



## Willow Road Study Summary of CAG Meeting #4 and Public Comment Period

Date: July 15, 2010  
Time: 6:00 p.m. to 8:00 p.m. CAG Meeting  
8:00 p.m. to 9:00 p.m. Public Comment Period  
Place: New Trier High School, Northfield Campus, Room C-234  
Attendance: See Sign-in Sheet at the end of the Meeting Summary

IDOT is conducting planning studies along Willow Road from Waukegan Road (IL 43) to the Edens Expressway (I-94). The intent of the Community Advisory Group (CAG) is to provide a forum for community members to provide input into IDOT's project development process and provide feedback about their transportation needs and community issues throughout the study. IDOT will take this input, along with all of its other work and analysis, to make their planning and design decisions.

At each meeting, topics are discussed with the CAG to solicit ideas and feedback. The meeting topics discussed at CAG Meeting #4 included the crash analysis, introduction of the traffic evaluation, and the revised Problem Statement.

### I. Introduction (Pete Harmet)

#### Audio podcast:

Mr. Harmet stated that the audio portion of the meeting is being recorded and will be posted on the project website. A written meeting summary will also be prepared. Both the podcast and meeting summary will be posted on the website.

#### Room Set Up:

To facilitate CAG input and feedback during the meetings the seating chart has been adjusted. Mr. Harmet encouraged more comments and input from CAG members who haven't spoken during previous meetings.

#### Meeting Format

The format of the meeting was modified to allow a topic to be presented in its entirety before opening the discussion up to CAG comments. After each topic was presented, the CAG was provided an opportunity to ask questions and provide their input to IDOT. Technical discussions were held on the crash and traffic analyses. The public comment portion of the meeting was held at the end of the meeting, as previously done.

#### Post Meeting Comments

IDOT requested that any additional CAG comments on the technical studies be provided to IDOT by August 10, 2010. IDOT offered to meet with any CAG members or communities to have additional discussions regarding the technical analysis prior to the next CAG meetings. Several CAG members requested that the traffic discussion be continued at the next CAG meeting. IDOT said they would take this request into consideration. POST MEETING COMMENT: The technical discussion on the traffic analysis will be continued at the next CAG Meeting to be held on September 15, 2010.

### II. Crash History Analysis

#### Presentation:

- A summary of the draft crash analysis was presented by TranSystems to the CAG. The crash analysis was prepared using the standard methodology IDOT applies on all Phase I studies. A crash summary table was presented showing all crashes in the study area for the three-year study period from 2006 to 2008. A total

of 639 crashes were observed equating to about 17 crashes per month or approximately 1 crash every other day. Crashes involving injuries totaled 115 which equates to about 3 injury crashes per month.

- The most predominant crash type was rear end collisions. These crashes made up 71% of the crashes in the study area.
- Predominant conditions during the crashes were dry conditions, during daylight hours on weekday afternoons.
- A table was presented showing that the percentages of rear end and sideswipe crashes resulting only in fatal, Type A, and Type B<sup>1</sup> injuries exceeds the statewide averages for 4 of the 5 roadway segments on Willow Road. The four segments that crashes exceed the statewide average include urban multilane divided highways (i.e., Willow Road near Waukegan Road), urban two-lane highway (Willow Road near Old Willow Road), urban minor leg stop control (Wagner Road), and urban signalized intersection (intersection of Willow Road at Central Avenue/Happ Road). For the fifth roadway segment, urban freeway six-lanes (Edens Expressway), the percentages of injury crashes were equal to the statewide average.
- Two Type A injury crashes occurred during the study period, one between Wagner Road and Old Willow Road/Northfield Road and the other near the I-94 interchange.
- The highest number of crashes occurred at the Waukegan Road (IL Route 43) intersection.
- A crash rate was developed for each intersection. This is calculated based on the number of crashes divided by the number of vehicles entering the intersection. The Waukegan Road intersection has the highest crash rate of 2.85 crashes per million entering vehicles.
- For the segments between the intersections, crash rates are calculated based upon the traffic volumes, lengths of each segment and number of crashes. The highest crash rates of 5.42 crashes per million vehicle miles and 5.29 crashes per million vehicle miles were observed on Willow Road between Sunset Ridge Road and Old Willow Road and between Wagner Road and Old Willow Road/Northfield Road, respectively. These rates are much higher in comparison to the other segments (rates ranging from 1.13 to 3.32).
- These two high crash rate segments were compared to statewide averages for the severity of the crashes. Type A and Type B crashes occurred in the segment of Willow Road between Wagner Road and Old Willow Road/Northfield Road at rates higher than calculated (or expected) rates for that type of roadway. For the segment of Willow Road between Sunset Ridge Road and Old Willow Road the Type B rates were more than double the calculated rates.
- TranSystems conducted interviews and performed site visits with the school crossing guards at the intersections of Willow Road at Sunset Ridge Road and Willow Road at Wagner Road. The crossing guards relayed to the project team their professional opinions and experiences related to crossing children at these intersections.

In summary:

- 17 crashes per month or approximately 1 crash every other day
- 3 injury crashes per month
- Rear end and sideswipe injury crashes occurred up to 3 times higher than statewide averages for similar roadway types.
- There was a higher percentage than statewide averages for Type A crashes for the segment of Willow Road from Wagner Road to Old Willow/Northfield Road.

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<sup>1</sup> Type A (Incapacitating injury) - Any injury, other than fatal, that prevents the injured person from walking, driving, or normally continuing the activities he/she was capable of performing before the injury occurred. Inclusions: severe lacerations, broken/distorted limbs, skull injuries, chest injuries and abdominal injuries.

Type B (Non-incapacitating injury) - Any injury, other than a fatal or incapacitating injury, that is evident to observers at the scene of the crash. Inclusions: lumps on the head, abrasions, bruises, and minor lacerations.

Type C (Reported, injury not evident) - Any injury reported or claimed that is not listed above. Inclusions: momentary unconsciousness, claims of injuries not evident, limping, complaints of pain, nausea.

- There was a higher percentage of crashes than expected (based on the calculated rates for urban two-lane highways) for Type B crashes for the segments of Willow Road between Sunset Ridge Road to Old Willow Road, and from Wagner Road to Old Willow Road/Northfield Road.
- Weather and lighting conditions were not significant factors.
- Rear end crashes contribute to 71% of the total crashes.

#### CAG Member Discussion

Following are CAG member questions and comments on the crash history analysis.

- A CAG member stated that the analysis is supportive of the current Willow Road configuration in Northfield and the three-lane "shovel-ready" plan previously developed. The member noted that most crashes are occurring where the roadway is six to eight lanes wide, like at the Waukegan Road intersection and the I-94 interchange. Of the 639 crashes reported, 461 (72%) occurred at these two locations. The member concluded that the analysis supports that the current Willow Road configuration is a good, safe road from a crash analysis standpoint, and the "shovel-ready" plan should be implemented. Mr. Harmet responded that the report shows there was an injury crash issue in both the two-lane and four-lane sections.
- A CAG member noted that he relates the high number of eastbound rear end crashes at the intersection of Willow Road and Waukegan Road to the congestion coming into the lane drop east of Waukegan Road before Sunset Ridge Road.
- IDOT noted that many of the crashes at Waukegan Rd were related to the EB to SB right turn. Missing pavement striping was a likely contributor to the crashes at this location. This has since been corrected. This crash location is discussed in the Crash Analysis Report.
- A question was raised by a CAG member regarding the data included in Table 20 of the Draft Crash Analysis of Existing Conditions report and the data presented on slide 12 (Crash Severity – Critical Locations) . The member indicated that their percentage calculations did not match with the numbers presented in Table 20. Mr. Harmet asked that TranSystems review the information and respond back to the CAG member. The CAG members also asked why two different calculations were performed. Mr. Harmet asked TranSystems to provide responses to these questions, and reminded the group that the purpose of the study was to collect the data and make comparisons to statewide statistics.  
POST MEETING CLARIFICATION: After the CAG meeting, TranSystems coordinated with the CAG member to clarify the question and explain the calculations and methodology. A tech memo was prepared by TranSystems to document the response given to the CAG member. This tech memo will be distributed to the CAG for their reference.
- A CAG member asked why information on slides 9 and 10 was not included in the crash report. Mr. Stenzel explained that all of the information shown on the slides is included in the report, but in a slightly different format. Slide 9 was a graphical representation of the information provided in the report Figure 6, Major Crash Types by Intersection or Segment. Slide 10's information is included in Table 23, Summary of Crashes by Intersection or Segment.
- A CAG member asked what roadways were used in the comparisons to the statewide averages. Mr. Harmet explained that IDOT's standard procedure is to use a compilation of all similar roadways within the state of Illinois. The source of the information is the *2009 FHWA HSIP Five Percent Report – State of Illinois*. This report can be viewed here: <http://safety.fhwa.dot.gov/hsip/fivepercent/2009/09il.htm>
- A CAG member asked why crash data hasn't been presented on other similar area roadways like Lake Avenue, Dundee Road, etc. Mr. Harmet said comparisons are made to statewide averages and not specific roadways.
- A CAG member asked why 2009 crash data wasn't considered. Mr. Harmet explained that this data is not available in IDOT's database yet. When available, this data will be amended to the analysis and the crash period will be from 2006-2009.

- A CAG member asked if it's true that the rate of Type A and fatal crashes were far lower on Willow Road than the statewide averages. Mr. Stenzel explained that the segment of Willow Road between Wagner Road and Old Willow Road/Northfield Road exceed the statewide average for Type A crashes. All other segments are below the statewide averages. The information highlighted in the presentation and the analysis focuses on areas with poor safety performance.
- A CAG member asked for additional clarification of the data on Table 4, Total Crashes by Time of Day and Day of Week. Ms. Meyerkord explained that the table demonstrates that the highest percentage of crashes occurred during the weekday peak traffic period.
- A CAG member noted that the report references that crashes occur because drivers follow too closely or fail to reduce speed to avoid crashes. Other portions of the report mention queuing and merging affecting the number of crashes. The CAG member asked how those conclusions were reached. Mr. Stenzel said those conclusions were based on the statements and observations in the police reports.
- A CAG member asked if there were any interpretation problems in the police reports and how were they dealt with. Mr. Stenzel said there were no interpretation problems. If no explanation was given on a police report than TranSystems did not draw any conclusions.
- A CAG member asked if it's fair to conclude that anyone can reach any desired conclusion based on the crash data. Mr. Harmet said the methodology was based on industry standards. This methodology is the same used on the prior Willow Rd study. The information highlighted in the presentation and the analysis focuses on areas with poor safety performance.
- A CAG member asked when a final report will be issued. Mr. Harmet said a final report will be developed after comments are provided. IDOT requested that if CAG members have additional comments, these be provided in writing to IDOT by August 10, 2010.

### III. Existing and Future No-Build Traffic Analysis

#### Presentation:

- The traffic analysis was performed using standard methodology that IDOT applies on all Phase I studies.
- A point of clarification from CAG 3: the 2009 traffic counts were conducted in May prior to the July construction on Willow Road. Traffic counts conducted in May of 2010 were completed while the Old Willow Road bridge project was underway. Therefore, counts for Old Willow Road were not used.
- A graphic showing hourly traffic volumes for Willow Road and Sunset Ridge Drive was discussed. Traffic volumes grow throughout the day with a peak in the afternoon near 5:00 PM. Pedestrian and bicycle information at this intersection was also presented.
- A map summarizing the annual average daily traffic was presented. The volume of vehicles range from 32,000 vehicles per day (vpd) on the west end of the project to 25,000 vpd in the middle section and 30,000 vpd near the interchange with I-94. These volumes are comparable to the existing traffic volumes shown in the prior Willow Road study.
- Measures of Effectiveness (MOEs) were introduced. These include Level of Service (LOS), queue length, and volume to capacity (V/C) ratios.
- A map showing Level of Service results, queue lengths, and volume to capacity ratios for existing traffic within the study area was presented. Four of the six signalized intersections (Waukegan Road, Sunset Ridge Road, Wagner Road, and Happ Road/Central Avenue) operate at Level of Service "E" or "F" in the PM peak hour. Two signalized intersections (Three Lakes Drive and Old Willow Road/Northfield Road) operate at Level of Service "C" or "D" in the PM peak hour. Queue lengths from other intersections back up to the next intersection and affect intersection operation. The segments of Willow Road in the eastbound direction from Waukegan Road to Wagner Road and near the I-94 interchange operate at Level of Service "E" or "F". In the westbound direction the Willow Road segments between the I-94 interchange to Wagner

Road and near Waukegan Road operate at Level of Service "E" or "F". Volume to capacity ratios greater than 1 exist throughout.

- Traffic volumes in 2030 were developed based on a No-build condition. The No-build condition assumes no change to Willow Road but does include other projects called for in the Regional Transportation Plan. These forecasted volumes are developed by the Chicago Metropolitan Agency for Planning (CMAP) through the use of a computer transportation model.  
POST MEETING CLARIFICATION: Information about the Regional Transportation Plan can be accessed on CMAP's website at [www.cmap.illinois.gov](http://www.cmap.illinois.gov).
- CMAP's transportation model is a statistical analysis of human behavior. It is based on information about the transportation networks, household characteristics, travel choices, and employment locations. It uses data from a number of sources including household travel surveys and the U.S. Census and is continuously updated. The model is used to support the regional planning and programming process as well as the air quality conformity process. The CMAP model is used by all agencies in their planning work.
- In the Willow Road study area, based on a No-Build condition, traffic volumes are predicted to increase by 9% to 18% in 2030. This is based on changes in regional development patterns and corresponding changes in travel.
- A map showing Level of Service results, queue lengths, and volume to capacity ratios for 2030 No-build traffic was presented. All of the measures of effectiveness were worse than existing for the 2030 No-build condition. The segment Level of Service between Wagner Road and Sunset Ridge Road in the westbound direction moved from "C" to "D" to "E" to "F". The queue lengths throughout are all longer. Volume to capacity ratios in some places exceeds 2.

In summary:

- For the existing condition there is failing Level of Service "E" or "F" at 4 of the 6 signalized intersections and for over half of the roadway segments.
- There are long queues, and volume to capacity ratios are greater than 1.0.
- In 2030 with a No-build scenario, all of these measures worsen.

#### CAG Member Discussion

Following are CAG member questions and comments on the existing and future no-build traffic analysis.

- Several CAG members stated they did not receive the Draft Traffic Analysis Summary until four business days (July 9, 2010) prior to the CAG meeting and have not had sufficient time to review the data and generate questions and comments for today's CAG meeting. The report was promised a month in advance to allow time for review and that commitment was not met. These members requested a time extension to the next CAG meeting in September to review this report, ask questions of IDOT and TranSystems at that next CAG meeting, and then provide final comments 10 days after that CAG meeting. Mr. Harmet asked the CAG members to provide initial comments by August 10, 2010, and that IDOT will consider their request for additional time. IDOT also offered to meet with individuals, CAG members, or Village Board meetings to provide further opportunity for discussion of the traffic analyses. Several CAG members stated that they only wanted to discuss the technical analyses at CAG meetings and requested that the traffic discussion be continued at the next CAG meeting. One member requested that TranSystems stand before the CAG at a future meeting to be "pressure tested" on their analyses. Mr. Harmet asked the CAG members to provide initial comments by August 10, 2010. IDOT will review comments and also consider continuing the traffic discussion at the next CAG meeting.
- A CAG member asked if hard copies of the report will be provided to the CAG members. Mr. Stenzel stated executive summaries are included in each packet and full copies of the report can be provided to CAG members at their request.
- Some CAG members stated that they believed IDOT to be more concerned about the project schedule than allowing time for reviews, and discussions from the CAG. They indicated that the interactive discussions

held at prior meetings have been very effective. They would like an additional opportunity to publicly discuss the traffic analysis.

- A CAG member suggested adding another CAG meeting in August to allow for more dialogue on the Draft Traffic Analysis Summary. Some CAG members raised objection to the proposal due to vacation schedules and children going back to school.
- A CAG member asked why TranSystems contract calls for four/five lane evaluations and all the data presented tonight is spun toward recommending four/five lanes as the only alternative. A concern was raised on why the TranSystems contract does not include time for a three-lane alternative. The CAG member also indicated that all the data seems spun to suggest that the four/five lane is the only alternative, and the crash data clearly suggests that a four lane facility would be safer. Mr. Harmet clarified that that the crash analysis only demonstrated a need and page 5 of the TranSystems contract states that the Phase I process shall determine the scope of the project. The final decision will be made by IDOT after all technical analyses are complete and input has been provided by this advisory group.
- A CAG member asked if a traffic analysis has been completed for a three-lane project. Mr. Harmet said that a similar analysis was conducted for the previous Willow Road study. Mr. Harmet invited Northfield representatives to make a presentation on their findings for a three-lane plan at the next CAG meeting. Northfield representatives indicated that they would need additional details, as they are not prepared to make a presentation on the three-lane plan at the next CAG meeting.
- A CAG member asked why IDOT cancelled the previous "shovel-ready" plan. Mr. Harmet said that the three-lane plan will be one of the alternatives studied during the alternative analysis portion of the project, and indicated that the three-lane plan is still on the table.

#### IV. Problem Statement

##### Presentation:

- The Problem Statement was presented at the last CAG meeting. Subsequent to the meeting, IDOT received multiple comments on the language.
- IDOT modified the revised Problem Statement submitted by several CAG members. The IDOT modifications included adding the word "commuter" to the second paragraph and modifying the first sentence in the fourth paragraph to "Regional, systemic gaps must be identified as part of the alternatives development process, evaluated, and compared to any local road solutions that are proposed." The change in the fourth paragraph is necessary to make sure the problem statement complies with state and federal planning requirements.
- The revised problem statement was provided to the CAG in advance of the meeting for their review and presented as part of the presentation in track changes format.

##### CAG Member Discussion

Following are CAG member questions and comments on the Problem Statement.

- A CAG member expressed support of the new Problem Statement but asked for two changes. The CAG member suggested adding "appropriate" before the word "commuter" meaning that some commuters would travel other routes if, for example, the Edens Spur interchange with Waukegan Road was completed. The CAG member also suggested changing "compared to" to "incorporated into" in the third paragraph, as regional improvements must be completed before any changes are made to Willow Road. Mr. Harmet stated that the second paragraph describes an existing condition and it is not relevant as to whether the existing commuter is appropriate or not. Regarding the proposed change to the third paragraph, the alternative analysis will consider local and regional alternatives and see how it addresses the transportation

needs on Willow Road. Adding “incorporated” assures both must be done and this may not be the case. The alternative analysis will model regional alternatives and its effect on Willow Road.

- CAG member supported leaving the word “commuter” as is.
- CAG members expressed concerns about the statement in the second paragraph that “these east-west roads are used primarily for residential purposes...” Since the majority of the traffic on Willow Road is not local, they did not believe this statement to be true. The use of the words “primarily” and “residential purposes” were questioned by some CAG members.
- CAG members asked why the Problem Statement moved from focusing on Willow Road to many east-west roads. Some CAG members indicated that the other east-west routes in the region are different noting the land-use characteristics. These CAG members said that to say all east-west roads are residential is inaccurate. A proposed modification by the CAG was to change the sentence to state that the “east-west roads are used for a variety of purposes”.
- CAG members discussed whether or not Willow Road is used mostly for residential purposes.
- A CAG member noted that a key concept is missing in the statement, which is noting that Willow Road is a Strategic Regional Arterial. A CAG member read the Village of Glenview's version. Prior to reading, the member noted that it was not his expectation that the problem statement would be re written, but wanted to express Glenview's opinion of how the Problem Statement could be stated.

*Willow Road is a Strategic Regional Arterial, or SRA, that carries approximately 30,000 vehicles per day and is projected to carry 9% to 18% more vehicles by the year 2030 within the project area between Waukegan Road and the Edens Expressway. Since this segment of the SRA is adjacent to homes, schools, churches, parks, and businesses, it must serve as a multi modal corridor and should safely and efficiently accommodate vehicles, pedestrians, especially school age children, bicyclists and transit users. Solutions for all modes of transportation problems need to be developed ensuring that ample roadway capacity is provided to serve the needs of the SRA while avoiding, minimizing and/or mitigating the impacts to the surrounding environment where feasible.*

- Several CAG members indicated that the “residential purpose” should not be emphasized, especially as related to “these east-west roads”.
- A CAG member noted that the multi modal components of the original Problem Statement have been removed from the new version. The CAG member felt that considerations should be made to include it back into the statement.
- Mr. Harmet stated that the Problem Statement was a collection of stakeholder opinions and indicated that the problem statement seemed to align well with the Phase I process. Mr. Harmet stated that the comments received tonight will be considered.

## V. Recap and Next Meeting

- A CAG member indicated an opposition to keeping a timed agenda, and noted that the meeting was running ahead of the schedule.
- The date for CAG Meeting #5 was discussed. A school event is in conflict with the scheduled date of September 16. TranSystems will coordinate with New Trier High School to determine a potential new date for CAG Meeting #5 and work with IDOT to get it scheduled.  
POST MEETING CLARIFICATION: CAG Meeting #5 is scheduled for Wednesday, September 15<sup>th</sup>. It will be held at the same location.
- This agenda for the next CAG meeting has not been finalized.
- CAG Meeting #6 is scheduled for November 18, 2010.

- Presentation of the three-lane alternative was discussed and if the engineers representing the village of Northfield should conduct the presentation, if IDOT should make the presentation, or if IDOT and the Village of Northfield representatives should do a presentation together.  
POST MEETING CLARIFICATION: The Village of Northfield prefers to have the three-lane alternative discussed at the same time as any other alternatives that are developed and considered as part of this Phase I Study. IDOT agrees with the Village of Northfield's assessment.
- A CAG member asked if we will have a discussion of the Draft Traffic Analysis Summary at the next CAG meeting. Mr. Harmet said the agenda will be updated based on the comments received.
- A CAG member asked about adding a CAG meeting prior to the next scheduled CAG meeting in September. There was limited support from the CAG. A CAG member indicated that additional CAG meetings might be accommodated at a later time, as August has a lot of summer activities planned.
- The meeting adjourned around 8:00 p.m.
- Public comments were taken following adjournment of the CAG meeting, but are included as part of this summary.

## VI. Public Comment Summary following Adjournment of CAG Meeting

The following comments were made during the public comment session that immediately followed CAG Meeting #4. The summary below reflects the general intent of the comments or questions and is not meant to be verbatim. The name and residency of the speaker is listed with the comment.

### Comment 1 (Fred Gougler, Northfield)

Mr. Gougler thanked the CAG and IDOT for their efforts and commitment on this project. He is concerned about safety. He noted that no one has died crossing Willow Road in the past three years. There have been two child fatalities crossing Willow Road to the west of this project. He noted that the speed of traffic on the road and its relationship to safety was not presented, and should be incorporated into future assessments. Mr. Gougler pointed out that the original CSS schedule allocated two meetings to discuss safety and traffic, and requested that CAG members should be provided with enough time to thoroughly review the traffic findings.

### Comment 2 (June O'Donoghue, Northfield)

Ms. O'Donoghue questioned where the traffic used in the analysis was coming from. She asked if the cars originated from Winnetka, Chicago, Highland Park, or elsewhere. She stated that the problems cannot be solved unless you know where the cars are coming from, and IDOT should study this. She stated that Winnetka should not be part of this study, as their area is completely different; at Crow Island Park, there are very narrow lanes with All Way stops where their kids cross; and their village doesn't touch the terminus of the study area. In addition, she indicated that if there is a regional study conducted and the origins of the traffic on Willow Road are not from Winnetka, they should be removed from the study.

### Comment 3 (Jim Dietz, Northfield)

Mr. Dietz lives at 445 Whittier Lane in Northfield. He is a ten-year resident of Northfield, and was a daily road user turning left at Whittier Lane - turning left on Willow Road and turning right at Sunset Ridge Road. He acknowledges that there was congestion, but doesn't feel the traffic issue is that bad on Willow Road and a five-lane road isn't needed. He supports the three-lane plan. He believes that a four lane plan would divide the community, and asked the CAG to consider the life of a child in any future decisions.

### Comment 4 (Brian Cascarano, Glenview)

He supports a four or five-lane solution on Willow Road. The growth of the area will require expansion to accommodate traffic safely. He was involved in a rear-end crash driving eastbound near Sunset Ridge Road in the past, and had his wife and kid in the car at the time of the accident. He indicated that they had no injuries

and cautioned that the merge in this location is very dangerous as the number of lanes drop from six lanes west of Waukegan Road to two lanes entering Northfield. He noted that pedestrian safety is important but also urged the group to consider the safety of drivers.

**Comment 5 (Pat Dietz, Northfield)**

Mrs. Dietz indicated that the benefit of a five-lane section would only save 5 minutes of commuting time. Ms. Dietz asked if this time savings is really worth it and if people cannot sacrifice 5 minutes a day to save a child or anyone crossing a street. She stated you don't live on that street, you don't know that street. She questioned the rush for the drivers, and asked if people are in all that hurry to get from the Edens to Lowes or Target. She asked people to think about it.

**Comment 6 (Charles Shabica, Northfield)**

Mr. Shabica asked about the basis for the increased traffic by 2030. He also asked about the location of the future development and availability of documentation showing this.

Response: The traffic model looks at changes in development, travel patterns, households, etc throughout the region. Regional development is considered in the growth, and was asked to refer to the CMAP's website (<http://www.cmap.illinois.gov>) for documentation regarding the future growth locations.

**Comment 7 (Sue Winett, Glenview)**

Ms. Winett has lived in Glenview almost 42 years near the intersection of Willow Road and Pflingsten Road. She avoids Willow Road due to traffic. They have schools and churches along Willow Road in Glenview with no crash problems. Lake Avenue is a similar road in Glenview to Willow Road in Northfield, with respect to the residential land use. Everyone wants a safe road. People in Northfield are using Willow Road to shop in Glenview or Palatine. A six-lane highway is overkill but a four-lane roadway seems right. Ms. Winett thanked IDOT for adding a left turn lane at the Sunset Ridge Road intersection. Ms. Winett noted that for 40 years this fight has been going on to widen Willow Road. It's time to do something.

**CAG Member Comment**

A CAG member responded to Ms. Winett's comments that two school children were killed at the intersection of Willow Road and Pflingsten Road. Ms. Winett noted that there is no school at that location. The CAG member said something must be done and said the "shovel-ready" plan should be done today.

**Comment 8 (Brian Kozminski, Northfield)**

Mr. Kozminski bought his house near Willow Road in 2005. He was told the road would be widened with an extra lane and that his road would be a cul-de-sac. That plan was cancelled and now it is still being discussed. Northfield is not the reason the plan was stopped. Rear end crashes are the predominant problem and while most of these crashes occurred in the four lane sections, adding a center left-turn lane would solve the problem where people get frustrated when others stop to turn left. Let's stop this craziness.

**CAG Member Comment**

Other CAG members commented that CAG members should not respond to the public comments. The public should be allowed to speak freely without CAG members questioning them or commenting on their statements. It was agreed that CAG members would refrain from making further direct comments to the public.

**Comment 9 (Juli Blunt, Northfield)**

Thanked CAG members for committing their time to this project. She's been hearing about this project for 50 years. She has owned a business here for over 17 years. She questioned the need for this study while a safe solution already exists. She said her questions from the last CAG meeting about school zones on Willow Road have not been answered.

**IDOT Response:**

Mr. Harmet stated that IDOT has been evaluating the school zone question and is anticipating completion of the study prior to the next CAG meeting. Mr. Harmet indicated that it was suggested to address this topic outside of a CAG meeting, but would be included for the next CAG meeting.

**Additional questions from CAG Members**

- What kind of Level of Service target is IDOT looking for? Mr. Harmet said IDOT plans for Level of Service "D" but that is not the only component, and a range of other factors are involved with the alternative analysis. The impacts, benefits, and costs of that Level of Service must be considered. The CAG member indicated that perhaps a LOS target should be A or B with impacts considered.
- What is the typical Level of Service along other typical roadways? Mr. Harmet said the capacity of other roadways has not been analyzed. The CAG member was concerned about the adjacent roadways which may be bottlenecks.
- The Willow Road/Waukegan Road intersection is already at Level of Service "E" or "F" and the Willow Road and I-94 interchange is also at "E" or "F". Will the study look at effects outside of these two areas to the east and west of the study area? Mr. Harmet said that IDOT previously completed a planning study of Willow Road in the 1990's from Waukegan Road to the west near Illinois Route 53. Regional alternatives will be looked at in this study.
- A CAG member stated that in a previous meeting about 2 years ago with Senator Schoenberg, IDOT representative and other municipal representatives, it was stated that a four-lane plan would save drivers 89 seconds between Sunset Ridge Road and the entrance to the Edens Expressway in comparison to the three-lane plan.
- What was the design year for the previous three-lane study and what is the design year for this project? Mr. Harmet said the design year for the previous study was 2012 and that the current study will look at a long term solution. The planning horizon for federal and state requirements is a 20-year period. This project will look to 2030 and eventually be updated to 2040.

**Attendance Roster - CAG Members**

**Community Advisory Group Meeting #4**

Willow Road Study: Illinois Route 43 to Interstate 94  
 July 15, 2010; 6:00 p.m. to 8:00 p.m.  
 New Trier High School, Northfield Campus, Building C, Room 234



	CAG Member	Community	Email Address	Present (Please initial)
1	William J. Baltutis	At Large	bill_baltutis@baxter.com	WJB
2	John Birkinbine	Northfield	jbirkinbine@aiadc.org	JTB
3	Hallie Bodman	Northfield	ahkbod@aol.com	HAB
4	Dan de Loys	Northfield	ddeloys@comcast.net	DdL
5	Rick Filler	Glenview	rfiller@harlemirving.com	
6	Tensley Garris	Northbrook	tensley@northbrookchamber.org	
7	Ted Greene	Northfield	ted@tgreenefamily.com	TG
8	Robert Hayward	Northfield	robert.hayward@kirkland.com	
9	Todd Heller	Northbrook	todd@thellerlaw.com	
10	Steve Hirsch	Northfield	sbhirsch@hotmail.com	SH
11	Kate Katz (Alternate)	Northbrook	Kk2667@aol.com	KMK
12	John Kemper	Northfield	jkemper@mac.com	JK
13	Peggy Kozminski	Northfield	kozpbs@comcast.net	PK
14	Penny Lanphier	Winnetka	lanphieriv@sbcglobal.net	
15	Jeffrey G. Liss	Winnetka	JGLJGL@aol.com	JGL
16	Kathy Miles	Glenview	gcstaff@glenviewchamber.com	KM
17	Tom Murtha (present)	At Large	tmurtha@cmap.illinois.gov	
18	Buggie O'Grady	Northfield	buggieogrady@yahoo.com	
19	Don Owen	Glenview	dowen@glenview.il.us	DO
20	Phoebe Raymond	Northfield	nomedad@mindspring.com	
21	Stacy Sigman	Northfield	ssigman@northfieldil.org	SS
22	Jim Smirles	Glenview	jws9@att.net	JS
23	Stephanie Stuckey	Northbrook	sstuckey@ups.com	
24	Scott Turban	Northfield	scottturban@aim.com	ST
25	Don Whiteman	Northfield	kk9h@earthlink.net	DW

**Attendance Roster - CAG Alternates**

**Community Advisory Group Meeting #4**

Willow Road Study: Illinois Route 43 to Interstate 94  
 July 15, 2010; 6:00 p.m. to 8:00 p.m.  
 New Trier High School, Northfield Campus, Building C, Room 234



	CAG Member	Community	Email Address	Present (Please initial)
1	Melissa Bianucci	Northfield	bianucci@comcast.net	<i>[Signature]</i>
2	Juli Blunt	Northfield	jrb.freshideas@earthlink.net	<i>[Signature]</i>
3	Jack Bodman	Northfield	jpbod@viennabeef.com	
4	Jeff Brady	Glenview	jeffb@glenview.il.us	<i>JB</i>
5	Steve Bucklin	Glenview	sbucklin@glenbrooksecurity.com	
6	Sydney Clark	Northfield	sclark4994@yahoo.com	<i>see</i>
7	Pat Doherty	Northfield	dohertypat@aol.com	
8	Nancy Firfer	Glenview	nancy.l.firfer@cm2020.org	
9	Nancy Garrity	Northbrook	ngarrity@ups.com	<i>NGarrity</i>
10	Becky Hurley	Winnetka	hurley5@comcast.net	<i>Becky Hurley</i>
11	Don Kopec	At Large	dkopec@cmap.illinois.gov	
12	Brian Kozminski	Northfield	bkozminski@lplegal.com	<i>BKK</i>
13	William Lustig	Northfield	blustig@northfieldil.org	
14	Brian Moran	Northfield	bmoran@femorran.com	
15	Patrick O' Donoghue	Northfield	northfieldpat@yahoo.com	<i>[Signature]</i>
16	Sean O'Grady	Northfield	sogrady@northshore.org	
17	Anne Peterson	Northfield	apeterson70@comcast.net	
18	Kate Rekett	Northfield	kate@sutherlandhomes.com	<i>[Signature]</i>
19	Charles Shabica	Northfield	cshabica@comcast.net	<i>[Signature]</i>
20	Theresa Snyder	Northfield	theresasnyder14@gmail.com	
21	<i>Joel Kliggeman</i>	<i>Northbrook</i>	<i>JKliggeman@comcast.net</i>	<i>[Signature]</i>
22	Linda Vieth	Northfield	vieth@sunsetridge29.net	<i>[Signature]</i>
23	<i>L</i>			
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**Attendance Roster - Project Team Members**

**Community Advisory Group Meeting #4**

Willow Road Study: Illinois Route 43 to Interstate 94  
 July 15, 2010; 6:00 p.m. to 8:00 p.m.  
 New Trier High School, Northfield Campus, Building C, Room 234



	Project Team Member	Community	Email Address	Present (Please initial)
1	Pete Harmet	IDOT	Pete.Harmet@illinois.gov	X
2	John Baczek	IDOT	John.Baczek@illinois.gov	X
3	Marie Glynn	IDOT	Marie.Glynn@illinois.gov	X
4	Srikanth Panguluri	IDOT	Srinkanth.Panguluri@illinois.gov	X
5	Chuck Stenzel	TranSystems	cjstenzel@transystems.com	X
6	Grace Dysico	TranSystems	gldysico@transystems.com	X
7	Kathy Meyerkord	TranSystems	kmmeyerkord@transystems.com	X
8	Matt Smith	TranSystems	mjsmith@transystems.com	X
9	Wayne Miczek	TranSystems	wrmiczek@transystems.com	X
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