

**Willow Road Study**  
**Public Comment Summary**  
**CAG Meeting #1**  
**November 5, 2009**



The following summary of comments made at CAG Meeting #1 reflects the general intent of the comment or question and is not meant to be verbatim. When the residency of the speaker was known, it is listed with the comment.

**Comment 1** (Northfield)

Resident was displeased with the overall process and meaningfulness of another study. He wanted an opportunity to state what he referred to as the "facts" as noted below:

- Communities agreed to deal with IDOT on their own.
- Metropolitan Water Reclamation District may need to come to the table due to possible increases in impervious areas and drainage.
- State Representative is not in attendance. It would be helpful if he were in attendance.
- Should open up East Lake Avenue to provide more traffic flow.
- Lakota Study was successful.
- He noted that approximately 10 years ago a young boy died at the Willow Road and Pfingsten Road intersection.
- Justice delayed is justice denied.
- Dog wagged by the stick
- You threw a stone in a pond. Be clear that the ripple will flow to you.

**Comment 2** (Northfield)

Resident first asked if residents from Glenview and Northfield were present. A number of audience members noted that they were from these communities by raising their hands.

The resident then stated that since there is no school bus service in Northfield, safety of children crossing road should be the primary consideration. They then stated that a Glenview official has suggested that there are opportunities to provide safe passage to school children along major roads.

Finally, they noted that a floodplain zone is located where the underpass was proposed in the Lakota study.

**Comment 3** (Glenview)

There has been no mention regarding the safety of Glenview kids that go to school on Willow Road. The children in other communities have the right to safe passage also. Consideration should be given to the traffic that results on East Lake Avenue due to the bottleneck on Willow Road. Safety of the neighborhood kids in Glenview and neighboring school kids should also be considered. All the traffic is being borne by the citizens of the neighboring communities. Safety of Glenview and neighboring communities are important too.

**Comment 4** (Northfield)

Glenview created their own problems by creating The Glen. The development added 4,000 residents and 4,000 jobs.

**Comment 5** (?)

This is an open-ended problem which will not be addressed by adding lanes. There is an insatiable need to travel greater distances. Sometimes there are unwise choices made by drivers to divert to other roads that could get them to their destination faster.

**Comment 6** (Glenview resident, works in Northfield)

Willow Road is a Strategic Regional Arterial route which means that long before The Glen, it was determined by the State of Illinois that Willow Road would be a major arterial. Northfield cut a deal to break away from the SRA plan and everybody has been paying the price. Northfield is not a self contained island. We all need to work together to share services including roadways.

**Comment 7** (Northfield)

There was an agreement made to have a 3-lane roadway. A deal was struck and it was taken away. We do not want to have a Northfield and a Southfield. We are already separated by a highway.

**Comment 8** (Northfield)

Resident recalled a 1971 fatality at the Sunset Ridge and Willow Road intersection – a young girl. One fatality is too many. Three lanes work. The 3-lane roadway was determined to be the safest option. We shouldn't wait 8 years for this improvement.

**Comment 9** (Northfield)

Northfield supports widening road to 3-lanes. You could tweak the changes now to improve spot locations that are not working instead of being back at the drawing board. We all seem to be arguing but agreeing about the same things (safety).

**Comment 10** (Northfield)

Question: What is consensus?

Response: Mr. Peter Harmet (IDOT Bureau Chief) reiterated the definition.

Question: What is different this time compared to the previous study completed for Willow Road (*Willow Road Context Sensitive Enhancement Plan - Lakota Study*)?

Response: Mr. Harmet noted that IDOT was not included during the previous study.

Question: Who can influence the final decision for this process?

Response: The Federal Highway Administration reviews and signs off on all proposed improvement plans.

**Comment 11** (?)

Question: How is funding established?

Response: Mr. Harmet responded that the Governor and the General Assembly ultimately determine the funding.

**Comment 12** (Northfield)

Resident commented that the white blocks of paper and the bullets under them (*from Exercise 1B – Transportation Needs*) are very helpful in identifying a broad range of safety issues. In 2003 to 2005 the group came up with the same comments and concerns. It is good to see progress in the same direction.

Resident also read a quote from a letter sent to the resident by Beth Coulson, Illinois House Representative for Glenview and Northfield, "Thank you for your letter. As you know I have fought for local control of this issue and will continue to do so."

**Comment 13** (Northfield)

The resident commented on the CAG process. He questioned if a study would be done related to origin and destinations for traffic on Willow Road.

**Comment 14** (Glenview)

Our kids cross East Lake Avenue at Laramie, Sunset Ridge, and Waukegan Road. Crosswalks and crossing guards are provided to assure safety. All these roads have cut-through traffic. Glenview residents care about kids too.

Northfield has brought Kraft and other commercial properties into the area that are big traffic generators. Pull back the blinders a little bit and see that you are part of a large community and we all need to share the roads.

**Comment 15** (?)

Winnetka Road traffic is horrific. Resident commented that she raised her kids on Winnetka Road and had great fear for their safety crossing this street or waiting for buses. Much of the Willow Road traffic is diverted to Winnetka Road. Possibly 3 lanes should be considered along Winnetka Road. However, residents along the road would not want property taken to build it.

**Comment 16** (Northfield)

You can't compare traffic at The Glen to Kraft traffic. About 50% of The Glen is open space. It has a density much less than when it was an air field. The 5,000 people in Northfield are holding the whole region hostage along Willow Road.

**Comment 17** (?)

Person lived in the north shore area their entire life (Glenview Winnetka, Northfield). They would not dictate what somebody should do around a school. They are insanely frustrated by the traffic, but would not want Willow Road changed if it made it less safe. A narrow road is a safer road. Need to provide safe passage for all kids.

**Comment 18** (?)

If you really say there is no price for a child's life, why doesn't Northfield pay for a bus service or police officers to help at crosswalks. Residents of Northfield should pay for these services like other communities if there is truly no price for a child's safety.

**Comment 19** (?)

Question: How will this process (CSS) change the outcome if Senator Schoenberg is making the final decision?  
Response: Mr. Harmet stated that the decision will be made by IDOT even if consensus cannot be reached.

**Comment 20** (Northfield)

What needs to be done to disband the CAG or not meet again? There should be a public meeting to decide whether the CAG should move forward.