

SUBMITTED INFORMATION

Name: frank battaglia

EMAIL: [REDACTED]

Subject: Comment About Project

Address:

Comment: As presently configured, the stretch of Willow road that presently runs through Northfield creates the conditions that invariably lead to accidents. These are, among others, inattention, impatience, and frustration. When traffic backs up or comes to a standstill drivers either become distracted, reaching for their cell phones, shopping list, or what have you, or become impatient, frustrated and angry. In any of these situations the person behind the wheel is not apt to be making the best judgement calls. Though many of the residents of Northfield refuse to believe it, their children and all other pedestrians would be a lot safer if the road was four lanes wide and traffic was allowed to move as freely (though not as quickly) as possible. The argument that widening Willow to four lanes would only encourage more traffic to use it is misguided at best. As long as the Edens on the east, and 294 on the west offer an entry and exit drivers will find it is the most convenient route to use. Let's face it, the alternatives- Lake street and Dundee road are too far away for those who presently choose Willow. If the congestion drivers presently experience hasn't discouraged them from choosing Willow, then it is obvious that THEY WILL NOT BE DISCOURAGED. Northfield needs to accept this reality and plan as to how best improve traffic flow and alleviate the conditions that put pedestrians in harms way. It would appear that the residents of Northfield (or at least the most vociferous ones) have come to embrace the three lane plan. Whether these people are from the small government school, slower is safer school, or our community is losing it's character school they need to accept the fact that this problem is not going away. Yes, it is unfortunate that 15 or so houses along the stretch of road in question will suffer some infringement; it is in the interest of child safety that they are making this contribution. I suggest to the residents of Northfield that they sit down with the State of Illinois and make a deal that will put and end to the wasting of funds and time on both sides of the question. Specify a pedestrian underpass at the Wagner road corner, To the east, put a pedestrian activated light as to allow crossing from the park's field house to the playing fields. If it's determined that access to Old Willow necessitates a traffic light(though I don't think traffic density requires it) then so be it. Continued intransigence is not making their children safer, air quality any better, or the time spent in their vehicles any shorter. NORTHFIELD RESIDENTS..... one last thing. Any village official who simultaneously argues in favor of keeping Willow a choke point and encourages the construction of a Mc Donalds at the site of the former BP gas station is a hypocrite of the highset rank and should be recalled as soon as possible or voted out of office at your earliest convenience.

Submit: Submit

[REDACTED]

SUBMITTED INFORMATION

Name: Alan Buchman

EMAIL: [REDACTED]

Subject: Comment About Project

Address:

Comment: I have not spoken out on this issue before, but I am very concerned that our officials say they represent the concerns of Northfield when I think they do not. I do not know a single individual that opposes the widening of Willow into a 4 lane road with the exception of government officials. I am concerned hundreds of thousands of dollars of tax payer money from both the village and the school district have been spent on fighting the project rather than for our children and village needs. With regard to the latter, Winnetka Rd is in desperate need of reconstruction, especially given the added traffic it incurs because of tie ups on Willow. I also wonder just how many of the people with signs posted "my children cross Willow" even have children of school age. I thought graft and corruption and deceit occurred only south of us. Two people were just killed on this road. It would be far safer as a 4 lane road, with a medial strip refuge. In addition, at 3 selected places, tunnels can be constructed under a new Willow. Our officials don't want to admit this because they don't want to lose a fight. That much more important to them than representing Northfield. If they claim to represent Northfield, then why not hold a referendum to determine what the population actually wants? The current situation is bad for Northfield residents, just like their Winnetka counterparts. From what I read in the newspaper, the Northfield officials, at least one, don't even allow anyone else to speak.

Submit: Submit

[REDACTED]

SUBMITTED INFORMATION

Name: Brian Cascarano

EMAIL: [REDACTED]

Subject: Comment About Project

Address:

Comment: It appears that Westbrook Elementary School in Glenview is closer to busy Lake Street than Sunset Ridge School is to Willow Road. Yet, the Northfield school's proximity to the road is commonly used to demonstrate the risks of a busier Willow Road. In fact, cumulatively, there are thousands more students at schools in Glenview who are closer to Lake Street than students at schools in Northfield. Increasing traffic through Glenview on Lake Street as an alternative to expanding Willow seems illogical. Lake Street is a residential street with a church, park, high school, elementary schools, baseball fields and community pool within 100 feet of it. It has already been widened to capacity, and suffers overflow traffic from Northfield because of merge lane bottlenecks on Willow Road. I see the Illinois Department of Transportation (IDOT) as the failure in the Willow Road discussion. If Willow Road is a state funded, regional arterial road, why is IDOT considering adding traffic to other area roads as a CAG alternative to widening Willow Road through Northfield? Why is the safety of school children in Northfield more important than Glenview's children? And why must Glenview residents bear the burden of increased traffic when our state taxes fund a bottle necked Willow Road? It's time to expand Willow Road to five lanes.

Submit: Submit

[REDACTED]

SUBMITTED INFORMATION

Name: Bette Dupuis

EMAIL: [REDACTED]

Subject: Comment About Project

Address:

Comment: Support widening of Willow Road!

Submit: Submit

[REDACTED]

SUBMITTED INFORMATION

Name: Luca Favaro

EMAIL: [REDACTED]

Subject: Comment About Project

Address:

Comment: I really think Willow rd should be widened. The bottleneck at Sunset creates unacceptable lines during high traffic.

Submit: Submit

[REDACTED]

SUBMITTED INFORMATION

Name: Ken

EMAIL: [REDACTED]

Subject: Website

Address:

Comment: I favor widening Willow rd. and I do not believe that it will present a hazzard to the surrounding neighborhood. The traffic is already quite congested during rush periods. I believe the key to safety is the speed limit and not the number of lanes. I'd rather see four lanes at 30 mph than two lanes at the present 35 mph.

Submit: Submit

[REDACTED]

SUBMITTED INFORMATION

Name: Sharon Greenburg

EMAIL: [REDACTED]

Subject: Comment About Project

Address:

Comment: I live in Wilmette and have often been stuck in traffic along with other commuters in the Northfield stretch of Willow Road waiting for someone to turn left. When Lake was under construction this was especially frustrating since there was no good alternative. Willow Road is a major east-west artery connecting the tollway and Edens Expressway. We have new shopping areas in Glenview and Northbrook. We need a four-lane road to handle the traffic. While no community welcomes more traffic, it is not fair to neighboring communities for a suburb to not bear its share. We near Lake Avenue have had much more traffic in recent years. I favor a 4-lane Willow Road with whatever measures are necessary to insure a safe crossing at schools.

Submit: Submit

[REDACTED]

Willow Road Study Public Meeting #2

Comment Form

We invite you to submit comments about the project at the public meeting or by mail to the address on back. You may also submit input through the project website at: www.willowroadfuture.org

Comments are welcome at any time, but to be included in the Public Meeting #2 record, comments must be received by May 31, 2011.

Widen the road. Use your power of eminent domain and widen Willow to 4 lanes. Lake county has used the power of eminent domain for ~~these~~ ~~uses~~ lower problems. Please open up the road for the thousands of users. The ~~road~~ residents won't like it but they moved there in the first place by a very busy road.

This debate has gone on too long and the Village of Northfield has stalled long enough. The needs of the many over-power the wants of the few who chose to live near a busy street.

Option #3!

Name:

John Gridley

Address:

[REDACTED]

City/State/Zip:

Wilmette IL

Phone:

[REDACTED]

E-mail:

Add to Mailing List

Yes

No

(over please)

1 KATIE HACKBARTH

2 [REDACTED]
3 Glencoe, Illinois
4

5 I'm confused on having talked to IDOT,
6 because like I'm looking at Alternate 2 and 2A, and
7 then I ask them, in another plan it says pedestrian
8 refuge. Well, we're not that far. And then the
9 next one, well, yes, but those are put in there. I
10 find that very confusing. So I prefer the 2A and
11 2. Those would be my alternatives.

12 I feel strongly that -- that it is
13 commercial and work interests that are trying to
14 destroy nice little Northfield. The Glen that was
15 built recently has four lanes for their commercial
16 area, and then they have two lanes on what they
17 call their residential. They have a lot more space
18 on either side. That's a new community that chose
19 to cut themselves off and not allow people to go
20 four lanes to get over to Lake. So I think it's
21 commercial interests that are working on
22 Northfield.

23 The fact that Willow Road used to be a
24 toll and no longer is a toll, it hasn't been for

1 quite a while, coming off of 294, they put in an
2 excessively nice exit there, so this is definitely
3 commercial interests. Northfield as a town should
4 not be broken up by this commercial interest. They
5 should use Dundee and Lake, both of which have four
6 lanes from Edens to the tollway. They're already
7 there, already have commercial areas along those,
8 and they should spend the money on building access
9 to the toll road at those places, also at Edens
10 spur, possibly. And I cannot emphasize Willow Road
11 as a cut-through to Edens. We have other already
12 existing four-lane access.

13 And I think the original plan, if they had
14 done that to Northfield, it would have been done,
15 we would not have had all this confusion, everybody
16 spent a lot of money arguing over this, it's a
17 shame they didn't do the '05 plan back in '05. I
18 think it's just become a political thing now for
19 the poor town of Northfield. And that's basically
20 my feeling on that.

21
22
23
24

SUBMITTED INFORMATION

Name: Amy Iverson Aralis

EMAIL: [REDACTED]

Subject: Comment About Project

Address:

Comment: Please widen Willow Road. Traffic around this area is horrible. I don't know any parents in Northfield that let their children cross Willow without an adult any way 2 or 4 lanes is not going to change that. Most of those parents drive their kids to school also making the traffic worse. willow is a main road not a side street.

Submit: Submit

[REDACTED]

SUBMITTED INFORMATION

Name: Ralph Jassen

EMAIL: [REDACTED]

Subject: Comment About Project

Address:

Comment: How many more years can you study this?? The few hundreds of people in Northfield are against widening and tens of thousands need it widened. As it stands now it is very unsafe, especially in e=wet weather!

Submit: Submit

[REDACTED]

SUBMITTED INFORMATION

Name: John Jones

EMAIL: [REDACTED]

Subject: Comment About Project

Address: [REDACTED], IL 60712

Comment: Just a few years ago, Willow Festival shopping center opened at the borders of Glenview, Northbrook, and Northfield. More interestingly, however, is the ice rink that was built close by. Although built in Northbrook, it was meant to primarily serve as a rink for New Trier Township events. Northfield students generally attend New Trier, and this rink has been a reason for increased traffic along the Willow corridor. It is irresponsible for the Northfield community to clog up not only this traffic corridor, but also these proceedings.

Submit: Submit

[REDACTED]

SUBMITTED INFORMATION

Name: Jim King

EMAIL: [REDACTED]

Subject: Comment About Project

Address:

Comment: I have been a resident of New Trier Township for 35 years and have followed the expansion of Willow road for the last decade. Everyone has know that Willow will be expanded so it should not be a surprise to anyone. The time for a decision is here and I request that the road be widened in a safe manner and stop all the endless and costly public meeting. Jim King

Submit: Submit

[REDACTED]

SUBMITTED INFORMATION

Name: Muriel Lazar

EMAIL: [REDACTED]

Subject: Comment About Project

Address:

Comment: We have lived here for 25 years. This project was supposed to be done 20 years ago. Northfield grapped the4 Kraft land breaking an agreemet with Northbrook and Glenview. Then they have blocked easing traffic for the rest of us. That section should be 4 lanes.

Submit: Submit

[REDACTED]



League of Illinois Bicyclists



2550 Cheshire Dr., Aurora, IL 60504
www.BikeLiB.org, 630-978-0583, lib@bikelib.org

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Chicago

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Champaign

May 31, 2011

Mr. John Baczek

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

Dear Mr. Baczek,

We are writing to provide input on the Context Sensitive Solutions process underway for Willow Road, between IL43 and I-94. Much work has already been done during the CSS process to identify the range of travel needs on this section of roadway, such as school children needing safe places to cross, residents wishing to use walking or cycling for errands, and commuters passing through town.

LIB's position is that roadways should be designed to safely accommodate cyclists and pedestrians, whether they are travelling along or across the corridor. This is consistent with FHWA guidance and Illinois' Complete Streets law, particularly in urbanized areas. If needed this summer, LIB can provide more extensive comments and feedback from local users about why and how this section of Willow Road should be designed as a Complete Street, similar to the responses we do for IDOT's bicycle planning requests.

In the meantime, we would like to propose a change to the Project Problem Statement as part of the public comment period ending May 31, 2011 for the May 16, 2011 meeting.

We are concerned by the omission of cyclists and transit users in the Problem Statement, as it evolved from April, 2010 to August, 2010. The first version (excerpted below) included cyclists and transit users, but they were not included in the July version. The August version (also excerpted below) omits those modes as well. Please see our suggested edits to the August version.

April 2010 Draft Problem Statement (excerpt)

These land uses support Willow Road as a multi-modal corridor, which must safely and efficiently accommodate pedestrians (especially school-age children), bicyclists, transit users, and vehicular traffic. In addition, local and regional solutions to improve mobility should be explored. Solutions for all modes of

transportation problems need to be developed, while avoiding, minimizing, and mitigating impacts to the surrounding environment.

August 2010 Draft Problem Statement:

Regional, systemic gaps must be identified as part of the alternatives development process, evaluated, and compared to any local road solutions that are proposed. Any solution must be ~~safe for~~ safely accommodate travel along and across Willow Road for pedestrians (particularly school children), cyclists, transit users, and motorists, ~~;~~ preserve the character of the surrounding environment, ~~;~~ and be cost effective for taxpayers.

Recommendations: To “complete” a street of this character, improvements can take many forms, such as a sidewalk on one side and a sidepath on the other, or sidewalks on both sides with on-street bicycle accommodations, such as bike lanes, shoulders, or 14’ wide outside curb lanes (least preferred). Intersection strategies include high visibility crosswalks, median refuge islands (**including unsignalized crossings such as Dickens to provide access to Willow Park**), pork chop islands, midblock crossings, bicycle signal actuation and pedestrian count down signals. Lowering the design speed is another option.

In surveys of our members, improving the bikability of roadways consistently emerges as a top priority, even over trail development. *A variety* of strategies are available to accommodate cycling and walking in a way that recognizes the context of the roadway. Regardless of the strategies used, we hope you agree that future work along Willow Road should improve conditions for cycling and walking.

We thank IDOT for coordinating public input on this project.

Sincerely,
Gin Kilgore, Program Manager
Ed Barsotti, Executive Director

SUBMITTED INFORMATION

Name: Gin Kilgore (League of Illinois Bicyclists)

EMAIL: [REDACTED]

Subject: Comment About Project

Address:

Comment: We are writing to provide input on the Context Sensitive Solutions process underway for Willow Road, between IL43 and I-94. Much work has already been done during the CSS process to identify the range of travel needs on this section of roadway, such as school children needing safe places to cross, residents wishing to use walking or cycling for errands, and commuters passing through town. LIB's position is that roadways should be designed to safely accommodate cyclists and pedestrians, whether they are traveling along or across the corridor. This is consistent with FHWA guidance and Illinois' Complete Streets law, particularly in urbanized areas. If needed this summer, LIB can provide more extensive comments and feedback from local users about why and how this section of Willow Road should be designed as a Complete Street, similar to the responses we do for IDOT's bicycle planning requests. In the meantime, we would like to propose a change to the Project Problem Statement as part of the public comment period ending May 31, 2011 for the May 16, 2011 meeting. We are concerned by the omission of cyclists and transit users in the Problem Statement, as it evolved from April, 2010 to August, 2010. The first version (excerpted below) included cyclists and transit users, but they were not included in the July version. The August version (also excerpted below) omits those modes as well. Please see our suggested edits to the August version. April 2010 Draft Problem Statement (excerpt) These land uses support Willow Road as a multi-modal corridor, which must safely and efficiently accommodate pedestrians (especially school-age children), bicyclists, transit users, and vehicular traffic. In addition, local and regional solutions to improve mobility should be explored. Solutions for all modes of transportation problems need to be developed, while avoiding, minimizing, and mitigating impacts to the surrounding environment. August 2010 Draft Problem Statement: Regional, systemic gaps must be identified as part of the alternatives development process, evaluated, and compared to any local road solutions that are proposed. Any solution must safely accommodate travel along and across Willow Road for pedestrians (particularly school children), cyclists, transit users, and motorists; preserve the character of the surrounding environment; and be cost effective for taxpayers. Recommendations: To "complete" a street of this character, improvements can take many forms, such as a sidewalk on one side and a sidepath on the other, or sidewalks on both sides with on-street bicycle accommodations, such as bike lanes, shoulders, or 14' wide outside curb lanes (least preferred). Intersection strategies include high visibility crosswalks, median refuge islands (including at unsignalized crossings such as Dickens to provide access to Willow Park), pork chop islands, midblock crossings, bicycle signal actuation and pedestrian count down signals. Lowering the design speed is another option. In surveys of our members, improving the bikability of roadways consistently emerges as a top priority, even over trail development. A variety of strategies are available to accommodate cycling and walking in a way that recognizes the context of the roadway. Regardless of the strategies used, we hope you agree that future work along Willow Road should improve conditions for cycling and walking. We thank IDOT for coordinating public input on this project. Sincerely, Gin Kilgore, Program Manager Ed Barsotti, Executive Director

Submit: Submit

[REDACTED]

SUBMITTED INFORMATION

Name: Jan Leahy

EMAIL: [REDACTED]

Subject: Website

Address:

Comment: I avoid Willow Road at all costs taking other, and more residential streets for my east west route, adding traffic to roads that are not prepared for it and to neighborhoods that are much closer to the traffic. Wident Willow Road to four lanes and stop holding up traffic and being a bottleneck for the entire area. The turn lanes added did not make much of an impact and if three lanes are a waist of taxpayers money when 4 lanes are wanted. Anywhere that you have four lanes merge into 2 traffic will become congested.

Submit: Submit

[REDACTED]

SUBMITTED INFORMATION

Name: Judy Lynch

EMAIL: [REDACTED]

Subject: Comment About Project

Address:

Comment: Willow Road must be widened. I one lane traffic from Sunset Ridge Rd thru Northfield is dangerous for walkers and drivers.

Submit: Submit

[REDACTED]

SUBMITTED INFORMATION

Name: Judy and Tom Morrison

EMAIL: [REDACTED]

Subject: Website

Address:

Comment: Willow Rd. must be widened to accommodate the very heavy traffic in the area. Willow has access to both Edens Hwy and Tollway 294, and it makes no sense to have Willow Rd narrow to two lanes.

Submit: Submit

[REDACTED]

SUBMITTED INFORMATION

Name: James Neaylon

EMAIL: [REDACTED]

Subject: Website

Address [REDACTED] Arlington Hts., IL

Comment: I am a citizen of Arlington Heights and travel along this stretch of Willow Road frequently including rush hour. While I strongly agree with the need to improve Willow Road for the sake of efficiency and safety I am strongly opposed to the 4 lane proposals being recommended. As a tax payer to the state it concerns me greatly that even in these difficult economic times and state tax hikes when we should be doing our part in belt tightening that some public officials are giving serious consideration to throwing +30 million solution at a problem that could potentially be solved by a 7 million dollar 3 lane solution. That is tens of million of dollars that could go to very needed public transportation improvements in the region which are seriously under funded in this state. The haste to make it an expensive four lane solution when the three lane alternative is meant to be expandable to four lane also makes a 4 lane solution an even more inexcusable waste of tax dollars. All for potentially a very negligible benefit and perhaps even a detrimental one from a safety and environmental perspective. If the desired efficiency is still not deemed adequate in 10 or 15 years down the line then let us revisit the issue until then lets all do our part locally about how we can stop budget boondoggles close to home. It isn't only bridges to nowhere in Alaska which needlessly wreck out budget when more economical solutions are to be had.

Submit: Submit

[REDACTED]

SUBMITTED INFORMATION

Name: Linda Neaylon

EMAIL: [REDACTED]

Subject: Website

Address:

Comment: My name is Linda Neaylon and I live in Arlington Heights. I frequently travel on this 1 mile stretch of road to visit friends and family. Based on what I am looking at on this website with regard to progress that has been made, this CAG study continues to be an unforgiveable waste of IL taxpayer dollars. The 2005 3-lane (2 lane with a median) was deemed to be a workable solution years ago by the people that actually live in Northfield and it should be implemented immediately. It is a shovel ready, cost efficient project and would create IL jobs immediately not 4 years from now. I don't care if it is a strategic regional artery or not, what is going on here with larger communities jamming a 5 lane highway down the middle of a small town is something we used to refer to on the playground as bullying.

Submit: Submit

[REDACTED]

SUBMITTED INFORMATION

Name: Mr. & Mrs T. Sanger

EMAIL: [REDACTED]

Subject: Comment About Project

Address:

Comment: We see a long overdue need to expand Willow Rd thru Northfield. There is traffic backup o that portion of Willow all day long - this is a hazard and creates additional traffic on adjoining East-West roads. There is no reason for this to continue.
Thomas and Judith Sanger

Submit: Submit

[REDACTED]

SUBMITTED INFORMATION

Name: mary schaeffer

EMAIL: [REDACTED]

Subject: Website

Address:

Comment: I have lived in the glenview/Northfield area for over 30 years and watched the areas change. The fight over willow road has gone on almost that long. I find it absurd that one community can hold an entire area hostage by fighting the widening of willow road. Other communities have moved ahead with the times to ease congestion and traffic flows. People, Children and schools were involved during the Lake street widening and Glenview has managed to make it work. Four lanes can work and it should be done. Willow road is one of a few east west connections between 2 major highways. People need to use this access but are made to endure horrible traffic and long waits. Surrounding neighborhoods have been used as cut through streets for people trying to avoid the congestions. This also puts children and neighborhoods at risk. Widening Willow can and should be done. Please move forward on this project as it should be

Submit: Submit

[REDACTED]

SUBMITTED INFORMATION

Name: ellen strauss

EMAIL: [REDACTED]

Subject: Comment About Project

Address: [REDACTED]

Comment: I am completely against the widening of Willow Rd.

Submit: Submit

[REDACTED]

SUBMITTED INFORMATION

Name: Adele Sturgis

EMAIL: [REDACTED]

Subject: Comment About Project

Address:

Comment: While I understand Northfield's opposition to widening Willow Road, it simply isn't right for the State to allow continuation of this bottleneck on one of its roads. A four-lane road with a curbed median seems to be the safest, most practical improvement. If Northfield prefers to close off some its streets, they should be able to make that choice. Sidewalks or multi-modal sidepaths and landscaping which the Village finds acceptable should be provided. Fencing should also be considered. The State should also provide detention appropriate to the new impervious coverage being added. The State has made every effort to study potential improvements and the time has come to implement a plan which diminishes traffic delays, reduces gas consumption and pollution, and respects the time of drivers from all communities without compromising their safety. Willow Road will still function poorly, but a four-lane solution will be an improvement over its present condition. Northfield seeks modernization and functional improvements of all other facilities in its community, and Willow Road should be no exception. Please move this forward and stop wasting taxpayer money on further endless discussions. Enough is enough.

Submit: Submit

[REDACTED]



May 25, 2011

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Illinois Department of Transportation
Bureau of Programming
201 West Center Court
Schaumburg, IL 60196-1096

Mr. Baczek,

The TMA of Lake Cook is a business association whose mission is to improve employees' commute to work in Cook and Lake Counties. Our executive Director, William Baltutis, is a member of the Willow Road Citizens Advisory Group (CAG), and has attended all the CAG committee meetings. We are writing to provide our comments on the most recent, May 16, Public Meeting sponsored by the Illinois Department of Transportation (IDOT).

We commend IDOT for providing a thorough preliminary project needs analysis in the Willow Road corridor, including the study of mobility, safety, facility condition, and design. Willow Road is highly traveled with current ADT at 25,000 vehicles daily. If the roadway is unchanged, traffic is forecasted to increase to 30,000 vehicles daily. While there have been discussions on the validity of the forecasting procedure, several of the key intersections are failing (level of service F) under existing conditions, and delays will increase in the future. Your report clearly demonstrates this situation at two intersections, Willow/Sunset Ridge and Willow/ Wagner. Two other intersections rate level of service E, but would fail in the 2030 no build alternative. Safety is a very important issue especially pedestrian safety of schoolchildren and others who access the nearby parks. I was very impressed by the CAG group field review in April, which included a walking tour of the corridor. Finally, according to the study's findings, the road condition and design need significant upgrading. There is additional detailed analysis to be completed, but to date the study has identified the most important key issues.

We think IDOT did an excellent, detailed, and professional job in evaluating over 19 local and regional alternatives as part of the study. Using the suggestions of CAG members and others, this analysis provided an in depth analysis of various "what if" local and regional improvements. It provided a quantitative analysis of the estimated costs, mobility impacts, level of service, queue levels, and flaw analysis including potential displacements and property acquisitions. We agree, the basic conclusion shows the local alternatives performed better.

We hope IDOT moves quickly through the remaining elements of study, narrowing down the local alternatives, to a preferred design with the same thoroughness that has been shown in the study to date, with plan completion in winter 2011.

A handwritten signature in cursive script that reads 'William J. Baltutis'.

William J Baltutis
Executive Director
TMA Lake Cook

A TRANSPORTATION MANAGEMENT ASSOCIATION SERVING COOK AND LAKE COUNTY

SUBMITTED INFORMATION

Name: Will Turner

EMAIL: [REDACTED]

Subject: Comment About Project

Address:

Comment: Ladies and Gentlemen, The analyses provided do not properly account for the existing character of the areas surrounding the various alternatives. The adverse impact to the community of expanding an existing two-lane road is greater than the impact of providing another intersection for access to an existing 4-lane road. This impact cannot be measured in waiting times or traffic throughput. Respectfully, Will Turner

Submit: Submit

[REDACTED]

SUBMITTED INFORMATION

Name: L Weber

EMAIL: [REDACTED]

Subject: Website

Address:

Comment: This road needs to be widened with a shoulder. I was almost killed trying to ride my bicycle.

Submit: Submit

[REDACTED]

SUBMITTED INFORMATION

Name: Marilyn Woodrow

EMAIL: [REDACTED]

Subject: Comment About Project

Address:

Comment: Please consider this an urgent and sincere plea that you widden Willow Road to 4 lanes all the way through. Thank You

Submit: Submit

[REDACTED]

SUBMITTED INFORMATION

Name:

EMAIL:

Subject: Comment About Project

Address:

Comment: seems like until now, nothing has been accomplished but excessive rhetoric and lip service from all sides. The vast majority of motorists who utilize Willow Rd would agree that widening is the only option. This undertaking would certainly not destroy Northfield's pristine appearance. Isn't the state of Illinois/IDOT mightier than the little village of Northfield?

Submit: Submit

[REDACTED]

Willow Road Study Public Meeting #2

Comment Form

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Comments are welcome at any time, but to be included in the Public Meeting #2 record, comments must be received by May 31, 2011.

WHEN THE NEXT PLAN IS APPROVED - THE
OUTCOME WILL BE ANOTHER STUDY - THE
MONEY TREE WILL BE PICKED AGAIN. THEN
THE NEW PLAN WILL BE PRESENTED AND
ANOTHER STUDY WILL BE APPROVED. ETC. ETC.
THE MONEY PEOPLE IN N.F WILL KEEP FUNDING
ALL THE DELAYS BECAUSE THEY ARE CONNECTED
AND WANT THEIR OWN LITTLE KINGDOM —

Name: _____

Address: _____

City/State/Zip: _____

Phone: _____

E-mail: _____

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