange was
4 established in the neighborhood of Wilmot Road and Lake
5 Cook Road onto the I-94 spur, I feel that that office
6 traffic and any commercial traffic would be able to reach
7 41 without using Lake Cook Road, thus alleviating much of
8 the traffic problem.

9 I would suggest that in fact both of the
10 railroad crossings become underpasses to further alleviate
11 traffic tie-ups. That's it. Thank you very much.

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15 MR. MROWIEC: Dennis Mrowiec, 110 Cottonwood,
16 Northbrook.

17 I live right here, Glenbrook Countryside,
18 and I feel that we should not have the six lanes. I feel,
19 if anything, leave the four lanes, take the turning lanes
20 out which inhibits traffic from flowing and just keep it
21 the way it is, trying to keep it residential. That's
22 about all I have to say.

23

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1 MR. DIAMOND: Norman Diamond, 60 Greenbriar
2 Drive, Deerfield, Illinois, 60015.

3 Comment number one: I think that we need a
4 traffic signal especially at the peak hour times on
5 Carlisle and Lake Cook Road to permit cars from going into
6 and out of Briarwood Vista.

7 The traffic that backs up oncoming traffic
8 gives no opportunities, and in many cases you have to make
9 a dash for it at risk for safety and well-being.

10 The other comment I have is I'd like to go
11 on record of being opposed to the three-lane,
12 bi-directional highway that they're proposing for Lake
13 Cook.

14 It appears that they just completed not less
15 than ten years ago the widening of Lake Cook from two to
16 four lanes, and that brought in additional business and
17 shopping centers which then make the road somewhat
18 congested.

19 Instead of making more and more highways
20 which require additional maintenance and taking of land
21 for this, they should concentrate on either providing some
22 form of alternate transportation because most of the
23 congestion is at peak hours on Saturday, Sundays. During
24 the day and at night, Lake Cook is fine. It's the morning

1 rush, the noon rush -- there's a noon rush -- and the
2 evening rush that makes it difficult.

3 Most of the people who drive in cars are one
4 passenger to the car, so if they can make a satellite
5 parking where people could park and maybe take an
6 intershopping center van or bus or something like that to
7 get around and get back to their car instead of moving
8 their car from one parking lot to another, that's the
9 problem.

10 That parking lot where Jewel and Osco is is
11 a parking lot. Where the health club is, you have another
12 parking lot; where the Frank's Nursery is, another parking
13 lot. You got about six or seven little parking lots; and
14 in order to get to one place to another, you simply have
15 to move your car from one parking lot to another to do any
16 type of shopping. There is no circulation of -- nothing's
17 like together. You have to drive out of one lot to get
18 into the next. You can't even circulate internally.
19 That's all I got.

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MRS. GOODYEAR: My name is Patricia Goodyear, and
24 my address is 5 Wellington Road in the Courts of

1 Northbrook, which is a new housing development next to
2 Northbrook Court.

3 When I brought the house two years ago, I
4 did not think they were going to make an expressway out of
5 Lake Cook Road; and if they take away any footage, my
6 house is going to be right on the street, and the value of
7 it will certainly depreciate, plus the noise and whatever
8 there is there. That's about it.

9

10 * * * * *

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12 MRS. PLOTKIN: My name is Plotkin, and we live
13 directly next door, 9 Wellington Road, and we're concerned
14 about losing property and privacy and having the roadway
15 right up to our back door.

16

17 * * * * *

18

19 MR. KOLLINS: Richard Kollins, 4502 Deer Trail,
20 Northbrook. We live in the Winchester Lane North complex,
21 which is just west of Sanders Road and on the south side
22 of Lake Cook.

23

24 Our homes are almost backed up to Lake Cook
right now, and the widening in that area we are totally

1 against.

2 In addition to reducing our values, which we
3 treasure, it would also increase noise hazard along that
4 area. It would also reduce the distance between Lake Cook
5 Road and our building, which is probably at the present
6 time a hundred feet or less. I didn't measure it. It
7 could be less.

8 The widening in this area as far as our
9 complex is concerned is totally unacceptable, and we are
10 going to fight it. I would like to make that statement
11 for myself and my wife, and I'm sure there will be many
12 others from our complex doing the same thing. That's all
13 I need to say. Thank you.

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17 MRS. LIRTZMAN: Barbara Lirtzman, 10 Hemlock
18 Lane, Highland Park.

19 I'm right on Lake Cook, and it will directly
20 affect our house right across from Northbrook Court. As
21 it is, we have at least five lanes sometimes six including
22 turn lanes.

23 My first noticeable complaint with the
24 traffic pattern is part of Northbrook Court, that it's a

1 major shopping center, it only has entrance and exit
2 access to Lake Cook Road; whereas most major shopping
3 centers have two or three major roads to enter and exit.

4 If there were some way that they could make
5 a south exit for that to take the burden off of Lake Cook
6 Road, I think that would be a big help.

7 The timing of the lights would be a big
8 help. We're in a very residential community, and it would
9 be like having the Kennedy or Dan Ryan going right
10 through. I'd like to keep it as suburban as possible
11 rather than urban. I think the larger the street becomes,
12 the busier it will become. I guess that's all.

13

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16 ANONYMOUS: I just basically feel that seeing how
17 we're all built up here, they can start this farther west
18 like the tollway and then do it. We don't have to start
19 this here where we're already all built up because we're
20 not going to have -- there is no land for the
21 construction, so we don't want it. This is a big "No."

22

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1 MRS. BRILL: My name is Judith Brill, address is
2 2124 Tanglewood Court in Highland Park. The property
3 where my house is located backs up to Lake Cook Road north
4 of Northbrook Court.

5 My primary concerns about widening the road
6 in the stretch between Waukegan Road to the west and
7 Skokie Boulevard to the east is the fact that the road
8 right now has several private residences backing up to it,
9 and I am concerned about the road-widening encroaching
10 into the area of the homes.

11 Also, my home directly backs up to the
12 middle fork of the north branch of the Chicago River, and
13 the highway right now is about as close to the river as it
14 can get without causing environmental damage, and I am
15 concerned, if they are truly going to expand it to six
16 lanes, how that would be accomplished along the river, the
17 confines of the rivers, because I really don't understand
18 how it can get any closer than it already is. That's all.

19 The only other thing, if you want to add, is
20 that I would like to be able to see the detailed plans
21 when they are available to see how they would propose to
22 accomplish that, although I am right now stating my
23 opposition to the six-lane expansion in that area.

24

1 * * * * *

2
3 MRS. FRAZIN: My name is Judith R. Frazin. My
4 address is 1025 Antique Lane in Northbrook, and I live in
5 the subdivision of Williamsburg Square, which only
6 entrance and exit is at Lake Cook Road, and I'm very
7 concerned about widening the street to six lanes. I think
8 it will encourage more people to take Lake Cook than they
9 already do.

10 I would like to suggest that they make a
11 complete interchange at Waukegan Road so that people can
12 get onto Edens at Waukegan Road rather than coming east
13 the current way to get onto Edens east of Skokie
14 Boulevard.

15 I'm also opposed to having a connection of
16 the Skokie Swift brought up here. It seems to me it would
17 be much more practical to make some kind of additional
18 station for or some other way for people to get onto the
19 Milwaukee Road rather than bringing the Skokie Swift all
20 the way up here. I think it's unnecessary, and I think it
21 will encourage a lot of crime and people coming from the
22 city up to Northbrook who ordinarily might not be able to
23 get up here so easily, and I would much prefer to see
24 people who don't have access to train transportation in

1 some way be connected into the Milwaukee Road system
2 rather than bring the Skokie Swift up here. Thanks.

3

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6 MRS. SMITH: Mrs. Patrick Smith, 218 Lee Road,
7 Northbrook. I'm a resident in Williamsburg Square since
8 1968 which accesses on Lee to Lake Cook.

9 I've been using Lake Cook area since 1959
10 prior to us moving into Williamsburg in 1968, so I'm very
11 familiar with the area since '59 and the hazards and the
12 problems connected with Lake Cook.

13 We feel that the combination of mass transit
14 lines and the widening of Lake Cook will make it a very
15 congested road area. The property will need to be
16 condemned along Lake Cook, will continue to affect
17 residential home values and will continually change the
18 residential nature of the area.

19 Six lanes proposed would draw more traffic
20 onto Lake Cook. Eastbound traffic will still be funneled
21 into the existing single access lane going onto the Edens
22 expressway.

23 We've endured many changes since '68 on Lake
24 Cook, the latest expansion being Edens, which I know

1 inconvenienced the North Shore residents for almost two
2 years while it was under construction. This has been a
3 continuous problem in area traffic construction and
4 reconstruction, a waste of federal and state moneys.

5 We appear to be reactive than proactive when
6 it comes to funding, often having to tear down what we
7 build prior to because somebody else has a new idea.

8 The proposal benefits the suburbs west of
9 Northbrook and not the residents of Northbrook. Instead,
10 it has the potential to increase noise and crime in our
11 area.

12 Willow has only two lanes as does Deerfield
13 and 22. Why not expand those to four instead of trying to
14 expand us to six?

15 The impact of the Techny project of Willow
16 and Waukegan is going to necessitate widening of Willow.
17 That may alleviate some of the traffic that is on Lake
18 Cook.

19 Surveys and studies should be done to check
20 the elevated crime rate in the residential areas
21 surrounding the establishment of the Rapid Transit line of
22 the Kennedy to O'Hare.

23 It appears that we are more interested in
24 serving Chicago instead of the suburban residents.

1 Some of the alternate solutions: The
2 connection of the Edens spur to Lake Cook at the Tri-State
3 with a full interchange would be a more direct solution.

4 The train underpass at Skokie Boulevard may
5 alleviate the need for the six lanes.

6 The establishment of a Metra station at Lake
7 Cook for the Milwaukee Road train in connection with Pace
8 buses can accommodate the transportation needs of the work
9 force.

10 Pace buses are now beginning to impact in
11 our area; however, the public has not made use of it
12 perhaps because they are not aware of the new routes that
13 have been established in the last two years.

14 We appear to be encouraging people to drive
15 cars by giving them two more lanes to drive on as opposed
16 to using public transportation.

17 What is the feasibility of putting a Rapid
18 Transit line up the Edens spur with a stop at -- what is
19 that? -- that's the 294 intersection at Lake Cook to
20 accommodate the business people that are in that
21 particular section.

22 Why increase the traffic from 41 which is
23 very congested now?

24 That's about it.

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3 MS. GOULD: Janice Gould. I'm president of the
4 Williamsburg Square Home Owners Association, which is
5 located between Waukegan and Skokie Boulevard. It's
6 approximately 157 homes.

7 I'm familiar with many of these proposals
8 because I served on Grace Mary Stern's Traffic and
9 Transportation Committee as one of the two representatives
10 from Northbrook.

11 We endorse two of the points proposed. The
12 first is the grade separation of the Northwestern train
13 west of Skokie Boulevard. We also endorse the improvement
14 of the intersections.

15 We would suggest as an alternative to some
16 of the proposals the improvement of the tollroad
17 intersection to a full interchange that would accommodate
18 much of the western suburban traffic allowing those cars
19 both access on and off and avoid their need to use the
20 Edens ramps which are much further east.

21 Although this infers a higher cost factor,
22 it could be offset by the ability to longer have to
23 increase Lake Cook east of the Tri-State spur to six
24 lanes.

1 Also, the concept of six lanes, although
2 initially it will accommodate the need for maximum
3 traffic, eventually traffic will once again fill the
4 capacity of a six-lane road because people will seek out
5 this road and will also seek out the increased speed limit
6 therefore the road will again be functioning at capacity
7 in the future.

8 The concept of the Skokie Swift being
9 extended, we would suggest first that they evaluate a
10 Metra station opened at Lake Cook Road which has been
11 discussed and use of the Pace buses to move the work
12 forces to the office corridors.

13 Here you have existing transportation
14 without further cost of putting in more mass
15 transportation. The concept of a rail transportation on
16 Lake Cook Road is very new, and I would urge the
17 Department of Transportation to evaluate it in other sites
18 and let us learn from their mistakes and maybe consider it
19 in the future, but right now I would rather have the
20 option to observe. Thank you very much.

21 By the way, I would like to add this opinion
22 is shared by the home owners association from Glenbrook
23 Countryside and Briarwood Vista, and the home owners
24 association and residents are concurrently working for the

1 same goals.

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5 MRS. BRILL: In my statement to opposition to
6 widening of the six lanes between Skokie Boulevard and
7 Waukegan Road, I just want to add a somewhat technical
8 note in the area where the middle fork of the north branch
9 of the Chicago River parallels the existing road, again
10 north of Northbrook Court, there is a drainage easement on
11 that river, and I believe the existing roadway -- that is,
12 the existing roadway is currently just about at the edge
13 of that easement, and I don't think that that roadway can
14 be expanded any more to the north because of that drainage
15 easement on which no construction can be built. Thank
16 you.

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20 MRS. HILL: My name is Ellen Hill, 486 St. Mary's
21 Parkway in Buffalo Grove, and I'm here because I just
22 strenuously object to this.

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I think it's absolutely insane, and everyone
I speak to about it says that IDOT must be crazy.

1 There is no way that this could go through
2 such a residential community. It's wider than an
3 expressway. It's smack up against parks where our
4 children play. It's right at an intersection where
5 children have to cross to go to school. It's insane, and
6 you just cannot do this to us.

7 This is our tax money, and it's a total
8 waste. All this is doing is concentrating traffic down
9 Lake Cook Road instead of dispersing it to the north,
10 which is what needs to be done, and I think that's all I
11 have for now, and the rest will come in writing in
12 petitions. Thanks.

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16 MR. SCHECTMAN: My name is Mike Schectman.

17 Okay, I think from the Tri-State entrance to
18 41 along Lake Cook they should not widen Lake Cook because
19 they can divert all the traffic there, which is going to
20 be going primarily to the Edens, they can divert that to
21 the Tri-State. They can even widen the Tri-State, and all
22 that traffic will then go to the Edens.

23

24 If they widen Lake Cook, then the people
living between Lake Cook and the Tri-State where the

1 Tri-State runs east and west, those people are going to
2 have too much noise because they're going to be sandwiched
3 between two, six-lane roads or -- well, I take that back.
4 It's not two six-lane roads. It's between two major
5 roads, a six-lane road and a U.S. interstate.

6 So, there is no reason for them to make two
7 roads when they can suffice with just one, and that's what
8 the interstate system is for, so they should not widen
9 Lake Cook between the Tri-State and 41.

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MR. STADLER: My name is Tom Stadler, 13
Crestview Terrace, Buffalo Grove, and I just want to say
that Highway 22 needs to be widened first, and making Lake
Cook Road as many lanes as they're talking about is just
too many lanes. It's too big of a road.

Our house is very close to that and we'd be
close to the nine-lane part of it, and that's way too
much. It's not safe for kids. Thanks.

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1 MR. ALDER: Oscar Alder, 59 Eastwood Drive in
2 Deerfield.

3 Comments: I live in Briarwood Vista, which
4 is just east of Waukegan Road on the north side, and I'm
5 concerned about leaving the subdivision, making a left
6 turn, which would be going east from the north side
7 without a traffic light because now we would have six
8 lanes instead of four which would be a 50-percent increase
9 in traffic, and making a left turn would be dangerous to
10 all of us, and I would strongly urge a traffic light on
11 Carlisle Avenue or Street.

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15 MRS. APPLE: My name is Sarah Apple. I live at
16 289 Ridge Road in Highland Park, and my concern is the
17 impact on Ridge Road at the intersection of Ridge Road and
18 Lake Cook Road.

19 Currently there's a prohibition. There is
20 no left turn onto Ridge Road heading east. You can't turn
21 left onto Ridge Road.

22 You can turn right onto Ridge Road heading
23 west, and you can turn both left and right on Ridge Road,
24 although the right-hand turn is restricted at certain

1 times.

2 My concern is I would not like to see any
3 increase in traffic on Ridge Road. I have a small child.
4 I don't want him hit by a car.

5 I know I've seen people turn left illegally
6 onto Ridge Road now, and I have seen people use Ridge Road
7 going south on Ridge Road who have run stoplights on Ridge
8 Road that clearly indicate that they are not using it.

9 They don't live there, and they're using it
10 as a bypass, and I'm sure there's a possibility of people
11 getting hurt, children getting hurt, and any increase in
12 traffic that will certainly increase the possibility of
13 that.

14 I understand Ridge Road is a director road.
15 It's zoned as a director road. I think that's a correct
16 term, so that it has different restrictions on it or
17 traffic volume on it than a residential road.

18 What I would love to see is Ridge Road
19 closed off just to emergency vehicles at that
20 intersection -- I mean only have emergency vehicles at
21 that intersection just because I'm very concerned about
22 the impact and having a car run over my son. Thank you.

23

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1 MR. CARLIN: My name is Kerry Carlin, and the
2 address is 523 Kincaid. It's in Highland Park.

3 And the statement is that I concur with the
4 majority of this plan. I think it's pretty well done.

5 The exceptions that I find are the necessity
6 of widening Lake Cook Road east of route 43. I think it's
7 unnecessary, and the alternative to doing that is to build
8 an access ramp to the Edens spur -- Edens - I-94 spur, I
9 should say, at the 294 interchange with Lake Cook Road.

10 By doing that, it would divert an adequate
11 amount of traffic to eliminate the need of widening Lake
12 Cook Road to six lanes east of that point. End of
13 statement.

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17 MRS. BEDNARZ: My name is Barbara, last name is
18 B-e-d-n-a-r-z, 223 Red Oak Road, Northbrook, 60062.

19 I think the overpasses for the railroad
20 lines are a good idea. I think widening the tollway spur
21 would help.

22 I see no need to make six lanes out of Lake
23 Cook Road. I think if Willow and Dundee and 22 were
24 worked on, they would help alleviate some of the problems

1 that we have or might have.

2 If we do widen to six lanes, that's just
3 going to be a magnet to attract more traffic, so it's
4 going to be a self-fulfilling prophesy.

5 What else? The rail line to me is out of
6 the question. It would only bring a lot of crime in if it
7 is extended from the south to the north and hooked over.
8 I certainly wouldn't need to use it, and I don't think
9 most people living up here would, and I think that's about
10 it. Thank you very much.

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14 MR. BEDNARZ: Wladyslaw Bednarz, the same
15 address, and I second.

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19 MR. GOLDEN: Michael Golden, 1130 Williamsburg
20 Drive, Northbrook. I think that Lake Cook Road may need
21 in some places extra turn lanes, should not be widened to
22 handle more traffic per se when there are other roads such
23 as Willow, which is more suitable, I think, than Lake Cook
24 Road would be to handle more traffic. Lake Cook is

1 reaching saturation.

2 One of the things that I would like to see
3 is more access to the tollway spur in both directions to
4 help get a flow of traffic through the bottleneck of Lake
5 Cook Road so people could get on east or west on the
6 tollway spur.

7 And I think that the use of the rail up to
8 this area from the cities and so on will not alleviate the
9 problem. It will just make this area accessible to people
10 coming into it from south, but I think most of the traffic
11 you see, a lot of the traffic during the day, that's not
12 outside, it's local. That's pretty much it. Thank you
13 very much.

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17 MR. PEARSON: My name is Richard Pearson. I live
18 at 1945 Beechnut, Northbrook.

19 Why, I actually don't believe they gave any
20 thought to this idea. This widening of Lake Cook does not
21 help relieve the situation.

22 You will also have to put a four-lane
23 highway on Deerfield Road, and they should utilize the
24 spur from taking the Edens traffic and putting it on the

1 other side of this congested area. I think that would
2 help more in relieving the traffic pattern than what
3 they're doing.

4 If they're just widening Lake Cook, the only
5 thing would happen, we would just increase the traffic
6 volume and take the traffic off of Deerfield and Dundee
7 Road which would not relieve the situation. It would just
8 make it worse.

9 I think the main access -- what they should
10 look into is the spur, and they could also -- they would
11 not need two underpasses for railroads, which would
12 probably pay for itself whatsoever.

13 Also, they should look into the idea of
14 knocking out some of the signal lights on Lake Cook, which
15 would probably help if you eliminate Northbrook Court down
16 to two lights rather than four, which would help relieve a
17 lot of traffic, too. That's about it.

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21 MR. BAITMAN: Q My name is Sheldon Baitman. I
22 live at 85 West Mulberry Road in Deerfield.

23

24 My backyard is up against Lake Cook Road.
This development would be in my backyard, and all easement

1 rights would have to be given in establishing whatever
2 facility that they intend to make, which I am totally
3 against.

4 An alternate to a plan like this would be to
5 utilize the railroad tracks that are west of Waukegan Road
6 to accommodate that corporate corridor and go west on Lake
7 Cook Road at that point, which to me would be more
8 practical seeing that those lanes, there are -- excuse me,
9 there's room for additional lanes going both east and
10 west, west of Waukegan Road. That's it.

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14 MS. NARLOCK: Pamela Narlock, 2000 Walnut Circle,
15 Northbrook.

16 I'm concerned. I've lived here long enough
17 to know that widening from one lane to two lanes didn't
18 help traffic flow.

19 I'm concerned about the additional traffic
20 and the traffic cutting through our area, now through
21 Glenbrook Countryside. I'm extremely concerned about the
22 crime increase and our home values and property values
23 going down.

24

What else am I concerned about?

1 I don't want a train that close to me, and
2 we moved to the suburbs and people live in the suburbs to
3 stay away from the city atmosphere, and that's what you
4 get when all the Rapid Transit comes in and everything.

5 I feel it's going to be undesirable for me,
6 and the noise I'm also concerned about because of the fact
7 that they've got all that construction going up at Willow
8 and Waukegan Road. I mean, that additional traffic is
9 just going to overflow right into this area as a result of
10 our widening streets and bringing in mass transportation.

11 I would like to see -- definitely get an
12 extension from the tollway to the Edens spur which would
13 eliminate the need for a lot of widening in here between
14 the tollway and Edens because you'd cut that traffic down.

15 Let them get on west, way west. I think
16 that's about it.

17 MRS. NARLOCK: You can add my name to that. I'm
18 Helen Narlock, same address.

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22 MR. CZECHOWSKI: The name is Mr. and Mrs.
23 Czechowski, 305 Hickory, and that's in Northbrook.

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We are for underpasses but not for

1 increasing the lanes to three or that Metra, and that's
2 it.

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6 MR. MUNDT: Mark Mundt. I live at One Crestview
7 Terrace, Buffalo Grove.

8

9 I'm against the widening of Lake Cook Road.
10 I think that the money would be better spent to do a mass
11 transit.

12

13 If they need it to put improvement into the
14 highways, I think they should look into Lake County as to
15 widening 22, potentially 45, just like they've done to
16 Route 60 farther north. I think that would help alleviate
17 a lot of the problems that they have.

18

19 I think the communities that were built
20 along Lake Cook Road were not intended to have that a
21 six-lane or greater. I think it would disrupt all those
22 communities. Thank you.

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26 MR. KRAMER: David Kramer. Address is 28
27 Chestnut Road, which is right behind Lake Cook Road,

1 Northbrook.

2 I'm just concerned that possibly there is a
3 possibility they could do something about, and I'm sure
4 you heard this before, but the interchange between the
5 tollway spur and if that could be -- they'd make an
6 interchange between the tollway spur and be able to get
7 onto Lake Cook and on the western end of it, to me they'd
8 be using that road much more effectively and then maybe
9 not even need to widen that. I don't know if they widen
10 it west of there if they have to widen it all the way, but
11 that would makes since to me.

12 I'm glad to see they're considering
13 underpasses at the railroad places -- at the railroad
14 crossings.

15 I am concerned about how much the widening
16 would affect our property which abuts right against the
17 road and also in future times concerned about this idea of
18 an Illinois railroad spur going east and west and what
19 that really would mean, so that's about all, I guess.

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MR. GOLDMAN: Howard Goldman, 1930 Maplewood

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Road, Northbrook. That's in Glenbrook Countryside right

1 behind Phil Johnson's.

2 Okay, I just take this anywhere I want. I'm
3 opposed to it.

4 I moved up in this area for specific
5 reasons. I wanted the land. I wanted the peace and
6 quiet. I wanted the low real estate taxes, and I didn't
7 bargain for getting involved with a super highway coming
8 through my backyard with six lanes of traffic, and I don't
9 want to wind up paying for it, and the people that moved
10 out west were the ones -- they moved out there fully
11 knowing what they were getting into, knowing what the
12 exact situation was coming and going between the
13 expressways and their house, and that's really their
14 problem, and I don't feel that I have to pay for or suffer
15 for it and wind up with them either taking my property or
16 ruining the property that I paid for, the backyard.

17 And when I bought, I wanted a place where I
18 could go, where I could have a half an acre of land and
19 enjoy it, and the highway coming through is ruining the
20 peaceful enjoyment of my property, and ultimately I'll pay
21 for it and once -- and if this goes through, my property
22 value definitely is going to fall, and I might very well
23 be in a position now or in the future where I won't be
24 able to sell the property and move elsewhere or take a

1 substantial loss.

2 I feel that they could remedy the problem or
3 most of the traffic situation by putting a full
4 interchange in at 294 and improving the interchange
5 situation at 94, also putting in underpasses at Waukegan
6 and underpasses for the trains or overpasses for the
7 trains, which would alleviate the situation and people
8 moved up into this area.

9 Also, I don't want the high the crime that
10 the additional flow of traffic will bring and the mass
11 transit system, and I'm talking about the extension of the
12 Skokie Swift which naturally runs all the way down to the
13 south side, and their proposal, it would go all the way to
14 Buffalo Grove, and I think it's been demonstrated in other
15 areas that when they do extend these transit systems that
16 they do bring more crime into the area.

17 I've talked to several friends that live in
18 Park Ridge, and the same thing happened when they opened
19 up the Cumberland Station of the mass transit system over
20 there. I think that's about it. Thank you.

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1 MRS. GOLDMAN: My name is Teddy Goldman, same
2 address, 1930 Maplewood Road, northbrook, Illinois.

3 I'm also opposed as my husband is to the
4 extension of the expressway extension of Lake Cook to six
5 lanes for many reasons as he indicated previously.

6 I'm sure one of the major reasons when we
7 first bought our home, we settled for a smaller home when
8 we could have moved out west and gotten more for our money
9 because we did not want to worry about traffic patterns.

10 I think we made that choice, and our choice
11 would be taken away from us for the benefit of those who
12 made other choices to move out west. I don't feel that
13 improving their situation at our demise is appropriate.

14 Other measures should be made to correct any
15 potential traffic, but I also feel that the so-called
16 traffic jams are only for a limited amount of hours in
17 the day. A good part of the traffic is gone after a
18 couple of hours after the rush hour on Lake Cook.

19 The buildings that have corporations that
20 employ people could stagger the hours and help alleviate
21 the traffic in addition to the other means that they could
22 change.

23 That would help alleviate some of the
24 traffic, and I don't want my property value to -- I don't

1 want the value of my home to be lost, and I'm sure it will
2 be, and no amount of compensation is going to -- I mean,
3 they're never going to give us the compensation we deserve
4 for that, so I'm greatly opposed to that, and that's it.

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8 MR. ERMEL: John Ermel. I'm at 2046 Maplewood,
9 right behind the restaurant here, Northbrook.

10 First of all, I'd like to say, aside from
11 the objections that I will get into for a minute, if we
12 want to ease traffic going east or west, that Illinois 22
13 and Willow Road should be considered first before
14 expanding Lake Cook because the fact of the matter is I
15 believe that it will not ease congestion. All it really
16 will do is attract additional drivers to the area, okay.

17 My main objection is noise pollution, the
18 potential crime that may come with mass transit, the
19 health hazard for my children who are young and who play
20 50 yards away from the street, and where is the money
21 going to come from?

22 The fact of the matter is it will probably
23 have to come out of my property taxes for something that I
24 don't benefit from. I chose this particular location

1 because of the location, because of the community
2 structure, because of the tax structure, and I don't want
3 to give up those benefits.

4 Other than that -- I mean, I've heard a lot
5 of the other -- that's my next-door neighbor right here.

6 I just flat out don't want it. I don't
7 think it's necessary, and I think it will do more
8 long-term damage to my property value, my potential
9 resale, if not actually take a loss on it; and as a
10 community, how it affects the community is going to be if
11 not potentially devastating to the community. Okay,
12 thanks.

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16 MR. STONE: My name is Jim Stone, 2040 Maplewood
17 Road.

18 I am opposed to the development of Lake Cook
19 Road to six lanes east of Waukegan Road. I feel that Lake
20 Cook Road can serve a purpose of providing transportation
21 east-west for traffic from Highland Park to Waukegan Road
22 as it is at this time.

23 I think that the attempt to widen Lake Cook
24 Road is a way of handling traffic coming off of the Edens

1 Expressway in order to get it to the office buildings that
2 have been built for Corporate 500, what will be built for
3 the Sarah Lee property, and I think that a better way to
4 handle this would be to enhance the spur to the Tri-State,
5 come off of the Edens expressway and then to feed it into
6 Pfingsten. That would take traffic north-south from the
7 Edens directly into the heart of the office complexes.

8 The matter with the rest of the development
9 of Lake Cook Road is to also feed traffic in from the
10 other north-south feeders of 53 and the Tri-State.

11 I think that a full diamond or possibly a
12 full clover interchange with the Tri-State and Lake Cook
13 would reduce traffic for the other intersections of Lake
14 Cook as well.

15 I am opposed to widening Lake Cook in this
16 area east of Waukegan Road because this is primarily a
17 residential area, and if traffic were shunted around the
18 spur, this area could be maintained more in a residential
19 pattern similar to Highland Park.

20 With heavier traffic, there would be
21 additional noise. If there were easier access, it would
22 invite more traffic, congestion would remain, and I'm
23 opposed to all above. Thank you.

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Mrs. McCann: Judy McCann. Basically I'm against it. What I'd like to see them do is just look at using the Edens spur and having interchanges off of that for the people because what really needs to happen is people who are going from the Edens west are really heading to businesses that are west of Waukegan.

9

There's really no business between Edens and Waukegan, so I think they could go on the interchange and get around it that way and not deal with that piece of Lake Cook Road, since our backyard is right on it. Thank you.

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MRS. CAHNMANN: Suzanne Cahnmann.

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MR. CAHNMANN: And I'm Leonard Cahnmann.

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MRS. CAHNMANN: We're both against the six-lane because getting off of Edens and going onto Edens is going to be a bottleneck. It's going to have to narrow to one lane to get onto Edens from the three lanes we have there.

23

MR. CAHNMANN: We also want to agree with whatever were the objections that Williamburgs Square Home

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1 Owners Association had to say to the rail line and to the
2 six lanes for the same reasons.

3 MRS. CAHNMANN: Right now it's very difficult to
4 get onto the one lane from the two lanes, you know. When
5 you have to get on the expressway, there's two lanes now
6 going to the expressway, and it's difficult to get into
7 the one lane.

8 I can imagine what they're going to have
9 when they have the three lanes across. It's going to be
10 double hard. Okay, that's basically it, all I have to
11 say. Thank you.

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15 MR. WEISS: My name is Keith Weiss. I live at
16 806 Kingsley Drive in Arlington Heights.

17 I live near the section of Lake Cook Road
18 between Arlington Heights Road and Schaefer Road, and I
19 probably am only commenting on the section of Lake Cook
20 Road west of Milwaukee to Route 53 therefore I am opposed
21 to widening of Lake Cook Road to six lanes in the area
22 near my house.

23 I feel it is totally unnecessary and feel
24 that if the state or county or whoever is in charge of

1 Route 53 would extend that highway north, which it has
2 been proposed up to this time, that will alleviate any
3 need whatsoever for six lanes of Lake Cook in that area.

4 I think it's a danger to the children that
5 live in that area. Right where I live is mostly
6 residential area, and when I moved out there, that's why I
7 moved there. To have it be a bunch of concrete is not
8 what I wanted to have.

9 I also feel it is despicable for these
10 communities such as Wheeling, Buffalo Grove, et cetera, to
11 allow the building of substantial amounts of office
12 buildings and factories without the corresponding building
13 of extra roads.

14 If they would present the two together, I
15 would assume both would probably be turned down, and
16 that's why they don't do it that way.

17 If you stay around my house, you see at the
18 rush hour that based on the light at Arlington Heights and
19 Lake Cook Roads that the traffic going northbound onto
20 Arlington Heights Road is the biggest amount of traffic
21 going eastbound on Lake Cook at that point, and the
22 westbound traffic at that point is all going to Route 53,
23 and I feel that generally these are people that do not
24 even live in the area, and I don't want my area ruined for

1 their tax revenues that might be coming to my community,
2 which they'll blow anyway.

3 And the quality of life has to become a more
4 important factor than tax dollars, and I think people,
5 given that choice, will select for the quality of life;
6 and in this case I believe, as I said earlier, an
7 extension for Route 53 north would be more than sufficient
8 to stop the clog of traffic in that area. Thank you.

9

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12 MRS. WILEN: My name is Robin Wilen, 13 Forestway
13 Drive in Deerfield.

14 I would like to know why they are not taking
15 the traffic on Lake Cook Road coming from the west towards
16 the east and the reverse and putting it onto the spur, the
17 Edens spur, reworking that whole intersection there.

18 The traffic from the tollway east of 41 is
19 heavily residential or a lot of office complexes. You're
20 dealing with a lot of people who are in and out, trying to
21 get into that area or out of that area. By adding
22 additional traffic into it to go through it is
23 complicating things even more.

24 This way those people who want to get from

1 the western, northwestern suburbs over to Edens directly,
2 they are able to bypass this hodgepodge of traffic that's
3 trying to go in both directions within this area, either
4 those trying to get to work, leaving work or from home and
5 within the residential, so the bypass to me makes more
6 sense to put it onto the Edens spur. That's it.

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10 MRS. JAHNKE: My name is Marilyn Jahnke. I live
11 at 206 Maplewood Road, which is parallel to Lake Cook
12 Road. The end of my lot is Lake Cook Road.

13 38 years ago when I bought this half-acre
14 lot, this was going to be my nest egg. Now, it's become a
15 liability. People who live on Lake Cook Road cannot sell
16 their homes for love nor money.

17 We don't need six lanes of traffic. We need
18 an underpass at Northwestern. We need an underpass in
19 Skokie. We certainly don't need six lanes of highway and
20 a railroad. You're talking about residential areas that
21 don't need this whose property values are going to go
22 down, down, down, and they will never be able to sell
23 their house. That's all.

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1 MS. KAPLAN: My name is Sue Kaplan, and we're at
2 40 West Mulberry in Deerfield right here at Lake Cook.

3 I just want to say that, number one, we need
4 a stoplight at Carlisle. The traffic is unbearable there
5 as it is to get in and out of the neighborhood.

6 And, second, to make it a six-lane highway,
7 all of our property values are going to decrease. The
8 increase in traffic is going to be astronomical, and I
9 just feel we don't need it, so I'm opposed to the idea.
10 Thank you.

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14 MRS. ZIMMERMAN: I'm Debbie Zimmerman, 1925
15 Walnut Circle, and that's in Northbrook.

16 I'm opposed to the highway, and I'm just
17 mainly concerned about the environment and the congestion
18 that the highway is going to bring to the area. I think
19 it's too crowded right now, and adding more cars isn't
20 going to help the situation.

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1 MRS. BROWNE: Evelyn Browne, 29 Ellendale,
2 Deerfield. I'm a home owner of 17 years in Briarwood
3 Vista.

4 When I moved into Briarwood Vista, Lake Cook
5 was a two-lane road. Then came Northbrook Court. It has
6 been a horrendous nightmare trying to get in and out of
7 our subdivision with no stoplight.

8 We have the Temple Moriah, which is in back
9 of our subdivision. On weekends we get weddings and bar
10 mitzvahs, a lot of traffic. There is a nursery school. I
11 believe there's lectures. And we have to take our life in
12 our hands when we have to turn east on Lake Cook Road.
13 That is a absolute mess. We must have a traffic light
14 there.

15 Now, second of all, as I see it, the
16 congestion is mainly from 41, and then the huge congestion
17 backs up because of the railroad that is right near 41
18 right before Northbrook Court that definitely has to have
19 an overpass or an underpass. That is where all the
20 congestion is backing up.

21 Then you're talking about widening Lake Cook
22 Road. The reason you would widen it is because there has
23 been corporations built on Lake Cook Road west of Waukegan
24 Road that has created a lot more congestion.

1 If they want their employees to get access
2 to Lake Cook Road, let them widen it after perhaps even
3 Sanders because, when I'm riding on the road by Sanders,
4 it really is congested because they have that huge Dean
5 Witter, big complex, and it's humongous, and they're going
6 to build more and more.

7 The area from 41 to Waukegan is a settled
8 area. There are not new homes being built in that area
9 therefore there won't be more congestion. The only
10 congestion we get especially is holidays and possibly
11 weekends from Northbrook Court. It's not great, but as
12 long as we have a stoplight, we can live with it.

13 However, if people want to get to access to
14 this area, and I believe the companies should pay for this
15 widening, and it should be around their area and they
16 should also make the railroad; that is, the line of the
17 Milwaukee Road line or they should try to do something if
18 they want to bring people in from Chicago or Skokie,
19 that's wonderful, but let them make an overpass in
20 addition and let them foot the bill. It should not be on
21 the taxpayers of the area from 41 to Waukegan Road.

22 We have more traffic because we do not have
23 an overpass or underpass at these railroad crossings.
24 That's our main problem, and now with all the congestion

1 that's been created has been because of all these
2 companies on Lake Cook Road, so therefore where you need
3 the widening is not between this area of established home
4 owners. You need it further on where they're all coming
5 together. They're all leaving and going at various times.

6 There's another problem with that. Where
7 are we going to put all the parking spaces, cars for
8 commuters?

9 It's going to create more traffic. I really
10 don't know what the answer is. I know you don't want to
11 have more cars on the road; however, with these lines
12 we're going to have more cars picking up their family
13 members to and from their homes.

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17 MR. ZIMMERMAN: My name is Lyle Zimmerman. My
18 address is 1925 Walnut Circle in Northbrook.

19 My feeling is that although I agree with
20 some of the ideas proposed in this system, generally I
21 don't agree with widening of Lake Cook Road.

22 I think that when this road system was set
23 up this was more or less -- it was more a rural area, and
24 now it's become way too residential and much too populated

1 to support a highway system like this.

2 I think, if anything, speed limits should be
3 reduced to help reduce accidents. I see way too many
4 accidents in this area right now because people use these
5 roads like highways, and this is really a residential and
6 commercial area, and there's far too much traffic on
7 day-to-day use to support this type of highway traffic.

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11 MRS. HOWARD: Elaine Howard. I'm president of
12 the Briarwood Vista Home Owners Association. I represent
13 my neighborhood.

14 I've been working closely in conjunction
15 with the presidents of Williamsburg Square and the
16 Northbrook Countryside Associations. Together we
17 represent a large body of homes, maybe a thousand home
18 owners and voters who are incredibly concerned about some
19 of the proposed changes.

20 We feel that these changes, particularly the
21 road widening, reflect the interest of commerce, people
22 coming through the area.

23 We're the people who live here. We cannot
24 get out onto the road as it is; and when we try to exit

1 from Carlisle, we have an awful time getting across. Some
2 of our neighbors have experienced accidents as it is.

3 There don't seem to be sufficient gaps in
4 the road to pull out, and we feel that we need really --
5 and we appreciate the sensitivity of the officials who are
6 here to listen to us tonight -- feel that the underpass is
7 needed at the railroad crossing at Lake Cook and Skokie
8 Boulevard, but our primary concern is some relief for us
9 getting out of Briarwood Vista, getting out on Carlisle
10 and/or Ellendale onto Lake Cook Road.

11 One city official told me that it would take
12 one death to get a light. I'm extremely frightened, so
13 are my neighbors. This is a very, very important
14 situation that directly impacts a large number of home
15 owners who live right in the area.

16 I would ask whoever is involved in making
17 these decisions to be sensitive to our concerns as
18 possible, to do what they can to help us get a stoplight.
19 Thanks very much.

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1 MR. FRIEND: Peter Friend, 185 Carlisle Avenue,
2 Deerfield, Illinois, 60015.

3 I'll try and keep my comments brief and
4 concise, and hopefully the people reading this will see
5 the consistency that my neighbors and I feel.

6 I'm clearly opposed to widening Lake Cook
7 Road to six lanes. I understand the mentality and thought
8 process that says there is congestion, and the traffic
9 will increase and therefore to relieve the congestion that
10 the road needs to be widened.

11 I think there needs to be more appropriate
12 and creative ways to dealing with the problems short of
13 just continuing to widen the road.

14 I have seen the presentation, and I am not
15 certain that the project is at all sensitive to the
16 concerns of the residents and their safety and the
17 negative impact on their environment, and I remain to be
18 convinced that's been given strong consideration,
19 specifically I live on Carlisle, and Carlisle intersects
20 directly with Lake Cook Road, and the area that I live in
21 called Briarwood Vista does not have any ingress or egress
22 except onto Lake Cook Road at Carlisle Avenue and at
23 Ellendale.

24 If a six-lane road were put in, to get in

1 and out would put us at great risk to life and limb
2 because it's terribly risky now; and whether or not Lake
3 Cook remains four lanes or six lanes, it's imperative that
4 the light be placed at Carlisle. That concludes my
5 comments.

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9 MR. LANE: My name is Jerry Lane, 140 Greenbriar
10 East Drive. I live in Briarwood Vista.

11 I'm very concerned about the proposal to
12 widen Lake Cook Road to six lanes. Currently at four
13 lanes its very dangerous for the residents of our
14 subdivision when they have to get out onto Lake Cook Road,
15 especially if they're going east because you have to cross
16 over two lanes to get over to the east side.

17 We've been fighting since I've lived there
18 for nine years for a traffic light to no avail, and six
19 lanes, it would be even a lot more traffic as I see it and
20 make it incredibly dangerous.

21 In Briarwood Vista we have no option but to
22 go out onto Lake Cook Road. That's the only way out.

23 I hope very much that this will be taken
24 into consideration before they consider widening the road;

1 and whether they do or don't, a light should go in at
2 Carlisle and Lake Cook. Thank you.

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6 MR. ZUCKER: My name is Dan Zucker. I live at 20
7 Chestnut Road at Northbrook here in the Glenbrook
8 Countryside subdivision. My house is actually on the
9 corner of Lake Cook and Birchwood with the side of my
10 house on Lake Cook.

11 Currently the size of my lot, which is over
12 one-half acre, is large enough such that Lake Cook is not
13 really much of an issue for me. Noise isn't a problem
14 because the house is set far enough back away from the
15 traffic. In addition, the yard is large enough so that my
16 two young children have plenty of play area.

17 If the county decides to widen Lake Cook
18 Road, it will require that they take some of my property.
19 This will do two things: One, it will reduce the play
20 area for my children; and, two, it will bring Lake Cook
21 Road that much closer to the living area of my house and
22 will have a tremendous affect on the property value.

23 Currently, should someone be interested in
24 buying my house, I can tell them that Lake Cook doesn't

1 cause a problem because it's far enough away from the
2 house. If they move Lake Cook Road that much closer to my
3 house, I'm not going to be able to make that same sort of
4 argument to a potential buyer.

5 I am not confident that the procedures that
6 the county has in place for reimbursing people for any
7 loss of property value will be adequate in my particular
8 situation. Thank you.

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MRS. CAHNMANN: Suzanne Cahnmann. This is something for Highland Park. We have a bottleneck, a real bad bottleneck on the corner of Skokie Boulevard and Lake Cook Road, Skokie Boulevard going south, and it's impossible to make a right-hand turn because they don't have a right-hand turn lane, and there is room for a right-hand turn lane. The gas station grass is -- he has it swinging out, so there is room.

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If they cut it down a little bit, they'll be able to -- people will be able to make a right-hand turn, and what happens, you have to sit on Skokie Boulevard waiting for light after light in order to make a right-hand turn onto Lake Cook because of not having a

1 right-hand turn lane there, and it wouldn't take much
2 putting a right-hand turn lane because a lot of cars right
3 now are putting -- some people that are using their heads
4 to move over for other drivers, but a lot of people -- you
5 cannot go over because people block that entrance, and so
6 what they need to do is really look at that corner because
7 it backs up a lot of times all the way back to even Clavey
8 sometimes during -- what do you call it when -- the rush
9 hour.

10 I want Highland Park to look at this because
11 it has to be looked at from Highland Park because Highland
12 Park owns -- I guess is in charge of the Skokie Boulevard
13 where Northbrook isn't, so I'd like to see Highland Park
14 take a look at that. Thanks a lot.

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MRS. OLIVER: Gloria Oliver, 225 Hickory Court,
that's in Northbrook, and I don't feel they've given us
enough time to prepare or even come for any of this.

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We just got a statement about three days ago
stating this was happening, and this is almost set and
done; and I, for one, do not want the lane widenings.

24

I do not, for one, want a train running down

1 the side of Lake Cook Road which will be almost right
2 alongside my house especially with the other -- what do
3 they call it? -- an access route or something of 94 coming
4 in on the other side of me, and I feel that I am not
5 really that informed right now because this happened so
6 fast and without any notification to any of the property
7 owners here in the Glenbrook Countryside. That's about
8 it.

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MR. OYAMA: Peter Oyama, 80 Ellendale Road,
13 Deerfield, Illinois.

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I can understand the reasons for the
long-term planning and needs. However, I think too much
emphasis at this point is directed towards bringing more
traffic to a head at Lake Cook and 41.

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Instead, there should be greater study as to
how to leave well enough alone there and come up with ways
to relieve the traffic to go around it; analogy being when
you build a expressway, you don't widen Main Street
through town, you build the expressway to go around the
town and you use feeders to get to the expressway for
outsiders; so, number one, because of Northbrook Court --

1 number one, because of the fact that there are now seven
2 stoplights, you need probably ten between 41 and Waukegan,
3 increase in stoplights increasing the propensity for
4 slowing traffic rather than increasing the traffic flow,
5 at the risk of not putting them in and endangering the
6 residents of that area, that you can use -- make much
7 better use of the Edens spur to relieve the traffic flow
8 south or north during the morning or rush hour as well as
9 to use Dundee as alternative for SRA routes.

10 Tied into those suggestions, you might use
11 Lake Cook as a directional flow for the residents to go
12 out not to come in during morning and night rush hours,
13 with one lane being kept open for local egress or exit
14 being reserved.

15 I think it's a mistake to plan train stops
16 on Lake Cook Road. You should put the train stops as well
17 as -- use something like Route 22 for an SRA -- better use
18 of the SRA on Route 22 and have the train stops not on
19 Lake Cook Road but away from Lake Cook Road and with
20 long-term parking because people will get to the trains.
21 You don't add to the problems of Lake Cook Road.

22 And in connection with using an alternate
23 like Route 22 as a greater SRA, then use another
24 north-south road with high speed traffic, no lights, for

1 accessing or leaving Lake Cook Road further west; so
2 again, the idea being avoid the highly dense residential
3 areas. Let those people out and plan for people coming in
4 during rush hour periods to use a roundabout way, period.
5 Thank you.

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MS. SHEPPARD: Gina Sheppard, 225 Hickory Court,
10 Northbrook. I object, quote/unquote.

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MRS. WOLTHAUSEN: First name is Shannaki. Last
15 name is Wolthausen.

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I don't understand why it is that the people
who live here weren't sent something, notified about this
sooner. I don't understand why it is the man I talked to
seemed to be just taking the attitude it's done, you have
no say, that's it, and I'm irritated. I need to go home.

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1 MRS. WENDELL: Laura Wendell, 63 Timber Hill, in
2 Buffalo Grove.

3 What bothers me about it is the State of
4 Illinois and Cook County is complaining about money all
5 the time. I don't understand why we have to improve any
6 more roads in our Buffalo Grove area. I think we've done
7 more than our share.

8 I think it's time that Lake County did their
9 share in improving their roads for the people that live up
10 that way because that's what it's being done for, and to
11 take it through a main town such as Buffalo Grove I
12 believe is going to split our town in half, and that's
13 something that we -- that I don't think is really
14 necessary, and I really wish they would reconsider what
15 they're planning on doing here.

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19 MR. GOULD: My name is Lee Gould, 332 Powderhorn
20 Drive, Northbrook, Williamsburg Square.

21 Just going from right to left, I am opposed
22 to expanding Lake Cook from Skokie Highway west to say
23 Waukegan Road into six lanes. The reason being, I feel
24 there would be a big bottleneck at the Edens entrance

1 ramps considering there is already now a bottleneck on the
2 ramp going south. During certain times of the year,
3 during Ravinia season, it would be a very -- again, very
4 heavy. Traffic during Ravinia backs up.

5 The reason I'm basically opposed is that the
6 whole area between Skokie Highway and say Waukegan is all
7 residential pop., and where west of there there's not
8 another residential block until you get past at least
9 Milwaukee Avenue.

10 I am in favor of the underpass for the
11 railroad at the Northwestern tracks anyways, the underpass
12 to be constructed, just to save time during the heavy
13 train travel, heavy freight travel.

14 I feel that there should be a spur -- I mean
15 connection, an interchange at the Edens spur. Otherwise
16 there is a spur that goes down Edens. Spur there should
17 be a full interchange which would alleviate some of the
18 traffic going east because they could get on and off from
19 the spur on Edens.

20 Okay, I'm opposed to the train station being
21 located so far east basically because again congestion of
22 traffic, additional parking that's going to be there,
23 general congestion in the area at various times. Even
24 though it might facilitate certain people to connect on

1 the Skokie Swift, I'm opposed to that.

2 I feel some of the lights have to be
3 resynchronized during any type of construction; however,
4 especially around Edens Skokie Highway, they're out of
5 sync consequently causing traffic jams.

6 Like the traffic coming east, if you
7 expanded to six lanes, it would be even worse. Basically
8 that's my concerns; and, of course, one other thing, the
9 amount of land that has to be reclaimed between Skokie and
10 Waukegan Road would definitely hurt the property values of
11 some of the houses in the area. That's a concern. That's
12 about it. Thank you.

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16 MR. WELLS: My name is Harry Wells. I'm
17 executive director of Omni Youth Services located at 1111
18 Lake Cook Road in Buffalo Grove. This is a property on
19 the south side of Lake Cook just east of the intersection
20 of Arlington Heights Road and Lake Cook Road.

21 In the earlier hearings held last year at
22 Chevy Chase Country Club, we made testimony to the fact
23 that the entrance and exits into the property would be
24 substantially changed and would create safety hazards to

1 young people coming to our building or leaving the
2 building.

3 We have asked several times for specific
4 design options that address the entrance and exit problems
5 for both Omni Youth Services and Bank of Buffalo Grove,
6 which is located at the southeast intersection of
7 Arlington Heights Road and Lake Cook Road.

8 We have not seen any specific plans that
9 remedy or provide options to the entrance or exit problems
10 which do create definite safety hazards for young people
11 that are walking or riding their bicycles to our facility
12 for counseling services.

13 We would very much appreciate having some
14 communication from the appropriate design consultanting
15 firm regarding different approaches to this problem and
16 would appreciate being contacted at Area Code 708,
17 537-8871. Thank you.

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21 MRS. DOHERTY: Carolanne Dougherty. The address
22 is 245 Old Post Road in Northbrook, 60062.

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I think some of the ideas are quite good;
for example, coordinating the traffic lights and

1 overpasses or underpasses for the railways. I live in the
2 area quite close by here, and only during rush hours is
3 the traffic a serious problem.

4 During the weekends and non-rush hour times,
5 it's really not bad. That's just from my observations,
6 and I'm sure that IDOT has done extensive studies on this.

7 It seems like it's a bit of an extreme move
8 to make six lanes and double turning lanes and bring a
9 Rapid Transit line down Lake Cook to alleviate a few hours
10 of congestion per day. That's all. Thanks.

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14 MRS. WINBURN: My name is Anne Winburn. My
15 address is 1933 Maplewood Road in Northbrook. I live in
16 Glenbrook Countryside, and I am opposed to the widening of
17 Lake Cook Road to six lanes with a median.

18 I am opposed to the introduction of a rail
19 transit route running parallel to Lake Cook Road.

20 I would like some documentation in the form
21 of a study supporting this proposal to widen Lake Cook
22 Road. To my knowledge, my conversations with the
23 representatives of the developer, they have done no study
24 to determine where all the people who are creating all

1 this traffic are coming from and going to therefore I
2 think that it's premature. The plan is premature.

3 I would also like to point out that an
4 existing highway system, which is the 294 spur, parallels
5 the eastern portion of Lake Cook Road that connects to
6 Edens Expressway, which I don't see any plan for utilizing
7 that existing highway system to lessen traffic congestion
8 for people heading down into the city or back home from
9 the city, and I would like to see the 294 spur utilized by
10 tying in to Lake Cook Road west of Pfingsten Road have a
11 complete cloverleaf off and cloverleaf in all directions.
12 That would serve the office buildings that are west of
13 Pfingsten Road and also serve the people who live west of
14 Pfingsten Road on their commute into the city.

15 As a resident of Glenbrook Countryside, I do
16 not want to see my quality of life degraded because of
17 decisions people made to live further away from public
18 transportation and convenient access to roadways. I chose
19 to live close in. They chose not to.

20 I don't want to see a super highway created
21 in my backyard because of someone else's -- the people to
22 the west of me -- decision to live there.

23 I would like to see underpasses at the
24 Chicago and Northwestern rail crossing and the Metra line

1 rail crossing. That's it. Thanks.

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5 MR. GIBSON: My name is George B. Gibson. I live
6 at 35 Timber Hill Road in Buffalo Grove, and I came to
7 hear more about the project. This is the first I heard
8 about the Illinois Department of Transportation project.

9 I've heard about the Cook County Highway
10 project, which is a different project. First notification
11 of this at all, and I'm wondering why it's taking so long
12 for them to notify residents who live along the highway
13 about what their plans are and what they plan to do.

14 Show the engineering studies so we can
15 comment on it. When is that going to take place?

16 Who should we send comments to about the
17 project? They need to give us that information. I think
18 that's in here, in their brochure.

19 Other than that, I'm really opposed to them
20 widening the road until they expand the roads in Lake
21 County at some point in the future.

22 Other things I can't ask because I haven't
23 seen the engineering study.

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1 MR. KRUGLY: Reuben Krugly, 1933 Maplewood in
2 Northbrook.

3 After talking with Eugene Ryan, deputy
4 director of the Chicago area transportation study, it
5 became painfully clear that a study and survey had not
6 been done on the amount of traffic that was traversing the
7 area between Tri-State and Edens as to what could be
8 alleviated if that traffic had an interchange to the Edens
9 spur been looked at.

10 The deputy director could not answer the
11 fact as to what percentage of traffic would be alleviated
12 by a hookup to the spur at Lake Cook and Tri-State, and it
13 seems to me an obvious alternative to widening Lake Cook
14 between Tri-State and Edens.

15 It's just painfully clear that this has not
16 been looked at completely enough as an alternative to
17 widening an area that I don't believe would require
18 widening given access to Edens to the western suburbs
19 coming down Lake Cook, and I believe this should be looked
20 at before any consideration to widening of Lake Cook
21 between Tri-State and Edens is completed.

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1 MR. ELLIS: Q My name is Ellis, and the
2 address is 337 Glendale Road in Buffalo Grove.

3 One of my concerns is if this widening of
4 the road is going to take part of our church's property.
5 We're already desperate for parking. Now, they're going
6 to take away part of our parking also.

7 The amount that they're going to widen Lake
8 Cook Road is going to put our activity center right on
9 Lake Cook Road and the noise of our traffic right on Lake
10 Cook Road. That's ridiculous. It also takes away part of
11 our children's football field.

12 It also takes away part of Emmerich Park,
13 and it puts the playground from Emmerich Park basically
14 about a hundred feet away from the roadway. I won't let
15 my children go to that park anymore. To me that's a
16 violation of my children's rights not to be able to play
17 in a protected area.

18 My other concern is that property values
19 throughout that area, are these going to dip, and if they
20 do, what's that going to do to affect my house?

21 My house is only four blocks away from this
22 proposed widening.

23 The other thing is, if you're going to widen
24 this road, you're going to be bringing in truck traffic.

1 We've all got a Wal-Mart, and Sam's Warehouse up there
2 that's approximately three blocks away from Wal-Mart along
3 with the semi trucks that go through from Jewel,
4 Dominick's, Walgreens and all the other stores that are in
5 that area.

6 It's all going to take away businesses
7 because the widening is going to encroach on their
8 right-of-ways and stuff like that. It's going to be a
9 mess along with the disruption of traffic through the
10 area.

11 It's just going to create a big disruption
12 through that area, so I don't know why they don't widen 53
13 and the north-south roads. That's what they need before
14 they widen Lake Cook Road.

15 They're concerned about north-south traffic.
16 Lake Cook Road is an east-west road. It doesn't make
17 sense to widen an east-west road when you need to widen
18 north-south roads first.

19 Those are my basic concerns at this point as
20 far as that's concerned, and I think that should be
21 enough, and also our park district building right now sits
22 about a hundred feet off the road of Lake Cook on the
23 corner of Lake Cook and Raupp, and that means that they're
24 going to be taking down part of that building.

1 We already spent 2.3 million on this
2 building to house recreational vehicles and recreational
3 equipment. I mean, I can't see them tearing that down if
4 the village already spent all this money on it. To me,
5 that's ridiculous.

6 They are also going to be taking part of the
7 golf course. There's an awful lot of golfers going to be
8 very unhappy about that. That golf course brings in
9 revenue to the village because it's village-owned, so I
10 just don't understand why they have to widen Lake Cook
11 Road at this point.

12 They really need to take 53 and run 53
13 straight through to 120 like it was proposed in that case
14 then, you know, alleviating a lot of the traffic that's
15 presently on Lake Cook Road because 53 now ends at Lake
16 Cook.

17 Dundee was a real heavy traffic problem
18 until they extended Lake Cook Road. The further north
19 they can extend 53, the more traffic they're going to
20 alleviate on Lake Cook and Dundee; so as far as I'm
21 concerned, they don't need to widen Lake Cook Road at this
22 point.

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1 MRS. SHERIDAN: Betty Sheridan, 9 Crestview
2 Terrace, Buffalo Grove.

3 Basically all I want to say is that I feel
4 that the expansion of Lake Cook Road will bring additional
5 noise, confusion, pollution to an area -- to a roadway
6 that is big enough right now, and I feel that the
7 expansion of other east-west streets needs to be
8 developed, and then they should leave us alone on Lake
9 Cook Road.

10 We live right off of Lake Cook Road. I've
11 got young children, and the longer we've lived there, the
12 more talk there's been about not only widening Lake Cook
13 Road but widening Weidner Road, which goes right into our
14 a little subdivision of homes. It's all residential, all
15 young children, and that's my concern. Thanks.

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19 MR. HEDLUND: Don Hedlund, 39 Timber Hill Road,
20 Buffalo Grove. I'm also Buffalo Grove Park District
21 Commissioner.

22 I want to go on record to say I oppose the
23 expansion of Lake Cook Road. I think we need to
24 concentrate on roads such as State Route 22, Aptakisic

1 Road, Deerfield Road, Route 60.

2 Currently the northern part of Cook County
3 is able to disperse traffic because of its judicious
4 widening of all roads at equal intervals.

5 We do not see any of that in southern Lake
6 County. Because of that, we are bearing the problem of
7 all the communities of the north. I strongly feel that
8 the expansion of Route 53, expansion of Aptakisic Road and
9 Route 22 along with possible improvements to Route 60 will
10 eliminate the need for the expansion of Lake Cook Road.

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14 MRS. HEDLUND: I'm Connie Hedlund, and I'm a
15 resident of Buffalo Grove. I want to say that was my
16 husband that talked. I want to go down we are against
17 having this widening. It's ridiculous. That's it.

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20

21 MR. KESSLER: My name is Richard Kessler. I live
22 at 1253 Carriage Lane in Northbrook, and I'm opposed to
23 any expansion of Lake Cook Road from Waukegan Road east to
24 U.S. Route 41.

1 Improvements can be made, an interchange at
2 Lake Cook Road, and the tollway can be expanded to include
3 a complete interchange and train station be built by Metra
4 that Metra just purchased in Deerfield should provide
5 adequate accommodations for the increased traffic flow
6 that they're projecting. Thank you.

7
8 * * * * *

9
10 MR. WOLF: My name is Arthur Wolf, 3948 Rutgers
11 in Northbrook. I'd just like to make a couple of
12 comments.

13 It doesn't make any sense to widen the road
14 unless you coordinate the traffic signals on Lake Cook.
15 The traffic lights by Northbrook Court have been out of
16 sync for the last ten years. You can't drive through two
17 lights at the same time, so the traffic bottles up there
18 before it gets out to Edens.

19 There is no left turn going north on Ridge
20 Road onto Highland Park. That's been a matter of petty
21 jealousies for at least the last ten, fifteen years, and
22 you can't have a coordinated highway program or
23 transportation program where every little community can do
24 whatever the hell they want to interfere with the flow of

1 traffic.

2 Buffalo Grove continues to allow
3 developments on Lake Cook near Milwaukee Avenue even
4 though it's a remote area to their community because they
5 have office buildings there, but they don't have to handle
6 any of the traffic.

7 Unless somebody coordinates this whole thing
8 with Lake Cook on a multi-county basis, every little group
9 is going to do what they want and widening the road to six
10 lanes will be irrelevant.

11 The only other thing I'd like to say is
12 until state addresses the issue of widening Willow Road
13 through Northfield so that people can use Willow rather
14 than Lake Cook, none of this is going to be worth
15 anything.

16

17 * * * * *

18

19 MRS. DeLATTRE: My name is Sheila DeLattre. I'm
20 from the Terramere Home Owners Association in Arlington
21 Heights. My address is 4156 Terramere.

22 Basically we have managed to get the Village
23 of Arlington Heights to back us in opposing the widening
24 of Lake Cook Road.

1 We feel that other alternatives should be
2 looked into such as the widening of 22 that would do less
3 to inhibit home owners, et cetera, or it would probably
4 cost less in the long run if they would do it to 22
5 instead of Lake Cook Road.

6 They should also extend 53, that it's
7 already been proven that the extension of 53 from Dundee
8 to Lake Cook Road that has alleviated much of the traffic
9 congestion on Dundee plus the opening of a two-lane turn,
10 which is very effective, has greatly decreased the amount
11 of traffic on Dundee. It has added to the traffic on Lake
12 Cook Road. Basically that's all I want to say.

13

14

* * * * *

15

16 MRS. PESKIN: Sheila Peskin, 1034 Antique Lane,
17 Northbrook.

18

19 I am very much in favor of the underpasses
20 being built for the railroad tracks because I feel that
21 that causes lot of congestion, particularly on the one
22 that's near Skokie Boulevard because those are long
23 freight trains and holds up traffic for quite a long time,
24 but I do not favor widening Lake Cook Road to six lanes at
that point because I think that will draw more traffic to

1 the area than is already there. That's all.

2

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5

MRS. BARNETT: Elaine Barnett, 85 Greenbriar
6 Drive East, Deerfield.

7

I live off of Lake Cook Road. I'm very much
8 against widening the road any further. I think you only
9 create more traffic. The wider you make it, the more cars
10 you attract.

11

I think the first thing you should do before
12 they embark on this project is to reconsider the use of
13 the spur, an interchange that would take a lot of the
14 traffic coming west from say 59 and wanting to get over to
15 Edens and divert it off of Lake Cook Road onto the spur
16 that's already there and on to the Edens from there.

17

Number one, it will save a great deal of
18 money, which I think might be an asset; number two, it
19 would be lots less disruptive. The environmental impact
20 would not be felt, the people's lives living along this
21 road, and there are a lot of us, would not be disrupted.

22

23

24

At this point, you've taken a lovely
community, and you've widened it to four lanes, and it's
created many problems, and now widening it to six lanes

1 would be just plain total destruction. That's the way I
2 feel about it.

3

4

* * * * *

5

6 Q James Workman, 295 Cottonwood Road, Buffalo
7 Grove.

8 My feelings on the Lake Cook expansion is I
9 don't think it's a good idea, that it should not be
10 expanded to handle more traffic, and all the money that is
11 involved in that that I think money would be better well
12 spent on making increasing parallel routes to run parallel
13 to that, and also I feel that the money should be spent in
14 Rapid Transit, looking at like an 'L'-type system or
15 something like that.

16 I feel that if you make this road bigger,
17 another ten years down the road once again it won't be big
18 enough, and we'll have to increase the size of the road
19 again. Thank you.

20

21

22

* * * * *

23

24

1 MR. DUSHMAN: Stanley Dushman, 229 Fox Run Drive,
2 Northbrook.

3 I am totally against the six-lane expansion
4 of Lake Cook Road from to 294 to 41. I think there are
5 alternative ways of handling the traffic.

6 One that I would suggest is to the four-way
7 interchange of the spur -- of the current spur either at
8 the location where it is or within a few miles or so
9 around it or less. That would take the traffic going from
10 the western suburbs, move them off of Lake Cook onto the
11 access, the direct access to 41.

12 I think that would be a starting
13 alternative, and that way you will be able to determine
14 the actual traffic pattern and the actual amount of
15 traffic that would go on Lake Cook Road.

16 The way it is right now we're guessing or
17 they're guessing. They're saying they think so much
18 traffic will go onto the spur and so much will go -- but
19 if we do the spur interchange first and then run a traffic
20 pattern over a six-month period, they'll have some actual
21 figures that they can hang their hat on. Thank you.

22
23
24

* * * * *

1 MRS. DUSHMAN: Renee Dushman, on 229 Fox Run,
2 Northbrook. I am horrified that the IDOT department, who
3 was supposed to represent the citizens of our state and
4 our area, is even contemplating a six-lane highway in our
5 back door.

6 It will ruin three communities, and the
7 pollution that it will generate, let alone the noise and
8 the atmosphere of a major highway like the Kennedy is
9 going to ruin our community, and I am totally against it,
10 and I will fight it every inch of the way.

11 I do not want this. They can expand the
12 spur to take some traffic away, and I think both of the
13 underpasses for both railroads will help, and I think a
14 train station for the Metra at Lake Cook Road will help,
15 and those things should be tackled first before they even
16 think of anything else.

17 The community does not want it, and we will
18 fight it. Our Home Owners Association are active, and
19 they will definitely fight it. We do not want it, and
20 whoever is the head of this department is going to get a
21 big fight from our community, and the battles in court
22 will take a long time.

23 We are an active community, and we fight
24 things that we don't like, and this is one that we will

1 get behind and fight, and if he's elected, he will not get
2 re-elected. I don't know if this is an elective position.
3 If he is appointed, he will not get reappointed.

4
5 * * * * *

6
7 MR. PADRUL: Jacob Padrul, address 46 Pine Tree
8 Road, Northbrook, and I currently live but 100 feet south
9 of Lake Cook Road in Glenbrook Countryside, which is
10 unincorporated area, and I believe that widening of Lake
11 Cook Road would create much more noise, more traffic.

12 It is difficult already to get in and out of
13 our Pine Tree Road, which is perpendicular to Lake Cook
14 Road, and it will present more problems in that respect
15 because of noise. Property value will decrease obviously,
16 and I'm against the project. That's probably the bottom
17 line. That's it.

18
19 * * * * *

20
21 MR. HAYES: My name is Richard Hayes, 568 St.
22 Mary's Parkway. That's in Buffalo Grove.

23 I guess my statement is -- and I understand
24 the whole thing, that they're going to have to expand our

1 arterial system, but they should take a harder look at
2 Palatine Road, which is already set up at eight lanes to
3 accommodate that east-west traffic along that corridor,
4 and I think they have overlooked that whole thing. That's
5 all I have to say.

6

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* * * * *

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9

MRS. RADKE: My name is Rosemarie Radke. I live
10 at 1064 Cobblestone in Northbrook, also known as the
11 Williamsburg Square Development.

12

13

14

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16

We have been residents at the Williamsburg
Square Development in Northbrook for 23 years. During
that time, we have been scared in one way or another, also
inconvenienced by some project going on in our
neighborhood.

17

18

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21

We have swallowed industry dirt and
construction for most of these years, first Northbrook
Court, then the widening of Lake Cook Road, and now we
should face another project. We do not have more money to
spend.

22

23

24

My husband has been sick for 14 years with
allergies. Our home is our only asset and do not want to
lose the value of our home, and I think this is the

1 statement. Thank you.

2

3

* * * * *

4

5 MRS. FREEMAN: Margie Freeman, 1150 Antique Lane,
6 Northbrook, 60062.

7

8 I'm gravely concerned about the idea of Lake
9 Cook Road becoming a six-lane highway. I think it will
10 have potentially rather devastating effects on the
11 residential values of our homes, on the pollution,
12 pollution created in the area, on the potential increased
13 crime and noise in the area.

13

14

15

16

I would like for the Illinois Department of
Transportation to consider alternative solutions to the
traffic problems that will not have the negative effects
on the residents in our area. Sincerely, Margie Freeman.

17

18

* * * * *

19

20

MR. OETRINGER: It's John Oetringer, One
21 Birchwood, Northbrook.

22

23

24

I want to make a statement that I'm against
it. The house that I work very hard for will have to be
tore down because it's too close to the road, and I will

1 not be able to duplicate the house. That's really about
2 it.

3

4

* * * * *

5

6 MR. AHLERS: Kurt Ahlers, Three Hawthorn Court in
7 Buffalo Grove, 60089.

8 I'd like the study to show us details of
9 what's going to happen along Lake Cook Road. I don't
10 think the study and the previous hearings for the plans
11 for Lake Cook Road show the impact on the right-of-way to
12 businesses and existing home owners on Lake Cook Road. If
13 showing what's going to be condemned is accurate, we're
14 being mislead.

15 I think the time for the study was ten years
16 ago before any of this development went in, and right now
17 it would have a very severe impact on Buffalo Grove to cut
18 in two and deny access to public park district and
19 commercial facilities. That's it.

20

21

22

* * * * *

23

24

1 MR. LIRTZMAN: My name is Mitchell Lirtzman, 10
2 Hemlock Lane, Highland Park.

3 My family and I are strongly opposed to the
4 proposed expansion of Lake Cook Road, particularly along
5 the eastern end of the corridor. Expansion only serves to
6 draw more traffic to the area, contrary to what we've been
7 told here tonight. It will increase noise and pollution.
8 It will uproot families and established homes.

9 A "transit service" area at the Northbrook
10 Court Shopping Center will endanger shoppers and children
11 and exposes these innocents to crime and harassment.

12 High speed traffic along this lane creates
13 increased danger to our children and our property. A
14 Rapid Transit line only can depreciate all property values
15 and increase criminality in the area.

16 Access to our homes will be hectic at best
17 and dangerous at worst. The lives and health of our
18 children, our families and friends and neighbors are in
19 jeopardy. This will destroy our quite peaceful community
20 and change the area into a filthy roadside where people
21 who are non-residents will speed by, spur high volumes of
22 pollution and dump their garbage from their cars into our
23 yards.

24 I suggest the spur from the Tri-State be

1 expanded, expand Willow Road to accommodate existing
2 traffic (We should not be punished for their obstinance),
3 diffuse traffic to our arteries and add underpasses to the
4 railways at Skokie Highway and Waukegan Road.

5 Please don't destroy that which we have
6 worked so hard to create and maintain. Our homes are a
7 safe haven from the cold, hard world, and now you are
8 proposing to run that cold, hard world right through my
9 living room. Thank you.

10

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24

WRITTEN COMMENTS

ATTACHMENT D

RICHARD E. MORRIS
120 ELLENDALE ROAD
DEERFIELD, ILLINOIS 60015

312-945-6557

BUREAU OF PROGRAMMING
RECEIVED

FEB 07 1992

DISTRICT #1

February 3, 1992

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

Attention: Mr. Walter S. Kos, P.E.

Subject: Lake Cook Road between U.S. Route 12
and U.S. Route 41

Gentlemen:

Our home is approximately three blocks north of Lake Cook Road and immediately west of Waukegan Road. We use Lake Cook Road daily and obviously have a very real interest in any plans for widening and possibly introducing other transportation systems into the Lake Cook corridor. I attended the January 29, 1992 hearing and have the following comments about the proposals which were presented:

1. It is now very difficult for us to enter Lake Cook Road. The addition of more lanes will only attract more traffic and make it more difficult for us to enter the highway from Ellendale Road and Carlisle Avenue.
2. The proposed widening plan will reduce residential property values for those of us who live near the highway.
3. The concept of a rail commuter line along the Lake Cook corridor threatens to completely change the character of the entire community along the highway and will have a devastating effect on residential land values.

For these reasons we strongly object to the proposals for widening the road and the construction of a rail line in or near the highway corridor. We are in favor of the plan for grade separations at the railroads.

The engineering studies do not appear to have given any consideration to the possibility of utilizing the Eden Spur to carry some of the traffic that is now on the section of Lake Cook Road between U.S.41 and the Tri-State Highway. It only seems logical that some of this traffic could be diverted to the Eden Spur. The engineers at the hearing stated that the scope of their study was limited to determining how the projected traffic could be accommodated on Lake Cook Road and that other alternatives, including the utilization of the Eden Spur, were not within the scope of their work. We believe this is a mistake.

We respectfully request that this and other alternatives for solving the transportation problems in this area be studied and presented for consideration by all concerned.

Very truly yours,



Richard E. Morris



Elizabeth Morris

cc: Elaine Howard
Bernard Forest, Mayor
William Peterson, State Representative
David Barkhausen, State Senator

ROGER S. HERZOG P.E.
1739 SETON RD
NORTHBROOK, IL 60062

LETTER OF APPROVAL
FILED
2-3-92

DEAR MR KOS,

My wife and I want to make sure that you get some letters of APPROVAL MIXED INTO your letters of complaint regarding the LAKE COOK ROAD IMPROVEMENTS between US 12 and US 41. We attended the Hearing on January 29, 1992.

To my engineer's eye, it is a good idea and ~~we~~^{we} hope you will carry it out as soon as possible

Roger S. Herzog PE

Shirlee Goldman-Herzog

Gale M. Krule
4213 North Yale
Arlington Heights, IL 60004
(708)398-0042

February 2, 1992

James C. Slifer, P.E.
District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096

Re: Improvements on Lake-Cook Road

Dear Mr. Slifer:

I went to IDOT's presentation on the improvements recommended for Lake-Cook Road on January 29, 1992 in Northbrook, Illinois. I would like to present "for the record" my views on your suggested proposal (or recommended improvements) for the stretch of Lake-Cook Road from Milwaukee Road to Route 12.

15 years ago, (around 1978) Lake-Cook was a two lane road through Arlington Heights and Palatine. I remember traveling down that road to get to some brand new developments in Palatine. Within several years Lake-Cook was developed into a four lane, (two lanes in either direction) with left hand turn lanes. This was done at considerable expense to the tax payers of Cook County. Now, IDOT recommends for "future planning" that this corridor be as large as a major expressway, three lanes with double left turn lanes; particularly in Arlington Heights, and Buffalo Grove; complete with several underpasses at strategic intersections. Again, to the cost of millions, if not billions of tax dollars from Cook-County and other agencies.

I, for one do not feel it is necessary to widen Lake-Cook Road in the northwest area. If the road systems in Lake County were developed in proportion to the rate of growth in that region, traffic would not have to filter down to Lake-Cook Road and congest that roadway. The extension of Route 53 would eliminate a great deal of traffic and would complete the expressway system that would loop the Chicago Metropolitan area. Route 22 and Deerfield roads are direct accesses to the Tri-state and major expressways of this area, but except for the stretches of road near the tollway entrances are two lane roadways. I, feel it is unfair to ask Cook County residents to assume the double burden of "improving roadways" through our county tax dollars and our state tax dollars to ease the burden of traffic congestion by increased growth rate in Lake County.

I am also outraged that in this day and age of environmental concerns, that IDOT would recommend as future planning a "Metro Transit Train" that travels down Lake-Cook Road, from the proposed North-South Transit to and down Route 53; littering the environment with waste, increasing the noise pollution factor, contributing tremendously to air pollution, and transgress protected wet lands, water reservoirs and federally protected land areas. This does not even preclude the fact that there is virtually no land space to put a train; the area is well developed to capacity. I can just envision your proposed train traveling through St. Mary's playground, just in front of the Buffalo Grove Village Hall and facilities, and through Dominick's parking lot. If this proposed train were planned for the south side of Lake-Cook, it would travel through several housing communities, through Buffalo Grove park facilities, a bank, several stores and more houses. This does not even account for train stations or possible parking facilities. If IDOT envisions a transit train that runs from the proposed North South commuter line to Route 53, with the stations on either end a bus route would be more effective and better utilized than a train.

I feel that the amount of traffic that travels down Lake-Cook Road can be effectively controlled by completing Route 53, developing the roadways in Lake County, and changing traffic signals on Lake-Cook Road from Arlington Heights Road to Milwaukee Avenue during rush hour. It is my understanding that to date this change of signals has not been instituted. This would certainly effect the flow of traffic and eliminate traffic congestion during rush hour.

I for one do not want what amounts to an expressway complete with transit train by my front door. If I wanted an urban transportation system close to home I would be living in Chicago or the near north suburbs. I moved to Arlington Heights for the openness of the development and the qualities of the Village. In my view it would be a mistake to try to develop this area as if it were an extension of the City of Chicago.

If the Illinois Clean Air Act goes into effect in 1994; traffic should be reduced significantly. Why are you trying to widen an adequately developed road (Lake-Cook) at the same time you are trying to reduce the amount of traffic?

I hope that I have shed some "public" insight into your proposal.

Sincerely,

A handwritten signature in black ink, appearing to read "Gale M. Krule". The signature is written in a cursive, somewhat stylized script.

Gale M. Krule

707 OFFICE CENTER

707 LAKE COOK ROAD • DEERFIELD, IL 60015 • (708) 498-0300 • FAX (708) 498-9981

February 6, 1992

Mr. James C. Slifer
District Engineer
Illinois Department of Transportation
210 West Center Court
Schaumburg, Illinois 60196-1096

BUREAU OF PROGRAMMING
RECEIVED

FEB 18 1992

Att: Walter S. Kos, P.E.

Re: Lake Cook Road Strategic Regional Arterial

DISTRICT #1

Dear Mr. Slifer,

On behalf of The 707 Office Center and the over 200 employees who work at 707 Lake Cook Road, we are pleased to support the recommended Strategic Regional Arterial (SRA) improvements on Lake Cook Road

We commend IDOT and it's Operation Greenlight Program to identify major highway corridors such as Lake Cook Road and propose an improvement plan that comprehensively addresses traffic and predicted congestion on such roads as Lake Cook Road negatively impacts the productivity of our employees and customers. Your proposed improvements, when implemented over time, will improve mobility for our employees and others who travel this road.

Secondly, we support the recommended improvements including road widenings, intersection improvements, medium for turning lanes, traffic signal coordination and transit recommendations as detailed in the January 29th public hearing.

Finally, our TMA will be working with the Cook County Highway Department to facilitate implementation of short and long term improvements that have been identified from the Phase I public hearings.

Very truly yours,


Eugene C. Larson

ECL/nk



February 17, 1992

Mr. James C. Slifer
District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196-1096

BUREAU OF PROGRAMMING
RECEIVED

FEB 19 1992

DISTRICT #1

ATTN: Walter S. Kos, P.E.

SUBJECT: Lake-Cook Road Strategic Regional Arterial

Dear Mr. Slifer:

The TMA of Lake-Cook is pleased to support the recommended Strategic Regional Arterial (SRA) improvements on Lake Cook Road. Our organization represents over 55 corporations, developers and chambers of commerce totaling over 25,000 employees.

We commend IDOT and its Operation Greenlight Program to identify major highway corridors such as Lake Cook Road and propose an improvement plan that comprehensively addresses traffic congestion. We are concerned that existing traffic and predicted congestion on such roads as Lake Cook Road negatively impacts the productivity of employees and customers. Your proposed improvements, when implemented over time, will improve mobility for employees and others who travel this road.

Secondly, we support the recommended improvements including road widenings, intersection improvements, medium for turning lanes, traffic signal coordination and transit recommendations as detailed in the January 29th public hearing.

The TMA will be working with the Cook County Highway Department to identify short and long term improvements that have been made from the Phase I public hearings.

Very truly yours,

A handwritten signature in black ink that reads "William J. Baltutis".

William J. Baltutis
Executive Director
TMA of Lake-Cook

WJB:jks

1845 Beechnut Rd.
Northbrook, IL 60062
30 Jan. 92

716 25112

DEPARTMENT OF TRANSPORTATION
FEB 05 1992
DISTRICT #1

James C. Slifer, P.E.
District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096

Dear Mr. Slifer:

Thank you for holding a public hearing at Phil Johnson's Restaurant on 29 Jan. 92. Had the hearing not been so close to our home with after-work hours, I would not have been able to attend. The presentation was very interesting and started my thinking about long-range planning in the northern Cook County area.

May I suggest, even request, that notices of the next meeting be mailed to those people who registered at this meeting. Had it not been for an alert neighbor, my husband and I would not have been aware of the 29 Jan. 92 meeting.

This letter of comments and recommendations is written from the environmentalist point of view.

I firmly believe if we are ever to significantly cut down on air and noise pollution, we must address the Mass Transit issue honestly. (I must also admit, I am concerned about additional traffic and property values since our home of 43 years is a short block away from the proposed right-of-way.)

I am not convinced that widening Lake-Cook Road from Route 294 to Route 41 has any merit. Even now, during the day, a driver cannot make a left-hand turn into Lake-Cook Road safely; making a right-hand turn requires a great deal of time and patience.

As an alternative, may I suggest we already have a limited access highway in the form of the "Edens Spur." If a full interchange were constructed at the 294-Lake-Cook Road intersection, the need for widening Lake-Cook from 294 to 41 should be eliminated.

This does not address the question of what to do with the Edens and Kennedy mess as traffic approaches the city. During evening rush-hour, I have observed traffic backed up on the Edens Spur. Are there any plans for widening Edens?

Speaking to the Mass Transit issue, would it not be possible for the Cook County Highway Department and whatever authority handles

Mass Transit to work together? It seems to me that an elevated or underground form of transit using the already existing right-of-way would cause less hardship on those of us living close to this corridor.

I understood from the slide presentation that IDOT's SRA has a written report on this project and that Green Light has a newsletter. How can I get on the mailing list(s)?

Thank you for this opportunity to express my opinion. Please let me know when and where the next hearing or meeting will be.

Yours very truly,



Helen B. Nordhaus
(Mrs. John P>)

Allstate®

Allstate Plaza
Northbrook, Illinois 60062

Charles F. Roth
Division Director
Corporate Real Estate
708 402-5201
FAX 708 402-0684

February 10, 1992

Mr. James C. Slifer
District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196-1096

RECEIVED
DISTRICT ENGINEER

RE: LAKE-COOK ROAD STRATEGIC REGIONAL ARTERIAL

Dear Mr. Slifer:

On behalf of Allstate Insurance Company and the approximate 1000 employees who work at 1415 Lake Cook Road, we are pleased to support the recommended Strategic Regional Arterial (SRA) improvements on Lake-Cook Road.

We recommend IDOT and its Operation Greenlight Program to identify major highway corridors such as Lake-Cook Road and propose an improvement plan that comprehensively addresses traffic congestion. Our firm is concerned that existing traffic and predicted congestion on such roads as Lake-Cook Road negatively impacts the productivity of our employees and customers. Your proposed improvements, when implemented over time, will improve mobility for our employees and others who travel this road.

Secondly, we support the recommended improvements including road widening, intersection improvements, median for turning lanes, traffic signal coordination and transit recommendations as detailed in the January 29th public hearing.

Finally, our TMA will be working with the Cook County Highway Department to facilitate implementation of short and long term improvements that have been identified from the Phase I public hearings.

Very truly yours,

Charles F. Roth

Charles F. Roth

CFR:kc

14 February 1992



Mr. James C. Slifer, PE
District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196-1096

BUREAU OF PROGRAMMING
RECEIVED

FEB 19 1992

DISTRICT #1

RE: Lake Cook Road Strategic Regional Arterial (SRA)

Dear Mr. Slifer:

We are in receipt of your letter of January 16, 1992, regarding the public hearing at Phil Johnson's Restaurant, and appreciate the invitation.

We want to applaud IDOT and its Operation Greenlight program for recognizing that major highway corridors, such as Lake Cook Road need thorough improvement plans that comprehensively address present traffic congestion. As a building owner with property in the area for many years, we have observed the changing patterns, and increasing levels of traffic, and how this negatively impacts our business and the productivity of our tenants and employees. We recognize the necessity of thorough, coordinated planning, and your proposed improvements when implemented over time, will improve the ease of access and mobility for all who travel this road in the North Cook/South Lake County area.

We specifically support the recommended improvements, including road widenings, intersection improvements, turning lanes, and traffic signal coordination as detailed at your public hearing.

We urge you to continue to coordinate with our TMA, which will be working with the Cook County Highway Department to facilitate the implementation of both short and long term improvements. We consider the TMA to be the best representative of the business community in this area, and we intend to push for the improvements that you have identified at these Phase I public hearings. I urge you to continue the progress you have made so far. If you have any questions, please do not hesitate to call.

Very truly yours,
WALSH, HIGGINS & COMPANY

Michael A. Faber
Vice President

MAF/lrb

cc: William Baltutis/TMA of Lake Cook

BUREAU OF PROGRAMMING
RECEIVED

FEB 13 1992

February 13, 1992 DISTRICT #1

IDOT District Headquarters
201 W. Center Court
Schaumburg, IL 60196-1096
Attention: Jim Sliser

Dear Mr. Sliser:

I was out of town at the time of the hearing on improving the traffic situation on Lake Cook Road, but when I read in the local paper that we could write to you with questions or comments, I saw this as an opportunity to put in my two-cents' worth.

One partial solution that seemed obvious to me I have never heard mentioned; and that is as follows: Since there is a "spur" from the Edens Expressway that feeds into this general area as you arrive from some directions, I would think that it would eliminate a lot of the traffic from Lake Cook Road if the spur was made accessible from the Lake Cook Road entrance to the Tri-State Tollway, so that drivers could go directly to the Edens without driving on Lake Cook Road from that far west. In fact, I was appalled that this was not included in the plans when the Lake Cook exit was constructed last year.

I believe that the idea of a monorail type of conveyance is wonderful, even though it means spending a great deal of money to construct it. It would certainly eliminate a lot of traffic and open up a lot of jobs both in construction of the system as well as in making local jobs more accessible to workers.

Thank you for the opportunity to express my opinion and good luck in resolving this situation soon. I would love to see a better transportation system in the Northbrook area so that we wouldn't have to use our cars quite as much.

Very truly yours,

Sharon K. Rudnick

Sharon K. Rudnick
4012 Bordeaux Drive
Northbrook, IL 60062

February 13, 1992

James C. Slifer, P.E.
District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196-1096
Attention: Walter S. Kos, P.E.

BUREAU OF PROGRAMMING
RECEIVED

7514 2/18/92

FEB 13 1992

Dear Mr. Kos:

DISTRICT #1

I and my husband recently attended a hearing regarding the recommended improvements for Lake-Cook Road between US Route 12 and US Route 41. This supposedly was to obtain public input.

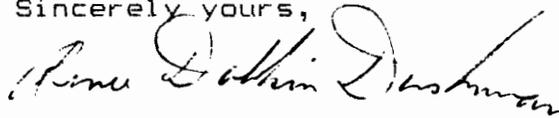
The community is **AGAINST** the proposed widening to 6 lanes of Lake-Cook Road. It will put a highway in our backyards and ruin our community. I and my husband will fight **against** this proposal as well as the local homeowner's associations.

I am on the board of the Williamsburg Homeowner's Association and we have a long history of active involvement in the concerns of our area.

There are other things that can be done to get the traffic flowing better. One suggestion is to connect the Eden's bypass to Route 294 at the Deerfield or Lake-Cook Roads cutoff.

My neighbors and I implore you to hear our voices.

Sincerely yours,



Renee' Dobkin Dushman



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

February 3, 1992

Mr. James C. Slifer
District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096

BUREAU OF PROGRAMMING
RECEIVED
FEB 06 1992
DISTRICT #1

Attention: Mr. Walter S. Kos, P.E.

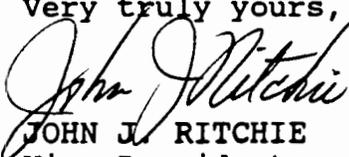
RE: Lake Cook Road Strategic Regional Arterial

Dear Mr. Slifer:

On behalf of Underwriters Laboratories Inc. and the 1650 employees who work at 333 Pfingsten Road, Northbrook, we are pleased to support the recommended Strategic Regional Arterial (SRA) improvements on Lake Cook Road.

We commend IDOT and its Operation Greenlight Program to identify major highway corridors such as Lake Cook Road and propose an improvement plan that comprehensively addresses traffic congestion. Our firm is concerned that existing traffic and predicted congestion on such roads as Lake Cook Road negatively impacts the quality of our atmosphere and the productivity of our employees and customers. Your proposed improvements, when implemented, will improve mobility for our employees and others who travel this road.

We wholeheartedly support the recommended improvements including road widening, intersection improvements, medium for turning lanes, traffic signal coordination and transit recommendations your agency has put forth.

Very truly yours,

JOHN J. RITCHIE
Vice President
Officer-In-Charge

JJR:ew



Making a difference
at home
and in the world

Illinois Department of Transportation
Attn: Jim Sliser, District Engineer
201 W. Center Court
Schaumburg, IL 60196-1096

BUREAU OF PROGRAMMING

JAN 29 1992

Re: Lake-Cook Road Project

DISTRICT #1

Dear Mr. Sliser:

This letter is to inform you of special factors at North Suburban Evangelical Free Church (The Church) as they relate to the proposed Lake Cook Road Project. These factors will clearly be further impacted as traffic builds on Lake Cook Road, and if Lake Cook Road is widened.

The Church is located on the north side of Lake Cook Road, just east of Waukegan Road. We have an entrance driveway and a separate exit driveway on Lake Cook Road. The entrance is approximately 550 feet east of Waukegan, with the exit being just east of the entrance.

Our current concern is the loss of any right of way if and when Lake Cook Road should be widened to 6 lanes at our location. Based on our proximity to the Waukegan Road intersection, we are already experiencing some difficulty in entering and exiting our property. This was aggravated after recent improvements which pushed the west bound, left turn lane on Lake Cook Road back to our entrance. What we need is our own left turn lane on Lake Cook for vehicles entering The Church from the east bound lanes.

We have 187 on site parking spaces. Due to property and zoning restrictions, we also use off site parking behind the east side of the Cadwell Corners stores. This off site parking occurs primarily on Sunday mornings. This parking is with the consent of Cadwell Corners and the Village of Deerfield.

Attendance at The Church on Sunday mornings averages 640 over two services. Peak attendance has been about 750. While we do not turn over the parking lot in full between services, we do have a high amount of traffic entering and leaving on Lake Cook Road from 8:45am-9:15am, 10:15am-10:45am, and 11:45am-12:15pm.

Other high usage times would be Wednesday evenings (250-300 people), Tuesday evenings (100-120 people) and Monday evenings (about 50 people). The Church is considering the addition of a Saturday evening service.

We would like to meet personally with you and your staff as plans develop further. Also, we would appreciate being kept informed of future meetings, both public and private, affecting our end of Lake Cook Road.

Sincerely yours,

Daniel F. Mangin
Church Chairman

January 29, 1992

cc: Village of Deerfield

HAMILTON
PARTNERS

REAL ESTATE INVESTMENT

January 29th, 1992

HAMILTON PARTNERS, INC.
1130 Lake Cook Road
Buffalo Grove, Illinois 60089
708.459.9225 Fax: 708.459.8918

Mr. James C. Slifer
District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096

BUREAU OF ENGINEERING

021110

JAN 31 1992

11111 #1

RE: LAKE COOK ROAD STRATEGIC REGIONAL ARTERIAL

Dear Mr. Slifer:

On behalf of Hamilton Partners and the employees who work at our office and industrial developments along Lake Cook Road, we are pleased to support the recommended Strategic Regional Arterial (SRA) improvements on Lake Cook Road.

As an Owner/Manager of over 1,000,000 square feet of commercial space along Lake Cook Road, we commend IDOT and its Operation Greenlight Program to identify major highway corridors such as Lake Cook Road and propose an improvement plan that comprehensively addresses traffic congestion. Our firm and our tenants are concerned that existing traffic and predicted congestion on such roads as Lake Cook Road negatively impacts the productivity of our employees and tenants. Your proposed improvements, when implemented over time, will improve mobility for our employees and others who travel this road.

Secondly, we support the recommended improvements including road widenings, intersection improvements, medium for turning lanes, traffic signal coordination and transit recommendations as detailed in the January 29th public hearing.

Finally, as Chairman of the TMA Public Improvement Committee, I will be working with the Cook County Highway Department to facilitate implementation of short and long term improvements that have been identified from the Phase I public hearings.

Very truly yours,



Michael J. Rolfs
Partner

MJR:mcs

FILE: 58/wp/mjrjan

OTIS REALTY GROUP, INC.
85 REVERE DRIVE NORTHBROOK ILLINOIS 60062-8001
708/480-9191 FAX 708/480-0327

January 28, 1992

Mr. James C. Slifer
District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196-1096

ATTN: Walter S. Kos, P.E.

Re: Lake-Cook Road Strategic Regional Arterial

Dear Mr. Slifer:

I would like to take this opportunity to add my name and that of my firm, Otis Realty Group, Inc., to the list of those people who are supporting the recommended Strategic Regional Arterial improvements on Lake Cook Road.

Though my firm is small, I speak as both a resident and a person doing business in this area. My offices are on Revere Drive, one-half block off of Lake Cook Road. We specialize in commercial real estate and even though our size is small, as said before, we work with corporations that together represent hundreds and sometimes thousands of employees. I cannot speak to the numbers of times that corporations with whom we work take a position that they must be located off of and not be required to utilize Lake Cook Road with its current level of traffic and delays. The proposed improvements, as I see them, will improve the traffic situation for myself, others in our community, and any corporations which are located or will be locating in this area.

My support goes beyond the study but supports the actual improvements proposed including road widenings, intersection improvements, medians for turning lanes and all other items that go with a general improvement.

Thank you for your efforts and I would be more than happy to lend any support that may be necessary to get this program into action.

Sincerely yours,

OTIS REALTY GROUP, INC.



Elliott N. Otis
President

ENO/bjm

cc: Mr. Bill Baltutis
Ms. Barbara Hayskar

BUREAU OF ENGINEERING
JAN 29 1992

DISTRICT #1

Walgreens

Walgreen Co.
Corporate Offices
200 Wilmot Road
Deerfield, Illinois 60015

January 29, 1992

ATTN: Walter S. Kos, P.E.
Mr. James C. Slifer
District Engineer
Illinois Department of Transportation
201 W. Center Court
Schaumburg, IL 60196-1096

ENGINEERING

RE: Lake-Cook Road Strategic
Regional Arterial

Dear Mr. Slifer:

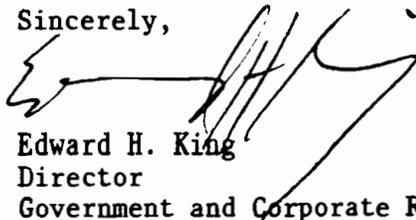
On behalf of Walgreen Co. and its 1400 employees who work at 200 and 300 Wilmot Road, we are pleased to support the recommended Strategic Regional Arterial (SRA) improvements on Lake-Cook Road.

We recommend that IDOT, through its Operation Greenlight Program, identify major highway corridors such as Lake-Cook Road, and propose an improvement plan that comprehensively addresses traffic congestion. Walgreens is concerned that existing traffic and predicted congestion on Lake-Cook and other similar major corridors will negatively impact the productivity of our employees and the lifestyles of our customers. Improvements, when implemented over time, will improve mobility for our employees and residents of these areas.

Further, we support the recommended improvements including road widenings, intersection improvements, medians for turning lanes, traffic signal coordination, and transit recommendations that will be detailed during the January 29 public hearing.

Finally, the TMA of Lake-Cook will be working with Cook County Highway Department to facilitate implementation of short- and long-term improvements that were identified during the Phase I public hearings.

Sincerely,



Edward H. King
Director
Government and Corporate Relations

EHK/smj

cc: B. Baltutis



500 Lake Cook Road
Deerfield, Illinois 60015

January 27, 1992

BUREAU OF PROGRAMMING

RECEIVED

JAN 29 1992

DISTRICT #1

Mr. James C. Slifer, District Engineer
Illinois Department of Transportation
210 West Center Court
Schaumburg, Illinois 60196-1096

Attention: Walter S. Kos, P. E.

Re: Lake Cook Road Strategic Regional Arterial

Dear Mr. Slifer:

On behalf of Matas Corporation and Corporate 500 Centre, a major development on the Lake-Cook Corridor, we are pleased to support the recommended Strategic Regional Arterial (SRA) improvements on Lake-Cook Road.

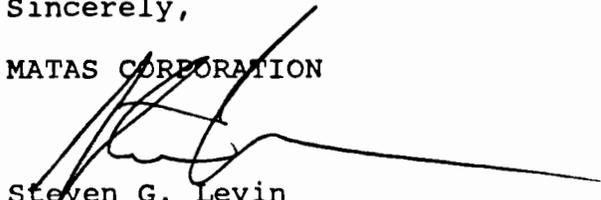
We commend IDOT and its Operation Greenlight Program to identify major highway corridors such as Lake-Cook Road and propose an improvement plan that comprehensively addresses potential traffic congestion now and in the future. Your proposed improvements, when implemented over time, will improve mobility for our tenants, employees and others who travel this road.

Secondly, we support the recommended improvements including road widenings, intersection improvements, medium for turning lanes, traffic signal coordination and transit recommendations as detailed in the January 29th public hearing.

Finally, our TMA will be working with the Cook County Highway Department to facilitate implementation of short and long term improvements that have been identified from the Phase I public hearings.

Sincerely,

MATAS CORPORATION


Steven G. Levin
Vice President & General Counsel

SGL:dd

Marketing Office
Suite 200
708/948-5200
FAX 708/948-9364

A Matas Corporation Development

The Courts of Northbrook Townhome Association

Board of Directors

Marc Muskat, President
Robert Green, Vice President
Arthur Weiner, Secretary
Robert Klopfer, Treasurer
Norman Hersch, Director

February 15, 1992

Mr. Jim Sliser, District Engineer
IDOT District Headquarters
201 W. Central Street
Schaumburg IL 60196-1096

BUREAU OF PROGRAMMING
RECEIVED
FEB 21 1992
DISTRICT #1

Dear Mr. Sliser:

Our community, the Courts of Northbrook, was completed in 1991. Homeowners moved here during the last two years, attracted to the area by the quality community, good schools, shopping, green space and easy access.

We do not favor the proposed plan to upgrade Lake Cook Road to six lanes. The traffic back-ups on this road is a rail crossing problem and a rush hour problem. The former can and will be corrected with a grade crossing separation at Skokie Highway. The A.M./P.M. congestion could be addressed through public transportation improvements, car-pools and flex-time inducements. Consideration might also be given to upgrading other arterial locations to our North or South to the current Lake Cook standard.

Expanding Lake Cook to six lanes would injure already stressed local air quality. It would bring more traffic to and through the area, resulting in no net gain or improvement. Business at Northbrook Court will not benefit from the increased traffic; in fact, shoppers would move more easily to the west of the Village. Also, business in the center of Northbrook will be further impaired.

We urge your reconsideration of this projected "improvement". The quality of the community we so recently selected will not be enhanced by these plans.

Very truly,



Arthur Weiner
Secretary

February 20, 1992

Mr. James C. Slifer, PE
District Engineer
Illinois Department of Transportation
201 W. Center Court
Schaumburg, IL 60196-1096

BUREAU OF PROGRAMMING
RECEIVED

FEB 21 1992

DISTRICT #1

Attn: Mr. Walter E. Kos, PE

Dear Sir:

I am writing you with reference to the proposed widening of Lake-Cook Road. My husband and I own a condominium unit which backs up to Lake-Cook and appeal to you to consider our plight. We are both senior citizens. My husband is a disabled veteran (legally blind plus numerous infirmities including heart disease, diabetes, amputations etc.). We purchased this property because of the privacy it afforded being at the end of a cul-de-sac, because it is a first floor making access easier for him and you are now proposing to take this freedom away from us as he would no longer be able to avail himself of the use of the outdoor area that we now have and in the process decreasing the value of our property. There is no way that we could possibly sell this property with a major highway sharing our small backyard. This is our only asset - don't lessen our equity.

We invite you at any time to come to our home and listen to the traffic noises from Lake-Cook from the numerous large trucks, the motorists with their incessant horns and the street being used as a racetrack. Now, you propose to take some of our property for the widening which will bring all these elements practically right at our backdoor.

We cannot expect that residents in the center of the complex or away from Lake-Cook to really care about this situation, but they will have to contend with the additional traffic that will be imposed with motorists using the complex to exit and enter Route 83.

We certainly can see the value of an overpass being constructed or extending Deerfield Road to the west. We understand that this is feasible.

Please consider those residents with property that backs up to Lake-Cook. I cannot speak for my neighbors or if they will take the initiative to write, but I am sure they share my concern. A unit for sale in our building has been unsold for approximately 9 months - nobody wanting to contend with the existing noise and exhaust problems that now exist. Your proposal will make it even more difficult.

I would be happy to attend any meeting you may have with reference to this proposal and share my concerns with the other owners that I am sure would be there.

Sincerely,

Sherwin I. Levinson

Mrs. Sherwin I. Levinson
1168 Northbury Lane
Wheeling, IL 60090

FEB 20 1992

DEAR SIR -

IN REGARDS TO THE
WIDENING OF LAKE COOK
ROAD

I AM A RESIDENT OWNER
IN LEXINGTON COMMONS AND
I AM VOICING MY OBJECTION
TO WIDENING LAKE COOK ROAD
I DO NOT RELISH THE INCREASE
OF TRAFFIC THROUGH MY
COMPLEX. THERE MUST BE
OTHER SOLUTIONS TO THE PROBLEM

BUREAU OF PROGRAMMING
RECEIVED

FEB 21 1992

DISTRICT #1

THANK YOU

Jack Schemm

4103 Woodbury
Wheeling

Dear Sir
As a homeowner who lives along Lake Cook
Rd, I strongly protest the widening of the
road.

Even with a fence along the property, the
noise level at times is such that windows
have to be closed in the summer at night
so we can sleep.

At this time there is a great deal of
traffic from Lake Cook thru cut through
the sub division to Route 83. Widening
Lake Cook would only increase this
traffic and put our children at higher
risk as they cross Lexington to the park,
park or tennis courts.

There are narrow roads north of Lake
Cook that could be widened to take
some of the the E/W traffic

Please reconsider this project -
Our own pass at Milwaukee Ave
would help the traffic
pattern -

Thank you for
considering
alternatives

Ms P. Sell
1162 Northburg St
Wheeling
Ill 60090

BUREAU OF PROGRAMS
FEB 2 1970



214 Spruce Road
Northbrook, Illinois 60062
BUREAU OF PROGRAMMING

RECEIVED

FEB 26 1992

ILLINOIS
DEPT. OF TRANSPORTATION
OFFICE OF THE SECRETARY
CHICAGO, ILLINOIS

February 19, 1992

DISTRICT #1

FEB 20 1992

Illinois Department of Transportation
Secretary's Office
310 S. Michigan Avenue
Chicago, IL 60604

RECEIVED

Gentlemen:

Your proposal to widen Lake-Cook Road to six lanes has to be absolutely the worst decision yet. What a solution you have come up with:

1. Condemnation of property for the poor guys who have made the largest investment in their lives just to see it "condemned" by incompetent, wasteful and "easy-way-out" decisions.
2. Property values of the homes not condemned going down the tube.
3. More noise for the already beleaguered residents along Lake-Cook.
4. A terrible short-term and expensive answer to the problem.

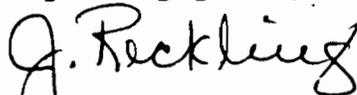
Why not a full interchange onto the Edens spur near the Tri-State?

Why not underpasses at the C&NW (Skokie Road) and the Metra Line west of Waukegan Road?

What about the proposed PRT (the 8-10-passenger transit) proposed to run parallel to Lake-Cook?

Come on, fellas, you can do better than this.

Very truly yours,


Jacqueline Reckling



**CLARK
BOARDMAN
CALLAGHAN**

James F. Fegen Jr.
Vice President/
General Manager/Publisher

February 24, 1992

BUREAU OF PROGRAMMING
RECEIVED

FEB 25 1992

DISTRICT #1

Mr. James C. Slifer
District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg IL 60196-1096

ATTN: Walter S. Kos, P.E.

RE: Lake-Cook Road Strategic Regional Arterial

Dear Mr. Slifer:

On behalf of CLARK BOARDMAN CALLAGHAN and the 300 employees who work at 155 Pfingsten Road, we are pleased to support the recommended Strategic Regional Arterial (SRA) improvements on Lake-Cook Road.

We commend IDOT and its Operation Greenlight Program to identify major highway corridors such as Lake-Cook Road and propose an improvement plan that comprehensively addresses traffic congestion. Our firm is concerned that existing traffic and predicted congestion on such roads as Lake-Cook Road negatively impacts the productivity of our employees and customers. Your proposed improvements, when implemented over time, will improve mobility for our employees and others who travel this road.

Secondly, we support the recommended improvements including intersection improvements, medium for turning lanes, traffic signal coordination and transit recommendations as detailed in the January 29th public hearing.

Finally, our TMA will be working with the Cook County Highway Department to facilitate implementation of short and long term improvements that have been identified from the Phase I public hearing.

Very truly yours,

James F. Fegen, Jr.

JF/ck

155 Pfingsten Road
Deerfield, IL 60015
(708) 948-7000
FAX: (708) 948-8955

February 20, 1992

James C. Slifer, PE
District Engineer
Illinois Dept. Of Transportation
201 W. Center St.
Schaumburg, Il. 60196-1096
Attn: Walter S. Kos, PE

BUREAU OF PROGRAMMING
RECEIVED

FEB 21 1992

DISTRICT #1

Dear Mr. Slifer and Mr. Kos,

I am writing to you regarding the proposed action of widening Lake Cook Road to 6 lanes. I believe this would have a disastrous impact of the community life in and around Lake Cook Road.

As a resident of Lexington Commons in Wheeling, which borders Lake Cook Road, I am greatly concerned. I am concerned about the increase in commuter traffic, and pollution from the exhaust fumes and litter that is thrown out of windows.

I am concerned for the safety of our children. I believe that widening this highway will invite more motorists to use Lexington Drive as a short-cut and will endanger the safety of the people that live here. My nephew was hit by a motorist as he crossed the 4 lane Lake Cook highway, and I am worried that this common crossing will be even more dangerous with increased lanes and motorists.

I am mostly concerned that this is not a long term solution to an on-going traffic problem as the NorthWest Suburbs continue to grow. It is a quick fix that will soon be outgrown. The only times that Lake Cook is congested is during the rush hour commute. The other 22 hours per day it becomes a high speed open highway. The idea of an overpass at the Lake Cook - Milwaukee Avenue location could yield the result of diminishing the bottleneck at rush hour. I would encourage you to go forward with the overpass and reevaluate the situation before rushing ahead to widen Lake Cook Road.

I would also suggest that you look towards developing Mass transportation to go East-West (trains, busses, etc.) which would help to reduce our dependence on foreign oil, in addition to reducing our vehicle emissions. Another alternative would be to expand an East-West artery farther to the North.

It is increasingly important that we preserve what little nature we have left on this planet, and widening highways and putting down more asphalt and concrete does not seem like an appropriate answer to our problems. It is time we started to think more creatively. Please, do not widen Lake Cook Road.

Sincerely,



Karen L. Jacobson
1020 Boxwood Ct. #C-2
Wheeling, Il. 60090
(708) 537-2467

Miller, Malvin & Malvin Agency

79 West Monroe Street
Suite 719
Chicago, Illinois 60603
(312)372-7144

General Agents

BUREAU OF PROGRAMMING
RECEIVED

FEB 25 1992

DISTRICT #1
Feb. 24-1992

Dear Sir:

I would like to go on record as definitely opposed to the extension of Lake Cook Rd. (6 lanes with a median.)

I believe it would create more problems than it would resolve.

Sincerely,

Sheldon Einbunt
resident:
Lexington Commons

BUREAU OF PROGRAMMING
RECEIVED

2-22-92

FEB 27 1992

DISTRICT #1

P. R. Walsdorf
Lexington Commons
483 Thornhill Ln.
Wheeling, IL 60090

Dear Mr. Kos,

I am writing to express a negative opinion on suggested widening of Lake Cook Road. My condo is adjacent to Lexington ~~Rd~~^{Drive} which bisects our community. To funnel more traffic to Lake Cook will naturally put extra traffic (through) into my residential area. That, sir, will throw more hazards, noise and pollution into a residential street. The day you make Lexington Rd into a "local traffic" only thoroughfare, I will applaud a wise decision.

Furthermore, for 13 years I have had to enter Rte 83 (Wheeling Rd) & turn left (South) to commute to my school district where I was employed. There was NO traffic

control signal until last year. Now, thank God, I can get out of Lexington Commons without playing chicken. It took our village and I DOT 13 years to consider that intersection worthy of your attention.

Another consideration: Route 83 (Wheeling / McHenry Rd) between Lake Cook ^{south to} Lexington Drive is a total disaster and hazard since the Sam's Place & Walton's were built. There is no illumination, ~~no~~ ^{no} warning signs to prepare a driver for lane reduction etc etc, and ~~no~~ ^{no} provision for a change from 2 (?) lanes ~~to~~ ^{to} 1 1/2 lanes as you cross Apatetic Road.

We residents of Lexington Commons, commonly known as taxpayers, deserve your attention. Your priorities are being influenced by clout, it would appear.

Sincerely,

P. Walsdorf

VILLAGE OF

Fifty-One Raupp Blvd.



BUFFALO GROVE

Buffalo Grove, IL. 60089-2198

Gregory P. Boysen, P.E.

708-459-2547

Director of Public Works

February 10, 1992

Fax 708-459-7906

**BUREAU OF PROGRAMMING
RECEIVED**

FEB 20 1992

DISTRICT #1

Mr. James C. Slifer, P.E.
District Engineer
Illinois Department of Transportation
201 W. Center Court
Schaumburg, IL. 60196-1096

ATTENTION: Walter S. Kos, P.E.

SUBJECT: Lake-Cook Road Between U.S. Route 12 (Rand Road) and
U.S. Route 41 (Skokie Highway) in Lake and Cook Counties

Dear Sirs:

On behalf of the Village of Buffalo Grove, I have been directed to transmit the attached Buffalo Grove resolution entitled "Resolution No. 91-14 Concerning the Proposed Improvement to Lake-Cook Road Between Rand Road (U.S. Rt. 12) to the Tri-State Tollway (I-294) Section 89-A5011-03-ES Cook County Dept. of Highways". This resolution identifies the official position of the Board of Trustees of the Village of Buffalo Grove concerning the Cook County Highway Department's proposals for modifications to Lake-Cook Road between Rand Road and I-294. Since the report, entitled "Draft Strategic Regional Arterial - Lake-Cook Road from U.S. Route 12 (Rand Road) to U.S. Route 41 (Edens Expressway)" dated January, 1992, indicates that the proposed improvements of the Cook County Highway Department are incorporated into the Strategic Regional Arterial study, this previously established position of the Buffalo Grove Village Board would also apply to the identical proposals represented in the January 1992 report.

The Village Board is on record supporting an extension of Weiland Road between Illinois Route 83 and Buffalo Grove Road. This extension was first proposed in the Phase I Design Study for Lake-Cook Road. The extension would benefit traffic operations on Lake Cook Road by eliminating a significant volume of traffic which is desiring to make turns on Lake-Cook Road which essentially accommodate continuous north-south movements between Buffalo Grove Road south of Lake-Cook Road and Weiland Road to the north. The proposed extension of Weiland Road to Buffalo Grove Road was denoted in previous newsletters and presentation material developed during the SRA study. It would be desirable to incorporate the proposal for the extension of Weiland Road between Illinois Route 83 and Buffalo Grove Road as part of the final version of the SRA study of Lake-Cook Road.

Mr.W.S. Kos
2/10/92 - page 2

Also attached is the Buffalo Grove resolution entitled "Resolution No. 91-8 In Support of the Lake-Cook Road Grade Separation at Milwaukee Avenue" which was approved by the Village Board on January 21, 1991. This resolution indicates the Village of Buffalo Grove's support for the improvements proposed by the Cook County Highway Department in the area of the Lake-Cook Road and Milwaukee Avenue intersection. I understand that the various items which the Village Board expressed some concerns about are now in the process of being resolved and that this project will go to bid within the current year.

The Village staff's review of the "Potential Transitway Right-of-Way" shown on Figure 2.3 within the Village of Buffalo Grove indicates that the 24 foot minimum width transit right-of-ways would not be feasible or locally acceptable in the designated alignment locations.

A few minor errors in the text and exhibits were noted which should be corrected in the final report, including:

1. Figure 2.1 incorrectly labels Weiland Road as "Buffalo Grove Road". It might also be helpful to readers of the report if the correct location of Buffalo Grove Road and its extension to the south as Windsor Road were added to Figure 2.1.
2. On page 18, the first sentence under the section entitled "Traffic Signal Interconnection" incorrectly denotes that the Lexington Drive intersection is currently connected to the Lake-Cook Road coordination system.
3. The Village staff feels that the narrative entitled "Transit" which is denoted on pages 35 and 37 should be revised to read:

Transit

There is no commuter rail service to the corridor. Pace has developed a park-and-ride facility north of the segment at Busch Parkway and Commerce Drive ^{xxxxxx} Court. It can be reached via Weiland Road and Milwaukee Avenue.

It is adjacent to the Wisconsin Central Railroad Line which is planned for use by Metra to provide commuter rail service to Chicago via a connection to the Chicago and North Western Railroad.

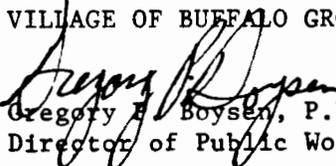
Mr. W. S. Kos
2/10/92 - page 3

The Pace Park-And-Ride facility currently provides bus service to the Arlington Heights and Deerfield commuter rail stations. Pace Route 690 crosses the corridor on Arlington Heights Road and provides connections between the Arlington Heights Metra Station and Buffalo Grove. Route 691 is a rush period service connecting the Deerfield Metra Station and the Park-And-Ride facility ~~transportation center~~ ^{XXXXXXXXXXXXXXXXXXXXXXXXXXXX} in northeast Buffalo Grove.

If you have any questions concerning this matter, please let me know.

Very truly yours,

VILLAGE OF BUFFALO GROVE


Gregory F. Boysen, P.E.
Director of Public Works

enclosures
copy to W.R. Balling, Village Manager

GPB:lm:G92A48

RESOLUTION NO. 91- 8

IN SUPPORT OF THE LAKE-COOK ROAD GRADE
SEPARATION AT MILWAUKEE AVENUE

WHEREAS, the Cook County Highway Department has scheduled a public hearing on January 21, 1991, to receive comments on its proposed overpass program at Lake-Cook Road and Milwaukee Avenue; and,

WHEREAS, in June of 1987, the Village of Buffalo Grove published its Transportation Study for the community which identified the need for the overpass interchange at Lake-Cook and Milwaukee Roads to handle both existing and proposed traffic deficiencies, that intersection presently performing at level F (failing) level of performance; and,

WHEREAS, the Village of Buffalo Grove has recognized that efficient intersection design can reduce congestion in our area, improve overall safety and improve the efficiency of operating the transportation system; and,

WHEREAS, the Village of Buffalo Grove has worked with the Cook County Highway Department and the Illinois Department of Transportation over the years to effect necessary intersection improvements, including the intersection improvement at Buffalo Grove Road and Dundee Road, the intersection improvement at Arlington Heights Road and Dundee Road, and the Lake-Cook Road intersections of Weiland Road, Route 83, Buffalo Grove Road, and Raupp Boulevard (through signal coordination controls as well as lane and capacity design); and,

WHEREAS, the Village of Buffalo Grove has in the past met its reasonable capacity expansion responsibilities by endorsing and participating in the highway improvements with the Cook County Highway Department for Buffalo Grove Road and Arlington Heights Road; and with the Lake County Highway Department for Buffalo Grove Road, Arlington Heights Road, and Aptakisic Road; and with the Illinois Department of transportation for Dundee Road, IL Route 68; McHenry Road, IL Route 83; and Milwaukee Avenue, IL Route 21-45; and,

WHEREAS, the Village of Buffalo Grove is convinced that the overpass design is most reasonable and cost effective, as Buffalo Grove has studied alternative, at grade designs, which designs have not proven to meet the present deficiencies on the intersection; and,

WHEREAS, the Village of Buffalo Grove has worked with the Cook County Highway Department and the Village of Wheeling, as well as the Illinois Department of Transportation to promote and seek approval and endorse this much needed overpass project.

NOW, THEREFORE, BE IT RESOLVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF BUFFALO GROVE, COOK AND LAKE COUNTIES, ILLINOIS, that the Village of Buffalo Grove endorses the design report and recommendation dated as being revised October, 1989, for the grade separation overpass on Lake-Cook Road at Milwaukee Avenue, subject to the following conditions:

- A. That the Cook County Highway Department proceed with the programmed improvements identified in the Cook County Highway Department's 5-Year Capital Improvement Program with construction to commence in 1993.
- B. That the Cook County Highway Department take great care in planning and operation of the construction traffic management program. Lake-Cook Road being a heavily traveled road, proper construction traffic management is essential to the safe and efficient handling of traffic during construction.
- C. That the Cook County Highway Department proceed from the implementation of the contract to completion as quickly as possible and provide necessary contract incentives in order to expedite the completion of this roadway.
- D. That the Illinois Department of Transportation implement at its cost the overpass lighting system previously established at Lake-Cook Road and IL Highway 53, at Illinois Department of Transportation expense.
- E. That the Cook County Highway Department address the bike trail needs of the area and provide for a bike path system to be installed as substantially depicted on Exhibit A of this Resolution.
- F. That the Village of Buffalo Grove goes on record in supporting a bikeway overpass design running north and south of Lake-Cook Road east of the Des Plaines River to support safe and efficient handling of pedestrian traffic. The Village of Buffalo Grove also realizes that this bicycle path/overpass design has been identified by the Cook County Highway Department as the safest method of crossing the bikeway facility over Lake-Cook Road.

AYES: 5 - Marienthal, Reid, Shifrin, Mathias, O'Malley

NAYES: 0 - None

ABSENT: 0 - None ABSTAIN: 1 - Kahn

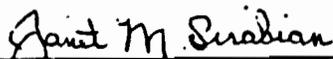
PASSED: January 21 1991 APPROVED: January 21 1991

APPROVED:

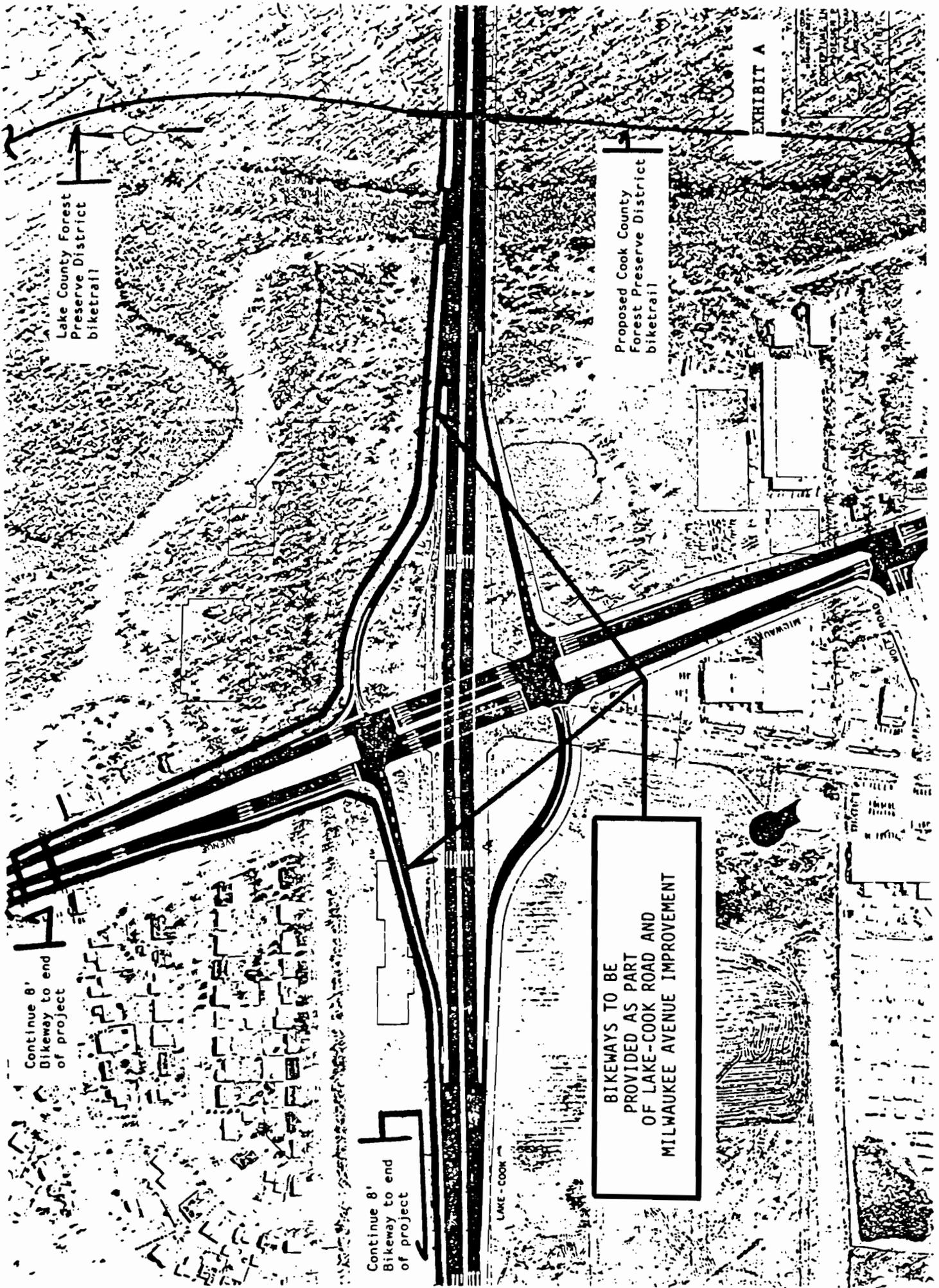


 VERNA L. CLAYTON, Village President

ATTEST:



 Village Clerk



Continue 8' Bikeway to end of project

Lake County Forest Preserve District biketraff

Continue 8' Bikeway to end of project

BIKEWAYS TO BE PROVIDED AS PART OF LAKE-COOK ROAD AND MILWAUKEE AVENUE IMPROVEMENT

Proposed Cook County Forest Preserve District biketraff

EXHIBIT A

LAKE-COOK

MILWAUKEE AVENUE

LAKE-COOK ROAD

RESOLUTION NO. 91- 14
CONCERNING THE PROPOSED IMPROVEMENTS TO LAKE COOK ROAD
BETWEEN RAND RD. (U.S. RT. 12) TO THE TRI-STATE TOLLWAY (I-294)
SECTION 89-A5011-03-ES COOK COUNTY DEPT. OF HIGHWAYS

WHEREAS, the Village of Buffalo Grove has organized and participated in the Lake Cook Road Local Corridor Agency for purposes of studying traffic and making recommendations for traffic improvements for the Region, while balancing community interests, for that portion of Lake Cook Road lying east of Rand Road (U.S. Rt. 12) to the Tri-State Tollway (Interstate 294); and

WHEREAS, the Village of Buffalo Grove has secured the support and financial participation of the Cook County Highway Department, the Village of Wheeling, the Village of Arlington Heights and the Village of Palatine to support and fund this study, and the Village of Buffalo Grove and its members have further participated in every step of the review process with regard to the development of the study; and

WHEREAS, the Village of Buffalo Grove Transportation Plan of 1986 indicated that certain improvements to intersections through the Village of Buffalo Grove and capacity improvements on Lake Cook Road east of Hastings Drive should be considered in the early 1990's; and

WHEREAS, the Village of Buffalo Grove actively participated in the study, including several meetings with County officials and its consultant to address Buffalo Grove concerns on traffic management, pedestrian and bicycle safety, speed and traffic control, property value protection, noise abatement, ambience, commercial access, right-of-way requirements, regional traffic patterns, and financing equities; and

WHEREAS, after exhaustive review and analyses, Buffalo Grove has concerns which cannot be mitigated without altering the basic design of the roadway as proposed by the Cook County Highway Department, and finds that the proposed improvement disproportionately burdens the Village of Buffalo Grove and its citizens and property owners with regard to the proposed and suggested improvements contained in that report.

NOW, THEREFORE, BE IT RESOLVED BY THE VILLAGE PRESIDENT AND BOARD OF TRUSTEES, VILLAGE OF BUFFALO GROVE, COOK AND LAKE COUNTIES, ILLINOIS, as follows:

1. The Village of Buffalo Grove **ENDORSES** the design, with conditions, of that portion of the study from Rt. 12 eastward to Arlington Heights Road, Station 00 to Station 237+50. Said conditions contained in Exhibit A of this Resolution.
2. That the Village of Buffalo Grove **OPPOSES** the design for that portion of the road between Arlington Heights Rd. and Hastings Drive Sections 237+50 to Section 373+50, for the reasons stated in Exhibit B of this Resolution.

3. The Village of Buffalo Grove **ENDORSES**, with conditions, that portion of the road improvement lying east of Hastings Rd. to the Tri-State Tollway, I-294, Sections 373+50 to Section 543+54. Said conditions listed in Exhibit C of this Resolution.
4. That if presented as an entire road project between Rand Rd. and the Tri-State Tollway (I-294), the Village of Buffalo Grove **OPPOSES** for the following reasons:
 - a. For the reasons stated in Exhibit B of this Resolution.
 - b. The Study does not take into account concepts of traffic dispersal, and more must be done in south Lake County, particularly with programmed improvements and capacity expansions to Ill. State Route 22, Aptakisic Rd. from Rt. 83, to Rt. 21, and Deerfield Rd. from Milwaukee Ave. to I-294, to balance the current demands and future projected demands of traffic volumes before the suggested Lake Cook Road capacity improvements are constructed.
 - c. The first priority for any improvement on Lake Cook Rd. should be intersection designs which optimally balance peak hour traffic demands with the protection of existing developed properties adjacent to Lake Cook Rd. The Village does not endorse an expansion project which eliminates parking or restricts points of ingress and egress to commercial properties.
 - d. The reductions in the proliferation of traffic signals, particularly private benefit traffic signals, need further attention and emphasis in the study. It is possible to eliminate two private benefit signals east of Portwine Road and one proposed private benefit signal east of Weiland Rd. These should be modified or eliminated to enhance through traffic efficiency of current lane capacities.
 - e. Existing traffic signal operations need further study and must be exhaustively evaluated to ensure their optimal operation before lane addition improvements should occur, particularly when those lane additions have adverse impact on public lands and commercial properties. Where necessary, new technologies should be employed to create the maximum efficiency in signal operation.
 - f. The Study does not address the balance between adverse impacts on adjacent property owners resulting from the proposed road improvements and the need to meet peak hour traffic demands from an engineering standpoint. Elements of this Study need further attention with consideration to modification of the design engineering standards to address the

adverse impacts on Buffalo Grove which most certainly will result from the proposed improvement, if built. It is impractical to insist on strict engineering standards being met on the Lake Cook Rd. corridor when such gross deficiencies exist on parallel northern routes at Deerfield Rd., Aptakisic Rd. and Rt. 22, in their present and future proposed conditions.

- g. The Village of Buffalo Grove believes that the proposed extension to Illinois Rt. 53 north of Lake Cook Road will have a more favorable effect in reducing traffic volumes on Lake Cook Road, including the intersection of Arlington Heights Road at Lake Cook Rd., than the County study now projects. The Village recommends that roadway expansion out of the right-of-way or improvements which limit ingress-egress to existing properties be deferred until the full benefits of extending Route 53 north can be observed and analyzed.

AYES: 5 - Reid, Shifrin, Mathias, O'Malley, Kahn

NAYES: 0 - None

ABSENT: 1 - Marienthal

ABSTAIN: 0 - None

PASSED: March 4, 1991 APPROVED: March 4, 1991


Verna L. Clayton, Village President

ATTEST:

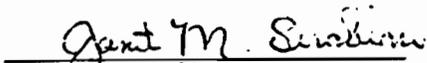

Village Clerk

EXHIBIT A

VILLAGE OF BUFFALO GROVE ENDORSEMENT OF ROAD SECTION IMPROVEMENT
RAND RD. TO ARLINGTON HEIGHTS RD.
WITH CONDITIONS

The Village of Buffalo Grove endorses the proposed Cook County Department of Highways Preliminary Design and Environmental Assessment for the western portion of the Lake Cook Road corridor, subject to the following conditions:

1. An additional traffic lane should be continuously installed westbound on Lake Cook Rd., past the Route 53 interchange. The existing congestion westbound is not being addressed adequately with the proposed design.
2. Station 167-182 - The Village of Buffalo Grove is concerned on any loss of parking to existing residential properties which would result from this improvement.
3. The Village questions the adequacy of the proposed length of the westbound left turn bay at Hicks Road.

EXHIBIT B

The Village of Buffalo Grove **OPPOSES** the proposed Cook County Highway Department Design Report and Environmental Assessment for that portion of the Lake Cook Road improvement lying east of Arlington Heights Road to Hastings Dr., Stations 237+50 to 373+50.

The Village of Buffalo Grove believes that it will experience dramatic and depreciating impacts as a result of the proposed improvement to Lake Cook Road, between Arlington Heights Road and Hastings Dr.. We do not believe that the data presented supports the expansion of this road improvement project as designed. Since the roadway will have the effect of depreciating property values and increasing the risks to traffic safety, modifications in the design are needed to substantially maintain the existing cross section for Lake Cook Road in its present condition. Retaining a 5-lane cross section is particularly important when one considers the lack of progress to address, design and construct essential traffic capacity expansions on Deerfield Rd. east of Milwaukee Ave., Aptakisic Rd. from Rt. 83 to Rt. 21, and Highway 22. The Village of Buffalo Grove is not prepared to absorb the impact of additional lanes on Lake Cook Road until these other regional road improvement projects are addressed and the impact of improvements to Deerfield Rd., Aptakisic Rd. and Highway 22 is evaluated with the then future needs of Lake Cook Road.

The Village of Buffalo Grove further believes that the consultant has not demonstrated that any adverse traffic impacts will result from the proposed 7-lane facility being reduced to 5-lanes through the residential and open space portion of Buffalo Grove, and then widening westward of Arlington Heights Road to a 7-lane improvement. We believe that such a transition is consistent with proper traffic management principles, particularly when considered in light of the adverse consequences such a road widening would have in the community. A station by station analysis follows.

Station 237+50 to 252 - Arlington Heights Rd. Intersection

The Arlington Heights Rd. intersection is over designed, and the dual left turn on all legs of the intersection requires additional land and right-of-way taking at an area that can least afford additional property loss.

1. Right-of-way acquisition is required, both to the north and the south of the improvement, which will eliminate parking on the north and eliminate private landscaping on the north and south of the proposed improvement.
2. The full access driveways presently existing, both north and south of Lake Cook Rd., will be restricted in their movements. This is unacceptable to Buffalo Grove and will result in a reduced tax base and result in commercial property and business depreciation.

3. The double left turn movements, while efficient in peak hour, can be unnecessary in non-peak hour, and needs careful re-examination and re-evaluation.
4. The bank property south of Lake Cook Rd. will lose its full access opportunity on the Lake Cook Rd. and Arlington Heights Rd. leg of its frontage as a result of the intersection improvement project.
5. In addition to the landscaping lost, the present location of the existing buildings, both on the north and south of the road, does not permit good planning and setback standards to be maintained as a result of the additional property taking.
6. The elimination of parking in the commercial property to the north of Lake Cook Rd. is unacceptable and will compromise the zoning standards and plan development standard parking requirements for the subdivision.

Station 252 to 266+60

1. The Village believes it is important for a full turn and access option for the Timber Hill intersection, both north and south of Lake Cook Rd., to facilitate non-peak hour movements. We believe that the peak hour traffic volumes themselves will regulate the ability of left turners and will result in those turners finding alternate points of dispersal from their subdivisions.
2. The entire median is proposed to be removed and repositioned. Inasmuch as the tree and median coverage provides a certain ambience and has benefitted from 10 years of growth, such a loss and replacement would have an adverse and depreciating effect on the aesthetic qualities of the highway.
3. The adjacency of existing buildings and the loss of landscaping will have an adverse planning and aesthetic impact on the property and will provide an unsuitable setback relationship of the buildings to the road.

Station 266+60 to Station 282+50

1. The adjacency of the proposed road improvements will have an unfavorable setback relationship with the existing buildings on the north of Lake Cook Road.
2. The improvement will require the acquisition of Park lands of Weidner Park. No public park lands should be taken to accommodate this project.

Station 282+50 to 298

1. The proposed right-of-way acquisition of Village owned property is

unacceptable and will result in a loss of function of the Buffalo Grove Municipal Campus parking lot and access drive. The proposed right-of-way taking will eliminate the Buffalo Grove electronic signboard, an important community informational tool.

2. The acquisition of additional Park land for Emmerich Park West is unacceptable and reduces the overall area of the park and adjacent buffer to the Park District's maintenance facility. Additionally, there will be an unacceptable setback relationship between the Park District building and the proposed roadway improvements.
3. The adverse impacts on the bikepath, bikepath bridge and the adjacency of the improvement to the 12th fairway of the Buffalo Grove Golf Course is unacceptable and will result in the loss of quality of play for that portion of the course. No land should be taken from the golf course to accommodate this project.
4. The roadway improvement adversely impacts two detention basins on the Buffalo Grove Municipal Campus property.

Station 293 to 314

1. The proposed right-of-way acquisition on the St. Mary's Church property will have a depreciating effect on the utilization of the existing game fields, which is the only game field for this large parochial school.
2. The improvement will result in a house taking in the Village of Buffalo Grove. This is the only residential property along the corridor which will be removed as a result of this improvement.
3. The proposed double left turn for westbound to southbound Lake Cook Road needs to be re-evaluated in light of the proposed County/Buffalo Grove/Wheeling/Weiland extension south of Highway 83, intended to be a by-pass for Buffalo Grove Road and Lake Cook Rd.
4. The St. Mary's Church property will lose parking area already under parked for many of its services, as a result of this improvement.

Station 314 to 330+50

1. The limitation and restriction of the proposed Shell Gas Station is unacceptable and will result in a business loss to the operator and a tax loss to Buffalo Grove.
2. The loss of the landscaping component to the Shell Station will result in a depreciating aesthetic impact with no possible mitigation alternative available.

3. *The restriction of turning movements to the Ambulatory Care Center and the medical complex could put users at risk in their ability to properly access this system during peak hour. Further, the limited access driveways of the Steeple View Condominiums and shopping center rear access, limit the opportunities for use and access.*
4. *The detention basin system for the Steeple View Condominiums is encroached upon as a result of this improvement.*
5. *A parking space loss occurs in the Steeple View area as a result of this improvement.*

Station 330+15 to 345

1. *The vacant property should have a grassed barrier median consistent with that which exists in other portions of the Village of Buffalo Grove. Also, a continuous bikepath on the north side of Lake Cook Rd., from Weiland east should be provided for.*

Additionally, care should be taken to eliminate any private benefit signals when alternatives exist for access to these properties using the Weiland Rd. intersection.

Station 345+00 To Station 359+00

1. *Additional right-of-way takings on the north side of Lake Cook Road unreasonably encroach on the front yards of residential properties in the Village of Buffalo Grove.*

Station 359+00 To Station 373+50

1. *Additional right-of-way takings on the north side of Lake Cook Road unreasonably encroach on the front yards of residential properties in the Village of Buffalo Grove.*

EXHIBIT C

**VILLAGE OF BUFFALO GROVE ENDORSEMENT OF THE COOK COUNTY
ENVIRONMENTAL ASSESSMENT FOR A PORTION OF LAKE COOK RD.
LYING EAST OF HASTINGS DR. TO THE TRI-STATE TOLLWAY (I-294)
SUBJECT TO CONDITIONS**

CONDITION 1: Station 373.50 to 389.50 - A bikepath is needed to be provided on the north side of the roadway.

CONDITION 2: That the Village of Buffalo Grove endorses the extension of Weiland Road southward to Buffalo Grove Road, south of 83, to provide a traffic bypass to the intersection of Buffalo Grove Road and Lake Cook Road.



League of Illinois Bicyclists

February 2, 1992

James C. Slifer, P.E.
District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096

Dear Mr. Slifer,

Enclosed is a statement on the Lake-Cook SRA plan. Although this letter was prompted by the Lake-Cook hearing it really applies to all transportation projects.

I am pleased with IDOT's commitment to incorporate bicycle planning guidelines into highway improvements. Secretary Kirk Brown stated in a letter dated January 9, 1992, "Our goal is to revise our design policies in a effort to be more considerate of bicyclists' needs." I hope that this consideration can begin immediately and not wait for the revision of IDOT's design policies.

Thank you for considering my statement.

Sincerely yours,

Ted Sanders
Ted Sanders, Director
League of Illinois Bicyclists

LAKE - COOK ROAD

Strategic Regional Arterial

I will not suggest how to improve vehicular movement in the proposed Strategic Regional Arterial (SRA) plan for Lake Cook Road. IDOT planning engineers have demonstrated their ability to provide expressways. They have been extremely successful. Illinois is blessed with super arterial highways because of this success. However, this has only delayed the need to provide a transportation system which uses all modes of transportation to meet the environmental and economic needs of the Chicagoland Area.

IDOT's planning expertise should be channeled to provide an inter-modal transportation system which contributes to the goals of the Clean Air Act, encourages the use of high occupancy vehicles (HOV), encourages ride sharing, accommodates bicyclists, makes walking a part of the transportation system, and promotes present and future mass transit systems. **The love affair with the mighty automobile must end.** Our environment demands the reduction of vehicle emissions. Plans for SRA routes must provide for the use of HOV and multiple occupant vehicles (MOV) to transport workers between home and work. This is particularly true in corridors such as Lake-Cook. Safe routes for bicyclists and pedestrians must be provided. Walking and bicycling emits no pollution. HOV and MOV emit less pollution per passenger mile than a single occupant vehicle. HOV, MOV, bicyclists, and pedestrians require fewer square feet of paving per passenger mile. This is also kind to our environment. It provides more land area to absorb water and reduces erosion and flooding due to run off.

The Inter-modal Surface Transportation Efficiency Act requires that all types of transportation be considered in any federally funded project. The Act also requires consideration of the Clean Air Act in all planning. One of the study objectives of SRAs is, "Accommodate necessary bicycle and pedestrian travel." Please keep the above in mind while reviewing the Lake - Cook, SRA plan.

Providing a wide outside lane (14 feet) is a cost efficient way of increasing bicycle usage. Some what more expensive is the installation of wide paved shoulders (without rumble sections). Installing "share the road" signs would also improve bicycle safety. There are many inexpensive ways to accommodate safe bicycle transportation. The most difficult part is to accept the bicycle as a part of the solution to pollution and gridlock. During the review process, I urge you to consult with bicyclists and with engineers who understand bicyclists's problems.

1182 Buckingham Ct
Wheeling IL 60090
February 22, 1991

cc: Ms. Sneila Schultz,
Village of Wheeling, President

Mr. James Slifer, PE
Attn: Mr. Walter Kos, PE
District Engineer
IL Dept. of Transportation
201 W. Center Ct.
Schaumburg IL 60196-1096

BUREAU OF PROGRAMMING
RECEIVED

FEB 26 1992

DISTRICT #1

Dear Mr. Slifer and Mr. Kos,

I am very much opposed to IDOT's proposal to widen Lake-Cook Road to six lanes with a median. I feel that widening will only invite more traffic, congestion and pollution. Widening Lake-Cook Road would only be a short-term, expensive 'band-aid' on a very real, permanent transportation problem. Band-aids are not solutions!

I encourage you to investigate the benefits of expanding other roads north of Lake-Cook Road, such as Route 22. A major east-west artery there would benefit even more taxpayers, especially since the Vernon Hills-Libertyville area has expanded so much in the last three years. Why spend money on Lake-Cook Road now, only to spend more, later, farther north?

Althea J. Mieske

James C. Slipes
I.D.O.T.

BUREAU OF PROGRAMMING
RECEIVED

FEB 26 1992

Ref. 23-1992

Dear Sir:

DISTRICT #1

We are residents of Lexington Commons in Wheeling, Ill. in Cook County.

In reference to the proposed widening of Lake-Cook Road near Milwaukee Ave., we are adamantly OPPOSED to both the widening of Lake-Cook to 6 Lanes & the prospect of more traffic. Please investigate the prudent use of mass transit and a more aggressive program of car pooling.

The amount of cars that travel Lake-Cook now must be reduced somehow. There is needed 2 or 3 other 4 Lane East-West Corridor roads to the North of Lake-Cook-

Please search out some other plan, other than widening Lake-Cook Rd. Again, we are OPPOSED to a Super Highway in our backyard.

Thank You.

Sincerely,

John R. Wheeler

Sara J. Wheeler

1027 Ferndale Ct #808-7019
Wheeling, Ill. 60090

Mr. & Mrs. Stuart Thilmany
1166 Northbury
Wheeling, IL 60090

February 24, 1992

BUREAU OF PROGRAMMING
RECEIVED
FEB 26 1992
DISTRICT #1

Mr. James C. Slifer, P.E.
District Engineer
Ill. Dept. of Transportation
201 West Center Ct.
Schaumburg, IL 60196-1096
Attn: Walter S. Kos, P.E.

We are writing this letter to express our deep disapproval of the widening of Lake Cook Road. As residents of Lexington Commons, we are very much concerned that this widening does not go through for a number of reasons.

- 1.) As you know, in this day, it is very difficult to be able to afford a home. We have worked very hard to earn the money in order to buy our home, as well as increase the interior value of our home. And, you are planning to decrease our property value by widening Lake Cook Road. It's a tragedy that in difficult times, people like yourself don't seem to have any concern for the lives you will affect by your plan, only that you accomplish your goal.
- 2.) Another point of concern is the increase in the noise level, as well as increased exhaust fumes. The air we breath is already infected and by widening Lake Cook Road, residents will be affected even more. We wouldn't be able to leave our windows open in nice weather due to all the noise and dirt.
- 3.) Construction will cause more cars to cut through Lexington Drive, most of which already vastly exceed the speed limit and thus creating a more dangerous environment to live in.
- 4.) A very important factor to be concerned with is that if Lake Cook is widened more homes will be built which will offset the purpose of widening the road - more homes, more traffic - you really haven't resolved the problem.
- 5.) There are other roads North of Lake Cook which are currently 2 lane roads. These roads, if widened would alleviate some of the traffic on Lake Cook. Or maybe there's a possibility of an entirely new East/West transportation system. It's obvious that more and more people are and will continue to move out to Buffalo Grove and the surrounding area. It would seem more logical to build an alternate East/West transportation system.

- 6.) Another alternative is to build an overpass without widening Lake Cook. An overpass continuing over Milwaukee Avenue would alleviate a great deal of rush hour traffic.

Please consider all these facts before making a rash decision to widen Lake Cook. The future value of our homes are in your hands. No one (including yourself) would want that stripped from them. The above are all legitimate concerns - we hope you can re-evaluate your ideas to better suit all involved.

Sincerely,


Stuart and Diane Thilmany

Feb 25, 1992

BUREAU OF PROGRAMMING
RECEIVED

FEB 26 1992

Mr. James C. Slifer

DISTRICT #1

Please accept and recognize this written testimony against the widening of Lake-Cook Road. As a homeowner in Lexington Commons Condo Association I am very concerned about: (1) The greater number of cars that will be using Lexington Drive as a "short cut" (2) Reduction of the property value of my condo from having a six lane highway so close. (3) I don't believe widening Lake-Cook Rd. will solve the increasing traffic flow concerns for very long. Please consider alternatives!

Mrs. Norma J. Stewart
1168 Silverwood Ct.
Unit A-1
Whiting, IL 60090

I would very much appreciate a response that includes your department and/or the State of Illinois' intentions.



2-23-92

BUREAU OF PROGRAMMING

RECEIVED

FEB 26 1992

DISTRICT #1

JAMES SLIFFER - PE
DISTRICT ENGINEER
ILLINOIS DEPT OF TRANSPORTATION,
ATTENTION; WALTER S. HOS PE

RE: WIDENING OF LAKE COOK

AS ONE OF EIGHT OWNERS OF THE CONDOS BORDERING ON THE EXTREME NORTH END OF LEXINGTON COMMONS AT LEXINGTON DRIVE, WE WOULD LIKE TO MAKE YOU AWARE OF OUR OPINIONS AND SUGGESTIONS CONCERNING THIS AREA.

IN VIEW OF THE FACT THAT WE HAVE LIVED HERE FOR FOUR YEARS, OUR PURCHASES WERE BASED ON PRIVACY IN OUR PATIO AREAS FACING NORTH, SEPARATED SUFFICIENTLY BY A NEW FENCE RECENTLY FOR SOUND MUFFLING REASONS, SUDDENLY WE ARE FACED WITH THE POSSIBILITY OF HAVING TO FORFEIT ANOTHER 10 FEET CLOSER TO OUR PATIOS, THUS NARROWING OUR AREA OF PRIVACY TO APPROXIMATELY 15 FEET, IF, AND WILL MAKE OUR LIVING CONDITIONS WORSE TO ROAD NOISE AS WELL AS DANGEROUSLY CLOSE TO CONDOS IN CASE OF ACCIDENTS SO NARROWLY REDUCED IN SPACE.

IN ADDITION ALL BEDROOMS ARE LOCATED ON THE NORTH SIDE OF OUR BUILDING REDUCING THE POSSIBILITY OF PEACEFUL SLEEPING NIGHTLY, THIS COULD LEAD TO A SERIOUS HEALTH CONDITION, AS SEVERAL RESIDENTS ARE RETIRED PEOPLE LIVING ON FIXED INCOMES, AND HAVING SERIOUS HEALTH PROBLEMS PRESENTLY. I, HAVING A HEART PROBLEM AND UNDER CONSTANT MEDICATIONS DO ILL IS ONE OF THE FAMILIES.

OTHER SITUATIONS TO BE AWARE OF AS FOLLOWS.

TRAFFIC! WILL BE INCREASED AND NOT DECREASED ON LEXINGTON DRIVE WHICH IS USED CONSTANTLY AS A SHORT CUT THROUGH THE COMMONS TO RT 83.

THE RECENT ADDITION OF SAMS & WALMART HAS ALREADY INCREASED TRAFFIC AND IF ALTERNATIVES OF EAST & WEST

ARTERIES NORTH OF LAKE COOK RD COULD BE INVESTIGATED
FROM TRAFFIC STUDIES I'M SURE TRAFFIC COMING IN TO THIS
AREA WOULD BE REDUCED, FROM THE NORTH & WEST AREAS.

ANOTHER ISSUE OF COURSE WILL INVOLVE OUR REDUCTION OF
PROPERTY VALUES, THIS IS AN ADDITIONAL CONCERN OF THESE
CONDO'S LOCATED ON HAWTHORN QT, WHAT CONSIDERATION CAN
BE EXTENDED TO ALL PROPERTY IN THESE AREAS?

I SINCERELY HOPE JUST A FEW OF THESE SUGGESTIONS
AND THOUGHTS WILL BE CONSIDERED IN YOUR PLANS, AND
THOUGHTS FOR WIDENING OF LAKE COOK RD.

HOWEVER IN ADDITION TO THE THOUGHT OF PLANS
TO BUILD AN OVER PASS AT MILWAUKEE AND LAKE COOK
ROADS, WOULD BE A TREMENDOUS IMPROVEMENT FROM THE
PASSING OF TRAFFIC, TO THE REDUCTION OF IT BEING A VERY
DANGEROUS INTERSECTION HAS OUR ASSOCIATION'S APPROVAL.

THANKING YOU IN ADVANCE FOR TAKING TIME OUT
TO UNDERSTAND OUR IMMEDIATE CONCERNS ABOUT NOT THE
WIDENING OF LAKE COOK AT LEXINGTON COMMONS

MR & MRS LOUIS ROSIN
1134 HAWTHORNE CT
WHEELING IL 60090
APT 1A



LEAGUE OF WOMEN VOTERS OF LAKE COUNTY

2685 Edgewood Lane
Riverwood, IL 60015
February 21, 1992
BUREAU OF PROGRAMMING
RECEIVED

FEB 25 1992

DISTRICT #1

James C. Slifer, P.E.
District Engineer
Illinois Department of Transportation
201 W. Center Court
Schaumburg, IL 60196-1096

Dear Mr. Slifer:

After attending the IDOT hearing on January 29, 1992 regarding the widening of Lake Cook Road, the League of Women Voters of Lake County recommends that there be more research on trips taken and alternative solutions to the current and projected high volume on Lake Cook Road.

It would be advantageous if we knew the origin/destination statistics on various parts of the road. Bottle-necks on north-south inter-sections could be slowing down and clogging traffic on this east-west road. Perhaps a full interchange at the Tollway and its Chicago spur would siphon off a significant number of cars. The drop in traffic on Deerfield Road, once the partial tollway interchange was opened on Lake Cook Road, was remarkable. Perhaps widening a parallel road is more in demand.

Public transportation is also a mode that suburbanites are being forced to use as air quality standards are tightened. The state could be instrumental in promoting public transportation rather than widening Lake Cook Road. The origin/destination study could easily demonstrate the number of rides that could be tapped by efficient public services.

The LWV of Lake County urges IDOT and Cook County to thoroughly research creative alternatives and to produce hard data before they conclude that widening Lake Cook Road is a necessity.

Sincerely,

Beryl Flom

Beryl Flom, President
(708) 945-1937

PATRICIA W. WILSON

January 29, 1992

PREPARED FOR A PUBLIC HEARING HELD BY

Illinois Department of Transportation
Phil Johnson's Restaurant
Deerfield, IL

Gentlemen:

I am a homeowner in the Williamsburg Square housing development in Northbrook and have lived in this area for 5 years. It is my understanding that the Illinois Department of Transportation intends to radically change the nature of the tri-community area (Northbrook, Deerfield, and Highland Park) by making it the "hub" for public transportation on the North Shore. Of the various provisions in the proposal I am most concerned about the following:

EXPANDING LAKE COOK ROAD TO 6 LANES: As a person who uses Lake Cook Road primarily west of the Edens and east of the Metra rail lines I have a hard time understanding just where or why increased traffic flow across Lake Cook would occur. This area is almost completely built up and there will not be any additional job formation in this area. Moreover, the traffic flows into Northbrook Court are stable and even with an historically consistent growth assumption, this traffic occurs at nonrush hour periods. Making Lake Cook Road into 6 lanes will give it and our neighborhood the character of the Edens Expressway.

If, however, the concern is greater than expected traffic flow to and from Northbrook Court, it would seem that could be handled via a connection to Interstate 94 and then let Lake Cook Road handle local traffic. Furthermore if the desire is to get people from the western suburbs to Route 41 then it again would seem that the best way to do that is to look again at the configuration of the toll road access at I-294 west of Wilmot and east of Sanders Road or possibly making a new access ramp off I-294 to Dundee Road.

EXTEND SKOKIE SWIFT TO LAKE COOK ROAD: I am not certain where this would run into Lake Cook Road; however, given that the Metra line already runs across Lake Cook Road this would to be a logical stopping point. There also are relatively few houses there and there appears to be land to accommodate the

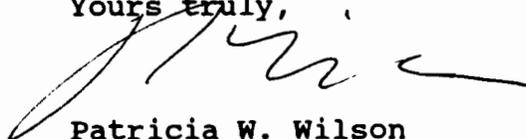
parking. It makes absolutely no sense to run the Skokie Swift to the Chicago Northwestern crossing near Skokie Road. Not only is the parking situation not good in this area, it is too far east to benefit the western suburbs. In addition, the tri community area already has access to Chicago-Milwaukee Lines in Glencoe and Highland Park in addition to the Metra stops in Deerfield and Northbrook.

BUILD A RAIL TRANSIT ROUTE ALONG LAKE COOK ROAD: Without repeating much of the same objections as noted in the previous bullet points, this proposal is even more baffling to understand. There is no community benefit in the tri community area whatsoever. This also would cost millions and millions of dollars with dubious payback even to the western suburbs.

This part of the IDOT proposal makes it clear that we have a chicken and egg problem. By making Lake Cook Road into a 6 lane highway and running the Skokie Swift into this area, the Lake Cook Road becomes so congested that even more properties must be condemned to build a east west transit route to get the people out of the area.

In summary with all three proposals, I have trouble seeing any real community benefit. In fact, I would speculate that this area as a direct result of the implementation of these proposals will experience a real decline in housing values, an increase in crime and a significant increase in noise pollution. This is not my idea of a fair trade off.

Yours truly,



Patricia W. Wilson
1146 Antique Lane
Northbrook, Illinois 60062

M. DAVID LIBERMAN, Ph.D., P.C.

Diplomate in Clinical Psychology
American Board of Professional Psychology

600 Central Avenue, Suite 235
Highland Park, Illinois 60035

Telephone: (708) 432-4404

1/29/92

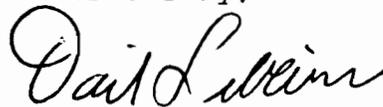
Illinois Dept. of Transportation
Springfield, IL

Gentlemen,

I want to go on record as voicing the strongest possible objections to the proposal to widen Lake-Cook road. This proposal will only compound the problem which it proposes to solve. Such an expansion would simply draw more traffic to an already over-burdened artery. It offers all of the disadvantages of an expressway while conveying none of the benefits. Lake-Cook road is already a major artery for the people who live and work along this corridor. It already suffers from major periods of congestion at rush hour and on weekends. Widening the highway would add to the volume of traffic but the areas of difficulty (i.e. the increasing number of stop lights) continue to promote delays and congestion. Widening the road will only add to this.

If the Highway Authority wants to alleviate the problems of cross county access, than alternate methods such as good public transportation should be considered. Promoting the use of a road that is already over used will certainly not help the situation.

Sincerely,



David Liberman, Ph.D.

Jan 29, 1992

Questions not answered to my satisfaction.

- 1) Why aren't there any thru East West routes in Lake County that are to be widened?
- 2) Are air pollution studies to be made in the area between Lake-Cook road and the Edens Spur?
- 3) Why does everything have to be foisted onto Glenbrook Countryside?
All most all residential zoned areas were rezoned to commercial (i.e. Northbrook Court, Deerbrook Plaza.) In addition the Edens Spur (I 94) was placed adjacent to Glenbrook Countryside.
- 4) The noise will be deafening. As it is now the traffic noise doesn't allow us to open our windows.

Earl Johnson
1851 Oakwood Rd.
Northbrook IL 60062

I'M A RESIDENT IN BRANWOOD VISTA
AND REGULARLY CANNOT CROSS LAKECOOK RD
TO GO EAST WITHOUT GREAT DIFFICULTY 90%
OF THE TIME, I STRONGLY UNDERSTAND STOP
LIGHTS TO ~~ALSO~~ PREVENT ACCIDENTS / INJURY.

I OBJECT TO ANY TRANSIT SYSTEM GOING
ALONG LAKECOOK RD → THIS SHOULD BE
ROUTED ALONG THE I94 EXTENSION.

RICHARD ROSENBERG MD
34 GREENBRIAR
DF.

SHERRY O'SHEA
694 ST. MARY'S PKWY.
BUFFALO GROVE, IL. 60089

WIDENING LAKE COOK IS THE WORST
IDEA. WE NEED TO EXPAND RT 22

TO ALLEVIATE THE TRAFFIC PROBLEM.

I HAVE LIVED HERE 14 YRS. AND IN THE
14 YEARS THEY HAVE PUT LAKE COOK THROUGH
TO RT. 12; MY BACKYARD FACES LAKE COOK
AND THE NOISE, TRAFFIC AND ACCIDENTS
GET WORSE EVERY YEAR. THE POLLUTION
IS A ~~CONSTANT~~ THREAT TO OUR HEALTH &
MY CHILDREN'S HEALTH. CARS CUT DOWN
ST. MARY'S PKWY TO AVOID THE LONG
BACKUPS ON LAKE COOK. MY CHILDREN'S
SAFETY IS IN DANGER, THERE HAS BEEN
AN AUTOMOBILE IN MY BACKYARD FROM ALL
THE TRAFFIC. I CAN'T EVEN LET MY CHILDREN
PLAY THERE FOR THEIR OWN SAFETY.

IF YOU WANT MY OPION. LET ^{THE} LONG GROVE
PEOPLE AND THERE MONEY TAKE SOME OF
THE BURDEN. ALL OF US HAVE TO SHARE
THE LOAD. EXPANDING RT 22 IS THE ONLY
WAY WE CAN ALL BENIFIT.

I represent a group opposing the expansion of Lake Cook. It would be a safety disaster to widen Lake Cook through Buffalo Grove. It would bring more traffic through increasing accidents, noise pollution & air pollution. It would decrease entrance to local business. It would decrease the property values. If it was widened much of the traffic would move north & decrease the current problem on Lake Cook Rd. When we first went in on Lake Cook in 1983 we were told there would be no left turn in off of Lake Cook. We were told no lights would be installed. Now there is a left turn →



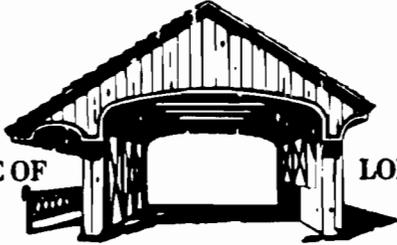
Jitu Dharma
323 Powderhorn
Northbrook
IL 60062

I don't like the idea
of extending Lake-Cook Road.

- We don't have space for 6 lanes
- It will cause more congestion
in traffic. because more people will
go to lake-cook than any road.
- to extend skokie shift may be OK
- Rail Transit route is not a good
idea if you just build skokie shift
- Train Underpass at Skokie Bld. may
alleviate the need of six lanes.
- Connection of Eden's to Lake-Cook at the
Tri-state tollway with a full interchange would
be more direct solution
- Have a Metra station at Lake-Cook Road
will get lots of accommodation for transport
Therms let's hope not build that
skokie shift

1/29/92

VILLAGE OF LONG GROVE



LAKE COOK ROAD EXPANSION AND IMPROVEMENTS

PUBLIC MEETING

VILLAGE OF LONG GROVE TESTIMONY

The Village of Long Grove would like to submit the following testimony for the record:

1. Attached is a certified copy of a Resolution Supporting the Widening of Lake Cook Road according to the plans being shown by the Cook County Highway Department.

2. The expansion of Lake Cook Road is a vital and most important part of improving the east-west traffic conditions throughout this corridor.

3. A great deal of the traffic congestion in the Lake Cook Road corridor has come from the high density zoning of office and commercial uses which have been allowed.

4. Although the impact of the expansion and improvement to Lake Cook Road may have a direct effect on adjacent property owners and uses, the overall traffic impact of this improvement will have a greater and more dramatic positive effect on the quality of life for many more property owners and users.

5. Serious interim improvements should be considered. The attached resolution speaks of two such interim improvements that can be done for little cost and tremendous benefit to the motoring public.

6. The question of need for the proposed improvement goes without question for many constituents, motorists, and communities along the route. The Cook County Highway Department should carefully consider the extent of these improvements. Although a six lane roadway is required, highway engineers should consider maintained minimum intersection improvements to avoid harmful damage to commercial businesses at those intersections. If necessary, additional left and right turning lanes should be left out of the initial plans until the impact of how successful the expansion to six lanes can be studied. The addition right turn lanes in the years to come can be accomplished without impact on properties and uses at those intersections until that time.

The Village of Long Grove strongly supports the expansion to six lanes at the earliest possible date with reason and care.

STATE OF ILLINOIS)
) SS
COUNTY OF LAKE)

C E R T I F I C A T E

DEBRA J. ANDERSON, being first duly sworn on oath deposes and says that she is the Clerk of the Village of Long Grove, Illinois and the keeper of the papers, documents and records of said Village; that the foregoing is a true and correct copy of a certain Resolution adopted by the President and Board of Trustees of the Village of Long Grove at their regular meeting held at the office of the Village on the 12th.

day of February, 1991.

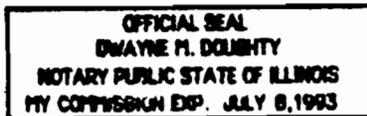
RESOLUTION NO: 91-2-2

Debra J. Anderson

Debra J. Anderson

Subscribed and sworn to before me this 11th day of March, 1991.

Wayne M. Douhity
NOTARY PUBLIC



**A RESOLUTION
SUPPORTING THE WIDENING OF LAKE COOK ROAD**

91-R- 2

R-2

WHEREAS, Cook County, Illinois is currently planning to widen Lake Cook Road between the Illinois Tollway and Route 12 (Rand Road); and

WHEREAS, the Village of Long Grove desires to support this extension;

NOW, THEREFORE, BE IT RESOLVED by the President and Board of Trustees of the Village of Long Grove, Lake County, Illinois, as follows:

SECTION I: The Village of Long Grove hereby supports the expansion by Cook County of Lake Cook Road between the Illinois Tollway and Route 12 (Rand Road) to six lanes to facilitate traffic movement, and to greatly ameliorate existing traffic congestion on Lake Cook Road in that vicinity, and on roads tributary to Lake Cook Road.

SECTION II: In conjunction with this recommendation, the Village of Long Grove hereby recommends that Cook County proceed immediately with the following two improvements to facilitate traffic patterns, and partially reduce the existing traffic congestion, until the six lane expansion can be accomplished:

1. Install a free-flow right-hand turn lane on southbound Arlington Heights Road at its intersection with Lake Cook Road for

traffic turning onto Lake Cook Road in a westerly direction.

2. Install a ^{free flow} right lane for right-hand turns for westbound traffic on Lake Cook Road at its intersection with ~~████~~ Hicks Road (Old Route 53).

SECTION III: This Resolution shall be in full force and effect from and after its passage and approval as provided by law.

Passed by the Corporate Authorities this 12th. day of February, 1991, on a roll call vote as follows:

AYES Trustees Basso, Blake, Mall, Ryan, Cole

NAYS 0

ABSENT Trustee SIMMONS

Approved by the Village President this 12th. day of February, 1991.



Chester S. Cole
Chester S. Cole
President Pro Tem

Debra J. Anderson
Debra J. Anderson
Village Clerk

IPOT;

INSTEAD of WIDENING LAKE COOK RD.
FROM IL 43 EAST ADD AN INTERCHANGE
FOR THE EDENS SPUR & LAKE COOK RD. BY THE
TOLLWAY.

ALSO CONSIDER ADDING AN INTERCHANGE TO THE
SPUR AT IL 43.

JACK L. KNORST
15 BIRCHWOOD RD.
NORTHBROOK IL 60062

NEGATIVE

1. The noise level will RISE.
2. Getting in and out of our subdivision at Lake Cook will become more difficult.
3. Widening the highway may ease traffic strain immediately but invite increased traffic in the future.
4. The quality and property value of our neighborhood will change.
5. Property will need to be condemned to make room for the road.
6. Rail transit will bring crime to the area.

POSITIVE

1. To lessen traffic between the Tri-State and Edens, a full interchange onto the Edens spur near the Tri-State should be created - thus eliminating the need for a 6 lane highway.
2. Construct underpasses at C&NW (Skokie Rd.) and the Metra line (west of Waukegan).

YOUR OPINION COUNTS!

*Mr & Mrs Hans C. Recker 2035 MAPLEWOOD RD
NORTHBROOK*

We wish to express our opposition to
the proposed Lake Cook Project!

It would increase the congestion we
already have.

The area has already been turned
from a rural suburb to a
satellite of Chicago

Louis & Theresa Krolak
211 Red Oak Rd.
Northbrook

1/29/92

Ladies and
Gentlemen:

The extension of 53 has
been on the books for over
20 years. Cook County has
graciously abdicated & allowed
it to be opened at Lake Cook.

Long Grove is still building
and delaying the extension.

Twenty-two was improved
at the Tollway. It's still
a 2 lane road. Why?

Long Grove has closed north
Schaefer Rd. to all traffic,
including fire trucks, to their
residents cost.

Cook County has been a
good neighbor. Has Lake?

The proposed expansion of 83 has been on the books for years.

Of course, Cook County is going forth on the project.

I don't see Lake County allowing 83 to go north to 22.

Again, Lake County vs Cook County. When will we hear?

What is the feasibility of a single express ^{lane} ~~road~~ down Lake-Cook? Traveling east in the morning and west in the evening. There are houses, restaurants and other businesses that actually butt up on Lake Cook. One of my

neighbors actually had a car
visit them in their back yard.

What about the children
that have to walk down
Lake Cook. I'm terrified
to walk my dog now, I hate
to think what it will be like.

Would you want the one asset
you have destroyed? When we
go to sell, who should we thank
for our depreciated sole asset?.

Not everyone is wealthy and can
make up a major loss like this.

There is no public transportation,
so we have to drive to the train.

The closest bus is a mile away, on
Lake Cook and Arlington Hts Rd.

What is the feasibility of mass transit down Lake Cook? We need some alternative besides our cars.

Thanks,

Nancy Mieszala

1315 W. Meade

Burlington Hts. Ill. 60114

1
Laurie F. Small 940-0990

Braewood Vista Homeowners Assn.

90 Greenbriar E.

Deerfield, IL 60015

- ① We must have a stoplight at one of our entrances to our subdivision, preferably Carlisle Ave. As it is, it's impossible to cross Lake Cook to go East, & w/o same it would be even worse.
- ② We don't want expansion into any of our backyards
- ③ We don't want any kind of rail system going down Lake Cook Rd. It would cause too much excessive noise & traffic.

Laurie F. Small

Edwin R. Osechorski
145 Cottonwood Rd
Northbrook Ill

INTER-CHANGE AT TOLLWAY SPUR 294
& WAUKEGAN RD #43 IS NEEDED BAD

NO-TURNS. RIGHT. ON RED. LIGHT AT
43 & LAKE-COOK RD

MARION H GODLEWSKI
240 RAUPP BLVD
Buffalo Grove, IL 60089

Before Lake Cook road project -

① IL 53 Complete into Wis.

That will stop the 53 traffic
dump onto Lake Cook road

②. Widen Rt 22 thru Long Grove

to 53.

③ Widen 83 from Lake Cook to
Rt. 22.

Public transportation could help.

④ Overpass at Milwaukee Ave & Lake Cook Rd.

Marion H Godlewski

I am totally against the widening of Lake Cook Rd. —

SAFETY is a major issue

NOISE LEVEL would be unreal.

INCREASED TRAFFIC is inevitable.

PEOPLE AND HOMES ARE MORE IMPORTANT AND VITAL TO OUR LIFESTYLES THAN A WIDER ROAD.

POLLUTION WOULD BE REALLY INCREASED.

IT Already takes forever to get through all the lights on Lake Cook Rd. Please think of US — where are the many Loop roads in Lake County.

Steven Hlets
265 Lee Rd
Northbrook
708-272-7772

I am against widening of Lake Cook Rd between Edens and the I-294 tollway. The

existing tollway spur could have an exit to Lake Cook & possibly and possibly an entrance from Lake Cook to the spur. I live at 265

Lee Road in Northbrook which is less than 2 blocks south of Lake Cook Rd.

My home is in an established residential area with many children. Preservation of our residential way of life with safety to the residents is my concern. I am also against any new commuter rail station between Edens and Lee Road just off Lake Cook. I also would suggest "sound proof" fencing along the tollway spur that runs along Williamsburg subdivision.

Why don't they widen Rt. 83 + Rt. 22
instead? Every road that is now only
one lane in each direction should be
widened to alleviate the congestion on
Lake-Cook Rd. We don't want a super-highway
through Buffalo Grove!

Lebbie Miller
100 S Buffalo Grove Rd. #311
Buffalo Grove 60089

To whom it may concern,

I am definitely against making Lake-Cook road into an expressway. The area in which we live is only 2 years old + was purchased not knowing this could happen - No homes are built near Edens expressway - Why would we have homes built up to a new expressway.

P. Hooper
Northbrook

1-29-42

I am against widening of Lake-Cook Road through the Buffalo Grove area for the following reason which have also be communicated to Cook County Highway Dept at their public hearings:

1) With extension of Rt. 53 North the 6 lanes will not be needed. This is the opinion of the village and their traffic consultants.

2) Before widening of Lake-Cook - Pressure should be applied to widen RT #22 thereby taking considerable pressure off the need for widening Lake-Cook. (#22 is currently only 2 lanes)

3) Efforts with businesses along Lake-Cook to take steps to spread peak usage and encourage public transit solutions as mandated by proposed Clean Air Regulations of the Federal Government.

4) Investigate increased reliance on Mass Transit. This would improve quality of Environment along Lake-Cook rather than reducing it with a 6 lane Roadway.

Earl Sabes, Chairman
Buffalo Grove Transportation
Commission - 634 Patton - Buffalo

Much (most) of the Lake-look road traffic problem could be solved if:

- 1- NORTH SOUTH ENTRANCE/EXIT to 294 at the new ~~interchange~~ interchange near Wilmot + Lake look
- 2- NORTH SOUTH ENTRANCE/EXIT TO Edens SPUR at same location.
- 3- Synchronize all lights between Sanders and the Edens on Lake look.
- 4- Underpasses/Overpasses at all RR crossings ~~at~~ on Lake look.
- 5- for local residences - Strategic one-way side streets
- 6- extend Rt 53 to Rt 22, RT 60 etc. as far North as possible.

Charles Paul Cox
1911 Oakwood Road
Northbrook IL 60062
(708) 498-2113

1/29/92

Yen Y. & Plessy Lin
3 Caribou Crossing
Northbrook, IL 60062

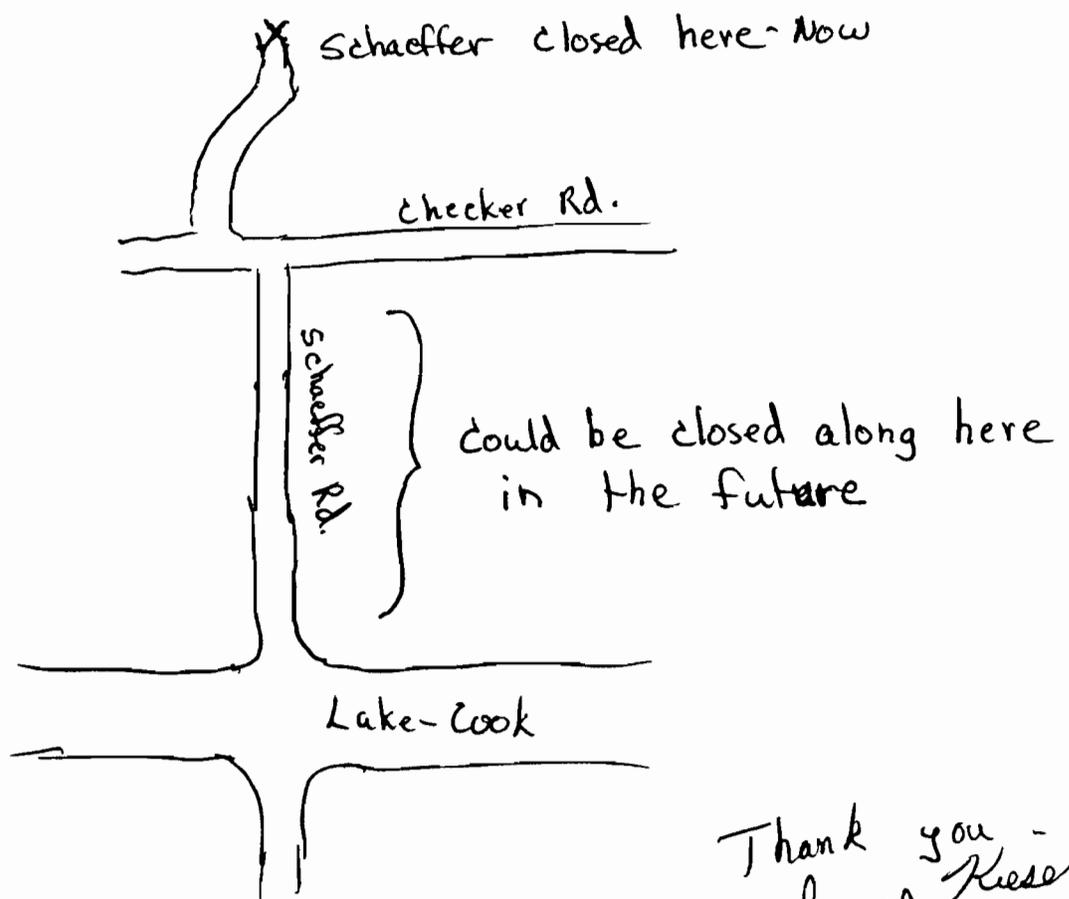
The widening of Lake-Cook Rd. would create
very dangerous & chaos traffic patterns
for subdivisions on Winchester Lane &
& 4-Winds subdivisions.

Also, it will decrease our
property values & make a lot
of traffic NOISES. They are
BAD enough now.

We strongly against this
Project.

James Kieser
Box 1847 R.F.D.
Long Grove, IL. 6004
Jan. 29, 1992

Substantial improvements, north of Lake-Cook Road on Schaeffer Road, may not be completely necessary. Part of Schaeffer Road has already been closed and rerouted. There is also a high degree of possibility that North Schaeffer might be closed completely, in the future, between Lake-Cook and Checker Road.



Thank you -
James Kieser

JANUARY 29, 1991

I AM A RESIDENT OF WHEELING AND LIVE
NEAR LAKE-COOK ROAD. I AM AGAINST
WIDENING LAKE-COOK SINCE IT WILL HAVE A
NEGATIVE IMPACT ON THE HOMES AND BUSINESSES
IN MY AREA. THE INCREASE IN TRAFFIC WILL
COME MAINLY FROM LAKE COUNTY WHERE
THERE AN INCREASE IN HOMES & BUSINESSES.

WHY NOT EXPAND RT 22 TO HANDLE
LAKE COUNTY TRAFFIC?

EJ Chouk

582 WILLIAMSBURG
WHEELING, IL 60090
940-3554

I LIVE AT 5 WELLINGTON RD. IN COURTS
OF NORTHBROOK. THE HOUSE IS 2 YRS. OLD.
IF YOU WERE TO WIDEN THE ROAD (LINE/EDGE)
IN FRONT OF MY HOUSE YOU WOULD
HAVE TO VIRTUALLY GO THROUGH MY
BEDROOM - I WOULD NOT ENJOY THAT.

Dennis Deegan

The Williamsburg Square Longmeadow Homeowners Association

TO: Illinois Department of Transportation
DATE: January 27, 1992

The Williamsburg Square Homeowners Association wishes to go on record regarding the Strategic Regional Arterial Planning Study prepared by Harland Bartholomew & Associates, Inc. for the Illinois Department of Transportation concerning changes to be made to the Lake-Cook Corridor. The Association strongly opposes the expansion of Lake-Cook Road to six lanes, the extension of the Skokie Swift and the construction and operation of a rail transit route along Lake-Cook Road for the following reasons:

1. The combination of mass transit lines, and the widening of Lake-Cook Road will make it the most congested road in the area;
2. Property will need to be condemned along Lake-Cook Road and it will affect residential home values, changing the residential nature of our area;
3. The six lanes will only draw more traffic onto Lake-Cook Road, and eastbound traffic will still be funnelled into the existing single access lane going onto the Eden's expressway;
4. This proposal primarily benefits the suburbs west of Northbrook, and not the residents of Northbrook; instead it only has the potential to increase noise and crime in our area.

As alternatives to the Consultant's recommendations, we urge that the following be considered:

1. The connection of the Eden's Spur to Lake-Cook Road at the Tri-State Tollway with a full interchange would be a more direct solution;
2. The train underpass at Skokie Blvd. may alleviate the need for the six lanes;
3. The establishment of a Metra station at Lake-Cook Road for the Milwaukee Road line in connection with PACE buses can accommodate the transportation needs of the area workforce.

Very truly yours,

Janice Gould
332 Powder Horn Drive; Northbrook, Illinois 60062

Janice Gould, President

CC: Northbrook Village Trustees
State Representative Grace Mary Stern

As a real estate agent I
~~feel~~ know that all real estate
will fall in value if Lake
Cook will be enlarged to
6 lanes. If traffic is too
heavy underpasses are needed
by trains. It's as large as
Edens. Highway is passed Lake Cook
Rd. What gives you the
right to destroy our property
and endanger the lives of
our children?

Udella Newman
20 Hemlock
Heghtard Park, Ill
60035

'29/92

I live on the north side of Lake
Cool Road, east of Waubesaun Rd near
Northbrook Ct. Shopping Center. I would
not like to see the Shalie Swift extended
to Northbrook. I think it would only
bring more people traffic and therefore
more crime into the area.

If you widen Lake Cool Rd, it would
be important to put in side walks at
the same time because it would be
more dangerous to ride a bike ^{on} or cross
a six lane road. We would need
a "light" at Lake Cool + ~~Carlside~~ Carlisle.

The less development along Lake Cool Rd
east of Waubesaun, the better!

Andrew Herber
195 River Rd
Deerfield, 60015
IL

Resident since
1966
Hubbard since
resident 1955

The underpasses sound helpful
by the railways.

The CTA "L" extension would only increase
crime at Northbrook Court and add traffic
from commuters.

I find it incomprehensible
that the plans do not include
utilization of the Edens Spur
from the tollway. The reply was
"We haven't considered that."

Ridiculous! The end of the ~~six way~~
six-lane expansion still ends at
Edens, already a bottleneck, often both
off and on ramps.

I leave for work at 10:30 p.m. to
work in Deerfield. I turn left onto Lake-Cook
from a south street (Birchwood) in
Glenbrook Countryside. I wait for streams of
traffic both directions. ~~to lanes~~ Six lanes? No!
Divert the west traffic from Buffalo Grove etc. using
other alternatives

Muriel Pearson
1945 Belmont Road
Northbrook, IL 60062

I do not feel that 6 lanes are needed - I drive most days on Lake Cook to & from a school where I am employed in Northbrook traffic is not unusually bad and what would be expected at rush hour. - During quieter times traffic is fine and easily manageable. There may be some need to modify entrance to Edens jam up & cutting in. Do not want 6 lanes in a residential area, Do not need it. Do need some reasonable traffic rules/management. Do need traffic lights at Carlisle and other cross streets

Mrs. Debby Tucker
1175 Lake Cook Rd
Northbrook IL 60062

1/29/92

to: IDOT

from: Sane mundt
1 Crestview Terrace
Buffalo Grove, IL 60089

re: widening Lake Cook Road

I do not want this to occur for
the following reasons:

- I don't feel there is a need
- I don't want the traffic noise
(I live very close to Lake Cook Road)
- my property value will go down
- living next to such a big noisy highway
- my children would need to cross that
street to get to a new park I would
like to see built (which is now in
the works)
- It would not benefit Buffalo Grove
residents

I am very concerned about
the possibility of expanding
Lake-Cook to 6 lanes. - It will take
a residential area and stick a major
highway right in the middle of it.
I live in Brierwood Vista and
~~know~~ it is a very difficult to
exit our development ~~on~~ ^{from} Carlisle
onto Lake Cook. We need a traffic
light not only for convenience, but
more important for safety. even now
with a 4 lane road. If they make
Lake-Cook 6 lanes - it will be
an impossible situation.

Shelley Powell
22 Ferndale Rd
Deerfield 60015

CONCERNING PROPOSED IMPROVEMENTS
FOR OPERATION GREEN LIGHT:

- WE ARE IN FAVOR OF CONTINUOUS
MERIDIAN, LEFT TURN LANES AND
COORDINATED SIGNALS BETWEEN
ROUTES 12 + 53.

- WE ALSO AGREE THAT THESE
IMPROVEMENTS WILL BENEFIT TRAFFIC
FLOW BETWEEN ROUTES 53 AND 41

- WE DO NOT AGREE WITH THE
PROPOSED PLAN TO USE THREE LANES
EACH DIRECTION ON LAKE COOK
BETWEEN 53 + 41 — THIS AREA
IS FAR TOO CONGESTED AND
TOO RESIDENTIAL TO SUPPORT A
MAJOR ARTERY.

- WE ALSO DO NOT ~~AGREE~~ AGREE
TO THE PROPOSED METRA MILWAUKEE
AND CHICAGO NORTHWESTERN RAILROAD
PARALLEL TO LAKE COOK ROAD.
HERE AGAIN, THIS AREA IS TOO
RESIDENTIAL AND A RAIL SYSTEM
WILL CAUSE MORE PROBLEMS THAN IT WILL
HELP

Abbie Zimmerman
1925 Walnut Circle
Northbrook, IL 60062

LYUE ZIMMERMAN
1925 WALNUT CIRCLE
NORTHBROOK, IL 60062

As a resident of Deerfield - I am vehemently
opposed at the proposed changes to Lake Cook Rd. 
The creation of a 3rd lane can only increase the traffic
in the area, with extra concern for the children of the area.
I believe there should be a concentration in rail
transit rather than the creation of extra driving lanes -
~~the ~~creation of~~ ~~extra~~ ~~driving~~ ~~lanes~~~~

Carl Long
207 Gladys Ct
Deerfield, IL
945-1298

11/29/92

Illinois Department of Transportation:

In receiving your recent proposal concerning Lake Cook Road, in Cook County, we do not want the road widened because of the following:

- 1- More air pollution
- 2- More noise
- 3- More traffic for our children to
- 4- worry about.
- 5- We do not want our children trying
- 6- to cross a 4 lane highway.
- 7- Our property values will go down
- 8- Our taxes will be raised
- 9- Have car pooling mandatory

Only a fool couldn't see that your intentions
are bringing more traffic on Lake Cook Road!

Guy & Sharon Belmont
1945 Maplewood, Northbrook
60066

1-29-92

Illinois Dept of Transportation

Your current proposal concerning Lake Cook Road, in Cook County, I definitely do not want this road widened because:

- 1- More crime in area
- 2- Crossing six lane highway to shopping centers
- 3- Higher Taxes
- 4- Property value decreases
- 5- Being a homeowner in the middle of Lake Cook & the Tollaway is burdensome enough without the addition of more traffic, more people, more pollution, more noise etc.
- 6- We moved to Glenbrook Country in 1973 since that time, Lake Cook was widened, there were more shopping centers were built in this area, ~~and~~ one motel, one health club & now you want to make this area like downtown Chicago.

Please don't do this -

Karen Costanza

2049 Walnut Circle - Northbrook, Ill.

1-29-92

Illinois Department of Transportation:

What are you trying to do to our neighborhood
There has to be other consions We already
have to deal with noise from the express way
& trains.

The name of our neighborhood is Glenbrook
Country Side. Where is our Country Side
inch by inch its being taken away.
We are being Sucked up!!

Our Wild Life has almost disappered. the
poor Ducks, Deer, geese & etc. more traffic
polution & etc. cant help. better our
enviornment.

Remember the name of
our neighborhood is "Glenbrook
Country Side"

We need help, Please dont
do this to us. Our homes are in
Jeopardy

Mr & Mrs Sam Guinta
2029 Beechnut
Northbrook Ill. 60062

1/29/91

TO: IDOT

FROM: Carol Jolerty, Northbrook Resident

I believe that Traffic is only a serious problem during weekday rush hours only. The expensive and extreme solution proposed by IDOT (Rapid transit on Lake-Cook Rd and 6 lanes) is not needed for a few hours of congestion per day. First try co-ordinating the stop lights and over/underpasses for RR tracks. Thank

To widen this road is putting
the cart before the horse. You must widen the
N/S roads before you do Lake Cook. Otherwise
where will the traffic funnel too? Traffic
backs up miles now. You are taking away
parks & recreation area away from B.S. Where
do my children play? I would like to hear
your answers

Judrey Laurent
354 Glendale
Buffalo Grove, Ill
Michelle Perkins
354 Glendale Rd
Buffalo Grove, Ill
60089

JANUARY 29, 1992

WE ARE OPPOSED TO RAPID TRANSIT LINES GOING DOWN LAKE-COOK ROAD. WE ARE ALSO OPPOSED TO 6 LANES ON LAKE-COOK BETWEEN RT. ~~53~~⁴¹ AND 294. INSTEAD, THE EDENS SPUR AND 294 SHOULD BE DEVELOPED TO HANDLE TRAFFIC FROM WESTERN SUBURBS. EDENS SPUR SHOULD BE EVALUATED AS THE CONNECTION TO RT. 53 IN BUFFALO GROVE TO HANDLE WESTERN SUBURBAN TRAFFIC. The area around Lake Cook Rd also cannot handle the additional Pollution your Plan would generate.

Aileen Brodell
~~Robert Brodell~~
1235 Carriage Ln
Northbrook IL
60062

Concerns:

1. Traffic on Lake Cook Rd.
2. Construction mess. to residents
3. Six lanes will draw additional traffic from other arteries and increase traffic flow.
4. Additional noise.
5. Reducing six lanes to four will increase congestion traffic back-ups on Lake Cook will cause additional traffic thru the development.
6. Additional crime from traffic and mass transit.

Moved here for peace & quiet of suburban life. Six lanes on Lake Cook Rd. will make living here like being near ~~Exeter~~ ~~Barbara~~ ~~Scott~~

1/29/92

Scott Small
90 Greenbriar E.
Deerfield, Ill

The proposed expansion of Lake Cook will cause an impossible access to the people that live in the subdivision East of Waukegan and North of Lake Cook (Called Briarwood Vista). As it is; it is impossible to make a ~~at~~ turn to go East ~~away~~ during the day in times of peak traffic. At the very least a stop light at Carlisle and Lake Cook must be included in these plans, as we have no other access to Lake Cook from our subdivision. I would also like to propose better access to the 94 - 294 Spur at Waukegan, as it is there is only access in one direction (~~west~~ to The north - ~~where~~ ^{over})

when entering the Spur and To
the South when exiting the
Spur on to Waukegan. By
increasing the access ~~to~~ to the
Spur (294-94) the traffic on
Lake Cook may be relieved.

I would also like to voice a strong
objection to any rail line on Lake
Cook it would only create more
congestion by taking up space that
could be used by Automobiles. At
the least a bus system should be
used not a rail system. I am
against the expansion of Lake-Cook
as it will create a noise and
air pollution in a number of
residential areas. More effort should
be put into finding better use for
the 294-94 Spur to help relieve
traffic on Lake Cook between 294 and
94


Scott Small

Jan. 30, 1992

To whom it may concern:

I am concerned that the combination of mass transit lines + the widening of Lake-Cook Road will make this area overly congested. I like the residential nature of our area the way it is, and I am worried that this project will affect the residential home values. The only way into and out of Williamsburg is by way of Lake-Cook Road, and I would hate to see more traffic and congestion in the area. I detest the idea of living near a 6-lane highway, with all the lane-changes that would be involved with every single trip out of the neighborhood.

I am also concerned that this plan will increase the noise and the crime in our residential area.

Alternative solutions which I would regard as preferable include:

1. Connect the Eden's Spur to Lake-Cook Rd. at the Tri-State Tollway with a full interchange.
2. Build a train underpass at Skokie Blvd, which will hopefully alleviate the need for 6 lanes.
3. Establish a Metra station at Lake-Cook Rd. for the Milwaukee Rd. line in connection with PACE buses.
4. Erect a traffic light at Lake-Cook + Carlisle

Please take into consideration the needs of the local residents who will be greatly affected by this proposal in a negative way, and strive for more positive solutions.

Sincerely,
Margie Freeman

1/29/92

If Lake Cook is widened to six lanes it will increase traffic. The traffic is heavy now but we saw it go from two lanes to four and the traffic increased because of the added lanes. Until then other routes were taken.

I do not object to an underpass by the tracks just west of Skokie Boulevard but I strenuously object to a six lane highway. Our house is backed up to Lake Cook Road. We haven't been able to open our windows since the 4 lanes were completed. The trees and shrubs have been dying from the traffic fumes. The noise is unbearable.

With a six lane highway, our property will be worth next to nothing. Can't you find a way to accommodate increased traffic through industrial & business areas and leave our residential areas alone.

Margene Baitman
85 W. Mulberry Rd.
Deerfield, IL 60015
945-6042.

1/29/92

IDOT

I am strongly against the format introduced at this session.

There is too much congestion and traffic from Edens west to Waukegan Road. Any additional lane expansion, etc., would only make the various sub-divisions and Northbrook Court inaccessible.

My back yard is on Lake Cook Rd. I live in the Briar Wood Vista sub-division. Currently I cannot use my backyard because of noise and auto pollution, I can't even utilize my rear windows that face the road. My landscaping and scrubby are dying as a result of the auto emissions.

Having been a resident for 30-years at the same location, I could not live there under the proposed changes.

I think that a more effective way to expand access would be to utilize the METRA tracks north to Lake Cook Rd — then go west. The Corporate Corridor buildings are set back far enough on the property to allow for additional highway lanes in each direction.

S.A. Bateman
85 W. Mulberry Rd.
Deerfield, IL 60015

Allan Kirson
1830 Lawrence Lane
Highland Park (H) 831-2898
(O) 205-2859.

3 Suggestions:

- ① Full interchange at Edens Spur and Waukegan road
- ② Full intersection at Edens Spur / Lake Cook / Tri-State (mainly Edens Spur to W-Bound Lake Cook, and E-Bound Lake Cook to Edens Spur)
- ③ Back entrance to N'Brook Court Shopping Center off Edens Spur.

These three suggestions are interdependent and would relieve some of the congestion on Lake Cook.

Other votes in favor or against:

Yes - grade separations for railway lines at 41 and W of Deerbrook

Yes - overpass at Milwaukee / Lake-Cook

Yes - synchronize signals along Lake-Cook

No - to six lanes

Marilyn Johnke - 272-2806

2006 Maplewood Rd.

Northbrook, IL 60062

I bought my $\frac{1}{2}$ acre lot 38 years ago. This was to be my nest egg - If 6 lanes of traffic plus a possible railway line goes on Lake Cook Rd. (my lot backs up to Lake Cook Rd) my home will become my liability. When I retire in a few years I would like to sell my home - who would buy it? If I wanted to live on a freeway & have a rail line in my backyard, I would have bought property in downtown Chicago.

Please do not use Lake Cook Rd. as a
new freeway

I am in favor of widening
Lake Cook Road as proposed.

I do believe that the proposed
signal light interconnects
should proceed
immediately. I think that
all railroad intersections
should be an overpass/underpass
situation.

I do believe that the
extension of Route 53 should
be forced through Long Grove.
Willow Road and Route 22
should be concurrently
widened to continue to spread
the traffic load. The poor
planning and uncoordinated
growth allowed by the
individual communities should

not now force a lack of improvements along Lake Cook Road.

I travel Lake Cook every day from Wille Road to the Edens Expressway ~~so~~ and live beside Lake Cook Road, so I am as interested as any other homeowner affected by this proposal.

It's unfortunate that current homeowners refused to anticipate the possibility of growth and the fact that their current location is next to a undesirable, permanent real estate defect. Their poor choices should not penalize all north and northwest residents.

Cynthia K. Galapp
1930 Quail Ct.
Burlington Heights, IL
60004

1/29/92

ILLINOIS DEPT OF TRANSPORTATION

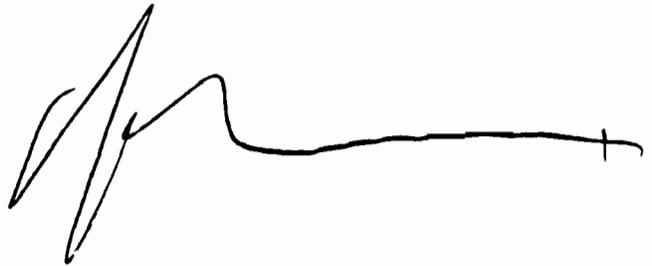
Re to your current proposal,
concerning Lake Cook RD widening to
SIX LANES. WE DON'T WANT ANY WIDENING
OF THIS RD. I LIVE ADJACENT TO LAKE
COOK ROAD AT 1950 MAPLEWOOD. IF
THIS WERE TO BE DONE WE WOULD LOSE
PROPERTY VALUE, RAISED NOISE POLLUTION
AND WORSEN THE SAFETY HAZARDS FOR OUR
CHILDREN. I AM ALSO NOT INTERESTED IN
ANY TYPE OF TRANSIT OR ANY TYPE OF
RAIL SYSTEM TO BRING CRIME INTO THIS
OR ANY OTHER NEIGHBORHOODS. IN SHORT
I CAN'T SEE ANY REASON WHY THIS
TO BE DONE.

Sincerely,
Michael J. Furee

1950 MAPLEWOOD LN
NORTHBROOK IL 60062

Marty MAX
89 Herlock LN
HPRC. 00035
831-444

I am not for the expansion
of three lanes each way on
Lake Cook Rd - I don't think
it will help traffic between 41 and
43 - I think on-off ramps from 40 and
Spur should be put in and anyone
from 40s that wants to go west could
take Spur and get off at Lake Cook
and then make it 3 lanes -



1-29-92

You have the connection between Edens and 294 which can be widened and an interchange added can solve this, economically without burdening the land on Lake Cook.

Toward Lake Cook will be a disaster to the community. STRIP Centers in crime will destroy the community.

The Elevated Train will bring gangs and crime to N.B. court As it turned O'Hare into a CES pool.

We will organize and defeat this
Timothy Debon

1-29-92

To whom it may concern:

We have lived in Courthouse 8 yrs. In this time the overdevelopment and congestion has increased by leaps and bounds. It's very difficult to exit from our subdivision on Lake Cook except after 9:30 at night. This project will further lock us in. We've already been dissected by the Elens spur. Enough is enough!

Charles & Carmen Dutack
Charles & Carmen Dutack
1818 Oakwood Road
Northbrook, IL 60062

Barton-Aschman Associates, Inc.

820 Davis Street
Evanston, Illinois 60204-1381
USA

Phone: (312) 491-1000
Fax: (312) 475-6053

January 29, 1992

Mr. James C. Slifer, P.E.
District Engineer
Illinois Department of Transportation
Division of Highways/District 1
201 West Center Court
Schaumburg, IL 60196-1096

Attn: Nancy L. Magnus, P.E., Program Development Section Chief

Re: Strategic Regional Arterial Improvements for Lake Cook Road—U.S. Route 12
(Rand Road) to U.S. Route 41 (Edens Expressway)

Gentlepeople:

Enclosed are two alternative access plans for the south side of Lake Cook Road between Northgate Parkway and Milwaukee Avenue (U.S. Route 45, IL 21). These plans have been prepared at the request and expense of the Johnson Family, the primary property owners of the land on the south side of Lake Cook Road between Northgate Parkway and Milwaukee Avenue. These access plans also represent revisions to previous plans submitted to the County of Cook in response to comments by their consultant design engineer, Vito P. Sammarco, P.E., of Triton Consulting Engineers, Ltd.

In his May 14, 1991 letter to us, Mr. Sammarco explained that the County wanted no access drive on the eastbound exit ramp from Lake Cook Road to Milwaukee Avenue. He also pointed out that existing development and public utilities restrict the availability of additional right-of-way on the north side of Lake Cook Road.

The revised plans submitted herewith reflect the means by which we feel safe and efficient access can be accommodated for the property on the south side of the road. In essence, we have retained the basic elements of previous plans, but shifted the centerline of Lake Cook Road south with 10,000-foot radii curves. Alternative 2 differs from Alternative 1 by shifting the proposed western access drive from a point opposite the north side access drive at about Station 412+00 to a point (about Station 406+00) half way between Northgate Parkway and the north side access. We have also retained the right-turn exit drive on the eastbound exit ramp for your consideration. We feel this is comparable to the right-turn exit drive on the westbound exit ramp in the northeast quadrant of the interchange and accomplishes the same result, a reduction in the amount of traffic in the signalized intersection(s) of the interchange between Lake Cook and Milwaukee. With respect to the additional right-of-way that will be required on the south side of



Barton-Aschman Associates, Inc.

Mr. James C. Slifer
January 29, 1992
Page 2

Lake Cook Road to implement either one of the alternatives, we understand the property owners, our client, the Johnson Family, will be very cooperative in this matter if access to their property can be secured.

We submit these alternatives on behalf of our client, The Johnson Family, for your consideration and as a part of the public hearing process of the Strategic Regional Arterial System, Lake Cook Road. We are hopeful that an access solution for the Johnson Family property can be reached. If you have any questions, please do not hesitate to contact me.

Sincerely,



Gerald E. Lindgren
Principal Associate

GEL:cmt

Enclosure

cc: William Johnson
William Ryan

James C. Slifer PE
District Engineer
Illinois Dept of Transportation
201 W. Center St.
Schaumburg, IL 60196-1046

BUREAU OF PROGRAMMING
REC'D NO
MAR 11 1992

DISTRICT #1

Dear Mr. Slifer,
Please give this serious thought - the widening of Lake Cook Rd will only invite more traffic from the other East-West bound streets. Please investigate the expansion of other East-West arteries north of Lake Cook Rd as a possible solution.

The widening of Lake Cook Rd. would put some buildings at Lexington Commons putting right on the edge of the highway. With the increased traffic flow, it will increase traffic noise level and vehicle exhaust problems which would be very unhealthy.

Certainly there should be a better solution:

1. Investigate & implement an East-West mass transportation system.

2. Proceed with plans to build an overpass at Milwaukee Rd without widening Lake Cook Rd.

As a home owner at Lexington Commons, I am very much against the widening of Lake Cook Rd.

c.c. Walter S. Kos PE
Village of Wheeling
Board of Trustees
255 W. Dundee Rd.
Wheeling, IL 60090

c.c. Thelma H. Schultz
Village of Wheeling
255 W. Dundee Rd.
Wheeling, IL 60090

Sincerely,
Ruth Gravel
1020 Boxwood Ct
Wheeling, IL 60090



CITY OF HIGHLAND PARK

HIGHLAND PARK, ILLINOIS 60085 • (708) 432-0800

OFFICE OF CITY MANAGER

February 27, 1992

Mr. James Slifer, P.E.
District Engineer
Illinois Department of Transportation
Division of Highways, District 1
201 West Center Court
Schaumburg, IL 60196-1096

Dear Mr. Slifer:

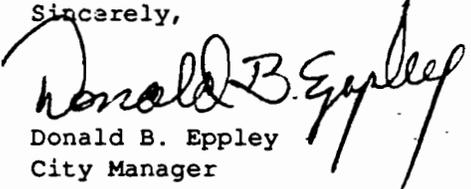
This letter is to formally reflect Highland Park's position in regard to the Draft Report on the Lake-Cook Road Strategic Regional Arterial (SRA) Study. At its meeting on Monday, February 24, the Mayor and City Council reviewed your project and unanimously voted to recommend that no widening of the current facility occur within the city limits of Highland Park. The following is more specific as to the Council's feelings.

We certainly appreciate the need for an integrated network of adequate capacity expressway highways and major arterial streets. Further, we appreciate the importance of Lake-Cook Road as a major east-west thoroughfare for southern Lake County and northern Cook County. Nevertheless, we are concerned that the recommended expansion of Lake-Cook Road from four (4) through lanes to six (6) will further increase the transportation demands on this busy street and not totally achieve the desired transportation improvements.

Mass transportation as discussed briefly in the Draft Report should be given greater consideration as a possible alternative to providing more lane miles of pavement. Mass transportation, in our opinion, would have less negative impact on the Highland Park property that borders Lake-Cook Road compared to road widening with its necessary right-of-way acquisition.

We will be glad to discuss this study further with whomever you would recommend. Our contact is Ronald H. Kroop, Director of Public Works, 708/926-1144.

Sincerely,


Donald B. Eppley
City Manager

7574 3/9/92

February 28, 1992

John Cunningham
550 Greystone Lane
Lexington Commons
Wheeling, IL 60090
(708) 537-3121

Walter S. Kos, PE
James C. Slifer, PE
District Engineer
Illinois Dept. of Transportation
201 W. Center Ct.
Schaumburg, IL 60196-1096

Dear Mr. Kos:

I am writing in response to a recent IDOT proposal regarding the widening of Lake Cook Road to six lanes, in the Buffalo Grove/Wheeling area.

I agree there is a traffic problem in this area. I also agree with IDOT's proposal to build an overpass at Milwaukee road to ease traffic congestion. I do not agree with their suggestion to widen the road. This would invite more traffic. It would become an expressway of cars travelling at 50, 60 or more miles per hour, just like Palatine Road.

Simply put, I don't want that in my back yard. One alternative to consider is to look at two lane roads north of Lake Cook to see if making them four lanes could dilute the traffic by spreading it out over several roads. This is similar to the way traffic has naturally moved north from Palatine Road, to Dundee, to Lake Cook.

I am very open to further discussion on this matter. Feel free to call me to talk, or to notify me of upcoming meetings that I might attend to discuss the traffic problems.

Thank you for your consideration.

Sincerely,


John Cunningham

cc: Village of Wheeling Board of Trustees

BUREAU OF PROGRAMMING
RECEIVED
MAR 06 1992

DISTRICT #1

BUREAU OF PROGRAMMING
RECEIVED
MAR 07 1992

DISTRICT #1

695 Oakmont Lane
Wheeling, IL 60090
February 28, 1992

James C. Slifer, PE
District Engineer
Illinois Dept. of Trans.
201 W. Center Ct.
Schaumburg, IL 60196-1096

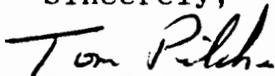
Attn: Walter S. Kos. PE

Dear Sir:

I understand IDOT has proposed a widening of Lake Cook Road to 6 lanes and building an overpass at Milwaukee Road.

As a 4 year resident of Lexington Commons I am totally frustrated and irritated by the total inadequacy of a the East-West road network. It appears to me that 6 lanes on Lake Cook will not be adequate and that 8 lanes would be needed to have any real effect on easing rush hour traffic congestion. In addition Dundee and Deerfield Road/Busch Parkway both need to be increased to 6 or 8 lanes. All of these projects need to be pursued with maximum urgency to regain the quality of transportation that this entire area so desperately needs.

Sincerely,


Tom Pilcher

Village of Wheeling Board of Trustees
255 W. Dundee Rd.
Wheeling, Il 60090



255 WEST DUNDEE ROAD • P.O. BOX V • WHEELING, ILLINOIS 60090
(708) 459-2600

February 28, 1992

BUREAU OF PROGRAMMING
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MAR 03 1992

DISTRICT #1

Ms. Nancy Magnus
Illinois Department of Transportation
Program Development Section Chief
201 West Center Court
Schaumburg IL 60196-1096

Dear Ms. Magnus:

As requested, staff review of the proposed Lake-Cook Road improvements has been completed with the following comments.

The Village staff has attended the public meetings concerning the Lake-Cook Road improvements as part of the SRA study of Cook County. Attendance at these meetings has revealed the benefits and impacts of the consultant's recommendations pertaining to roadway right-of-way width, paving width, and other project structures and improvements.

In general, the Village is in agreement with the recommendations outlined in the SRA study. The most contested design aspect of the roadway study affecting Wheeling is the request for two (2) through lanes in each direction from Weiland Road through the Village of Buffalo Grove. Wheeling does not support a roadway design that alternates between a six (6) and four (4) lane cross section due to traffic flow and safety issues. Wheeling supports consistency in the number of through lanes on Lake Cook Road, whether that involves the widening of Lake Cook Road or retention of the existing roadway design. The Village requests that additional study concerning mass transit and bikeway options be considered relative to the Lake-Cook Road corridor and any future improvements.

Very truly yours,

Craig C. Anderson
Village Manager

MJ/pka

February 28, 1992

James C. Slifer, PE
District Engineer
Illinois Dept. of Transportation
201 W. Center St.
Schaumburg IL 60196-1096

BUREAU OF PROGRAMMING
RECEIVED
MAR 03 1992
DISTRICT #1

Attn: Walter S. Kos PE

I am writing this letter to you because of the serious concerns which have been raised by I.DOT.

The widening of Lake Cook Road to 6 lanes with a median will generate more traffic. The widening will also be decreasing property values in Lexington Common, the area in which I live. The road would literally be in our backyard. Widening Lake Cook Road is not a solution to the traffic problem, but rather a short-term, temporary and ineffective cure.

Please investigate the expansion of the east-west arteries north of Lake Cook Road. Proceed with thats the plans to build an overpass at Milwaukee Road but without widening Lake Cook Road to six lanes. Investigate and implement east-west mass transportation systems.

page 100.

also, please proceed with plans to expand
route 53 - north from Lake-Cook Road. we
need more roads of this type connected
communities

Thanks.

Cheryl Kay
1103 Woodbury Lane
Wheeling IL 60090

BUREAU OF PROGRAMMING
RECEIVED

MAR 03 1992

February 28, 1992

DISTRICT #1

Mr. James C. Slifer, PE
District Engineer
Illinois Dept. Transportation
201 W. Center Ct.
Schaumburg, IL 60196-1096

RE: Widening Lake Cook Road

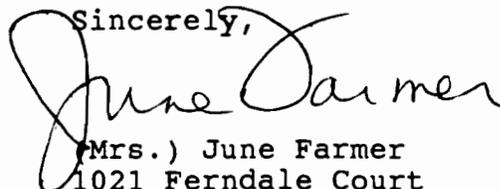
Dear Mr. Slifer:

Please add my name to your list of those opposing the widening of Lake Cook Road. I have lived 9-1/2 years in the Lexington Commons complex in Wheeling and have seen Lake Cook Road develop into the disaster it now is. Some mornings when I try to exit my subdivision, there are vehicles backed up from Milwaukee Avenue for miles west to our stoplight. It seems no one has bothered to develop a plan for Lake Cook, and now any action is **after-the-fact**, a remedial "patching" to try to alleviate what has been wrought. Anytime a company/corporation built on Lake Cook, they immediately had a stoplight installed so they could access their facility. I have not counted the number of stoplights installed in just the past 6 years, but it certainly has backed-up the traffic flow.

When you consider the East-West roads for people to use, there are Route 22, Deerfield Road, Lake Cook and Dundee in our area. All of them are traffic grids. Why are you concentrating on Lake Cook, when all those roads need attention? Someone should present a 10 and 20 year traffic projection (after the remaining open land has been lost to development) and the problem divided equally among all East-West roads.

You have got a mammoth problem, and no satisfactory solution because, as I said, it is trying to fix up something that bordering towns administrators allowed to happen. How can you imagine the residents would ever approve?

Sincerely,



(Mrs.) June Farmer
1021 Ferndale Court
Wheeling, IL 60090

cc: Village of Wheeling, Board of Trustees

AVIS NOSSE
849 WILLIAMSBURG COURT
WHEELING, IL 60090

BUREAU OF PROGRAMMING
RECEIVED

MAR 03 1992

DISTRICT #1

February 27, 1992

Mr. James C. Slifer, PE
District Engineer
Illinois Department Of Transportation
201 W. Center Court
Schaumburg, IL 60196-1096

Dear Mr. Slifer,

I would like to take this opportunity to express my opposition against the proposed widening of Lake Cook road to 6 lanes with a median.

I am a Lexington Commons tax payer and owner. Our property line would be moved to make room for the additional lanes, which would put it right on the buildings doorstep. Would you want that?

We already have a traffic problem on Lake Cook road. The additional lanes will only attract more. Rather than taking alternate ways. Also increasing the number of cars cutting through Lexington Commons.

Consideration should be taken to the overpass proposed at Milwaukee Road but not increasing Lake Cook to 6 lanes.

I hope my urgent opposition against widening Lake Cook Road will stop this proposal.

Sincerely,



Avis Nosse

cc: Village of Wheeling Board of Trustees

2/26/92

BUREAU OF PROGRAMMING
RECEIVED

MAR 03 1992

DISTRICT #1

James C. Slifer, PE
District Engineer
Illinois Dept. of Transportation
201 W. Center Ct.
Schaumburg, IL 60196-1096

Dear Sir:

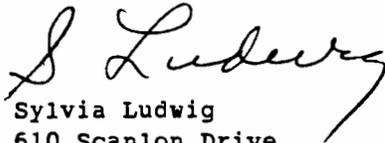
I am a resident of Lexington Commons. My bedroom windows face Lexington Drive. I STRONGLY object to the widening of Lake Cook Road.

Such widening will invite much more traffic, noise & pollution on ALREADY too "busy" Lexington Drive. I'm very unhappy to realize that what had been a lovely, quiet, clean residential area is fast becoming more & more of a busy, commercial avenue of southbound & northbound traffic. There is already TOO MUCH TRAFFIC on Lexington Drive and this REDUCES THE VALUE OF MY PROPERTY.

Additionally, widening will put Lake Cook into many back yards & reduce property values.

PLEASE DO NOT WIDEN LAKE COOK. PLEASE INVESTIGATE THE EXPANSION OF OTHER EAST-WEST ARTERIES NORTH OF LAKE COOK.

Sincerely,



Sylvia Ludwig
610 Scanlon Drive
Wheeling, IL

cc: Village of Wheeling
Board of Trustees
255 W. Dundee Rd
Wheeling, IL 60090

BUREAU OF PROGRAMMING
RECEIVED
MAR 03 1992
DISTRICT #1

February 26, 1992

James C. Slifer, PE
District Engineer
Il. Dept. of Transportation
201 W. Center Ct.
Schaumburg, Il. 60196-1096

Attn: Walter S. Kos, PE

Dear Sir:

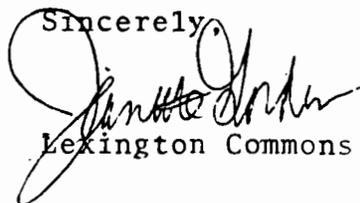
Please be advised that I reside in Lexington Commonsoff Lexington Drive and Lake Cook Road. I am a senior citizen and at this time in our lives, would like to enjoy a little peace and quiet. I am referring to the notice that we got stating that there may be a widening of Lake Cook Road. We have enough traffic there already and plenty of noise from the cars as well as pollution.

Our property values will go down, as well as cause Lexington Drive to become a traffice area because cars will be cutting through Lexington Commons area. We have a shopping center on the corner already that brings noise and traffic and thre is absolutely no privacy which is one of the reasons I moved here in the first place.

Maybe you can find another road to expand going EAst and West. Since the WalMart and Sam's place we really will be in heavy traffic. The more space you give the realtors the more they build shopping malls and stores. Enough is enough already, and I feel the new roads should not center around LAKE COOk Road any more.

Thank you for any consideration.

Sincerely,



Lexington Commons Condo Owner

Colleen M. Reader
1150 Middlebury Lane
Wheeling, Illinois 60090
February 25, 1992

James C. Slifer, PE
District Engineer
Illinois Dept. of Transportation
201 W. Center Court
Schaumburg, Illinois 60196-1096
Attn: Walter S. Kos, PE

BUREAU OF PROGRAMMING
RECEIVED
MAR 02 1992
DISTRICT #1

As a Lexington Commons homeowner, I am strongly opposed to the widening of Lake Cook Road to 6 lanes with a median. The traffic on Lake Cook road during the morning rush hours is already over congested. A 10 mile commute to work heading east can easily take from 45 - 60 minutes, in good weather conditions. **Lake Cook road does not need more traffic congestion, which widening would certainly invite.**

I bought property in this subdivision because of its location and excellent property/resale value. Widening Lake Cook would take away part of the yard area of the units that border that road by moving the property line southward. **Noise level and pollution will certainly be increased with increased traffic flow.**

With the new stoplight that was recently installed at the intersection of Lexington Drive and Route 83, traffic has increased with many speeders cutting through our subdivision. During the winter months many of our street signs and trees are victims to these speeders. I have an 8 year old son who enjoys playing at the playground, going to the pool, playing at the water retention area, and walking to the strip mall; I am concerned for his safety. **Widening of Lake Cook would only encourage more motorists to cut through our subdivision.**

I encourage you to investigate the expansion of the east-west arteries **north** of Lake Cook Road and to proceed with plans to build an overpass at Milwaukee Road but **without widening Lake Cook to six lanes.**

Sincerely,



Colleen M. Reader

cc: Village of Wheeling Board of Trustees

2/27/92

BUREAU OF PROGRAMMING
RECEIVED

DEAR MR. WALTER S. KOS P.E. MAR 02 1992

DISTRICT #1

This is to inform the ILLINOIS DEPT. OF TRANSPORTATION THAT I AM AGAINST the widening of LAKE COOK RD. to 6 LANES with a MEDIAN! I AM A RESIDENT who lived in the AREA between LAKE COOK RD & Dundee Rds since JULY 1981. I moved to Wheeling to ESCAPE living around congested TRAFFIC AREAS.

We ALREADY ARE EXPERIENCING TOO MANY CARS CUTTING THROUGH our COMPLEX.

I CANNOT see why the AREA A FEW MILES NORTH OF LAKE COOK RD. cannot be TAKEN INTO CONSIDERATION where there are less homes.

I do NOT WANT to see my PROPERTY VALUE DECREASE INSTEAD OF GOING UP IN VALUE AS WAS THE CASE IN THE PAST.

WIDENING LAKE COOK RD. WOULD NOT BE THE ANSWER TO THE TRAFFIC PROBLEM BUT WOULD WORSEN IT.

Respectfully Yours,
Violet A. Potier
Violet A. Potier
1021 Thomdale Ct.
Wheeling, IL. 60090

BUREAU OF PROGRAMMING
RECEIVED

MAR 03 1992

February 24, 1992

DISTRICT #1

IDOT

201 W. Center Ct.

Schaumburg, Ill.

Re: Proposal to Widening Lake Cook Rd.

Dear Mr. Slifer:

We are very concerned about the effects of this proposal on our lives.

We do not want noise, pollution, extra traffic, and inconvenience of this construction in our area. It will change our lives which ~~are~~ are peaceful now.

Alternatives suggested are to investigate expansion of east-west roads north of Lake Cook Rd.

Please note that Lake Cook is not 6 lanes going east of Milwaukee.

We do not want this proposed change in our neighborhood with all its negatives and also the devaluing of our home's property value.

Yours sincerely,
Alan & Eileen Woodhouse

GARY CHESIN
549 GREYSTONE LANE
WHEELING, ILLINOIS 60090
708-520-4938

February 26, 1992

James C. Seifer
District Engineer
Illinois Department of Transportation
201 W Center Ct
Schaumburg, IL 60196

BUREAU OF PROGRAMMING
RECEIVED
MAR 02 1992
DISTRICT #1

Dear Mr Seifer

With reference to widening of Lake-Cook Road and the
building an overpass at Milwaukee Road,

Build it big.

Build it to last.

But build it soon!

Respectfully,
Gary Chesin

BUREAU OF PROGRAMMING
RECEIVED

MAR 02 1992

DISTRICT #1

February 26, 1992

Walter S. Kos, PE
Illinois Department of Transportation
201 W. Center Court
Schaumburg, IL 60196-1096

Dear Mr. Slifer:

I cannot see where widening Lake Cook Road would solve any problems with the traffic there. If you widen the lanes it would only bring more traffic from other streets and it would become just as congested.

I can see putting an overpass at Milwaukee Avenue since I believe the biggest backup is coming from the light at that corner. I could also see you investigating the expansion of east-west arteries north of Lake Cook Road.

I live in Lexington Commons that is bordered by Lake Cook Road and 83. Widening this street would only make it noisier and I would feel like I was living on an expressway.

Sincerely,



Judith Tangorra

JT

cc: Village of Wheeling

February 25, 1992

BUREAU OF PROGRAMMING
RECEIVED

MAR 02 1992

DISTRICT #1

Mr. James C. Slifer, PE
District Engineer
Illinois Dept. of Transportation
201 W. Center Ct.
Schaumburg, IL 60196-1096

Dear Mr. Slifer:

This letter is in regard to the proposed widening of Lake Cook Road to 6 lanes.

As a home owner in Lexington Commons I am in complete disagreement with this proposal. It seems to me that the 4 lanes with the various turn lanes is adequate. We do not need the additional traffic nor the possible reduction of property values in our complex.

I am certain that the expansion of an east-west artery north of Lake Cook would be more feasible.

I have no objection of the proposed overpass at Milwaukee Avenue without widening Lake Cook to 6 lanes.

Sincerely,



Dorothy Fleming
1166 Middlebury Lane
Wheeling, IL 60090

cc: Mr. Walter S. Kos PE
Village of Wheeling Board of Trustees
255 W. Dundee Road
Wheeling, IL 60090

BUREAU OF PROGRAMMING
RECEIVED

FEB 27 1992

DISTRICT #1

Relating to the I.D.O.T. proposal of widening Lake Cook Rd. to 6 lanes and building an overpass at Milwaukee Rd, as a Lexington Commons resident I oppose this plan. I believe that other alternatives should be examined.

The I.D.O.T. proposal will seriously reduce property values in Lexington Commons and invite a great deal of traffic through the complex.

Mr & Mrs Irving Sellyman
1057 Southbury Ln.
Wheeling IL 60090

O'Donnell
Wicklund
Pigozzi and
Peterson
Architects
Incorporated

February 25, 1992

Mr. James C. Slifer
District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196-1096

BUREAU OF PROGRAMMING
RECEIVED
FEB 27 1992
DISTRICT #1

Attn: Walter S. Kos, P.E.

Re: Lake-Cook Road Strategic Regional Arterial

Dear Mr. Slifer:

On behalf of O'Donnell Wicklund Pigozzi and Peterson Architects and the 150 employees who work at 570 Lake-Cook Road, we are pleased to support the recommended Strategic Regional Arterial (SRA) improvements on Lake-Cook Road.

We commend IDOT and its Operation Greenlight Program to identify major highway corridors such as Lake-Cook Road and propose an improvement plan that comprehensively addresses traffic congestion. Our firm is concerned that existing traffic and predicted congestion on such roads as Lake-Cook Road negatively impacts the productivity of our employees and customers. Your proposed improvements, when implemented over time, will improve mobility for our employees and others who travel this road.

Secondly, we support the recommended improvements including road widenings, intersection improvements, medium for turning lanes, traffic signal coordination and transit recommendations as detailed in the January 29th public hearing.

Finally, our TMA will be working with the Cook County Highway Department to facilitate implementation of short and long term improvements that have been identified from the Phase I public hearings.

Very truly yours,



George H. Hays
Principal

GHH/dpc

cc: Bill Baltutis, TMA

570 Lake Cook Road
Deerfield, Illinois 60015

Telephone 708.940.9600
Facsimile 708.940.8269

OWP&P

February 22, 1992

James C. Slifer, PE
District Engineer
Illinois Dept. of Transportation
201 W. Center Ct.
Schaumburg, IL 60196-1096
Attn: Walter S. Kos, PE

BUREAU OF PROGRAMMING
RECEIVED

FEB 27 1992

DISTRICT #1

Dear Mr. Kos:

As the Volunteer Steward of the Buffalo Grove Prairie, I am very concerned about the proposal to widen Lake Cook Road to six lanes.

The Buffalo Grove Prairie is located directly beneath the high-tension power lines that run parallel to the Milwaukee Central railroad tracks. The tracks run under Lake Cook Road about one mile west of Milwaukee Road. Directly north of this overpass you will find the Buffalo Grove Prairie.

The Prairie consists of nine acres of high-quality prairie grasslands and wetlands. In fact, the section that is adjacent to Lake Cook is a grade A virgin prairie and contains an incredible diversity of grasses and flowers, including the state endangered Small White Lady's Slipper orchid.

Construction of a six-lane highway directly adjacent to this fragile remnant of native Illinois vegetation will have tremendous impacts upon the site. Inevitably a significant section of the prairie will be lost due to construction traffic and expansion of the highway.

Run-off from the completed highway and salt-spray will further impact whatever prairie remains after the project is completed. Additionally, should the construction change the hydrology of the area, the prairie and related wetlands will also be directly affected.

Less than 1/10 of 1% of the original Illinois landscape remains intact today. Is this short-term and temporary solution to traffic problems worth the risk to a native Illinois prairie remnant? My answer is no.

I cannot help but feel disappointed that the Illinois Department of Transportation is even entertaining a road expansion project. Widening Lake Cook Road will only invite more traffic and development. Consideration should be given to mass transportation systems, real solutions to traffic problems which ease congestion by virtually eliminating the source.

On behalf of the Buffalo Grove Prairie Guardians, a dedicated core of volunteers who are working to manage and restore the site, I would like to go on record as being strongly opposed to the Lake Cook expansion project. Better alternatives do exist.

Sincerely,

A handwritten signature in cursive script that reads "Lee Hansen". The signature is written in black ink and is positioned below the word "Sincerely,".

Lee Hansen, Volunteer Steward
Buffalo Grove Prairie
1051 Driftwood Ct.
Wheeling, IL 60090

February 26, 1992

BUREAU OF PROGRAMMING
RECEIVED

FEB 27 1992

DISTRICT #1

Mr. James C. Slifer, PE
District Engineer
Illinois Dept. of Transportation
201 W. Center Court
Schaumburg, IL 60196-1096

Dear Sir:

I am writing with strong opposition to the proposed widening of Lake Cook Road.

I do not believe that widening Lake Cook Road is a viable solution to the traffic problem. In fact, I feel this will make the problem worse. Widening Lake Cook will only encourage new development along the corridor and invite more traffic to the area.

As a Lexington Commons homeowner, I feel a six lane highway will drastically reduce my property value not only because of the increased traffic, but also because of the increased noise and vehicle exhaust levels due to this traffic.

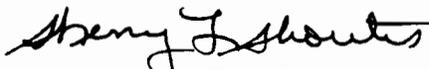
Also, construction in the area will result in a greater number of cars cutting through the complex endangering the residents.

I suggest you look at the following alternatives:

- 1) expand east-west arteries north of Lake Cook Road where the traffic volume is not as heavy
- 2) proceed with plans to build an overpass at Milwaukee Road without widening Lake Cook
- 3) implement east-west mass transportation systems.

Thank you for your consideration in this matter.

Sincerely,



Sherry L. Shoults
1159 Northbury Lane
Wheeling, IL 60090

cc: Village of Wheeling Board of Trustees

BUREAU OF PROGRAMMING
RECEIVED

2-25-92

FEB 27 1992

DISTRICT #1

Dear Mr. Kos. & Mr. Slifer

I am writing to you regarding the widening of Lake Cook Road. I live at Lexington Condominiums. Widening Lake Cook Road to six lanes will cut into the shopping mall and restaurants, on this road many older residents do not drive and will lose walking distance services of shops & various businesses if their property is taken for widening. We do not want to lose our small restaurant, medical & shopping center.

What happened to the Milwaukee Avenue overpass that was to be built? Why don't you widen Dundee Road? You won't displace many residents. It's easier for businesses to relocate than older people.

If Lake Cook is widened many residents who came here after they retired should not be forced in their

2

old age to relocate.

We already have too much traffic people take short cut from Route 83 through Lexington drive to get to Lake Creek.

We did not move here and invest in property in this community to have its evaluation be greatly depreciated by widening of the road. Which puts us right on the edge of a highway instead of a residential location.

I would appreciate your consideration of thinking about us. There is plenty open space for wider roads, not our complex.

Yours Truly
Norma Gordon

2/26/92

James C. Shifer, PE
District Engineer
Ill Dept of Transportation
201 W. Center Ct.
Schaumburg, Ill. 60196-1096
Attn: Walter S. Kos, PE

BUREAU OF PROGRAMMING
RECEIVED

FEB 27 1992

DISTRICT #1

Gentlemen -

As residents of Lexington
Commons please be advised that we
are opposing the widening of Lake
Cook Road to 6 lanes.

The over-pass on Milwaukee
Avenue would receive our votes
however.

Please put this under consideration.

Sincerely yours,
Teresa R. Hayden
Fred B. Hayden
587 Williamsburg Ct.
Wheeling, Ill. 60090

C. C. Village of Wheeling Board of Trustees
255 W. Dundee Rd. - Wheeling



I am very much against the
the widening of Lake Cook Road as
I am a residence in Lexington Commons
Complex and the traffic on Lexington
drive through our complex is bad as
it is and the moving of the picket
fence on Lake Cook Rd. would mean
an added expense for us as it
would affect our monthly Assoc Fee.
I thought this would be a nice
peaceful place to live after coming
out from Chicago But find it
price

2
A lot worse but here. It would
also increase the noise and with
the children living here it would
be dangerous to cross Lexington drive.
As there would be a lot more cars
cutting through I definitely hope
it doesn't go through. I already
signed a petition from St Marys
as I know they do not want
this to happen. I thank you for

listening

A homeowner in Lexington
Commons We do not need a
six lane Highway.

HOLLY CLESLE
611 Ironwood Ct. * Wheeling, IL * 60090
(708)537-9949

FEBRUARY 25, 1992

BUREAU OF PROGRAMMING
RECEIVED

FEB 27 1992

JAMES C. SLIFER, PE
DISTRICT ENGINEER
ILLINOIS DEPARTMENT OF TRANSPORTATION
201 W. CENTER COURT
SCHAUMBURG, IL 60196-1096

DISTRICT #1

ATTN: Walter S. Kos, PE

Dear Mr. Kos:

The IDOT proposal to widen Lake Cook Road to six lanes, if implemented, would hurt me and thousands like me. I live along Lake Cook Road. I walk there. I ride a bike there. I'm not a kid. But I see a lot of kids doing the same thing....enjoying their lives. The IDOT proposal would not only deprive us this enjoyment, it may take our lives.

Please seek other alternatives so the people who live along Lake Cook Road can continue to enjoy the quality of life they sought when they moved to this "rural" area.

Following are a couple of suggestions:

1. Prohibit the construction of "traffic attractors" (Wal-Mart) along Lake Cook Road.
2. Improve other east-west arteries, North and South of Lake Cook Road, to disperse the traffic more equally among the various communities. Lake Cook is already intolerable.

Sincerely yours,



2/26/92

WALTER KOS
IDOT
201 W CENTER CT
SCHAMBURG, IL 60196-1096.

BUREAU OF PROGRAMMING
RECEIVED
FEB 27 1992
DISTRICT #1

WALTER,

THANK YOU FOR YOUR EFFORTS INVOLVING THE POTENTIAL LAKE COOK ROAD PROPOSAL. I AM ALWAYS APPRECIATIVE OF ATTEMPTS AT INCREASING THE PRODUCTIVITY OF THE CHICAGO METROPOLITAN TRANSPORT SYSTEMS. I HAPPEN TO BE A HOMEOWNER IN LEXINGTON WOODS AND WOULD LIKE TO VOICE MY CONCERNS REGARDING A POTENTIAL SIX LANE SCENARIO.

1) MY MAJOR CONCERN STEMS FROM THE FACT THAT MY LOCATION IS APPROX 4/1000S OF A MILE FROM LAKE COOK ROAD. I FEEL THERES A LEGITIMATE PROBLEM W NOISE WHICH EQUATES TO DETERIORATING PROPERTY VALUES.

2) I DON'T FEEL THE ARTERIES IN MY IMMEDIATE AREA ARE SUFFICIENT ENOUGH TO HANDLE THE FLOODS FROM THE NORTH & SOUTH; ESPECIALLY RTE 83 I CAN FORSEE A REAL PROBLEM W LEXINGTON DRIVE AS SHORT CUTTERS ALREADY TAKE ADVANTAGE AT OUR EXPENSE.

3) THE PROXIMITY TO PRAIRIE EXPRESS IS ALSO AN ISSUE. I DON'T SEE THE REASONING BEHIND HAVING 2 MAIN THROUGHTFARES SO CLOSE. WHY NOT MOVE IT FARTHER NORTH. RTE 22 EXPANSION WOULD DILUTE THE TRAFFIC AGGRIVATION IN THE NORTH. WHILE PRAIRIE RD CAN HANDLE THE BURDEN IN THE SOUTH.

4) I'M NOT SURE THAT TWO MORE LANES
WILL CURE A TRAFFIC SOLUTION. IT WILL
PROBABLY INVITE MORE TRAFFIC THAN NECESSARY.
OVERPASS INCREASES & ARTERY EXPANSION
WILL BE ADEQUATE FOR NOW.

ALONG WITH OTHER CONCERNED HOMEOWNERS IN
THE AREA WE ASK THE COMMITTEE TO PUT
THEMSELVES IN OUR POSITION AS IF THEY HAD TO
LIVE WITH THE DECISION.

SINCERELY

CRAG HESSELBERG.
609 IRONWOOD CT #C2
WHEELING, IL 60090

1166 Northbury Lane
Wheeling, Illinois 60090

February 26, 1992

BUREAU OF PROGRAMMING

RECEIVED

MAR 02 1992

DISTRICT #1

Mr. James C. Slifer, PE
District Engineer
Illinois Dept. of Transportation
201 W. Center Ct.
Schaumburg, Illinois 60196-1096

Attn: Mr. Walter S. Kos, PE

Dear Mr. Kos:

I am submitting this letter to be accepted as testimony AGAINST the proposed widening of Lake Cook Road. I am writing not only as Treasurer of the Lexington Commons Coach House Condominium Association, but as a homeowner whose residence backs directly up to Lake Cook Road just west of Lexington Drive.

Obviously, I would be directly affected if the property line (and Lexington's fence) were to be moved in 10 to 12 feet, which is what I was told at a hearing I attended last March. I was disturbed to read in a recent article in the Pioneer Press Countryside (attached) a quote from an IDOT representative that there might not be a "symmetrical taking" due to a developer's mistake in building the LeParc townhomes. While I certainly sympathize with the residents of those buildings, I don't feel that I should "pay" for that mistake.

A number of other concerns I have are: increased traffic and noise levels, more traffic using Lexington as a through street from Lake Cook to Route 83/Dundee and a decline in the property values of my entire complex.

On a less personal level, however, I do not see the widening of Lake Cook as a solution to the traffic problem nor do I feel that alternative solutions have been given enough consideration. Much of the traffic which uses the road during rush hours originates in suburbs to the north and west of Buffalo Grove and Wheeling. Has valid consideration been given to widening any east-west routes north of Lake Cook, such as Half Day Road?? Residents of those suburbs will certainly benefit, but at the expense of residents of Buffalo Grove and Wheeling,

Thank you for your consideration.

Sincerely,



Susan Hanson

cc: Village of Wheeling Trustees

February 26, 1992
1168 Northbury Ln. 2-A
Wheeling, IL 60090
(708) 215-1211

Attn: Walter S. Kos, PE
James C. Slifer, PE
District Engineer
Illinois Dept. of Transportation
201 W. Center Ct.
Schaumburg, IL 60196-1096

BUREAU OF PROGRAMMING
RECEIVED
FEB 27 1992
DISTRICT #1

Dear Mr. Kos,

I am a homeowner in Lexington Commons in Wheeling. I live at the very North end of the complex with a balcony view of Lake Cook Road. I live on the second floor and our balcony literally is less than 40 feet from Lake Cook Road. Being on the second floor, we are not blocked by the fence so, we can see and hear traffic at all times! In the summer, we can't keep our windows open because of the noise. We have been awoken out of a sound sleep by passing trucks. We are now in the process of trying to sell our home just to get away from this. During this process, we have been very disappointed because of our poor location as it is now. If you make Lake Cook Road 6 lanes, we will never sell our home! Who wants an expressway in their back yard? Being that we live overlooking Lake Cook Road, we can't see how you can justify turning it into 6 lanes anyway. I will agree an overpass is necessary at Milwaukee and Lake Cook Roads to keep traffic flowing during rush hour but, there is not the amount of traffic necessary to turn Lake Cook Road into a 6 lane road. Even Rand Road is only 4 lanes and that road is a living Hell-Turn it into 6 lanes. Look to the streets that

need it most. Lake Cook Road is NOT one of them. Why not widen Half Day Road to even out existing traffic instead of inviting much more traffic onto one road? You will affect many homeowners if you turn Lake Cook Road into 6 lanes. I don't just mean people who live next to the street itself but, everyone who lives in these complexes and subdivisions. Thousands of families! And, when times are as bad as they are now, we can't afford to have our property values lowered because of someones quick, unthought out, ineffective, stupid solution!

Once again, a well thought out solution could be to make an overpass at Milwaukee and Lake Cook Roads and widen Half Day Road to 4 lanes. This would even out the existing traffic without inviting more and make the Milwaukee and Lake Cook intersection flow freely.

Remember, your objective is to lessen traffic; not make it worse-Especially where it's not needed! We know, we see it every day of our lives!

Sincerely,


Jeffrey E. Byrne


Suzanne A. Byrne

February 25, 1992 BUREAU OF PROGRAMMING
RECEIVED

FEB 27 1992

DISTRICT #1

James C. Slifer, PE
District Engineer
Illinois Dept. of Transportation
201 W. Center Ct.
Schaumburg, Illinois 60196-1096

Attn: Walter S. Kos, PE

Dear Mr. Kos,

We live in the Lexington Commons in Wheeling, Illinois, and wish to protest the widening of Lake Cook Road. It will invite more traffic from other east-west arteries like Dundee Road and will encourage additional development along the corridor, generating yet more traffic. Having a 6-lane highway literally in our own backyards will reduce Lexington Commons property values.

The noise level and vehicle exhaust will increase due to an increase in commuter and commercial traffic. The construction will result in a greater number of cars cutting through Lexington Commons.

Widening Lake Cook Road is not a solution to the traffic problem but rather a short-term, temporary and ineffective cure.

Why not proceed with plans to build an overpass at Milwaukee Road but without widening Lake Cook to six lanes.

We are very concerned about this situation, and our reason for speaking out. We hope that there will be further re-consideration about making other alternatives to the problem. Thank you, we remain

Sincerely,

*Irene Ciskowski,
Edward Ciskowski*

Edward and Irene Ciskowski
1108 Woodbury Lane
Wheeling, IL. 60090

cc: Village of Wheeling
Board of Trustees
255 W. Dundee Road
Wheeling, IL. 60090

February 26, 1992

BUREAU OF PROGRAMMING
RECEIVED

FEB 27 1992

DISTRICT #1

Mr. James C. Slifer, PE
District Engineer
Illinois Dept. of Transportation
201 W. Center Ct.
Schaumburg, -il 60196-1096

Attn: Walter S. Kos, PE

Re: Widening Lake Cook Road

I live near Lake Cook Road in the Lexington Commons Condos and I realize how heavy the traffic is at times.

Isn't there a possibility to find another ares running East and West near Lake Cook Road instead of tearing up the road since they worked on it around the new Wal-Mart. Just a suggestion.

Thank you,


Marie C. Lehnert
1133 Wildberry Ct.
Wheeling, IL 60090

February 26, 1992
BUREAU OF PROGRAMMING
RECEIVED
FEB 2 1992
DISTRICT #1

James C. Slifer, PE
District Engineer
Illinois Department of Transportation
201 W. Center Court
Schaumburg, IL 60196-1096

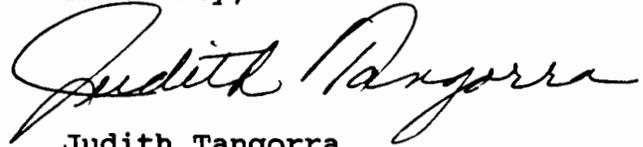
Dear Mr. Slifer:

I cannot see where widening Lake Cook Road would solve any problems with the traffic there. If you widen the lanes it would only bring more traffic from other streets and it would become just as congested.

I can see putting an overpass at Milwaukee Avenue since I believe the biggest backup is coming from the light at that corner. I could also see you investigating the expansion of east-west arteries north of Lake Cook Road.

I live in Lexington Commons that is bordered by Lake Cook Road and 83. Widening this street would only make it noisier and I would feel like I was living on an expressway.

Sincerely,



Judith Tangorra

JT

cc: Village of Wheeling

BUREAU OF PROGRAMMING
RECEIVED

FEB 27 1992

DISTRICT #1

February 25, 1992

To: Mr. Slifer

From: Lexington Commons residents

cc: Sheila Schultz - Village of Wheeling President

As residents of Lexington Commons in Wheeling we are very opposed to the proposed Lake-Cook expansion. We feel it will negatively affect our development and community by bringing more traffic and noise to the area. We do not desire to live off of a major six-lane highway.

We request other studies to be done as to alternate solutions. We would like to suggest that you review alternate east-west arteries north of Lake-Cook. This area is rapidly expanding and thus where all the traffic is being generated. We feel that the main traffic problem is between 41 and 294. Rather than condemning homes and changing boundaries, we would like to suggest that an elevated ramp be constructed connecting Lake-Cook road at the Edens spur.

We would appreciate IDOT suppling our Board of Directors and managing agent with information as to the development of the plan; it is our understanding that none of them have been notified. As new data becomes available, we would appreciate receiving the updated plans.

In closing, the proposed Lake-Cook expansion is a short term resolution to a long term problem. We believe that widening Lake-Cook road is an open invitation to more traffic as well as increased noise and pollution.

We thank you for considering our feelings as homeowners in Lexington Commons, as taxpayers, and residents of the Wheeling community.

Sincerely,

Deborah James
Stephen James
Richard H. Eder
George Eder
Eleanor Kortum
Ernie and Grace

1157 Buckingham Ct.
Wheeling, W. Va. 26090
Feb. 26, 1992

Dear Mr. Slifer,

As a resident of Lexington Commons
we protest the widening of Lake Cook Rd.
to 6 lanes.

This will invite more traffic thru
our area - Lexington Dr. to Rt 83 from Dundee
Rd on east-west street and other east west
arteries.

Moving the property line on the north
end of Lexington Commons south to make room
for additional lanes will put the traffic
in homeowners back yards plus increase
the noise level + vehicle exhaust.

Please think about the homeowners
along this corridor and find a better
alternative.

Sincerely,

BUREAU OF PROGRAMMING
RECEIVED

Henry and Evelyn Meindl

FEB 28 1992

DISTRICT #1

February 18, 1992

BUREAU OF PROGRAMMING
RECEIVED

FEB 28 1992

DISTRICT #1

Walter S. Kos, P
Illinois Dept. of Transportation
201 W. Center Ct.
Schaumburg, IL 60196-1096

Dear Mr. Kos:

We are writing both as residents of Wheeling and as Lake-Cook Road commuters. Despite the fact that we travel east-bound on Lake-Cook in the mornings and west-bound in the evenings, we are strongly opposed to the widening of Lake-Cook Road to six lanes.

We do not view the proposed project as a solution to the traffic problems experienced during rush-hour along this east-west artery. At best, the widening will provide only temporary relief and ultimately will worsen the problem.

When Dundee Road underwent construction several years ago, frustrated commuters tried to avoid the construction by travelling on Lake-Cook Road. The additional traffic increased everyone's travel time.

Widening Lake-Cook Road will invite the same response: commuters who usually travel other congested east-west arteries will reroute to Lake-Cook. The increase in traffic will result in increases in noise and exhaust pollution. Additionally, the six-lane highway will encourage further development along Lake-Cook which will in turn generate yet more traffic.

As homeowners in Lexington Commons (Lake-Cook and Lexington Drive), we are not at all pleased with these prospects. In addition to increases in traffic, we can also expect to see a greater number of cars cutting through Lexington Commons, particularly during construction.

Our property values will surely drop as well. After-all, who wants a six-lane highway adjacent to their home?

We strongly encourage the Illinois Department of Transportation to investigate alternatives to the widening of Lake-Cook Road. Implementing an east-west mass transportation system would seem to be the most likely solution to the traffic problem.

cont'd

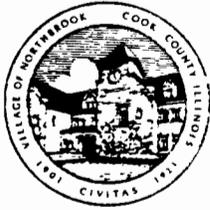
During these times when vehicle emissions are of such concern, it would be nice to see government agencies such as I.D.O.T. taking the leadership role in designing and implementing mass transportation systems instead of forever widening the roads.

Most sincerely,

A handwritten signature in cursive script, appearing to read "Mr. & Mrs. G. Cameron". The signature is written in dark ink and is positioned above the typed name.

Mr. and Mrs. G. Cameron
1051 Driftwood Ct.
Wheeling, IL 60090

VILLAGE OF



NORTHBROOK

1225 CEDAR LANE

NORTHBROOK, ILLINOIS 60062-4582

708/272-5050
FAX 708/272-9760

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March 10, 1992

Mr. James C. Slifer
Illinois Dept. of Transportation
Division of Highways/District 1
201 West Center Court
Schaumburg, Illinois 60196-1096

Re: Lake-Cook SRA

Dear Mr. Slifer:

The Village of Northbrook has received and initiated review of the draft Lake-Cook Road strategic regional arterial study. At this time it is clear that double left turns from westbound Lake-Cook Road to southbound Pfingsten is inconsistent with the Village's formally adopted transportation plan. The Village's Transportation Advisory Committee is meeting to further review and comment on the plan, but this is unlikely to be completed during the comment period established by your agency. We respectfully request the privilege of providing additional comments based on our current review. Those comments should be available to IDOT not later than March 31, 1992.

Best regards,

Carl Peter
Village Engineer

cc: Transportation Advisory Committee
John M. Novinson, Village Manager
Tom Poupard, Village Planner
Harland Bartholomew & Associates, Inc.
Triton Consulting Engineers
TMA of Lake-Cook

RECEIVED
HARLAND BARTHOLOMEW
& ASSOCIATES, INC.
DEERFIELD, IL

CP/JMN/lis

MAR 12 1992

4.4 NEWSLETTERS

A newsletter was prepared and distributed to members of the Lake Cook Road Advisory Panels. 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 Lake Cook Road study. In addition, a Question and Answer section addressed specific concerns about Lake Cook Road in relation to the SRA study.

Copies of all issues of the **Spotlight** prepared for the Lake Cook Road Advisory Panels are contained in the following pages.

SRA SPOTLIGHT

LAKE-COOK ROAD ADVISORY PANEL

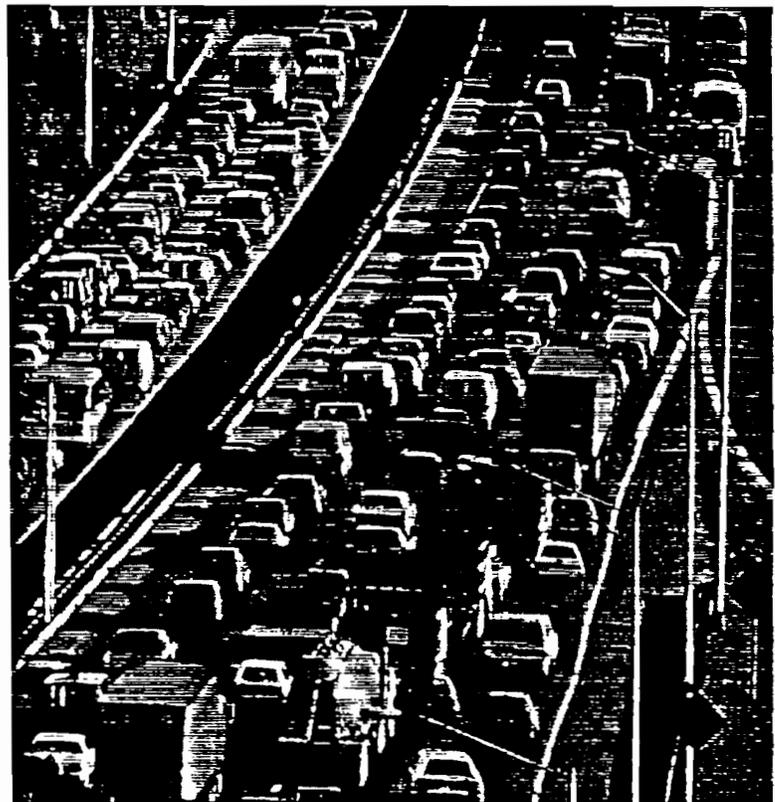
THE SRA PROJECT

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;

(Continued on page 4)

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.

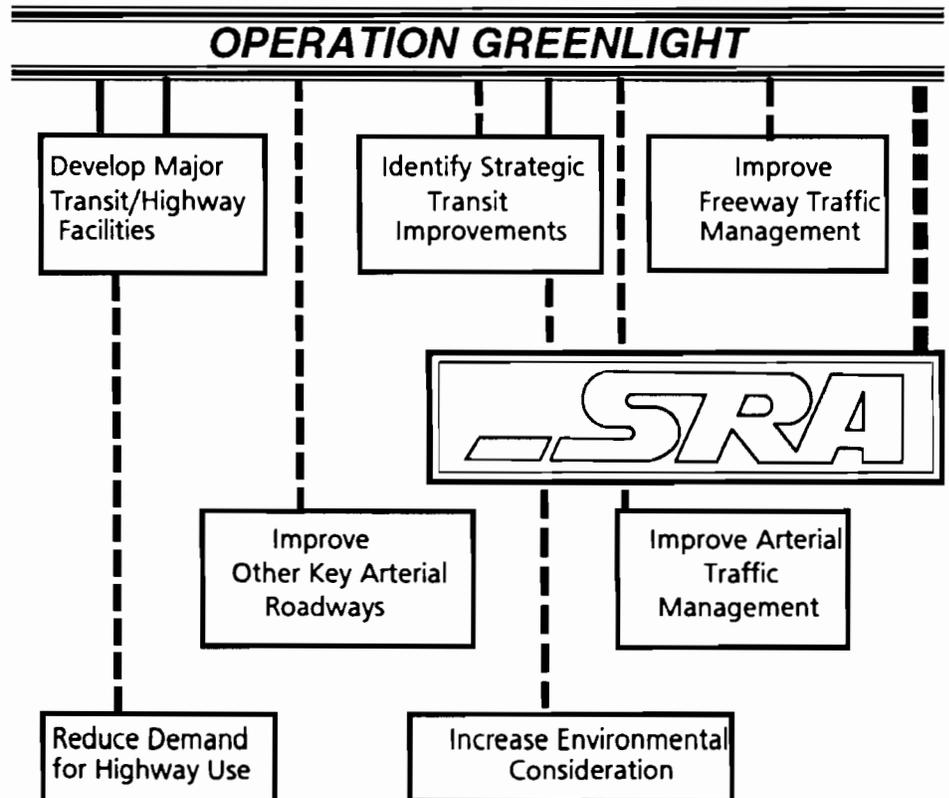
Improve Arterial Traffic Management: Like freeways, better information systems for these routes will reduce congestion. Providing this

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.

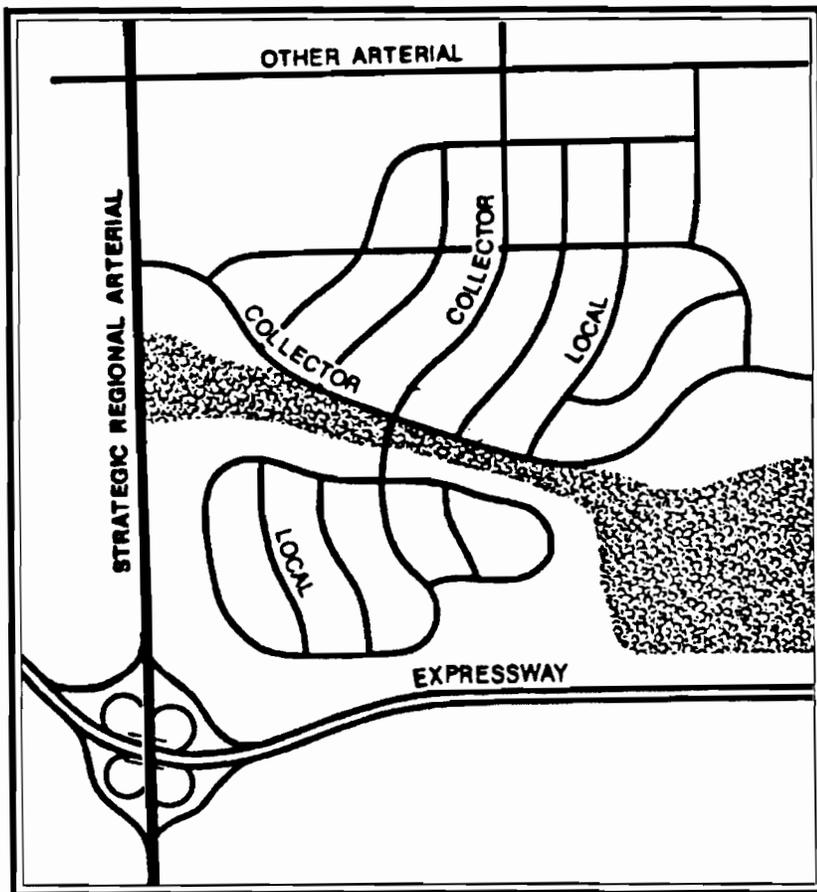
Freeway: The function of a freeway is to provide regional transportation for large volumes of traffic over long distances. There is no parking on a freeway. Access is controlled by on- and off-ramps that are generally spaced at least a mile apart. Distance or height often separate the freeway from the land around it. Expressway, super-highway, 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-

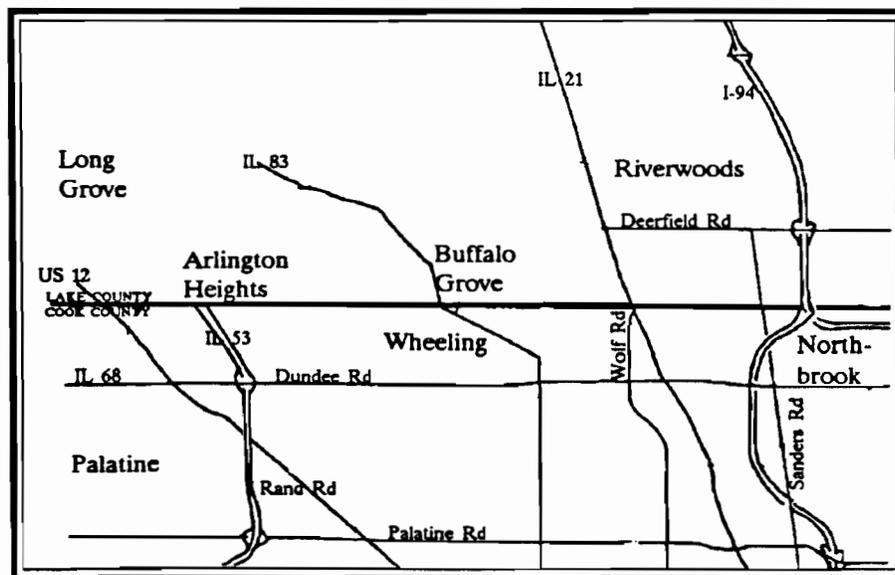
sues. It will define existing and desirable roadway characteristics for urban, suburban, and rural segments of the system; and offer techniques for addressing special circumstances. In Part Two, SRA roadway designers will be able to use these recommendations and techniques to reduce congestion on the 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.

Lake/Cook Road 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 the routes (Fall or Winter 1990) and once before the public hearing (Summer through Winter 1991).

Who should be on the Panel?

In addition to those government representatives invited to this meeting, the panel may wish to add representatives from businesses and community organizations along the route. The Panel may also wish to add the Village of Palatine, because it participates on the Lake-Cook Road Phase I advisory panel as well.

Will the consultants be available to meet separately with representatives of all the communities along the route?

No. The Advisory Panels are the only formal community contact included within the contract for the consultant services. Harland Bartholomew and Associates (HBA) does plan to meet informally with community officials as needed to gather information and identify local concerns.

Q

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.

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. Lake-Cook Road is being considered for a light rail route to be built by 2010.

A

ARTERIAL ANSWERS

(CONTINUED FROM PAGE 5)

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 do other studies for this route, of which there are many, relate to this study?

This study will consider all these studies to be existing conditions of the roadway. Lake-Cook Road west of I-294 is a very dynamic roadway. There are two preliminary engineering, or Phase I, studies underway for Lake-Cook Road. The Phase I study for this roadway is in draft form and will soon be available. The Phase I study of Milwaukee Avenue as it crosses Lake-Cook is almost complete. Cook County has let a construction contract for new traffic lights and left turn bays at Portwine Road. Recommendations of the SRA study may include additional improvements and will address topics not covered by these conventional roadway design studies.

Are local community goals important to the study?

Yes. We are looking to the Advisory Panels to keep open the lines of communication. **Keep those questions coming!**

MILESTONES

- *January 29, 1990*
SRA Project Began
- *April 16, 1990*
Draft Part One
Design Concept
Report Submitted
for review
- *March 14, 1990*
First Advisory
Panel Meeting
- *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

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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.

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City _____ State _____ Zip _____

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SRA SPOTLIGHT

STRATEGIC REGIONAL ARTERIALS PLAN

ILLINOIS DEPARTMENT OF TRANSPORTATION

District One

201 West Center Court

Schaumburg, Illinois 60196-1096

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SRA SPOTLIGHT

LAKE-COOK ROAD ADVISORY PANEL

ROUTE TYPES DESIGNATED

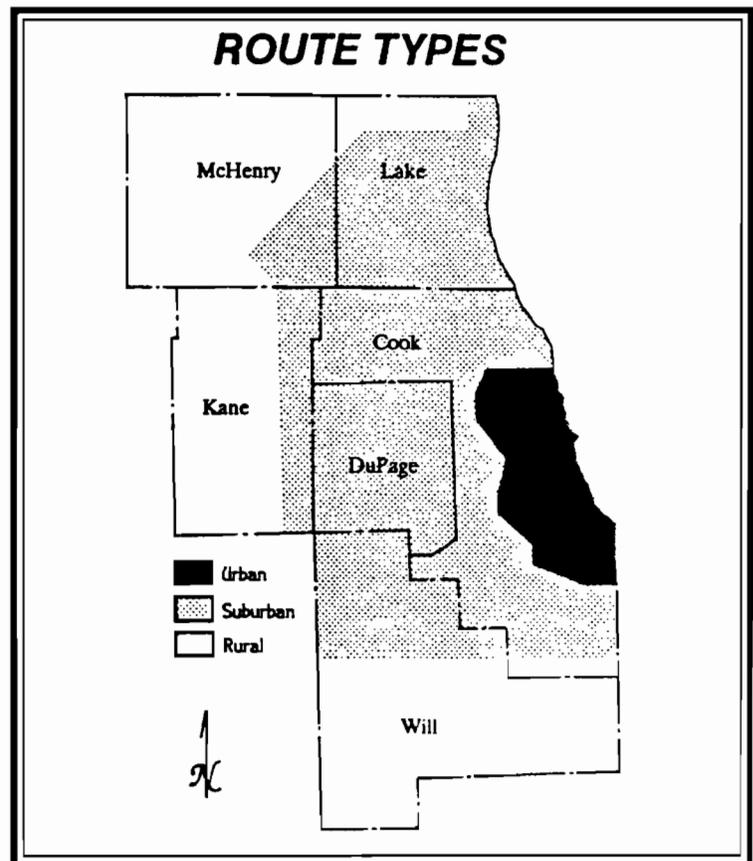
The Chicago Area Transportation Study (CATS) and the Illinois Department of Transportation (IDOT) have designated road types on the **SRA**. These designations will help identify such things as the right-of-way width, number of lanes, and type of signals that could be desirable for each route.

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.



Lake-Cook Road west of I-294 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 width,
- 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 sidewalks, parkways, 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 Lake-Cook Road between Rand Road and I-294?

Most ROW's are about 100 feet wide even through major intersections.

Are there any segments where the ROW is not about 100 feet wide?

Yes. The ROW around the intersection of Lake-Cook and Milwaukee Road is quite large. The extra land will be used to accommodate the planned urban interchange.

Q and A

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)

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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,
- 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.

A special consideration of the route is that it is now being studied for specific roadway improvements. Until that study is complete, complete recommendations will not be offered. However, the segment through the central business district of Buffalo Grove presents some special circumstances which are not expected to be addressed in the other study. Transit is also beyond the scope of that study. Alternatives for these will be presented at the next Advisory Panel 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.

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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

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.

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Please send to:
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ILLINOIS DEPARTMENT OF TRANSPORTATION

District One
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Schaumburg, Illinois 60196-1096

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SRA SPOTLIGHT

LAKE-COOK ROAD ADVISORY PANEL

ADVISORY PANEL REVIEWS ROUTE CONCEPTS

The second Lake-Cook Road Strategic Regional Arterial (SRA) Advisory Panel meeting was held on November 13, 1990 at the Buffalo Grove Village Hall. At the meeting the Illinois Department of Transportation (IDOT) and its consultant, Harland Bartholomew & Associates (HBA), presented the preliminary analysis for Lake-Cook Road. Preliminary analysis included applying the desirable suburban SRA route characteristics to Lake-Cook Road, and identifying both the impacts and some alternatives to those impacts.

Lake-Cook Road has been designated a suburban SRA route. The desirable configuration for a suburban SRA route includes right-of-way 120 feet wide which accommodates three lanes for through traffic in each direction, a raised median that can be expanded to allow dual left

turns at major intersections, signals where warranted, and appurtenances such as curbs and gutters. (Please see the October **Spotlight** for a more complete explanation of the route types.) Lake-Cook is currently under study for Phase I improvements over the entire study length. When these study results are released, more detailed recommendations can be made.

Beyond what might be recommended in the Phase I study, alternatives to achieve the desirable route configuration include the following:

- Protection of right-of-way east of Arlington Heights Road to allow 120 foot right-of-way;
- Management of access through driveway consolidation, restrictions on turning movements, and provision of coordinated inter-

nal circulation in new development;

- Modification of intersections at US-12 (Rand), Hicks, Arlington Heights, Buffalo Grove, IL-83 (McHenry), Weiland, Northgate, and Sanders-Saunders ;
- Construction of interchange with IL-21 (Now being designed);
- Development of a transportation center near IL-53; and
- Construction of a connector route between the south end of Weiland and Buffalo Grove which does not require travel on IL-83 (McHenry).

Please see the **Arterial Answers** column in this **Spotlight** for a summary of the issues raised at the Advisory Panel meeting on these alternatives.

ARTERIAL ANSWERS

Arterial Answers is a regular feature of this newsletter. 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.

How does the SRA study incorporate the middle circumferential transit line?

The middle circumferential transit line will be studied with other transit modes to determine if there is a desirable location for light rail in the corridor.

Will the operation of the Lake-Cook Road/Tri-State Tollway interchange be included in the SRA study?

No. The SRA study will incorporate the results of the Phase One study as soon as those results are final.

Are there plans to include a bicycle path along Lake-Cook Road? This path is shown in the Bicycle Path Map adopted by the Village of Buffalo Grove.

A

No. There are no plans to include bicycle paths within any SRA right-of-way. Bicycles will be accommodated across the SRA, but there is ample evidence that parallel paths would be hazardous to many of the riders. Vehicles speeds are too great to allow for the invitation to the inexperienced rider that the bicycle path makes. Each community may acquire right-of-way and construct parallel routes, distinct from the SRA.

Why are two studies -- the Phase One and the SRA studies - - being conducted simultaneously for Lake-Cook Road?

These are two distinctly different types of studies. The Phase One study by Cook County is going to make recommendations for improvements to alleviate current congestion. The SRA study by IDOT will determine what will be required by the year 2010 to alleviate expected congestion. The SRA study will also address issues such as the middle circumferential light rail, special access requirements, and ultimate right-of-way needs. None of these topics are expected to be covered in the Phase One study.

Q

Why is it going to take a total of eighteen months to complete the SRA study?

The success of the plan depends upon the cooperation of those communities along the route. Developing alternatives which are open to extensive change or rejection in the conferring process; agreeing upon improvements that are acceptable to the planners and engineers, IDOT and the Villages; and identifying those issues which may require additional detailed study are all objectives of the SRA study process. This process is designed to develop plans that are supported by all the communities adjacent to them.

Does the SRA system include other east-west routes north of Chicago?

Yes. Palatine/Willow and IL-22 are the two closest parallel routes to Lake-Cook. Palatine/Willow is included in this phase of the SRA studies. IL-22 will be included in a succeeding phase. Planning for Lake-Cook assumes these routes will also be improved to desirable conditions.

(Continued on page 3)

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Q & A

(Con't from page 2)

Why is a transportation center an alternative for Lake-Cook and IL-53?

This location has the potential for both light rail and express bus service stations adjacent to both an SRA and an expressway. Wherever these junctions occur, a transportation center is an alternative.

What would happen if Lake-Cook had less than the desirable number of through lanes on certain segments -- particularly through central business areas?

When vehicles reach a bottleneck, they cause congestion along the segments on either end of the bottleneck. Thus, not only is the bottleneck area congested, but so too are the segments of the route on either side of the bottleneck.

If Lake-Cook Road were not improved, wouldn't drivers simply choose another route?

Yes, drivers will choose another route. Among the choices available to them are residential streets. This is especially likely if the residential streets are reasonably parallel to the arterial or equally suitable for accomplishing the trip. For example, to avoid waiting to reach the Weiland intersection westbound during the evening rush, many drivers choose Armstrong from Lexington to Weiland.

Would you like the Advisory Panel members to contribute their ideas?

Yes! One of the primary purposes of these Panels is to open the lines of communication between the consultant and the communities along the route. Please direct all comments, suggestions, and questions to your Panel Coordinator at the address on the bottom of the masthead. Also, you can use the form provided elsewhere in this newsletter. The Coordinator will insure your thoughts are properly directed.

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MILESTONES

- *January 1990*
SRA Project Began
- *March 9, 1990*
First Advisory Panel Meeting
- *November 13, 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? 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.

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LAKE-COOK 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 LAKE-COOK ROAD

Each of the local jurisdictions along Lake-Cook Road can act to improve traffic conditions on the route. Most of Lake-Cook Road has inadequate right-of-way. Phase I study plans now under consideration would expand the right-of-way to the desirable right-of-way width.

- Local planning and zoning agencies in Lake and Cook Counties and the Villages of Arlington Heights, Buffalo Grove, Wheeling, Riverwoods, and Northbrook should require dedications adequate for the planned 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.

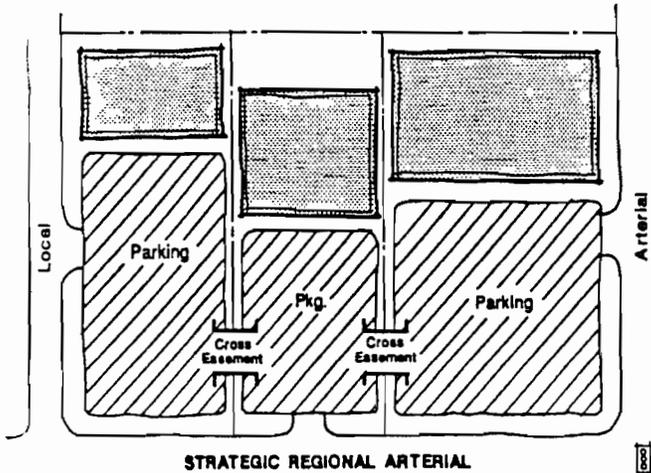
Saving right-of-way as it becomes available will insure that as the roadway is widened, there is the right-of-way available.

The Villages of Wheeling and Buffalo Grove are working with the Illinois Department of Transportation to provide a direct connection for Weiland Road to Buffalo Grove

(Continued on page 2)

WORKING WITH LOCAL GOVERNMENTS

(Continued from page 1)



Access Consolidation

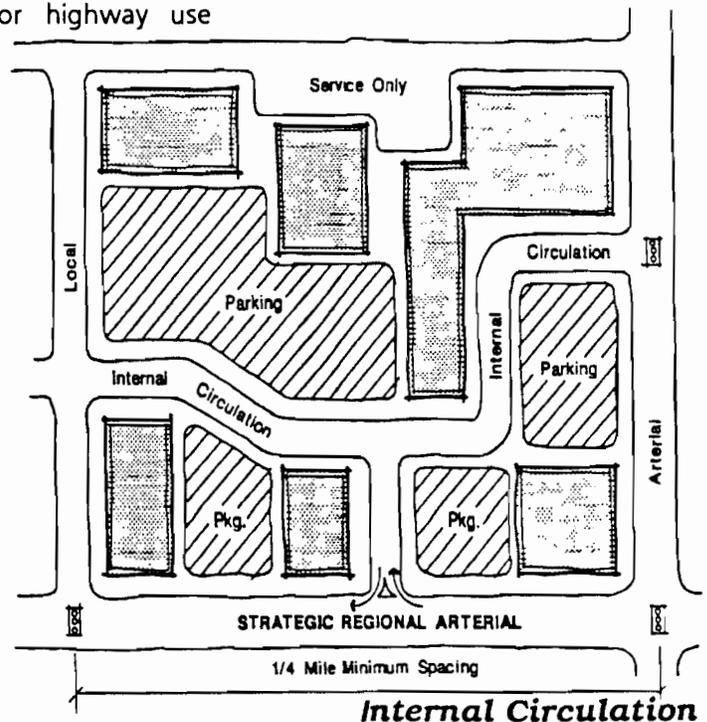
- **Access Management** - Proper management of access can significantly improve traffic flow on the SRA system. There are at least three levels of access: mid-block, intersection with non-SRA streets, and intersections with other SRAs. The development approval process should address these issues for 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 unloading 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



...TO IMPROVE

(Continued from page 1)

Road south of Lake-Cook. This connector route improvement can be expected to significantly reduce congestion through the Buffalo Grove Village center.

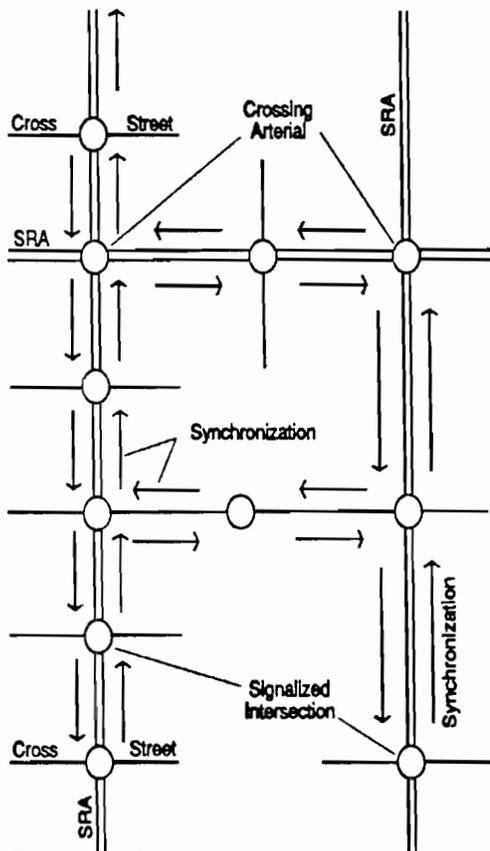
County and village governments can also effectively create additional roadway capacity by making operational changes. Of particular importance to Lake-Cook Road are

- Access management;
- Demand management by improvement of bus links to commuter rail;
- Signal networks;
- Installation of turn bays at all intersections;

(Continued on page 3)

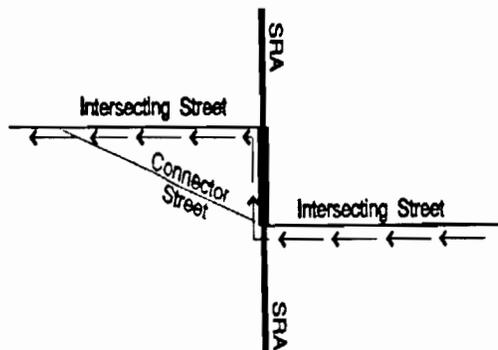
WORKING WITH LOCAL GOVERNMENTS

(Continued from page 2)



Traffic Signal Network

(TMAs) include employers as well as transit 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



Connector Route Improvement

employers to form TMAs.

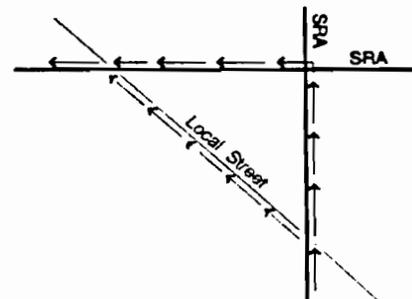
- Auxiliary Improvements** - Auxiliary improvements include both operational and physical changes. Because the primary cause of delay on arterial routes is stopping and turning movements at intersections, relief of existing congestion will involve some form of improvement of peak period operations at 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 im-

...TO IMPROVE

(Continued from page 2)

- Intersection redesign** to accommodate freight vehicle turns;
- Accommodation of selected uses** in parallel right-of-way, e.g. bikeways on a linked path of internal circulation roads of business developments and selected local residential streets; and
- Enforcement of parking, loading, and turning regulations.**



Local Reliever Route

provements 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 traffic to proceed more directly to its destination. As one example, vehicles can be forced onto the SRA because an intersecting route

(Continued on Page 5)

ARTERIAL ANSWERS

QA

What is included in the desirable roadway for an SRA in a suburban area?

It is desirable that the roadway include three through lanes in each direction, a sidewalk and landscape strip, 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 40,000 vehicles per day. The roadway would still be congested during peak periods, but much improved over the typical suburban route.

Is it necessary that all segments of Lake-Cook 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.

If a bikeway were contemplated to connect the major developments along the north side of Lake-Cook Road, what would be necessary to insure the safety and convenience of commuters and pleasure riders?

The first concern is that people will not use a path which is not convenient, thus the path must not jump between an off-Lake-Cook and an on-Lake-Cook alignment. If it were concluded that such a path is achievable, then safety considerations would determine its exact alignment. That alignment must be: free of significant cross movement, e.g. it must not run through a parking bay; in a right-of-way adequate to allow free passage; and well lit and traveled or patrolled at night. Cross movement and lack of right-of-way render the existing Lake-Cook Road right-of-way unsafe for bicycles.

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.)

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WORKING WITH LOCAL GOVERNMENTS

(Con't from page 3)

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 directly. 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 accom-

modated 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 Lake-Cook Road.

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SRA Project Began
- *March 14, 1990*
First Advisory Panel Meeting
- *November 13, 1990*
Second Advisory Panel Meeting
- *February 1991*
Design Concept Report Published

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LAKE-COOK 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 designated federal aid system and

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.

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

(Continued on page 2)

PROJECTIONS

(Continued from page 1)

satisfy the 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.

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ARTERIAL ANSWERS

Please send us your questions in care of your Advisory Panel Coordinator. We will see that you receive an answer.

Is the extension of the Illinois 53 expressway included in the Year 2010 SRA travel demand projections for Lake-Cook Road?

Yes, it is.

Were other east-west routes assumed to have been improved to the desirable SRA configuration?

All routes in the SRA system, including Illinois 60 and Illinois 22, were assumed to have been improved to the desirable suburban SRA configuration.

How important are the Year 2010 SRA travel demand projections for Lake-Cook Road to the SRA plan for the route? Are there other factors that will go into the improvement plans?

Q

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 accommo-

A

date, 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.

The most congested portion of Lake-Cook Road west of the Tri-State is between Weiland and Buffalo Grove Roads. Why is it so crowded?

This is an example of a short segment of roadway which is so heavily used that traffic backs up well to the east and west of it. Traffic counts from the Cook County Highway Department show average daily traffic volume of between 35,000 and 45,000 vehicles come through this four lane segment each day. This is enough vehicles to fill six lanes of traffic. While there is much through traffic, this segment is also a connector for north-south traffic corridor connecting Buffalo Grove Road and Weiland Road, it is the heart of Buffalo Grove's new Town Center, and there are three tightly spaced traffic signals.

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- *Winter 1992
Third Advisory
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- *Winter 1992
Public Hearing*
- *Winter 1992
Final Route
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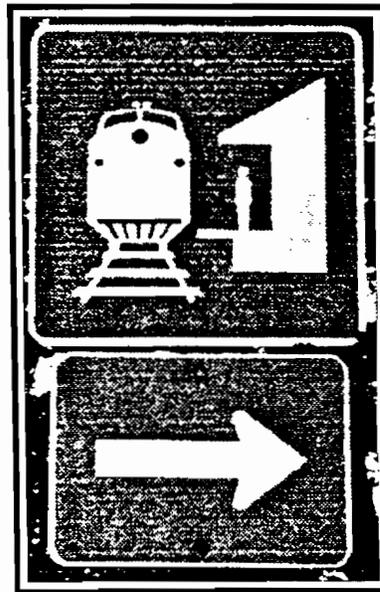
TRANSIT AND THE SRA SYSTEM

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 Lake-Cook Road 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;



The photo is an example of the sign system used in Lockport.

- 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

- 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 Lake-Cook Road - 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.

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for:
The Strategic Regional Arterials Plan

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MILESTONES

- *January 29, 1990*
SRA Project Began
- *March 14, 1990*
First Advisory
Panel Meeting
- *November 13, 1990*
Second Advisory
Panel Meeting
- *February 1991*
Design Concept
Report Published
- *Winter 1992*
Third Advisory
Panel Meeting
- *Winter 1992*
Public Hearing
- *Winter 1992*
Final Route
Report Due

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LAKE-COOK 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.

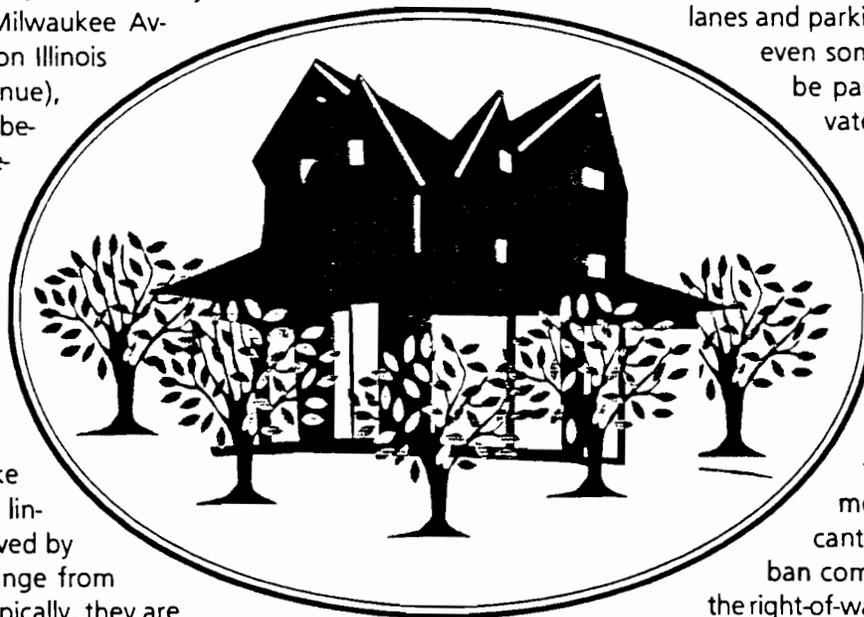
Some of these districts, such as Libertyville on Illinois Route 21 (Milwaukee Avenue) and St. Charles on Illinois Route 64 (North Avenue), were established long before standards for arterial right-of-way widths were generally accepted, so the rights-of-way can be as little as 60 feet wide.

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)

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
- *Winter 1992*
Third Advisory Panel Meeting
- *Winter 1991*
Public Hearing
- *Winter 1992*
Final Route Report Due

ARTERIAL ANSWERS

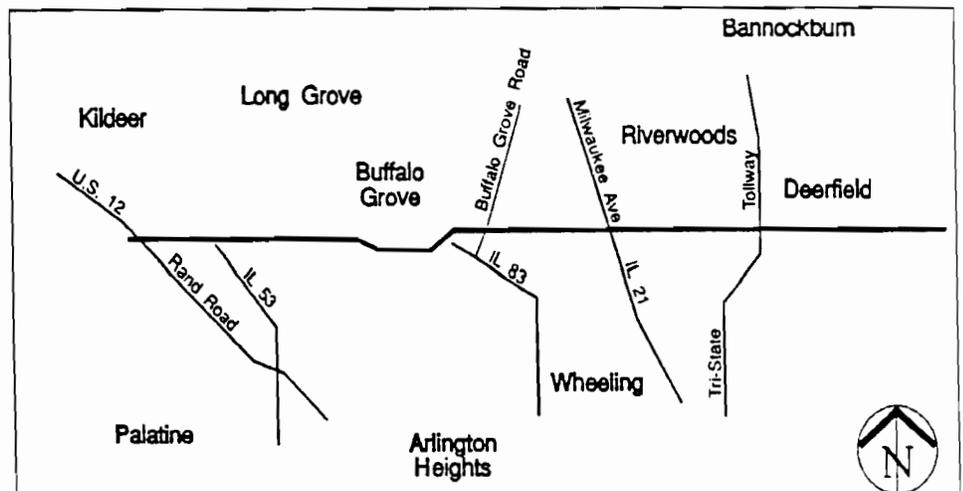
Are there suburban town centers on Lake-Cook Road?

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 might be in Arlington Heights in the area of Campbell Street and Dunton Avenue. The streets are relatively narrow, and there are many shops which open onto the sidewalk.

What about the area around the intersection with McHenry Road (Illinois Route 83)?

The ways of providing access are different from the town center. Parking is provided in off-street lots which separate the stores from the street. Unless shoppers have not driven to the intersection, they do not tend to walk from one side of Lake-Cook Road or McHenry Road to the other to patronize the various shopping centers. Within these developments access design centered on the needs of vehicles, the needs of pedestrians and bicycles were secondary. Like most suburban shopping areas, safe pedestrian conduct through the parking lots which separate the stores from the roadway are of concern. These are not considerations for the suburban town center.



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.

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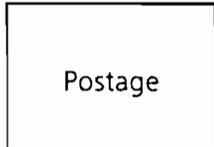
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LAKE COOK ROAD - EAST SECTION ADVISORY PANEL

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.

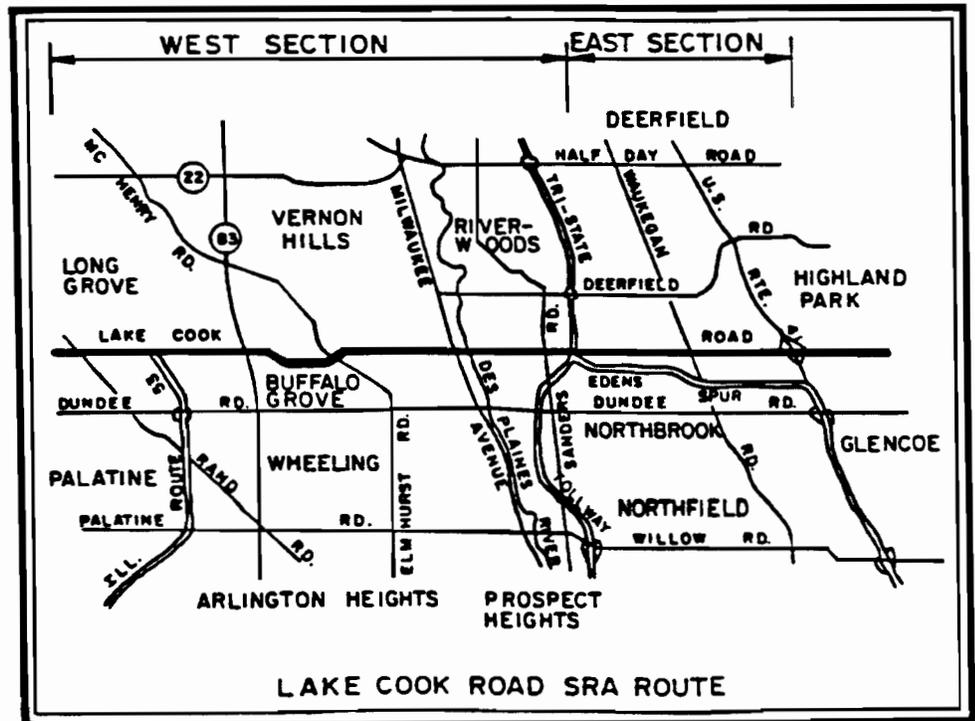
The primary purpose of the study is to answer the following question:

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;

(continued on page 2)



THE SRA PROJECT

(continued from page 1)

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- The appropriate level of service;
- Interrelationship of arterial within the SRA system;
- Methods to reduce delay;
- Appropriate locations for roadway widening;
- Existing and needed right-of-way;
- 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.

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 SRA roadway design will be selected on the basis of efficiency, cost, environmental impact, and local development priorities.

By March 1992, each advisory Panel will have reviewed alternatives for its route, have offered its suggestions, and have seen the draft study result. A public hearing will have been held for each route segment. The recommended physical improvements would be incorporated with ongoing Phase I engineering and design studies, where appropriate.

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.

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 consultant two additional times during the study: once to review alternatives for the route (Fall 1991) and once before the public hearing (Winter 1992).

What are the differences between the two studies being conducted by IDOT and Cook County for Lake-Cook Road?

The SRA Pre-Phase I Study by IDOT will identify a conceptual design for the route including typical roadway cross-section, right-of-way requirements, and intersection improvement needs. The SRA Study will also address issues such as transit needs, ridesharing and access requirements. The Cook County Phase I Study will develop specific recommendations for improvements to enhance safety and reduce vehicular congestion.

Will a connection between the Edens Spur and Lake-Cook Road alter improvement needs along Lake-Cook Road?

The County Phase I Study includes the evaluation of feasible alternatives for a connection to the Edens Spur. Projected traffic volumes for these connections will be coordinated with the Chicago Area Transportation Study. The impact upon the Lake-Cook Road traffic projections will also be evaluated.

How will the proposed underpass improvements at the Chicago, Milwaukee, St. Paul, Pacific and the Chicago and Northwestern Railroads affect the studies?

The proposed improvements for these railroad underpasses by Cook County will be incorporated in the SRA and Phase I engineering studies. The proposed six-lane cross section for the improvements is consistent with the SRA guidelines for an suburban arterial route.



MILESTONES

- **January, 1991**
SRA Project Began
- **June 25, 1991**
First Advisory Panel Meeting
- **October 30, 1991**
Second Advisory Panel Meeting
- **December, 1991**
Third Advisory Panel Meeting
- **Winter 1992**
Public Hearing and Route 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:
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