

How are the alternatives being evaluated?

- Round #1 considers transportation needs
- Rounds #2 and #3 consider transportation needs, additional pedestrian safety elements, environmental factors, community factors, and costs

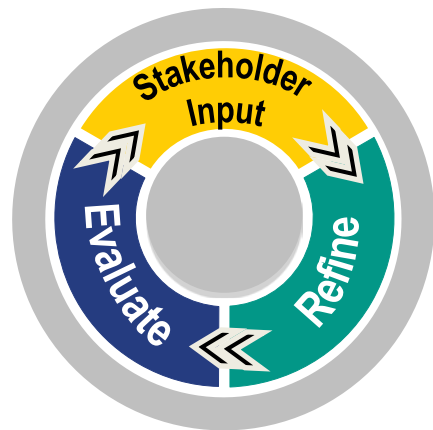
What are the project team's initial findings?

Local Alternatives are better performing. They have fewer impacts and lower construction costs than the Regional Alternatives.

What's next?

- Public input
- Complete initial evaluation round
- Add details to remaining alternatives

The evaluation process is continuous, and in the next evaluation round, environmental and engineering detail will be added for those alternatives that are carried forward.



Alternative Evaluation Process

Stakeholder input, alternative refinement, and continued evaluation are the key steps in each round of the alternative evaluation process

The first evaluation round

included an initial screening by the project team to determine how each alternative met the Willow Road Purpose and Need, and completed an initial flaw and impact analysis. Relative comparisons of the alternatives to each other were made and discussed with the CAG to obtain stakeholder input. The following is the project team's initial assessment of the build alternatives:

Purpose and Need Screening: The Regional Alternatives did not perform and meet the **Project Needs** as well as the Local Alternatives. This is because the Regional Alternatives do not address the predominant travel pattern, which is a northwest-southeast direction. As a result, the Regional Alternatives did not draw any significant traffic away from Willow Road.

Flaw Analysis / Impacts: The flaw analysis considered the potential displacements, property acquisitions, floodplain and floodway impacts, and the concept level construction cost. The Regional Alternatives had the highest impacts and costs by a wide margin. The Local Alternatives involved comparatively fewer impacts and lower overall construction costs.

Next steps...

In the months ahead, the project team will review input and considerations from the second public meeting and work to narrow the selection of alternatives. The team will focus on detailed aspects of each remaining alternative by incorporating additional pedestrian safety measures, specific roadway designs, and performing in-depth budget considerations. Further input from future CAG meetings and technical analyses of preliminary studies will help to guide the evaluation of the best possible alternatives, and lead to the presentation of a recommended alternative in a Preferred Plan for Willow Road.

QUESTIONS, COMMENTS AND INFORMATION

We invite you to submit comments about the project at the public meeting or by mail to:

**John Baczek, P.E., Section Chief
Project and Environmental Studies
Illinois Department of Transportation
Bureau of Programming
201 West Center Court
Schaumburg, Illinois 60196-1096**

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.

All material from the Public Meeting is available on the project website or may be reviewed and copied (at the requestor's expense) at the above address. Questions regarding the project should be directed to Marie Glynn, IDOT Project Manager at (847) 705-4106.

WILLOW ROAD STUDY PUBLIC MEETING #2

From Illinois Route 43 (Waukegan Road) to
Interstate 94 (Edens Expressway)
Cook County

Monday, May 16, 2011
5:00 P.M. to 8:00 P.M.

New Trier High School Northfield Campus
Main Cafeteria, Building C
7 Happ Road
Northfield, Illinois 60093



www.willowroadfuture.org



What's NEW with WILLOW ?

IDOT has been working with stakeholders as part of a comprehensive study of Willow Road, from Illinois Route 43 (Waukegan Road) to I-94 (Edens Expressway), that began in the fall of 2009. The purpose of the study is to identify a long term solution that addresses the safety concerns, congestion, and the aging roadway and bridge along Willow Road. The planning process involves many steps, and includes a combination of technical analysis and stakeholder input. Those basic steps are shown in Figure 1. Defining transportation needs by collecting data are the first steps, followed by developing and evaluating a range of alternatives (solutions) and concluding with the identification of a preferred plan. We have completed the transportation needs step and we have just begun the alternatives development and evaluation step.

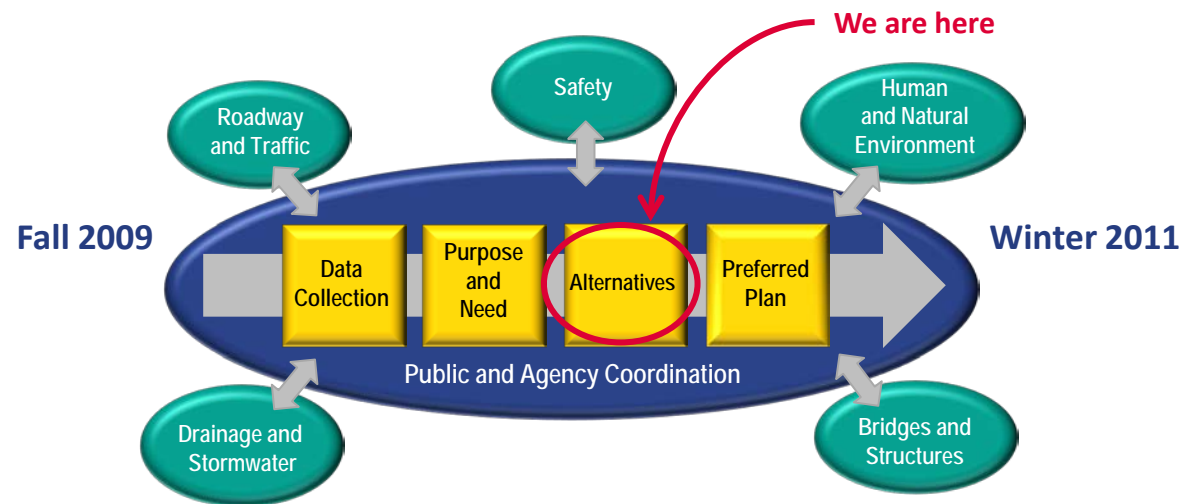


Figure 1: Project Planning Process

How can I get involved in the Willow Road Study?

- Attend a CAG Meeting
- Attend a Public Meeting
- Submit a comment or question
- Contact the Project Team
- Visit the project website: www.willowroadfuture.org

Who's on the CAG?

The CAG plays a key role in the stakeholder involvement process, and is comprised of local government representatives, School District, Park District, community and business leaders appointed by the Villages of Glenview, Northbrook, Northfield, and Winnetka.

Stakeholder involvement has been important

to the planning process, with a Community Advisory Group (CAG), a Technical Advisory Committee (TAC), a project website (www.willowroadfuture.org), Newsletters, and Public Meetings as the main elements of IDOT's outreach. The public outreach is following IDOT's Context Sensitive Solutions (CSS) policy, which involves meaningful and frequent engagement on every aspect of the IDOT Phase I study. Over the course of nine CAG meetings, the group has provided valued input, including a comprehensive review of existing conditions, transportation needs, and the range of alternatives that are being considered. This input has been complemented by extensive technical analyses, which are posted on the project website.

Guided by discussions

from CAG meetings and public input, and extensive technical analysis, the project team has identified three key project needs: Improving and Enhancing Safety for all users, Improving Mobility, and Improving Facility Condition and Design. This conclusion was supported by the completion of several key studies including a physical inventory of the current roadway infrastructure, an in-depth crash analysis, and a traffic analysis. A summary of the needs are as follows:

SAFETY. There were a total of 533 crashes and 103 injuries along Willow Road over a 3-year period (from 2006-2008). That's an average of 3 injury crashes per month; most involved rear-end crashes during congested conditions. The most recent available statistics will be included in the final report.

Defining Project Needs

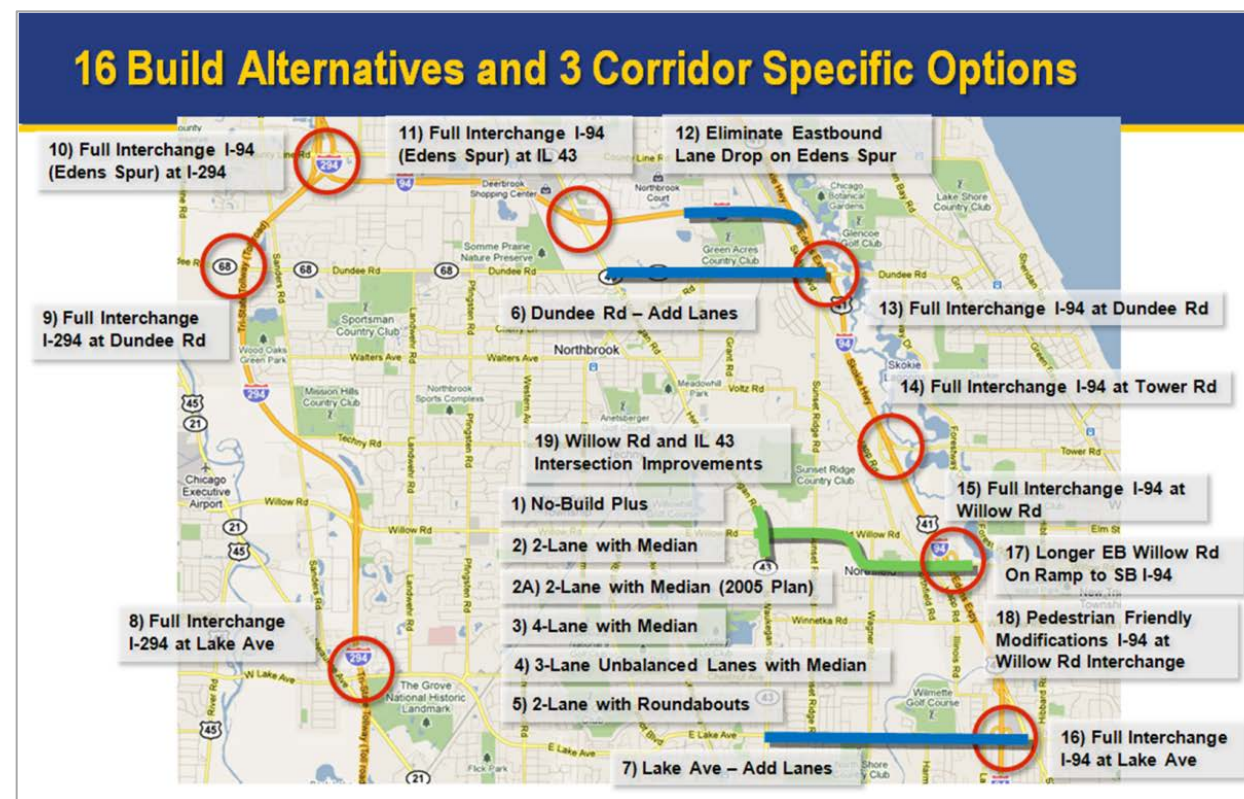
The Project Team considered...

- Community Context Audit
- Problem Statement
- Traffic Analysis
- Crash Analysis
- Physical Inventory
- CAG Meetings
- Public Input

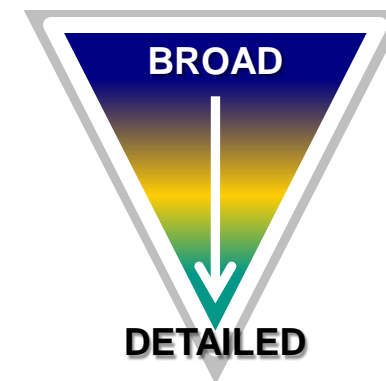
MOBILITY. Willow Road currently carries over 25,000 vehicles per day, and is highly congested with long lines of vehicles stacked at intersections during peak hours. By the year 2040, for the "No Build" condition (roadway remains unchanged), the traffic is forecasted to rise to 30,000 vehicles per day.

FACILITY CONDITION and DESIGN. Willow Road was originally constructed as a concrete roadway in the mid-1940s with one lane in each direction; with periodic repairs to the roadway surface since that time, the roadway is long past its normal design life. The bridge over the North Branch of the Chicago River was also constructed in the 1940s and is similarly beyond its design life. The pedestrian facilities throughout the corridor need to be updated and improved.

One of the key CAG inputs is that both local and regional alternatives be studied to see what impact they would have on the Willow Road project area. The focus is on determining what impact these improvements would have on Willow Road. As a result, 19 alternatives are being studied (16 Build Alternatives and 3 corridor specific options as shown in the graphic below) that include making specific changes to the area, improvements to the regional road network, and other improvements adjacent to the Willow Road project area.



An evaluation process that adds detail as the number of alternatives are reduced was developed. The process began with an evaluation of how each proposed alternative addresses safety concerns, improves traffic flow and mobility along the road and at key intersections, and addresses both current and future infrastructure needs. The evaluation process also examines each alternative's relative costs and impacts to determine any flaws that would eliminate them from further consideration. The performance of each alternative is measured by how it addresses the project's needs and improves Willow Road over the No Build Alternative (which means not making any changes to Willow Road) and relative to the other alternatives.



What are the project needs?

- Improve and enhance safety for all users
- Improve mobility
- Improve facility condition and design

What alternatives are being considered?

- Local and Regional build alternatives are being considered.
- All alternatives are from stakeholder suggestions

What's considered as part of CSS?

- Engineering elements
- Environmental resources
- Community context
- Stakeholder input