



Willow Road Phase I Study Technical Advisory Committee (TAC) TAC #2 Meeting Summary

Date: June 2, 2011
Time: 8:30 a.m. to 10:30 a.m.
Place: Glenview Police Department, Community Room
Attendance: See Sign-in Sheet at the end of the Meeting Summary

IDOT is conducting Phase I planning studies along Willow Road from Waukegan Road (IL 43) to the Edens Expressway (I-94). This is the second technical advisory committee (TAC) meeting. The first TAC meeting was held on October 12, 2010. The TAC consists of Village professional staff; Northfield and Glenview's engineering consultants; and IDOT project team members.

The purpose of the TAC is to provide a forum for continued technical review and discussions of the reports and data previously presented at CAG meetings. The meeting provides a forum for the village's engineering consultants and professional staff to engage in a technically focused discussion with IDOT's project team. In addition, it provides an opportunity for village professional staff to become more informed about the study so that they can provide support to their Village's CAG members. The purpose of the TAC #2 meeting was to primarily discuss IDOT's draft responses to Northfield's comments on the Alternatives Analysis Round #1 Evaluation report. The agenda provided time to discuss the following topics.

- Mutually exclusive alternatives
- Selection of Sunset Ridge Road intersection for Round #1 analysis
- Capacity analyses assumptions
- CMAP data
- Traffic projections for alternatives
- Use of HSM
- Crash rate comparison
- Speed study
- Round #2 Analysis

A draft version of the Disposition of Comments to the Alternative Analysis Summary and other topics was distributed to the TAC for reference during the discussions. Northfield requested that materials be provided to TAC members at least a few days prior to the meeting so that everybody could be prepared to discuss the disposition. IDOT responded that the intent of the meeting was to have a discussion regarding previously submitted comments and that TAC members could review the dispositions and provide additional comments as necessary, similar to the previous TAC meeting.

The comments prepared by Village of Northfield and their consultants (Cooper Engineering and KLOA), henceforth referred to as Northfield, were submitted to IDOT on May 11, 2011. Two additional pages of comments were submitted by Northfield to IDOT at the TAC meeting.

Presentation

IDOT provided an overview of their disposition of comments to the TAC. IDOT responded to technical comments from Northfield. Following the meeting, the Disposition of Comments will be revised as necessary to incorporate additional changes resulting from the technical discussions and the additional pages of comments received at the meeting. Some of the key dispositions discussed at the meeting are provided below.

Mutually Exclusive Alternatives

- Q. Northfield does not agree with analyzing the alternatives independently. For the regional alternatives to have an effect on Willow Road ADT, they would need to be done collectively, especially with regards to the Edens Spur. Northfield referred to this grouping of alternatives as the Cadillac of Tollway improvements; noting that together they would improve not only Willow Road, but regional local roadways.
- A. The alternatives may have benefits for other areas as standalone projects, but they do not address the transportation needs along Willow Road between Waukegan Road and I-94. The purpose of this study is to address the needs along Willow Road and not problems along Edens Spur or other roadways.
- Q. Regional alternatives should include improvements to Willow Road. At a minimum traffic signal modernization along Willow Road should be combined with each of the Regional Alternatives.
- A. Without the addition of a center lane for turning vehicles along Willow Road, changing the traffic signals will have little effect. Under existing conditions there are multiple private roads and driveways in between traffic signals. Whenever a vehicle stops to make a left turn into one, a queue forms and breaks the platoon progression. Alternative 1 (No-Build Plus) consists of signal modernization, lengthening turn bays at those intersections and providing cul-de-sacs at several side streets. Its results were similar to the No-Build Alternative and the Regional Alternatives. A combination alternative that includes regional and local improvements would have the same performance as a local alternative at a higher level of impacts and costs.
- Q. Northfield requested the details of the construction cost estimate prepared for the regional alternatives.
- A. This information was distributed at the April CAG meeting and is available on the project website, but will be e-mailed to Northfield.
- Q. The costs and impacts for the Regional Alternatives should not be the determining factor for discarding them when compared to the local Willow Road alternatives as currently stated in the report since they would have standalone benefits. It is not equitable to compare the entire costs for each of the Regional Alternatives to the Willow Road Alternatives.
- A. IDOT will review the alternatives Round #1 text to ensure that the primary reason for eliminating Regional Alternatives is that they do not meet the transportation needs for Willow Road. Costs and impacts will continue to be noted, but order of the text may change.

Selection of Sunset Ridge Road Intersection for Round #1 Analysis

- Q. Northfield felt that the selection of one single point for analysis did not meet the intent of moving from a broad to a detailed level of analysis. They felt that the entire corridor should have been analyzed collectively for the traffic and crash analyses, and then specific intersections discussed as part of Round #2 analysis.
- A. IDOT explained that they are following the NEPA process, and will be adding additional details through each round of analysis and the term "broad" means less detail, rather than more detail. It would be unrealistic to expect all intersections and segments along Willow Road to be analyzed for 18 alternatives as part of the Round #1 analysis. As stated previously, the Sunset Ridge Road intersection and two lane segment between Sunset Ridge and Wagner Roads were analyzed because they were the most sensitive to change. As the process moves forward, IDOT will add this level of detail for the local alternatives.

Capacity Analyses Assumptions

- Q. Northfield disagrees with both the existing and the 2040 traffic projections. As stated at TAC #1, Northfield believes that the balancing of traffic counts along the corridor to develop corridor wide traffic is unacceptable.
- A. The standard IDOT methodology was used to balance traffic along the corridor.

CMAP Data

- Q. Northfield asked questions about the traffic forecasts and disputed CMAP's growth projections stating that the population is greater than the 2010 Census data. They noted that Northfield's population in the CMAP model is more than the 2010 Census by 500, Glenview's by 10,000, and Chicago's by 200,000.
- A. Both IDOT and CMAP discussed the CMAP model process as part of TAC #1. In summary, trips generated by the CMAP model are based on a number of factors including population and employment. The CMAP model is the state of the practice, accepted by FHWA, state, and local agencies, and will continue to be used for this project.
- POST MEETING NOTE: A detailed disposition to these questions is provided in the draft disposition of comments distributed at the TAC meeting.
- Q. What is the CMAP dataset that was used for analyzing the alternatives?
- A. CMAP's 2040 No-Build trip table was used for the analysis.

Traffic Projections for Alternatives

- Q. Northfield wanted to better understand why the Dundee Road and Lake Avenue alternatives did not result in significant changes in ADT along Willow Road. If capacity is added to those roadways, it makes sense that the volumes along those routes would increase including traffic diverted from Willow Road.
- A. The model shows that the major portion of the demand being serviced by Willow Road originates or is destined for an area south of Dundee Road. Therefore, there are not a significant number of drivers that will go out of their way to use Dundee Road as an alternative.
- Hence, changes in traffic volumes could be expected throughout the network, to varying degrees, depending upon the factors noted above. There were changes to the traffic volumes on Willow Road for the regional alternatives, but the key issue is that due to redistribution of traffic, the changes in volumes were very minor, and therefore have no substantive effect upon the performance of Willow Road for those alternatives.
- Q. Conversely, Northfield wanted to know where the additional traffic is coming from if Willow Road is widened.
- A. As part of the Round #2 analysis, IDOT will show how traffic is being redistributed for the local alternatives.
- Q. Northfield asked for information on where the additional traffic would be coming from if the Dundee Road and Lake Avenue were widened as part of those Alternatives.
- A. IDOT explained that the analysis will show the change in volume as a result of the alternatives. As explained previously, the overall change in ADT on Willow Road based on those alternatives is not significant. IDOT noted that analyses concerning how improvements to other roads improve other parts of the region will not be pursued as part of the Willow Road study.
- Q. Northfield asked that the above discussed detailed information be shared prior to dropping the regional alternatives as an interim round between 1 and 2 evaluation?
- A. IDOT indicated that the detailed analysis results concerning other cross roads is not relevant to the Willow Road study, and IDOT is not considering any interim rounds of evaluations.
- Q. What assumptions were applied to CMAP's model to develop the traffic volumes for all the Alternatives?
- A. The model assumed 11 ft lane widths. Network changes were made per the alternative, and the model was then run.

Use of HSM

- Q. Northfield interprets that instead of analyzing the no-build condition using the HSM predictive method, the Empirical Bayes (EB) Method should be used. Northfield stated that they consulted with IDOT Bureau of Safety and the FHWA Resource Center and said that they also agreed with this approach even when comparing with alternatives, however specific contact information was not provided for follow-up.
- A. HSM states that the EB Method should not be used for alternative analysis (See Section A.2.1. of HSM, Version 1.0).
POST MEETING NOTE: Application of the EB method yields a parameter, "Expected Crashes", which is the adjustment of the "Predictive Crashes" based on the observed crashes. This parameter could only be used in the alternatives where the number of through lanes does not change. A detailed response to this question is provided in the dispositions of comments distributed at the TAC Meeting.
- Q. Northfield noted that since speed is not an input into the HSM calculations, it does not effectively address safety issues of all users.
- A. IDOT noted that it is looking beyond the HSM to make sure safety of all users is considered. The need to address safety of all users is why IDOT initiated the Pedestrian Safety Toolbox which was distributed to the CAG in November 2010.
- Q. Northfield believes that since the traffic forecast is wrong (too high), the calculated safety performance is worse than could be expected.
- A. For the alternatives that do not add capacity along Willow Road, the forecast is constrained by the amount of traffic that can be added to a 2-lane roadway. Therefore, the only reduction in forecast traffic would be for the four lane alternative that has excess capacity. This reduction in traffic would result in an improved safety performance for the four lane alternative.
- A. Northfield agreed that traffic could only be reduced for the four lane alternative, but felt that this would be helpful information as part of the overall analysis process.

Crash Rate Comparison

- Q. The relative range in crashes from 6.2 to 13 crashes per year was questioned by Northfield. They specifically wanted to know if a benchmark for a safe condition had or would be determined, and if the crashes include all crash-types.
- A. HSM does not do this. It is a relative comparison between alternatives including the No-Build, and not an absolute. Therefore, what can be understood is that the predicted crashes for the Regional Alternatives were similar to a No-Build condition. Alternatives on the lower end of the range had similar safety performance. The 6.2 to 13 crashes include all crash types.
- Q. How would improvements on Willow Road affect crash rates at other intersections along Willow Road west of the study area? For example, Patriot Road is a high crash location. Doesn't IDOT want to know how increases in traffic along this section as a result of widening Willow Road to the east would affect the safety of this intersection?
- A. A Phase 1 study was conducted for Willow Road from IL 21 to Waukegan Road which included a safety analysis. If the section of Willow Road to the west is funded, IDOT typically will review/update some or all of the analyses. This would be done as part of separate study/analysis and not as part of the Willow Road Phase 1 Study process.
- Q. Northfield felt that IDOT should be looking at overall safety of the region, noting California's safety practice.
- A. IDOT does this through preparation of their annual Five Percent Report.

- Q. Other intersections in the corridor have more crashes than the intersection studied at Sunset Ridge Road. All of the study corridor should be studied rather than studying only one location. Could the alternative analyses assign one number to the entire study corridor and then compare the alternatives? Could there be an interim round prior to the Round #2?
- A. A detailed response to this question is provided on page 1 of 34 in the dispositions of comments that was distributed at the TAC meeting. The entire corridor will be studied as part of the Round #2 analyses and no interim round is considered at this time.

Speed Study

- Q. Northfield wanted to know if there is anything that would preclude them from reducing the posted speed along Willow Road within Northfield from 35 mph to 30 mph. They felt that a consistent lower speed would have a positive benefit on driver behavior; have little to no change on overall travel time; and would improve walkability of the corridor. They felt that may be preferable to having two school speed zones and a continually changing speed limit (from west to east would be 45 mph down to 35 mph, then transitions down to 20 mph at Sunset Ridge, back up to 35 mph through the curve, then down to 20 mph at Wagner Road, then back up to 35 mph through their downtown area). Northfield noted that they had found multiple SRA locations that had a 30 mph or lower speed limit through a downtown area. A reduced speed would be consistent with their desire to have a walkable downtown area and community.
- A. IDOT said that school zone and posted speed would continue to be considered as part of the alternative analysis.
- Q. What crash data was used for the speed study and where is the fatality noted in the study?
- A. 2009 crash data was used, and the fatality noted is at the IL 43 at Willow Road intersection. The 2009 crash data is included in the crash report updates.

Round #2 Analyses

- Q. Northfield wanted to know which alternatives will be carried forward to Round #2.
- A. Based on the Round #1 analysis, the Regional Alternatives and Parallel Route Alternatives did not meet the transportation needs along Willow Road and will be dismissed. The Round #2 analyses will focus on the Local Alternatives.
- Q. Glenview wanted to know if there was any support for the roundabout alternatives. If not, could this be dismissed at this time?
- A. Northfield noted that none of the CAG members favored this alternative.
- A. IDOT stated that as a result of the Round #1 analysis, the Regional Alternatives would be dismissed. However, all local alternatives including the roundabout alternative would move forward as part of the Round #2 analysis.

Attendance Roster

Technical Committee Meeting #2

Willow Road Study: Illinois Route 43 to Interstate 94
 June 2, 2011; 8:30 a.m. to 10:30 a.m.
 Glenview Police Department's Community Room, 2500 E. Lake Avenue



	Name (Please Print)	Address	Phone Number	Email Address	Representing	Add to Mailing List?
1	CARL BOVA	1322 ROSAIRE ST. EVANSTON ZIP 60201	(847) 844-5343	carlbova@comcast.net	Self <input type="checkbox"/> Other: VIL. of NORTHFIELD	Yes <input type="checkbox"/> No <input type="checkbox"/>
2	Michael Werthmann	89575 W Hygieis Rd Rosemont Zip 60018	(847) 518-9990	mwerthmann@klozax.com	Self <input type="checkbox"/> " " Other:	Yes <input type="checkbox"/> No <input type="checkbox"/>
3	Lucy Aboula	9575 W. Hygieis Rosemont Zip 60018	(847) 518-9990	labaoula@klozax.com	Self <input type="checkbox"/> Other: " "	Yes <input type="checkbox"/> No <input type="checkbox"/>
4	Stacy Szymanski	361 Wagon Rd Nilesen Zip 60093	(847) 441-3852	sszymanski@northfield.com	Self <input checked="" type="checkbox"/> Other: VIL. ORB	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
5	Paul Kowzior	655 HUGL ROAD MSK Zip 60062	(847) 509-5323	kowzior@northfield.com	Self <input type="checkbox"/> Other: MSK	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
6	TODD HOFFMAN	8176 RIVINGTON CENTRAL PARK ZIP 60012	(847) 459-1260	thoffman@baxwood.com	Self <input type="checkbox"/> BILW Other: (GLENVIEW)	Yes <input type="checkbox"/> No <input type="checkbox"/>
7		Zip	()		Self <input type="checkbox"/> Other:	Yes <input type="checkbox"/> No <input type="checkbox"/>
8		Zip	()		Self <input type="checkbox"/> Other:	Yes <input type="checkbox"/> No <input type="checkbox"/>
9		Zip	()		Self <input type="checkbox"/> Other:	Yes <input type="checkbox"/> No <input type="checkbox"/>
10		Zip	()		Self <input type="checkbox"/> Other:	Yes <input type="checkbox"/> No <input type="checkbox"/>



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	Name (Please Print)	Address	Phone Number	Email Address	Representing	Add to Mailing List?
1	Pete Hamet, IDOT		()		Self <input type="checkbox"/>	Yes <input type="checkbox"/>
		Zip			Other: <input type="checkbox"/>	No <input type="checkbox"/>
2	John Barczek, IDOT		()		Self <input type="checkbox"/>	Yes <input type="checkbox"/>
		Zip			Other: <input type="checkbox"/>	No <input type="checkbox"/>
3	Marie Glynn, consultant to IDOT		()		Self <input type="checkbox"/>	Yes <input type="checkbox"/>
		Zip			Other: <input type="checkbox"/>	No <input type="checkbox"/>
4	Srinikanth Panguluri, consultant to IDOT		()		Self <input type="checkbox"/>	Yes <input type="checkbox"/>
		Zip			Other: <input type="checkbox"/>	No <input type="checkbox"/>
5	Chuck Stenzel, TranSystems		()		Self <input type="checkbox"/>	Yes <input type="checkbox"/>
		Zip			Other: <input type="checkbox"/>	No <input type="checkbox"/>
6	Kathy Meyerford, TranSystems		()		Self <input type="checkbox"/>	Yes <input type="checkbox"/>
		Zip			Other: <input type="checkbox"/>	No <input type="checkbox"/>
7	Matt Smith, TranSystems		()		Self <input type="checkbox"/>	Yes <input type="checkbox"/>
		Zip			Other: <input type="checkbox"/>	No <input type="checkbox"/>
8			()		Self <input type="checkbox"/>	Yes <input type="checkbox"/>
		Zip			Other: <input type="checkbox"/>	No <input type="checkbox"/>
9			()		Self <input type="checkbox"/>	Yes <input type="checkbox"/>
		Zip			Other: <input type="checkbox"/>	No <input type="checkbox"/>
10			()		Self <input type="checkbox"/>	Yes <input type="checkbox"/>
		Zip			Other: <input type="checkbox"/>	No <input type="checkbox"/>

