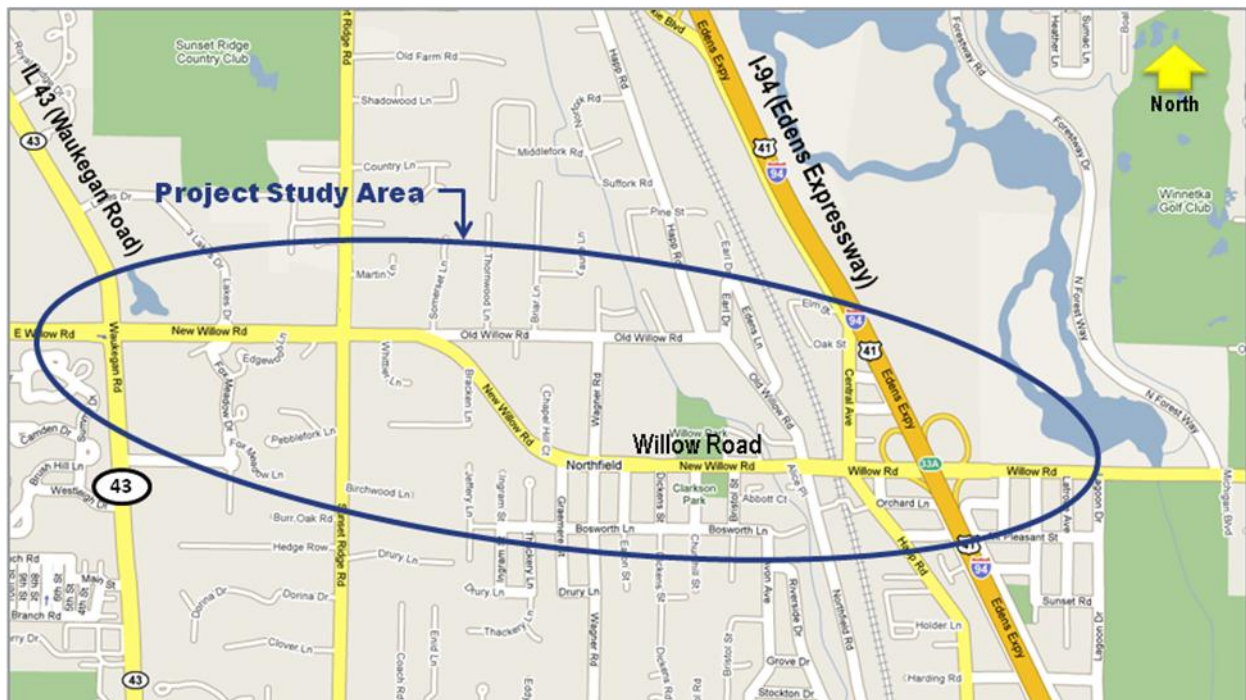




# Stakeholder Involvement Plan

Willow Road Study  
Illinois Route 43 to Interstate 94

Illinois Department of Transportation  
Project Number: P-91-411-08



Version 1.4  
November 7, 2011

**Willow Road Study - Illinois Route 43 to Interstate 94  
Stakeholder Involvement Plan**

---

Table of Contents

1.	INTRODUCTION.....	1
2.	PROJECT BACKGROUND.....	1
3.	REGULATORY ENVIRONMENT.....	1
3.1.	National Environmental Policy Act (NEPA).....	1
3.2.	Agency Involvement.....	1
3.3.	Context Sensitive Solutions.....	2
3.4.	Study Authority.....	2
4.	STAKEHOLDER INVOLVEMENT GOALS AND OBJECTIVES.....	2
5.	STAKEHOLDER INVOLVEMENT OPPORTUNITIES.....	3
5.1.	Public Meetings.....	3
5.2.	Small Group Meetings.....	3
5.3.	Project Website.....	3
5.4.	Media Relations.....	3
5.5.	Comment Forms.....	4
5.6.	Community Advisory Group (CAG).....	4
6.	ADMINISTRATION.....	7
7.	ANTICIPATED SCHEDULE OF EVENTS.....	7
8.	PLAN AVAILABILITY AND MONITORING/UPDATES.....	8
8.1.	Availability of the Stakeholder Involvement Plan.....	8
8.2.	Modification of the Stakeholder Involvement Plan.....	8
	APPENDIX A – IDOT Context Sensitive Solutions Policy	
	APPENDIX B – Stakeholders	
	APPENDIX C – Community Advisory Group Membership List	
	APPENDIX D – Project Study Group Membership List	

## **1. INTRODUCTION**

Willow Road between Illinois Route 43 and Interstate 94 has been studied since the 1980's with no consensus on a preferred improvement plan. Both to the east and west, Willow Road is currently a four-lane road while this section remains a two-lane facility. The project is located within the Village of Northfield but the Villages of Glenview, Northbrook and Winnetka are adjacent communities that use Willow Road. The main objective of the Willow Road study is to determine the appropriate transportation solution that addresses the project purpose and need.

## **2. PROJECT BACKGROUND**

In recent years, two studies have been completed for this section of Willow Road. The first study completed in 2003, Project Report for FAP Route 305 – Willow Road, developed an improvement plan that provided for additional turn lanes at intersections and modernization of the traffic signals, but did not fully address the capacity needs of the roadway.

The second study completed in 2008 was conducted for Willow Road by the cooperative efforts of the Villages of Northfield and Winnetka. The study was titled *Willow Road Context-Sensitive Enhancement Plan*. The study applied the principles of Context Sensitive Solutions to study alternates for an improved and enhanced roadway. The Enhancement Plan, and the studies completed to produce it, will be considered for this study of Willow Road.

## **3. REGULATORY ENVIRONMENT**

The Willow Road Study is being conducted in keeping with State and Federal requirements meant to integrate environmental values and public interaction into transportation improvements. The requirements include those of the National Environmental Policy Act (NEPA) and IDOT's Context Sensitive Solutions (CSS) policy and procedures.

### **3.1. National Environmental Policy Act (NEPA)**

The Federal Highway Administration (FHWA) and the Illinois Department of Transportation (IDOT) will complete an Environmental Assessment (EA) for the Willow Road Study in compliance with NEPA requirements. The NEPA process requires federal agencies to integrate environmental values into their decision making processes by considering the impacts of their proposed actions to the natural and human environment and reasonable alternatives to these actions. NEPA encourages coordination with the public and resource agencies throughout the project development process. The federally required EA will be prepared concurrently with the CSS process for this project.

### **3.2. Agency Involvement**

An agency involvement process will be used during the study to actively involve federal and state environmental, regulatory and resource agencies in the study. Informal meetings are anticipated between IDOT and these agencies to provide information about the study and solicit environmental input. In addition, all agencies with jurisdiction or permitting authority will be provided with project updates and invited to scheduled public information meetings and the public hearing. Informal telephone, email and mail communication will also take place as necessary over the course of the study.

### **3.3. Context Sensitive Solutions**

This project is being developed using the principles of CSS, according to guidance found in the Illinois Department of Transportation Context Sensitive Solutions (CSS) policy and procedures (IDOT Departmental Policies, D&E-21, August 1, 2005 - See Appendix A for full text). A listing of additional resources on CSS is also included in Appendix A. CSS is an interdisciplinary approach that seeks effective, multi-modal transportation solutions by working with stakeholders to develop, build and maintain cost-effective transportation facilities that fit into and reflect the project's surroundings – its "context". Through early, frequent and meaningful communication with stakeholders, and a flexible and creative approach to design, the resulting projects improve safety and mobility for the traveling public, while seeking to preserve and possibly enhance the residential, neighborhood, economic, historic and natural qualities of the settings through which they pass. The CSS Policy requires that a Stakeholder Involvement Plan (SIP) be developed. This document is being prepared to fulfill that requirement.

### **3.4. Study Authority**

In keeping with IDOT's Context Sensitive Solutions policy and procedures, a multi-disciplinary Project Study Group (PSG) will be formed to provide oversight. The PSG will be responsible for the overall project development process and ensuring that all applicable federal, state, and local requirements are met. The PSG is also responsible for ensuring that the actions stipulated in the SIP are carried out as intended. Because certain disciplines do not need to be involved until later in the study, the membership of the PSG is not static and will evolve as project requirements change. Although the membership may change, the leadership of the Group remains constant, with the IDOT District Project and Environmental Studies Section Chief serving as group leader throughout the study. Appendix C identifies the PSG members.

The primary objectives of the PSG include:

- Maintaining the project development process
- Identification of study and project development issues
- Providing guidance in developing solutions to issues identified
- Promoting collaborative partnerships with all involved parties

## **4. STAKEHOLDER INVOLVEMENT GOALS AND OBJECTIVES**

The primary goal of the study is to develop a transportation solution that is: 1) technically sound, 2) economically feasible, 3) satisfies the intent of the Context Sensitive Solutions policy, and 4) understood by a majority of those affected by it. Achieving this goal requires careful integration of stakeholder and technical input in a way that uses time and resources efficiently and produces results that address the communities' and transportation needs. With this in mind, the stakeholder involvement process is specifically intended to:

- Provide the necessary background for informed input and involvement.
- Integrate input from community members, special interest groups, governmental agencies and technical support groups.
- Develop, with IDOT, evaluation criteria that address the community, agency and technical concerns to assess the proposed alternatives.
- Use professional process planning and facilitation to ensure all public interaction is productive, useful, and duly considered.

At a minimum, the public involvement process is intended to allow interested persons the opportunity to participate in the study, if they wish to do so, and to have their viewpoints sought and seriously considered with a process that is complete, inclusive and transparent.

## **5. STAKEHOLDER INVOLVEMENT OPPORTUNITIES**

Because there are several communities and interested groups that may be affected or will otherwise have a stake in the project, several different opportunities will be provided to ensure that each is included in the decision making process.

### **5.1. Public Meetings**

Public meetings will be held to inform and allow collaboration. These include two public meetings and a public hearing.

The **first public meeting** is intended to 1) introduce the proposed project study to the public and 2) gather information from the public about the context of the study area. Information will be provided about the background of the project, along with details of the study process. The meeting will be in an open house format with minimum three-hour duration. A pre-recorded slide show presentation will be given every 15-20 minutes over the course of the open house hours.

A **second public meeting** will be held to present information and receive feedback about the alternative improvement design concepts which are identified and analyzed over the course of the study. The format will be similar to that of the first public meeting, with flexibility allowed for the use of various multi-media as seen fit to convey the project information.

A **public hearing** will be held near the conclusion of the study. Its purpose will be to 1) present the preferred improvement plan to the public, along with the information that was used to support its selection as the preferred plan, and 2) document public statements about the preferred plan. The hearing will be conducted in an open house format for informal review of study materials and discussion with IDOT Project Study Group members and the study's Community Advisory Group members. A court reporter will be available to take formal, verbatim statements from the public regarding the study.

### **5.2. Small Group Meetings**

Briefings with individual businesses or groups of businesses, schools, park districts, churches, and homeowners associations over the course of the study will be used as an opportunity to introduce the project, provide project updates, and receive specific input on the project from the group.

### **5.3. Project Website**

A link will be provided on the IDOT website for posting of documents, exhibits, and data provided at the various public forums. The direct link to those postings is [www.willowroadfuture.org](http://www.willowroadfuture.org). This website is intended to provide up-to-date information about all aspects of the study and will include study documents and exhibits for viewing or downloading. Villages may wish to provide a link to the project website from their own community websites.

### **5.4. Media Relations**

Local newspapers, radio stations and television stations may be contacted for disseminating information about the project. Notices and reminders of project meetings will be sent to area media outlets in advance of the public meetings and following significant study events or milestones.

### **5.5. Comment Forms**

Comment forms will be provided at public meetings to encourage participants to provide their comments on the project. Comments may also be submitted through the project website [www.willowroadfuture.org](http://www.willowroadfuture.org). Comments may be provided in writing or electronically. Comments will be accepted at any time during the study process. All comments will be reviewed and incorporated as appropriate.

### **5.6. Community Advisory Group (CAG)**

A key element of this Stakeholder Involvement Plan will be the creation of a Community Advisory Group (CAG). The CAG will assist the Project Study Group in identifying community context and determining community characteristics that should be taken into consideration in the planning process.

This group is expected to consist of representatives from a broad cross section of area and regional interests (i.e. community stakeholders). In order to be effective, the number of members on the CAG should be sufficient to ensure all potential social, economic, and environmental project issues, from both a local and regional perspective, are considered and evaluated throughout the project development process. The CAG must also be manageable in size and structure to ensure meetings are effective and productive to permit project progress. In this regard, the CAG membership may be limited to one or two representatives from similar entities/interests in order to ensure broad representation within a functional group size.

While not formal CAG members, another important component of the Community Advisory Group is the professional group facilitators that will guide the CAG process.

#### **5.6.1. Community Advisory Group Objectives**

The main role of the CAG is to build consensus and incorporate community values and considerations into the Department's decision making framework. The CAG will achieve several study objectives as defined in the CSS process during regularly scheduled meetings held throughout the study process. Some of the CAG meetings will be moderated by an outside professional CSS facilitator. Each meeting will have a specific project topic for discussions on which a decision or consensus can be made.

Example meeting topics to include:

1. Community Context Audit (CCA)
2. Problem Identification with the existing transportation facility
3. Project vision
4. Evaluation criteria for defining project alternatives
5. Potential Alternatives
6. CAG's Preferred Alternatives

Detailed engineering and technical information will be presented by IDOT to the CAG throughout the study as information is developed. In this way, the CAG will function as a community liaison or pipeline between IDOT and the public. The CAG meeting format is not intended as a public forum or workshop; however the meetings will be open for the public to observe and opportunities will be provided to ask questions. Several public meetings and other opportunities for public comment will be held throughout the project. It is important to note that consensus will be sought on each issue discussed. IDOT is committed to working with all agencies and stakeholders in the study process to identify issues early and seek consensus on disagreements. IDOT is therefore committed to building CAG consensus for project decisions. However, if an impasse has been reached after making good-faith efforts to address unresolved concerns, the PSG, as the ultimate decision-making authority for the project, may proceed to the next stage of project development

without achieving consensus. In the case of an unresolved dispute, the PSG, through IDOT will notify the CAG of their decision and proposed course of action.

### **5.6.2. Community Advisory Group Participation and Responsibilities**

The various CAG meeting participants will include IDOT's Project Study Group representatives, the CAG membership, and the group's professional facilitators. The general public are welcome at all CAG meetings, but are expected to remain in the role of observers, not participants in the process. Facilitators are neutral meeting and process guides who work collaboratively to ensure balanced participation and to support the mutual education that will move the informed decision-making process forward. Each of these three participant categories has differing roles and responsibilities.

The responsibilities of the **Project Study Group's participants** include: 1) participating in two-way communication with CAG members, accepting the responsibility to receive and consider stakeholder concerns and perspectives shared by CAG members; 2) ensuring a transparent process of sharing detailed study information that will affect the alternatives selection process; and 3) reviewing recommendations and making decisions.

The responsibilities of the **CAG members** include: 1) attending each CAG meeting and participating in Group facilitated discussions and activities; 2) participating openly and honestly, respecting the opinions of Group members; 3) supporting the specific role of the Group in the study process; 4) representing their organization and community interests; and 5) working to achieve consensus among all interested parties and the public/community interests. CAG members are expected to commit to attending all scheduled CAG meetings to the extent possible. Progress made at CAG meetings will not be revisited for absent CAG members at subsequent meetings, unless this is required based on new and relevant project information as determined by the PSG.

The responsibilities of the **Group Facilitators** include: 1) supporting the two-way communication between the IDOT Project Study Group and stakeholders, meaning that the facilitators will develop transparent meeting processes that will allow the concerns and perspectives of the CAG members and Project Study Group to be heard and communicated in a process of mutual education; 2) maintaining neutrality in the design and facilitation of all CAG meetings; 3) committing themselves to creating an open meeting environment that allows all participants to feel comfortable and safe in sharing their perspectives and to honor each other with respect throughout; and 4) developing meeting processes that, to the maximum degree possible, foster an environment where consensus can be reached.

### **5.6.3. Formation and Structure**

To achieve its objectives, it is important that the CAG be representative of the overall study area's interest, those that have a stake in the outcome. Therefore, the CAG membership will include individuals from a broad range of interest organizations. These will include, but will not be limited to, the following:

- Local Government and Planning Agencies
- Advocates of Community Interests
- Chambers of Commerce
- Transportation Organizations
- Pedestrian and Bicycle Interest Groups
- Environmental Coalitions

- School and Church Representatives
- Neighborhood Groups
- Area residents
- Others that have an Interest In the Project

To foster an open and balanced community working group, it is recommended that community advisory groups be comprised of non-elected officials. Briefings will be conducted with local and regional elected officials, including legislators, regarding project updates and progress. These meetings may be held at major milestones in the project or as requested.

#### **5.6.4. Ground Rules and Operating Procedures**

For a Community Advisory Group to function effectively, clear ground rules and operating procedures need to be spelled out and accepted by all parties.

**Ground Rules** – The Illinois Department of Transportation has established CAG ground rules as listed below under its CSS policy and procedures. These ground rules will not be considered final until they are agreed upon by the CAG membership.

1. All input from all participants in the process is valued and considered.
2. All participants must come to the process with an open mind and participate openly and honestly.
3. All participants in the process must treat each other with respect and dignity.
4. All decisions made by IDOT must be arrived at in a clear and transparent manner and stakeholders should agree their input has been duly considered.
5. The project must progress at a reasonable pace, based on the project schedule.
6. Minutes of individual stakeholder meetings and CAG meetings will be maintained by IDOT.
7. The general public is welcome at all CAG meetings as observers, and opportunities to ask questions will be provided during a Question and Answer session.
8. Individual CAG members may be replaced on the CAG membership if they are deemed unable to fulfill the duties of a member or not following the ground rules.
9. IDOT's overall goal is to develop a consensus plan for Willow Road. However, consensus may or may not be achieved on every issue. IDOT may elect to move the process forward in instances where consensus cannot be achieved.

**Operating Procedures and Techniques** – There is a wide variety of procedures and techniques that may be used to help achieve the goals of the CAG. Techniques that may be used include the following:

- Informal group process format, as an alternative to parliamentary procedures
- Focused conversations
- Consensus building workshops
- Acceptability testing
- Outside assignments
- Field trips (i.e. visit to the project site, and/or other similar completed improvement locations)

The specific techniques to be used will be determined as the CAG process unfolds.

**CAG Process** – It is expected that the CAG will meet approximately twelve times over the course of the 24-month study schedule. Meetings will be held no more than once a month. They will be held at a location near the project. The meetings would be approximately two hours in duration. A summary diagram of how the CAG fits into the study process is at the end of this section.

## **6. ADMINISTRATION**

Administration of the Stakeholder Involvement Plan will be an ongoing effort throughout the project development process under the guidance of IDOT's Project Study Group. In order to ensure an effective collaborative partnership with project stakeholders, this SIP will be periodically updated in response to new project information, identification of new project stakeholders, and unforeseen project needs or events. In this regard, fundamental SIP administrative tasks will include, but not be limited to, the following:

- Maintain a current list of project stakeholders and contact information.
- Maintain a timely and complete record of all stakeholder contacts and meetings.
- Ensure a complete and comprehensive project record of implementation of the Stakeholder Involvement Plan (SIP).
- Update the SIP on an ongoing basis as events warrant.

## **7. ANTICIPATED SCHEDULE OF EVENTS**

The project schedule calls for a study of twenty-four months in duration, with an anticipated completion date of spring 2012. Within that time period, the study will move through four distinct steps:

- 1) Context Inventory/Data Collection
- 2) Analysis of Existing Conditions/Define Problem Issues and develop a Purpose and Need
- 3) Develop Alternatives, and
- 4) Determine Preferred Alternative.

The Project Study Process diagram with a timeline is included at the end of this section.

## **8. PLAN AVAILABILITY AND MONITORING/UPDATES**

### **8.1. Availability of the Stakeholder Involvement Plan**

The SIP will be available to stakeholders for review at Public Meetings and on the project website. As the project proceeds forward, IDOT will update the SIP on a regular basis to reflect appropriate changes or additions. IDOT will advise stakeholders of future SIP updates and post updates on the project website.

### **8.2. Modification of the Stakeholder Involvement Plan**

The plan will be reviewed on a regular basis for continued effectiveness and updated as appropriate. Plan administration includes, but is not limited to, the following:

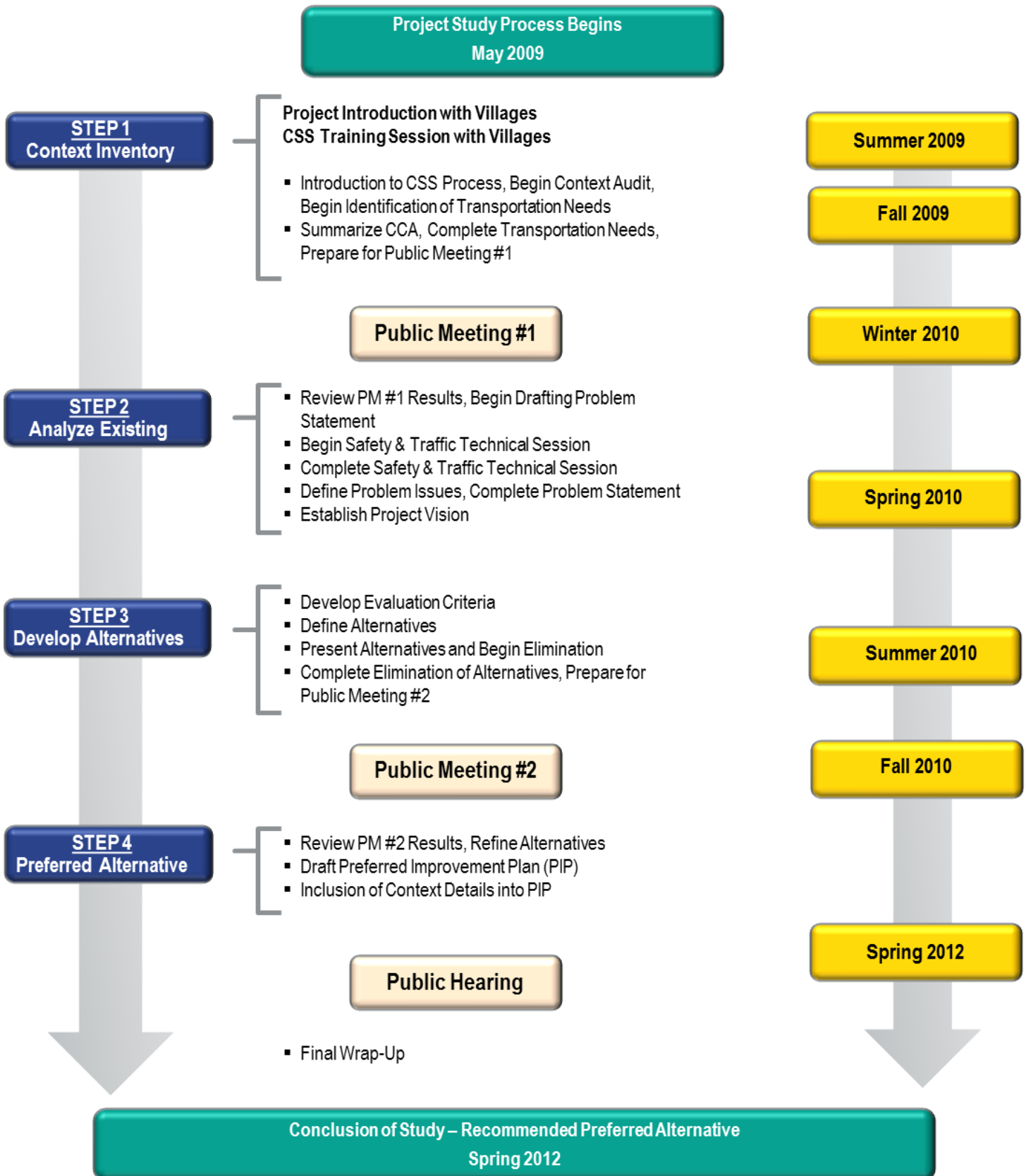
- Maintaining a current list of project stakeholders.
- Maintaining a detailed public involvement record (log) that includes records of all stakeholder contacts, meetings, and comments.
- Ensuring two-way communication and timely responses to stakeholders through formal and informal channels.

Revisions to this SIP may be necessary through all phases of the project. The PSG will provide updated versions of the SIP to agencies involved, as necessary. Cooperating agencies should notify IDOT of staffing and contact information changes in a timely manner. Plan updates will be tracked and identified below:

#### Plan Updates:

- Version 1.0: July 2009
- Version 1.1: August 24, 2009
- Version 1.2: November 5, 2009
- Version 1.3: March 1, 2010
- Version 1.4: November 7, 2011

**Willow Road Study - Illinois Route 43 to Interstate 94  
Stakeholder Involvement Plan**



# **APPENDIX A**

IDOT Context Sensitive Solutions Policy



# Illinois Department of Transportation

## Departmental Policies

D&E-21  
August 1, 2005

### CONTEXT SENSITIVE SOLUTIONS

#### 1. POLICY

The Department will utilize a Context Sensitive Solutions (CSS) process in the planning, design, construction and operation of all projects involving new construction, reconstruction and major expansion of transportation facilities. This is pursuant to Public Act 093-0545.

#### 2. PURPOSE

The purpose of this Policy is to provide guidelines for defining the CSS process and its uses.

#### 3. GUIDELINES FOR IMPLEMENTATION

- a. The CSS process seeks to provide cost-effective transportation facilities which involve:
  1. A balance between mobility, community needs and the environment while keeping safety paramount.
  2. Involving stakeholders in the decision-making process early and continuously throughout the development of the project.
  3. Addressing all modes of transportation in the planning and design of the project.
  4. Using all appropriate disciplines to help plan for and design the project.
  5. Applying the flexibility inherent in our design standards to fit a project into its surroundings and add lasting value to the communities it serves.
  6. Incorporating aesthetics as part of basic design.
- b. At the point where a feasibility study or Phase I study will be placed in a Multi-Year Program, a decision shall be made on whether to implement the CSS process for that project.

- c. The CSS process shall include Stakeholder Involvement Processes that are:
  - 1. Applicable to a wide range of projects.
  - 2. Flexible and modular.
  - 3. Simple enough to avoid adding another layer of process to an already lengthy planning and design schedule.
- d. The Department is ultimately responsible for the safety and integrity of the state transportation system and therefore must make the final decisions regarding any and all aspects of the projects.
- e. The Department will establish an internal training program to educate its staff on CSS policy, approaches, and techniques.
- f. Project elements, developed through the CSS process, may require cost participation from sources outside of the Department.
- g. The Department will encourage local agencies to use CSS as a best practice in the development of local projects.
- h. In order to determine the project's scope, elements and funding, the CSS process should commence at the earliest stages of the project's development.
- i. In urbanized areas, the Department will solicit the assistance of the Metropolitan Planning Organizations (MPOs) with the CSS process on eligible state projects within their jurisdictions.
- j. State projects under expedited timeframes may preclude the use of a comprehensive CSS process. However, stakeholders will be involved with such projects to the extent possible under the constrained schedules.
- k. Design elements developed by the CSS process must be constructed and maintained. Changes to the scope of such projects can only be made after additional stakeholder involvement.
- l. The practical aspects of this CSS policy shall be reviewed on an annual basis and revised as a consensus document beginning in July 2006.

4. **RESPONSIBILITIES.**

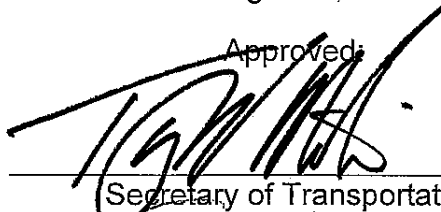
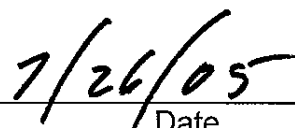

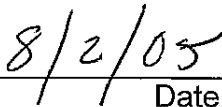

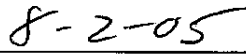
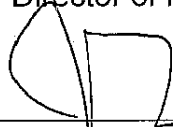
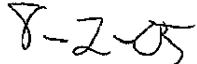
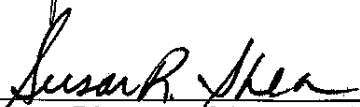
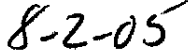
The Bureau of Design and Environment is responsible for preparing and maintaining this Policy. Each signatory Office or Division is responsible for implementing and assuring compliance with the provisions of this policy affecting operations or policies under their jurisdiction.

5. **ACCESSIBILITY.**

Copies of this Policy may be obtained from the Bureau of Design and Environment in the Harry R. Hanley Building. This Policy may be examined in the Hanley Building Library and in each of the nine District Highway Offices. It will also be posted on the Department's CSS website.

**CLOSING NOTICE.**

Established: August 1, 2005

Approved:	
	
Secretary of Transportation	Date
	
Director of Highways	Date
	
Director of Planning & Programming	Date
	
Director of Public and Intermodal Transportation	Date
	
Director of Aeronautics	Date

## **Context Sensitive Solutions Resource List**

IDOT Bureau of Design and Environment Procedure Memorandum: [www.dot.state.il.us/desenv/bdemems.html](http://www.dot.state.il.us/desenv/bdemems.html)

- BDE Procedure Memorandum No. 48-06 Dated March 1, 2006: Design Flexibility and the Stakeholder Involvement Process for Context Sensitive Solutions (CSS)
- BDE Procedure Memorandum No. 61-08 Dated March 1, 2008: Meeting SAFETEA-LU Section 6002, Context Sensitive Solutions, and NEPA/404 Merger Process Requirements for Environmental Impact Statements

IDOT Context Sensitive Solutions Website: [www.dot.state.il.us/css/home.html](http://www.dot.state.il.us/css/home.html)

IDOT Context Sensitive Solutions On-Line Training: [www.dot.state.il.us/css/training/index.html](http://www.dot.state.il.us/css/training/index.html)

IDOT Community Impact Assessment Manual: [www.dot.state.il.us/desenv/ciam.html](http://www.dot.state.il.us/desenv/ciam.html)

# **APPENDIX B**

Potential Stakeholders

## Appendix B Stakeholder List

Last Updated November 7, 2011

Agency	Contact Person	Title	Address
U.S. Army Corps of Engineers, Chicago District	Mitch Isoe	Regulatory Branch Chief	111 N. Canal St., Ste. 600 Chicago, IL 60606-7206
U.S. Environmental Protection Agency	Kenneth Westlake		77 W. Jackson Chicago, IL 60604-3507
Illinois Department of Natural Resources	Steve Hamer		1 Natural Resources Way Springfield, IL 62702
Illinois Environmental Protection Agency	Douglas P. Scott	Director	1021 N. Grand Ave. East Springfield, IL 62794-9276
U.S. Department of the Interior, Fish and Wildlife Service	John Rogner	Chicago Field Office	1250 S. Grove Ave., Suite 103 Barrington, IL 60010
Illinois Department of Agriculture	Terry Sayko		State Fairgrounds P.O. Box 19281 Springfield, IL 62794-9281
Chicago Metropolitan Agency for Planning (CMAP)	Randall S. Blankenhorn	Executive Director	233 S. Wacker Dr., Suite 800 Chicago, IL 60606
Chicago Metropolis 2020	George A. Ranney	President	30 W. Monroe Chicago, IL 60603
Regional Transportation Authority (RTA)	Stephen Schlickman	Executive Director	175 W. Jackson, Suite 1550 Chicago, IL 60604
Pace	Thomas J. Ross	Executive Director	550 W. Algonquin Rd. Arlington Heights, IL 60005
Metra	Jim LaBelle	Director, Lake County	547 W. Jackson, 13th Floor Chicago, IL 60661
Chicagoland Bicycle Federation	Rob Sadowsky	Executive Director	9 W. Hubbard St., Suite 800 Chicago, IL 60606
League of Illinois Bicyclists	Ed Barsotti	Executive Director	2550 Cheshire Drive Aurora, IL 60504
Cook County Highway Department	John J. Beissel	Acting Superintendent of Highways	69 West Washington Street 23rd Floor Chicago, IL 60602
U.S. House of Representatives	Robert Dold	U.S. Representative	650 Dundee Road, Suite 380 Northbrook, IL 60062

## Appendix B Stakeholder List

Last Updated November 7, 2011

Agency	Contact Person	Title	Address
U.S. Senate	Richard J. Durbin	U.S. Senator, Illinois	525 S. 8th Street Springfield, IL 62703
U.S. Senate	Mark Kirk	U.S. Senator, Illinois	607 East Adams Suite 1520 Springfield, IL 62701
Illinois Senate	Jeffrey Schoenberg	State Senator	820 Davis Street Suite 102 Evanston, IL 60201
Illinois House of Representatives	Elizabeth Coulson	Illinois House Representative	3801 W. Lake Avenue Glenview, IL 60026
Village of Northfield	Fred Gougler	Village President	361 Happ Road Northfield, IL 60093
Village of Northfield	Stacy Sigman	Village Manager	361 Happ Road Northfield, IL 60093
Village of Northfield	Anne Kane	Community Development Director	361 Happ Road Northfield, IL 60093
Village of Northfield	Linda Garard	Traffic & Transportation Committee Chair	361 Happ Road Northfield, IL 60093
Village of Northfield	William Lustig	Chief of Police	350 Walnut Avenue Northfield, IL 60093
Village of Northfield	Michael Nystrand	Fire-Rescue Chief and Public Works Director	361 Happ Road Northfield, IL 60093
Northfield Chamber of Commerce	Mickey Dunton	Board of Directors President	1751 W. Orchard Lane Northfield, IL 60093
Northfield Township	Jill A. Brickman	Supervisor	1928 Lehigh Avenue Glenview, IL 60025
Northfield Park District	Theresa Snyder	President - Board of Commissioners	401 Wagner Road Northfield, IL 60093
Village of Winnetka	Jessica Tucker	Village President	510 Green Bay Road Winnetka, IL 60093
Village of Winnetka	Doug Williams	Village Manager	510 Green Bay Road Winnetka, IL 60093
Village of Winnetka	Michael D'Onofrio	Director of Community Development	510 Green Bay Road Winnetka, IL 60093

## Appendix B Stakeholder List

Last Updated November 7, 2011

Agency	Contact Person	Title	Address
Village of Winnetka	Steve Saunders	Director of Public Works & Village Engineer	510 Green Bay Road Winnetka, IL 60093
Village of Winnetka	Joseph De Lopez	Chief of Police	510 Green Bay Road Winnetka, IL 60093
Village of Winnetka	Scott T. Smith	Fire Chief	510 Green Bay Road Winnetka, IL 60093
Village of Glenview	Kerry Cummings	Village President	1225 Waukegan Road Glenview, IL 60025
Village of Glenview	Todd Hileman	Village Manager	1225 Waukegan Road Glenview, IL 60025
Village of Glenview	Mary Bak	Director of Development	1225 Waukegan Road Glenview, IL 60025
Village of Glenview	Jerry Burke	Director of Public Works	1333 Shermer Road Glenview, IL 60026
Village of Glenview	William Fitzpatrick	Chief of Police	2500 East Lake Avenue Glenview, IL 60026
Village of Glenview	Wayne Globerger	Fire Chief	1815 Glenview Road Glenview, IL 60025
Village of Northbrook	Sandra E. Frum	Village President	3211 Glenbrook Drive Northbrook, IL 60062
Village of Northbrook	Richard A. Nahrstadt	Village Manager	1225 Cedar Lane Northbrook, IL 60062
Village of Northbrook	Jim Papreck	Director of Public Works	655 Huehl Road Northbrook, IL 60062
Village of Northbrook	Paul Kendzior, P.E.	Village Engineer	1225 Cedar Lane Northbrook, IL 60062
Village of Northbrook	Mike Scolaro	Transportation Advisory Committee Chair	1225 Cedar Lane Northbrook, IL 60062
Village of Northbrook	Charles J. Wernick	Chief of Police	1401 Landwehr Road Northbrook, IL 60062
Village of Northbrook	Mark Nolan	Fire Chief and Emergency Planning	740 Dundee Road Northbrook, IL 60062

## Appendix B Stakeholder List

Last Updated November 7, 2011

Agency	Contact Person	Title	Address
Sunset Ridge School District 29	Linda J. Veith	Superintendent	525 Sunset Ridge Road Northfield, IL 60093
New Trier Township High School District 203	Linda Yonke	Superintendent	7 Happ Road Northfield, IL 60093
Northbrook Jr High School District 28	Larry Hewitt, Ed. D.	Superintendent of Schools	1475 Maple Avenue Northbrook, IL 60062
Christian Heritage Academy	Richard A. Lukianuk, J.D.	Head of School	315 Waukegan Road Northfield, IL 60093
Hyde Park Day School	Pamela B. Adelman	Executive Director	1980 Old Willow Rd Northfield, IL 60093
Loyola Academy	Ted Munz, S.J.	President	1100 Laramie Avenue Wilmette, IL 60091
Pleasant Ridge Elementary School District 34	Gerald Hill	Superintendent	1401 Greenwood Road Glenview, IL 60026
Dominican University	Donna M. Carroll	President	2001 Waukegan Road Techny, IL 60082
Lutheran Church of Ascension	Dennis Bushkofsky	Interim Pastor	460 Sunset Ridge Rd Northfield, IL 60093
St. James the Less Episcopal Church	Jane Schaefer	Rector	550 Sunset Ridge Rd Northfield, IL 60093
St. Philip the Apostle Catholic Church	Robert J. Dempsey	Pastor	1962 Old Willow Rd Northfield, IL 60093
Northfield Community Church	Duayne Meyer	Senior Pastor	400 Wagner Road Northfield, IL 60093
Kraft Foods Inc.	David Brearton	Exec. Vice President, Operations & Business Svcs.	3 Three Lakes Drive Northfield, IL 60093
Crate & Barrel			
Everest Group Enterprises, LLC			423 Central Avenue Northfield, IL 60093
Cambridge Title Services Inc.			400 Central Avenue #210 Northfield, IL 60093

# **APPENDIX C**

Project Study Group

## Appendix C

### Project Study Group Members

Last Updated November 7, 2011

Agency/Contact	Job Description	Contact Information
<b>Illinois Department of Transportation (IDOT)</b>		
Pete E. Harmet	Bureau Chief of Programming	201 West Center Court, Schaumburg, IL 60196 <a href="mailto:pete.harmet@illinois.gov">pete.harmet@illinois.gov</a>
John Baczek	Project and Environmental Studies Chief	201 West Center Court, Schaumburg, IL 60196 <a href="mailto:john.baczek@illinois.gov">john.baczek@illinois.gov</a>
Marie Glynn	Project Manager	201 West Center Court, Schaumburg, IL 60196 <a href="mailto:marie.glynn@illinois.gov">marie.glynn@illinois.gov</a>
Jason Salley	Acting Geometrics Unit Head	201 West Center Court, Schaumburg, IL 60196 <a href="mailto:jason.salley@illinois.gov">jason.salley@illinois.gov</a>
Sam Mead	Environmental Unit Head	201 West Center Court, Schaumburg, IL 60196 <a href="mailto:sam.mead@illinois.gov">sam.mead@illinois.gov</a>
Steve Travia	Bureau Chief of Traffic Operations	201 West Center Court, Schaumburg, IL 60196 <a href="mailto:steve.travia@illinois.gov">steve.travia@illinois.gov</a>
Jim Stumpner	Bureau Chief of Maintenance	201 West Center Court, Schaumburg, IL 60196 <a href="mailto:jim.stumpner@illinois.gov">jim.stumpner@illinois.gov</a>
Catherine Kibble	Design Consultant Services Unit Head	201 West Center Court, Schaumburg, IL 60196 <a href="mailto:catherine.kibble@illinois.gov">catherine.kibble@illinois.gov</a>
Rick Wojcik	Hydraulics Section Chief	201 West Center Court, Schaumburg, IL 60196 <a href="mailto:rick.wojcik@illinois.gov">rick.wojcik@illinois.gov</a>
Rick Wanner	District Landscape Architect	201 West Center Court, Schaumburg, IL 60196 <a href="mailto:rick.wanner@illinois.gov">rick.wanner@illinois.gov</a>
Paul Niedernhofer	Bureau of Design and Environment	2300 South Dirksen Parkway, Room 330 Springfield IL 62764 <a href="mailto:greg.feeny@illinois.gov">greg.feeny@illinois.gov</a>
Walt Zyznieuski	Bureau of Design and Environment	2300 South Dirksen Parkway, Room 330 Springfield IL 62764 <a href="mailto:walt.zyznieuski@illinois.gov">walt.zyznieuski@illinois.gov</a>
<b>Federal Highway Administration (FHWA), Illinois Division</b>		
Chris Byars	Transportation Engineer	200 West Adams St, Rm 320, Chicago IL 60606 <a href="mailto:chris.byars@fhwa.dot.gov">chris.byars@fhwa.dot.gov</a>
Matt Fuller	Environmental Programs Engineer	3250 Executive Park Drive, Springfield IL 62703 <a href="mailto:matt.fuller@fhwa.dot.gov">matt.fuller@fhwa.dot.gov</a>

## Appendix C

### Project Study Group Members

Last Updated November 7, 2011

Agency/Contact	Job Description	Contact Information
<b>TranSystems Corporation (TSC)</b>		
Chuck J. Stenzel	Principal	1475 East Woodfield Road, Suite 600 Schaumburg IL 60173 <a href="mailto:cjstenzel@transystems.com">cjstenzel@transystems.com</a>
Grace L. Dysico	Project Manager	1475 East Woodfield Road, Suite 600 Schaumburg IL 60173 <a href="mailto:gldysico@transystems.com">gldysico@transystems.com</a>
Matthew Smith	Project Engineer	1475 East Woodfield Road, Suite 600 Schaumburg IL 60173 <a href="mailto:mjsmith@transystems.com">mjsmith@transystems.com</a>

# **APPENDIX D**

Community Advisory Group

CAG Number	Primary CAG Member	Alternate CAG Member	CAG Interest/Role
1	William J. Baltutis		Regional Planning
2	John Birkinbine	Anne Peterson	Parks/Bikes/Pedestrians/ Recreation
3	Hallie Bodman	Jack Bodman	Parks/Schools/Children/ Pedestrians
4	Dan de Loys	Sydney Clark	Resident
5	Rick Filler		Business
6	Tensley Garris		Business
7	Patrick O' Donahue		Parks
8	Robert Hayward	Brian Kozminski	Village
9	Todd Heller		Village
10	Steve Hirsch	Juli Blunt	Business
11	Kate Katz		Resident
12	John Kemper	Pat Doherty/Charlie Shabica	Seniors
13	Peggy Kozminski	Melissa Bianucci	Parks/Schools/Children/ Pedestrians
14	Penny Lanphier	Becky Hurley	Resident
15	Jeffrey G. Liss	Becky Hurley	Resident
16	Steve Bucklin	Kathy Miles	Business
17	Buggie O'Grady	Kate Rekett	Schools/Children/Pedestrian
18	Don Owen	Jeff Brady	Village
19	Phoebe Raymond	Sean O'Grady	Schools/Children/Pedestrian
20	Stacy Sigman	William Lustig	Village
21	Jim Patterson	Nancy Firfer	Business
22	Stephanie Stuckey	Nancy Garrity	Business
23	Scott Turban	Theresa Snyder	Parks/Bikes/Recreation
24	Tom Murtha	Don Kopec	Regional Planning
25	Don Whiteman	Brian Moran	Church