



Willow Road Phase I Study Summary of CAG Meeting #6 and Public Comment Period

Date: November 18, 2010
Time: 6:00 p.m. to 9:00 p.m. CAG Meeting
9:00 p.m. to 9:20 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 consider 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 #6 included the results of the recent Technical Advisory Committee Meeting, traffic and crash analyses, travel pattern analysis, physical inventory, and the project's purpose and need. The bicycle and pedestrian safety toolbox, alternatives development and evaluation process, and an initial list of potential alternatives were also introduced.

I. Introduction (Pete Harmet)

In Memory of Jim Smirles:

A CAG member from the Village of Glenview, provided some words in memory of former CAG member, Jim Smirles, who recently passed away.

Meeting Overview:

The role of the CAG is to provide constructive feedback in a polite, professional and patient manner. Discussions will follow the presentations and, due to the technical and complex nature of the material, only an introduction of the new topics will be provided along with supporting analysis. These new topic briefings will be followed up with a full discussion of the topics at CAG Meeting #7 on January 20, 2011. This will allow the CAG members time to review and process the information.

Meeting Schedule

The length of the meeting was extended to allow for enough additional time for discussions as needed. The public comment portion of the meeting was still held at the adjournment of the CAG meeting.

Post Meeting Comments

IDOT requested that any initial CAG comments on the technical studies introduced at this meeting be provided to IDOT by December 17, 2010.

II. Summary of Technical Advisory Committee Meeting #1

Presentation:

- After CAG Meeting #5, it was suggested that a Technical Advisory Committee (TAC) be formed to help with all of the technical data that was presented as part of the Willow Road Project. The idea to form the TAC was spurred on by the amount of traffic and crash data that has been previously presented. There will be even more technical data in the future when the CAG begins evaluating project alternatives.

- The TAC is comprised of professional staff and consultants from each of the four communities, IDOT, and CMAP.
- The TAC met on October 12 in Glenview to discuss technically focused issues.
- The meeting discussed the written comments on the crash and traffic reports and IDOT's responses. These responses were distributed to CAG members at CAG Meeting #6 and are also posted on the project website. The comments that IDOT agreed with are written in blue or green text. The comments that IDOT disagreed with are written in purple text.
- At the TAC Meeting, the key comments on the crash and traffic reports were highlighted and discussed. Upon completing the discussion and considering the types of comments provided, IDOT determined that the conclusions of the two reports are fundamentally sound: the road is over capacity in terms of traffic and there are safety concerns along Willow Road that should be addressed.

A summary of the Crash Report was presented.

- The Five Percent Report is for a targeted federal program that focuses on fatal crashes. Willow Road is not a 5 percent location. However, non-5 percent locations also have crash concerns that will be studied and identified.
- One of the comments on the Crash Report concerned the percentages of where crashes are occurring along the project corridor (2-lane segments versus 4-lane segments). Approximately 50% of the crashes occur in the 2-lane segment of Willow Road and 50% in the 4-lane segment.
- There was discussion about whether to include the I-94 crashes in the crash analysis data. The crash analysis was revised to omit the I-94 crashes. The result was that the accident rate of the study corridor was reduced from 17 crashes per month to 16 crashes per month without the I-94 data. The injury crash rate remained at approximately 3 injury crashes per month.

A summary of the Traffic Report was presented.

- All traffic counts and studies were done in accordance with IDOT's procedures. Field observations were made to help substantiate calculations that were being made in the traffic analysis.
- There was discussion/comments about the growth of traffic in the area and on Willow Road. Using data from published traffic maps, Northfield's consultants had concluded that traffic growth was flat in Northern Cook County. IDOT noted that this ADT information is not used for design. Nonetheless, using Northfield's data for Willow Road, IDOT noted that the growth rate between 1990 and 2009 was determined to be 17%.
- The vehicle miles traveled per year has steadily increased.

Next Steps – Crash and Traffic Reports

- Additions and revisions to the reports will be made in a redline format so that the changes are visible and easy to track.
- 2009 crash data will be incorporated into the Crash Report once it is received.
- 2040 traffic data will be incorporated when it becomes available. It is anticipated to be available soon.
- All comments and their responses are posted on the project website.

Technical Advisory Committee Meeting #1 Discussion:

Following are CAG member questions and comments on the information presented.

- A CAG member commented that Mr. Stenzel had stated that the conclusions drawn from the crash and traffic report analyses are still sound. The CAG member questioned the soundness of these conclusions since Northfield's consultants disagreed with them and also the role of "consensus" within the CAG.
- A CAG member said that something that is important and sensitive to Northfield is the safety of their school children. IDOT continues to refuse to put school zones at their two school crossings on Willow Road. The CAG member asked why there are still no school zones today. Mr. Harmet responded that school zones would be addressed later on in the CAG meeting agenda and that IDOT has performed a thorough analysis

with thorough reviews and responses. The CAG member asked Mr. Harmet to verify that IDOT is not going to install school zones. Mr. Harmet noted that IDOT may or may not gain consensus on certain issues and will continue to work hard to gain consensus. Mr. Harmet responded that the school zones would be addressed later in the agenda.

- A CAG member asked Mr. Harmet why IDOT is not addressing points that were made in disagreement with IDOT's traffic numbers, since the numbers on IDOT's website disagree with the numbers that were used in the traffic analysis that were provided by CMAP. He does not understand how IDOT can say the traffic numbers used in IDOT's analysis are correct when various experts disagree with those numbers. Mr. Harmet responded that the IDOT website numbers are not used for design. Regarding the crash analysis, he said IDOT responded that the crash analysis procedure that was suggested instead by Northfield's consultants was not the proper method for performing the analysis. Regarding the traffic analysis, IDOT had responded that the numbers presented by the consultant show that there is growth in traffic volume on Willow Road.
- A CAG member stated that Northfield had submitted new comments from their consultant, KLOA, that are responses to IDOT's responses. The CAG member said that their consultant continues to disagree with some of the assumptions being made as outlined in the written comments distributed to the attendees. Mr. Harmet said that IDOT responded in October to the comments KLOA had provided to them. If there are new comments, IDOT would review them and provide a written response.
POST MEETING CLARIFICATION: These comments are included as an attachment to the meeting summary for CAG Meeting #6 but were not discussed in any detail at the meeting.
- A CAG member said that he attended the TAC Meeting and was impressed by the consultants from Northfield, Glenview, and the IDOT representatives. The CAG member said Glenview's consultant was pleased with the process and concurs with the IDOT report. He said they understand that there are some differences in the assumptions and that this is common when data is reviewed. Their overall impression was that the report is comprehensive and that IDOT's willingness to look at information and consider community comments is well received.
- One CAG member said that at CAG Meeting #5 he was under the impression that the CAG had agreed that the implementation of school zones was something they could achieve. Another CAG member said that the one thing that has united the CAG has been the safety for the kids, even if they do not agree on some of the solutions or the problem definition.
- A CAG member said that although she did not see it on the agenda, she wants to make sure school zones are addressed. She said that Northfield had met with Mr. Harmet and his colleagues before the CAG Meeting to discuss the school zones. She wanted to make sure that they discuss that the Willow Road locations do not qualify for school zones. Mr. Harmet responded that school zones are addressed in meeting agenda item 4A.

III. Continued CAG Discussions

A. Travel Pattern Analysis

Presentation:

- A travel pattern analysis was performed to further understand the existing conditions and respond to questions about travel patterns in terms of where people start trips and where they stop. The travel demand model is a tool that can be used to evaluate other alternatives. If there are changes in the roadway network, those changes can be evaluated in terms of how they affect traffic.
- Formulation of the existing conditions model is done through using decades of data in formats such as census data, household surveys, and land use plans. It simulates travel behavior and assigns travel performance and patterns to the roadway network. If there were a change in the roadway network, the model would assign traffic to the new roadways and reassign traffic to adjacent existing roadways as appropriate.

A select link analysis on Willow Road was performed.

- The predominant travel pattern shown by the analysis was in the northwest-southeast direction.
- 40% of the daily trips are either entering or leaving an area from west of Illinois Route 43 to east of I-94.
- The majority of the remaining trips begin or end at three other locations:
 - Northwest Area
 - North Shore Area
 - Downtown Chicago
- Willow Road serves both local and regional purposes.
- Most expressway travel is on the Edens Expressway (I-94), with 38% of the vehicles from the select link on Willow Road heading south on I-94. In addition, 5% of the vehicles head south on I-294 and 3% head north on I-294.

Travel Pattern Analysis Discussion:

Claire Bozic from CMAP was invited to the meeting to answer any questions regarding specifics about the travel demand model and how it works.

- A CAG member informed the CAG that she has been in contact with Mr. Donald Kopec, the Deputy Director of Planning and Programming for CMAP, and outlined her correspondences with him regarding traffic growth and average daily traffic on Willow Road. She discussed the information she received from Mr. Kopec regarding the Strategic Regional Arterial report for Willow Road, as well as a separate report for the Techy Area, both of which provided traffic data. The CAG member said that they also discussed household and employment forecasts for the corridor. Ms. Bozic described the process of how the household and regional forecasts were determined in coordination with the local communities. The CAG member asked that her email correspondence with CMAP be incorporated into the next set of CAG meeting minutes.
- A CAG member and Ms. Bozic discussed the relevance of the sample size of the household travel survey. Ms. Bozic explained that approximately 10,000 households have received the travel surveys, which consist of a travel diary on a selected day whereby the selected individual keeps track of all trips that he or she makes that day. Ms. Bozic stated that there has been a lot of research done to determine how large of a sample is required for it to be statistically significant. A CAG member stated her concern was with the size of the sample. Ms. Bozic responded that the sample is representative and that a lot of study goes into it to find out what kind of households need to be sampled to make sure the right number of households in each category are represented.
- A CAG member asked Ms. Bozic how large of a region is considered if 10,000 people are getting the survey. Ms. Bozic responded that the region is 7 counties. A CAG member asked if there was any way to narrow the survey down to just the communities surrounding Willow Road in this area. Ms. Bozic responded that you do not need to get the people from the community but that you need to get a representative sample of the households. The sample data currently represents the type of people living in the Willow Road corridor. She said the basic factors underlying peoples' travel choices are not based on the community that you live in but the kind of household that you live in.
- A CAG member asked Ms. Bozic if there is a reason why an origin/destination study cannot be performed. Ms. Bozic replied that an origin/destination study is not needed because a household travel survey has been performed. The CAG member responded that the household travel survey is for 7 counties and uses 10,000 people to represent millions of people rather than the 4,500 people that live in the small community of Northfield and also the surrounding areas. Ms. Bozic stated that what the CAG member is suggesting is not realistic and that many people would need to be stopped on the roadway so that they could fill out travel surveys. Mr. Harmet added that roadway alternatives are going to be tested with the CMAP model as it exists and not with an origin/destination survey.
- A CAG member asked at what point the CAG decides what other alternatives will be modeled to see how they impact the roadways in the region. Mr. Harmet responded that this will be introduced later in the agenda.

- A CAG member stated that CMAP had come up with some inflated numbers in light of the current economic situation. He wanted to know if CMAP looks at macrodemographics and how they are factored into the CMAP numbers. Ms. Bozic responded that CMAP does forecast household composition, so the issues and impacts on travel behavior that the CAG member is talking about are forecasted. A CAG member asked Ms. Bozic when the last time the model was updated to reflect the economic situation. Ms. Bozic responded that the model is continually updated.
- A CAG member asked Mr. Harmet if he knew how many vehicle trips are generated within the corridor area versus everywhere else. He wanted to know what that split is in terms of average daily traffic. Mr. Harmet replied that information could be extracted from the model that would be by traffic analysis zones but not by geographic boundaries. He gave the example that if 30,000 vehicles are on the road, and there are only about 5,000 people in the community, even if everyone was driving two cars, the data shows that both local and regional traffic is supported by Willow Road.
- A CAG member asked if the model takes into consideration whether or not alternative routes are available, where people would take those routes instead of the routes that they currently take. Ms. Bozic replied that traffic projections are created based on the network as it is specified. The no-build traffic projections that were produced for this study so far reflect the roadways as they are today. When the alternatives are developed that the CAG is interested in, those can be reflected in the projections. Improvements such as additional capacity on roadways or additional entries and exits from the expressway system will be shown in the travel patterns. A CAG member asked if the interchanges are completed on the Edens and I-294, can CMAP run a model that shows the CAG what the resultant impact would be on Lake-Cook Road, Dundee Road, Willow Road, and Lake Avenue. Ms. Bozic replied that the purpose of transportation models is to be able to test alternatives like these. A CAG member asked if these types of models are going to be run to show what happens. Mr. Harmet replied that models are going to be run on the alternatives introduced later in the presentation as well as for whatever else is suggested, and explained that the various alternatives' impact on Willow Road will be part of the alternatives analysis.
- A CAG member asked if the model makes the assumption that people are traveling the most efficient route. Ms. Bozic responded that the model does this and that one thing that is important about the model is that it reflects peoples' travel behavior in response to congested conditions and roadway configuration. The CAG member asked if that is reflected in the travel pattern map. Ms. Bozic replied that it was assumed in the map. The CAG member asked if that is based on an average day. Ms. Bozic replied that it is based on an average weekday and that this is the type of modeling that CMAP does, to reflect various conditions throughout the day. The CAG member asked if the model could handle areas smaller than a section within a township. Ms. Bozic replied that smaller numbers are not available since the computational requirements of the two dimensional matrices for doing this for all of the sections in northeast Illinois would be too great.
- A CAG member asked if it could be assumed from the travel pattern map that no one from Glenview drives on Willow Road. Ms. Bozic responded that from the data on the map, you cannot assume that no one in those areas is on Willow Road. The CAG member asked Ms. Bozic if expanding or changing Willow Road would have almost no effect on Glenview's traffic, since people in Glenview have to be taking other roadways. Ms. Bozic responded that this effect is unpredictable and is why the model would be used to evaluate that. The CAG member asked Mr. Harmet if making changes to Willow Road to see what it does to Glenview's traffic could be added to the list of modeled alternatives to analyze. The CAG member asked if they are studying the Edens spur, could they also study Glenview travel patterns to determine that what Winnetka and Northfield do has no bearing on what happens in Glenview. Mr. Harmet responded that the modeling process will provide those answers.
- A CAG member asked if the CMAP model takes safety into consideration and how various lane configurations affect safety. Ms. Bozic replied that the regional traffic model does not produce or evaluate crashes. She said it also does not show pedestrians or bicyclists using the roadway; the model is for motorized traffic. Mr. Harmet added that there is actually a different tool for this that is going to be presented later in the meeting.

- A CAG discussion occurred regarding the meaning behind the numbers on the travel pattern analysis map. Ms. Bozic explained that the select link analysis calculated how much traffic ended up traveling either north or south on I-294. The analysis concluded that a relatively low percentage of people do this. A CAG member asked where the other 92% are traveling if only 8% of the traffic is heading north and south on I-294. Ms. Bozic responded that this could be determined from the model and that it is important to consider how many people make these trips on an average day. Mr. Harmet added that the travel pattern analysis shows the Loop and the North Shore area as major destinations. The CAG member responded that a lot of people travel south on I-294 to go to the airport and communities such as Hinsdale.
- A CAG discussion occurred regarding whether people can avoid Willow Road to travel south on I-294, with some members believing it to be possible and other saying that Willow Road must be used since there is no access to I-294 on alternative roadways such as Lake Avenue.
- A CAG member discussed completing the Edens Spur rather than improving Willow Road as a means to solve some regional traffic issues. Mr. Harmet responded that completing the Edens Spur is on the list of alternatives that will be discussed later in the meeting.
- A CAG member expressed continued confusion regarding the travel pattern statistics. Ms. Bozic provided additional insight regarding the numbers on the travel pattern map. The CAG member replied that it surprises him that of every 100 cars, only 5 are coming from or going to the south on I-294. Ms. Bozic responded that most of a typical day's travel is not going to places such as the airport; it is going to school, going shopping, and doing a lot of other things besides those long distance trips.
- A CAG member said that what Ms. Bozic is saying is that providing an interchange at Lake Avenue on I-294 would not do that much to relieve traffic on Willow Road. Ms. Bozic replied that it might be the case but that this alternative needs to be tested with the model.
- A CAG member asked Ms. Bozic about who relies upon CMAP for their information, what is expected from CMAP, and for a brief history on CMAP. Ms. Bozic replied that CMAP has been in the transportation modeling business for about 50 years. It started out as the Chicago Area Transportation Study (CATS). CMAP got into transportation modeling to support the development of long-range transportation plans. Air quality conformity analysis eventually became a federal requirement. CMAP's transportation modeling was further developed to support that. Ms. Bozic explained that northeastern Illinois is an air quality non-attainment area. CMAP's models and processes are reviewed by the federal government every 4 years and certified. CMAP currently performs traffic projections and supports transportation modeling all over northeastern Illinois. Most of the region's major projects use CMAP data. CMAP produces traffic forecasts for municipalities, counties, and IDOT. They do public transportation forecasts for CTA, PACE, and Metra.
- A CAG member asked if CMAP has competition. Ms. Bozic responded that they really do not have competition and that their model is the only tool like it for northeastern Illinois. CMAP does the household and employment forecasts and does the transportation modeling. Any project studies that do not rely directly upon CMAP for forecasting use their input data sets instead. There is sharing of information.
- A CAG member asked Ms. Bozic where CMAP's funding comes from. She responded that CMAP is a unit of local government and that their funding comes from the state.
- A CAG member asked if CMAP always runs the models or if the models are available for private consultants to use. Ms. Bozic replied that the models are far too complicated for other consultants to run in their entirety. CMAP provides parts of the models in the form of inputs and outputs and advice on how to use the various data sets.
- A CAG member asked if the model ever shows a decline in traffic anywhere. Ms. Bozic replied that there are places where traffic has either stabilized or declined. The CAG member asked if the model can show people who are avoiding Willow Road. Ms. Bozic said that it could be possible. Mr. Harmet said that IDOT would look into whether it was possible.
- A CAG member asked if it is possible to get the list of destinations used by the travel pattern study with respect to percentages, so that the CAG would better understand the certain percentages going downtown and other places. Ms. Bozic replied that a tabulation of this data would be possible. Mr. Harmet said that IDOT could provide the tabulated data from CMAP.

- A CAG member stated that he believes that Willow Road is a regional arterial that affects all of the communities present. He cares about people using the road on a daily basis and wants to make sure it is safe. He is concerned that if Willow Road is congested that traffic will use side roads through communities such as Glenview to other east-west arterial routes.
- A CAG member from Northfield said that in 1991, Cook County was looking to potentially expand Lake Avenue between Waukegan Road and the Edens Expressway. At that time, Glenview was fighting the expansion and instead suggested that Willow Road get expanded. He asked a CAG member how is it different for Northfield to try to protect their town and make sure they get a road that is right for them versus what Glenview did as a town in 1991 to ensure the safety of their town and kids. A CAG member from Glenview replied that he thinks it is appropriate for Northfield to be at the CAG meeting to discuss the best way for Willow Road to be improved, as it was for Glenview to look at Lake Avenue in 1991. Glenview is concerned that when roads such as Willow Road come through their town that they are designed appropriately to handle the traffic. The CAG member from Northfield replied that the current study is not looking to expand the portion of Willow Road in Glenview and is considering only the portion in Northfield. Northfield wants Willow Road expanded and to run efficiently, but they believe the 3-lane plan along with signal and other changes would make a huge difference. The CAG member said the fear is that only 4 or 5 lane plans are being considered.
- A CAG member asked if CMAP ran the data presented at a previous CAG meeting and showed the traffic on Lake Avenue, Willow Road, Dundee Road, and other roadways over the last 10 years as having either flat or negative growth. Ms. Bozic responded that the CMAP model looks at traffic projections and does not look at historical projections. The CAG member asked Ms. Bozic if she could look at the cut through argument because the data we have right now proves that there is no cut through traffic. Ms. Bozic replied that this analysis has not been completed. Mr. Harnet stated that the various alternatives and how they potentially affect Willow Road will be reviewed.
- A CAG member asked how the travel pattern analyses are performed and if the percentages change during the rush hours. Ms. Bozic responded that CMAP does do time-of-day analyses and that the travel pattern analysis shown in the presentation is an accumulation of the time periods of the day to provide a daily picture. The CAG member asked if there is a tremendous amount of variation in terms of how the percentages break out for rush hour versus midday. Ms. Bozic responded that work trips tend to be longer. If the a.m. peak hour or p.m. peak hour are considered, more work trips and longer trips would be observed and percentages may be slightly higher.

B. Physical Inventory

Presentation:

The purpose of the Physical Inventory was presented:

- It provides an overview of the physical features of the roadway.
- It complements the previously completed Community Context Audit, Traffic Report, and Crash Report. The Community Context Audit was done at one of the first meetings and focuses on existing features of the surrounding area. The physical inventory looks specifically at the roadway features.

The initial findings of the Physical Inventory were presented:

- The pavement is over 60 years old and exceeds its design life.
- The bridge over the North Branch of the Chicago River is also 60 years old and exceeds its design life. The Edens bridge, however, is in better condition.
- The roadway is generally flat and needs improvements for better drainage.
- There are incomplete sidewalk facilities.
- A 30-year-old signal and crosswalk equipment needs modernizing.
- The westbound lane drop taper just west of I-94 is too short.
- The corner radii at the intersections are too small for bus turns.

- Turn bays need to be improved or added.
- Interchange ramps at I-94 do not meet current standards.

The comments received on the Physical Inventory were presented:

- The number of driveways along Willow Road should be considered a physical feature and should be included in the Physical Inventory.
- Flooding occurs near the North Branch within the roadway right-of-way.

Next Steps:

- The Physical Inventory items will be included in the Purpose and Need Statement.
- Each Willow Road alternative will be evaluated in terms of how well they address each of the physical elements.

Physical Inventory Discussion:

- A CAG discussion about the Context Sensitive Solutions process was conducted among several CAG members and IDOT. CAG members expressed concern that the Physical Inventory makes no mention of safety or school crossings. Mr. Harmet said that the roadside features have been addressed with respect to pedestrians in the Community Context Audit last year. This was further discussed in the Traffic and Crash Reports. He said that if the CAG wanted IDOT to repeat the analysis from the Context Audit in the Physical Inventory document, they would do so. The CAG members said that they wanted the analysis repeated and IDOT indicated that they will make those additions.
- Ms. Sigman discussed some comments from Northfield's engineers, Cooper Engineering, who had some things to add to the Physical Inventory. She thinks it is important to reference where the speed zone signs are located and that this is not clear in the report. Ms. Sigman said that the information provided in the Physical Inventory report such as where speed limits change, lanes merge or the location of turn lane tapers should be consistent for all segments of Willow Road. Ms. Sigman provided Mr. Harmet the list of comments from Cooper Engineering. She asked that the list be shared with the CAG members for the next meeting.
- A CAG member stated that she was unsure why the design vehicle being used is a bus. There are very few buses along the project corridor. Northfield does not have school buses and the only PACE bus route is 423. Mr. Harmet responded that the bus is about the same size as a delivery truck and that using it was the starting point of the analysis. He said that this is something that they would like to discuss with the CAG and the Village of Northfield to determine what the appropriate design vehicle is for the side streets.
- A CAG member said he had originally pointed out that driveways were missing from the Physical Inventory but also felt that all points of access should be included.
- A CAG member said he noticed a few items that seem to be missing from the Physical Inventory but did not know if they were appropriate. Bus shelters, mailboxes, utilities, and any landscaping that may be affected by the widening are items that should be added. The CAG member also asked if grade/slope of the cross streets at entry points is important.
- A CAG member asked about the current right-of-way width of Willow Road. Mr. Harmet said that he believes the width to be 100 feet. A CAG member asked if that was centered about the roadway and how close the roadway gets to houses and sidewalks. Mr. Harmet replied that the right-of-way typically goes 50 feet from the center of the roadway in both directions. In many cases that would be at the back of a sidewalk. A CAG discussion occurred regarding how close a 4-lane or 5-lane roadway would get to the sidewalk or children walking to school. Mr. Harmet replied that they have not analyzed this because alternatives have not been talked about yet. He said that a tool called the Highway Safety Manual is on the meeting agenda for evaluating the safety of various alternatives.
- A CAG member said he does not believe that Willow Road goes through the center of the right-of-way all the way through the corridor. He would like to know where within the 100-foot right-of-way Willow Road actually is. Mr. Harmet said that this information could be provided to the CAG once completed.

C. Purpose and Need

Presentation:

- A purpose and need document is done on every major project during Phase I. It combines information gathered through the Problem Statement and Technical Evaluation into one formal document.
- The purpose of the Willow Road Phase I Study is to address existing and 2030/2040 transportation needs along Willow Road from Illinois Route 43 (Waukegan Road) to Interstate 94 (Edens Expressway), through either local or regional improvements or a combination of improvements.
- The needs of the study were provided in a summary chart at CAG Meeting #5. The three needs are to improve or enhance safety for all users, improve mobility, and improve facility condition and design.
- The purpose and need provides a framework for the alternatives development and evaluations. Any alternative that is discussed will be measured to see how well it addresses the issues outlined in the purpose and need.

Next steps:

- The full draft purpose and need document will be presented to the CAG for review and comment.

Purpose and Need Discussion:

- A CAG member expressed confusion over the purpose portion of the purpose and need and felt that the purpose should be only "to solve the Problem Statement". Mr. Harmet explained that the Problem Statement is one of the inputs to the purpose and need of the study and is a statement of stakeholder opinions; problems identified on the technical evaluations also go into purpose and need. The CAG should provide their comments on the purpose and need to IDOT so that it may be further developed.
- A CAG member said that the CAG would like the material being introduced at the meeting in advance. Mr. Harmet reiterated that one of the goals of the CAG Meeting #6 is to brief the CAG on some new topics. Some of the information presented is complex or technical material. IDOT will continue with the established process of introducing material and then discussing it at the next meeting. The CAG has two months to review and process the new information before reconvening in January to discuss the topics in greater detail.

IV. Safety Toolbox Introduction

A. School Zone

Presentation:

- A request for a 20 mile per hour school zone was made in June 2010.
- There are more than 600 school crossings on the State highway system in northeastern Illinois. More than 200 crossings are posted school zones on the State highway system in northeastern Illinois.
- School zones are used on the State highway system under the following conditions:
 - There is no stop control at the crossing.
 - There is no separation of school grounds from the roadway.
 - Pedestrians are walking along the edge of the roadway.
- There are traffic signals on Willow Road at the intersections of Sunset Ridge Road and Wagner Road.
- The school properties along Willow Road are separated from the roadway by a fence.
- The existing sidewalk is offset from Willow Road by parkways.
- The conclusion is that 20 mile per hour school zone is not warranted under existing conditions. This methodology is uniformly applied across the State to provide consistent application of school zones along State routes.
- Steve Travia, District 1 Bureau Chief of Traffic, was also in attendance to answer questions.

Next Steps:

- Some potential safety enhancements which are included in the safety toolbox will be discussed at the meeting tonight. These will be continuously revisited as they are developed and further evaluated.
- The overall goal is to have a permanent long-term sustainable safety solution along Willow Road.

School Zone Discussion:

- Mr. Harmet stated that based on the meeting IDOT had with the Village of Northfield this afternoon, IDOT is going to follow up on a few items and the Village is going to provide comments on other locations where there are school zones at traffic signals.
- A CAG member asked Mr. Harmet to name a situation similar to Willow Road where there is not a school zone. Mr. Harmet replied that after this meeting they are going to provide the list of school zone locations within District 1.
- CAG Member Hayward indicated that the school zone "...is an issue that you can goddamned guarantee that I'm going to drill down on...because I have three kids who cross Willow Road every day." A debate among CAG members regarding a 20 mile per hour school speed limit zone on Willow Road and whether or not IDOT had promised to implement such a zone followed. A CAG member suggested that if a school speed zone is not warranted on Willow Road, a signed school zone without a speed reduction would be a possible solution.
- Ms. Sigman said that she had a chance to look at the Manual on Uniform Traffic Control Devices (MUTCD), the federal standard that is adopted by IDOT. The MUTCD states the following as a guideline for when a 20 mile per hour school zone speed limit may be implemented:

The speed zones should be limited to those locations where elementary through high school buildings or grounds devoted primarily to normal school day activities are adjacent to the highway or where groups of children cross the highway en route to and from school.

Ms. Sigman believes the Willow Road situation meets this guideline. She does not see anything in the MUTCD about fencing the ball fields or some of the other things that are outlined in the November 16, 2010 letter addressed to Ms. Phoebe Raymond. Ms. Sigman would like to see the additional standards that IDOT follows.

- The CAG discussed the meeting that IDOT and the Village of Northfield had earlier in the day regarding school zones. Mr. Harmet said that if the school crossing is not at an intersection, IDOT would want to investigate the use of a School Zone sign to slow people at the crossing. If the school crossing is at a traffic light, a potential school zone leading up to it would not be the controlling factor in terms of slowing traffic at the crossing. IDOT wants to come up with a collection of solutions to make Willow Road safe all day long, every day. IDOT is going to keep the school zone issue on the table as the process moves on to alternatives.
- A CAG member questioned the validity of the letter that IDOT provided to Northfield prior to the meeting. Mr. Harmet verified the letter's validity by explaining that under current conditions, the crossings within the Willow Road corridor do not meet the State warrants for a 20 mile per hour school speed zone. A different CAG member expressed their understanding of the letter as saying that depending on various alternatives that are eventually discussed for Willow Road, a school speed limit zone may still be considered. Mr. Harmet concurred with this statement and said that there would be more discussion on this topic in the future.
- A CAG member asked if there are ever waivers granted to allow school zones when circumstances don't meet the criteria. Mr. Harmet responded that the state is firm on the topic. In addition, he noted that Northfield has asked for additional information regarding school zone locations and there will be future discussion on this topic as necessary.
- A CAG member told Mr. Harmet that Willow Road in Northfield is clearly a unique situation with respect to school zones, since the segment of roadway has several schools, school children, parks, and side streets.

Mr. Harmet stated that IDOT will review the existing school zone locations within District 1. IDOT would like to provide additional information prior to school board meeting on December 7th.

- A CAG member asked Mr. Harmet if IDOT could research how many school zones were installed after someone was killed. A CAG member said IDOT needed to provide statewide data and not just for District 1. Mr. Harmet replied that IDOT would be providing the CAG with a list of school zone locations within District 1 that would indicate if each location is at a stop controlled location or not, following the criteria that are outlined in the presentation.

POST MEETING CLARIFICATION: IDOT provided 2 volumes of District 1 school zone data and correspondence to each of the Villages on December 17, 2010. The request for statewide data was forwarded to IDOT's Springfield Central Office.

- A CAG member asked if the denial letters to other school districts within IDOT District 1 that meet similar conditions as Willow Road could be provided. He also wanted to know if it was true that Willow Road did not meet the warrants for in-road pedestrian yield signs or warrants for any pedestrian signage or traffic controls. Mr. Harmet said he would have to check on the option to have a sign within the roadway. He was sure that IDOT had denial letters but would have to check and have IDOT follow up with the CAG on that issue. A CAG member suggested that if the school were to choose to remove the fence that IDOT would be forced to install a school speed zone.
- A CAG member stated that although IDOT said they would only provide the school zone location data for District 1 rather than the entire State of Illinois, he wanted IDOT to reconsider this. He felt that having just District 1 data may be limiting and that the CAG should have all of the data for review. Mr. Harmet said that the data from District 1 would be provided as previously stated.
- A CAG member stated that it may be beneficial to look at school zone data for other communities statewide that have a State route as their main street, as Northfield does. Mr. Harmet said that there are several communities within District 1 (LaGrange Road was provided as an example) with a State route as their main street that can be researched as part of that data set.
- Ms. Sigman said that she feels that all deviations from the State school zone standards statewide should be provided, since the school zone standard is a State standard and not a District standard. Mr. Harmet said that the data from District 1 will be the starting point.
- A CAG member suggested the school zone issue be expedited and removed from the CAG process.
- A CAG member asked if the location of the State school zone standard in the IDOT standards manual could be provided. Mr. Harmet said that this information would be posted on the project website.
- POST MEETING CLARIFICATION: IDOT provided electronic copy of IDOT manuals to Village of Northfield on December 3, 2010. In early 2011, a new Speed Limit Policy Booklet is expected to be reissued by the IDOT Central Office.
- A CAG member suggested that they would be doing a FOIA for the statewide school zone data if IDOT does not provide the information prior to the next CAG Meeting.
- A CAG member asked how the State of Illinois keeps a record of their signage on State highways. Mr. Steve Travia from IDOT responded that the State does keep these records (often in 3-ring binders) and is busy updating deficient signs on State routes (including on Willow Road) as well as getting ready to update signs to the standards of the 2009 MUTCD, which IDOT will be adopting in the near future.
- Ms. Sigman asked Mr. Travia when the 2009 MUTCD is scheduled to be adopted by IDOT. Mr. Travia responded that the Illinois supplement to the 2009 MUTCD, which would include the adoption of the 2009 MUTCD by the State of Illinois, will be issued within the next few weeks. Currently, IDOT has been following the 2003 MUTCD, Illinois law and policy and procedures.
- Ms. Sigman asked Mr. Travia if the State can be less restrictive than the federal guidelines outline in a document such as the MUTCD. Mr. Travia responded that the State adopts the MUTCD Manual and adds in additional requirements that apply to the State of Illinois. Some discussion on the language in the MUTCD took place. IDOT explained that "shall" language means the state will do it; not reduce it. Mr. Travia said he would talk to Springfield.

B. Willow Road Pedestrian and Bicycle Safety Toolbox

Presentation:

The purpose of the toolbox was presented:

- The safety toolbox is a presentation of tools and techniques to help improve pedestrian and bicycle safety.
- The safety toolbox has 10 general categories:
 - Pedestrian Crossing
 - School Route Improvements
 - Bicycle Improvements
 - Signage
 - Pavement Markings
 - ADA Improvements
 - Roadway Treatments
 - Beyond the Roadway
 - Traffic Control
 - Four E's (Engineering, Education, Enforcement, and Emergency Response)
- Tools that are considered IDOT District 1 standard practice have been denoted as such in the safety toolbox.

IDOT District 1 Standard Practices:

- High Visibility Crosswalks
- Pedestrian Countdown Signals
- Pedestrian Pushbutton Treatments
- School Route Improvements
- Sidewalks and Walkways
- Multi-Use Bike Paths
- Signs to Prompt Motorists
- Detectable Warning Tiles & ADA Ramps
- Driveway Improvements
- Eliminating Screening by Physical Objects
- Transit Stop Treatments
- Turn Restrictions

Other Pedestrian and Bicycle Safety Toolbox Items:

- High Intensity Activated Crosswalk (HAWK) Mid-Block Signals
- Grade-Separated Crossing Overpasses
- Grade-Separated Crossing Underpasses
- In-Road Crosswalk Warning Lights
- Passive Pedestrian Sensors
- Pedestrian Refuge Islands
- Double-Sided Pedestrian Crossing Signs
- Signs to Prompt Pedestrians
- Pavement Legends
- SCHOOL Pavement Marking
- Accessible Pedestrian Signals
- High Friction Pavement Surface
- Roadway Lighting
- Bollards & Protective Barriers

- Education, Outreach & Training
- Implement Enforcement Campaigns
- Radar Speed Display Sign
- Red Light Running Cameras

The toolbox includes advantages and disadvantages for each of the tools, as well as things to consider when implementing them.

Willow Road Pedestrian and Bicycle Safety Toolbox Discussion:

- A CAG member discussed the Lakota Study, the *Willow Road Context Sensitive Enhancement Plan*, that was done for both Winnetka and Northfield for Willow Road and suggested that IDOT and the CAG members review it to obtain information about the consensus that was reached for that study. Mr. Harmet said that the toolbox contains a table indicating which of tools were recommended by that study but that this is a fresh start; the new toolbox incorporates new technologies and options. Another CAG member said the Lakota Study should not be relied on but that a new study process should be followed.
- A CAG member stated that several of the tools appeared to be items that were not permitted by IDOT. He wanted to know how the exemptions for using those items for Willow Road would work. Mr. Harmet and Mr. Travia replied that if the tools are being presented in the toolbox, they would be allowable in the proper situation for consideration in the Willow Road Phase I study.
- A CAG member discussed that the toolbox mentions pedestrian exposure to vehicle traffic and speed of motor vehicles and said that these are important elements in addressing pedestrian safety. He said that a few tools such as narrowing lanes, “pork chop” islands at intersections to reduce pedestrian crossing distances, and design elements affecting vehicle speed do not seem to be listed in the toolbox. He suggested that these tools be added. Mr. Stenzel said that any comments from reviewing the toolbox should be provided to IDOT so that they can be considered.
- A CAG member indicated that he was aware that Illinois had recently passed a law on pedestrian crossings such that vehicles must now stop for pedestrians in crosswalks where they previously had to only yield to them. He said that he feels that the enforcement of that law should be highlighted in IDOT’s process in consideration of the pedestrian safety aspects of the study. Mr. Harmet said that this would be researched and added to the report.
- A CAG member asked if the biggest tool in the toolbox should be the length of pavement that must be crossed by a pedestrian to get to the other side of the roadway because less pavement is safer. He said that minimizing a pedestrian’s exposure to traffic should easily outweigh other tools that involve aspects such as lighting, signing, and striping. Mr. Harmet replied that this is not necessarily a decisive factor and that this issue would be covered more by the next presentation on the meeting agenda.

C. Presentation of Overall Safety Evaluation Tools by Federal Highway Administration

Presentation:

Jeff Shaw from the Federal Highway Administration (FHWA) Office of Safety presented a Traffic Safety Evaluation to the CAG.

- Mr. Shaw said that his presentation centers around a new tool that IDOT will be using on this project, the Highway Safety Manual (HSM). He provided his copy of the manual to the CAG to allow the members to view the type of information it contains.

An overview of traffic safety was presented.

- The fundamental measure of traffic safety is in terms of crashes.
- There are causal factors of a crash.
 - Driver/User (Human) Factors

- Roadway/Environment Factors
- Vehicle Factors
- A comprehensive strategy to prevent crashes requires:
 - Engineering
 - Enforcement
 - Education
 - EMS (Emergency Response)

Traffic safety can be viewed in different ways.

- Subjective Safety refers to the user's perception of how safe a facility feels. Consequently, it is an abstract concept that speaks more to the individual's perspective or feeling of personal safety.
- Nominal Safety refers to compliance with standards, warrants, policies, procedures and guidelines.
- Substantive Safety is an objective and factual measure of the actual or expected crash frequency and severity for a highway segment or intersection.

Examples of nominal safety measures were presented.

- Federal Criteria Examples:
 - Manual on Uniform Traffic Control Devices (MUTCD)
 - United States Code
 - Code of Federal Regulations
- National Criteria Examples:
 - Roadside Design Guide
 - A Policy on Design Standards – Interstate System
 - A Policy on Geometric Design of Highways and Streets
- State Criteria Examples:
 - Illinois Supplement to the MUTCD
 - Bureau of Local Roads and Streets Manual
 - Bureau of Design and Environment Manual
- Nominal safety sources often provide a range of acceptable values. Staying within the acceptable range of values allows you to meet the nominal safety criteria. Ranges are provided so roadway designers have the flexibility needed to fit a project to its context.

An overview of traffic safety research was presented.

- Research scopes are usually very specific (i.e. topic by topic).
- The key to traffic safety research is determining degrees of safety (i.e. how much safer?).
- No single entity conducts traffic safety research.
- Examples of agencies and organizations that conduct traffic safety research:
 - Transportation Research Board (TRB)
 - University Transportation Centers (UTCs)
 - Departments of Transportation Research and Development Units
 - Non-Governmental Entities (AASHTO, AAA-FTS, IIHS, etc.)

The science of substantive safety was presented:

- The new AASHTO Highway Safety Manual (HSM) embodies the substantive approach to safety. It is a quantitative-based approach that employs statistical methods.
- The HSM is very new. The first edition was published in June 2010. Subsequent editions of the manual will be made available in the future. The necessary research to revise and improve the manual is ongoing.

The basic approach to performing an HSM analysis was presented.

- The manual's procedures are applied to existing conditions. Existing traffic, crash data (3 or more years recommended), and roadway geometry and configuration are used in the analysis.
- The manual's procedures are also applied to all alternatives being considered. Future traffic and roadway geometry and configuration are used in this analysis.
- The analysis results can be compared among alternatives and to existing conditions.
- Because research is ongoing, existing data and past research is also relied upon.

- The common condition factors under which the majority of pedestrian fatalities occur include the following:
 - Urban areas
 - Non-intersection locations
 - Normal weather conditions
 - Non-daylight (nighttime, dawn, dusk)
 - Higher speeds (speeds in excess of 35 miles per hour)

- The common causal factors under which the majority of pedestrian fatalities occur:
 - Mid-block darting of pedestrians into traffic
 - Failure to yield either by the pedestrian or a vehicle
 - Pedestrians walking along and within the roadway

- Across the country and in Illinois, crash fatalities in general and pedestrian fatalities are both decreasing.

- Regarding pedestrian safety treatments as covered in the HSM, the research is ongoing. Appropriate countermeasures and treatments that indicate a beneficial trend in pedestrian safety include:
 - Off-road paths/sidewalks
 - Enhanced pedestrian signage
 - Flashing beacons
 - Raised medians

Some past research on pedestrian safety treatments was presented.

- Converting an unsignalized intersection into a roundabout provides a 27% reduction in pedestrian crashes.
- Replacing walk/don't walk pedestrian signals with countdown pedestrian signals provides a 25% reduction in pedestrian crashes.
- Providing pedestrian refuge islands at crosswalks provides a 56% reduction in pedestrian crashes.

Insight on using the HSM was presented.

- The calculations from applying HSM techniques are not absolute predictions.
- The HSM was created to supplement other established design criteria and is not a mandate.
- Since this is the first edition of the HSM, research continues on many topics, such as pedestrians and freeways/interchanges. The Crash Modification Factors Clearinghouse (www.cmfclearinghouse.org) has been established to deliver new safety information as it becomes available.

Safety Tools Discussion:

- A CAG member asked if the entire HSM document is on the Crash Modification Factors Clearinghouse website. Mr. Shaw replied that the entire document is not on the website but is for sale through AASHTO.
- A CAG member asked Mr. Shaw if the increasing use of road diets has been considered in the HSM. He stated that it seemed that they were doing road diets everywhere but Illinois and wanted to know if road diets are something that has helped reduce the fatality rate. Mr. Shaw said that there is information in the HSM regarding the use of roadway diets and that several other states such as Michigan, Georgia, and Iowa have had positive experiences using them in their specific situations. The safety benefits have been

significant where used in appropriate places. The approximate upper limit of the average daily traffic for road diet consideration is around 17,000 to 18,000 vehicles per day.

- Ms. Sigman told Mr. Shaw that it was nice to see the statistics that were presented and asked him if he would be available as a resource during the CSS process. Mr. Shaw said that one of his roles is to continue to provide support to the State regarding traffic safety.
- A CAG member asked if design impacts safety. Mr. Shaw said that it does. The CAG member asked if there was something like a top 10 list of design elements that impact safety. Mr. Shaw replied that there is nothing that provides priority of various design elements over others because research has found that safety depends on how the roadway is comprised in its entirety. Mr. Shaw described 13 controlling FHWA design criteria that, if deviated from, require analysis and approval. The criteria are not necessarily rooted in safety. The Transportation Research Board will be conducting a research project that will revisit each of the criteria to evaluate how appropriate they are in terms of safety. A CAG member added that he thought that an FHWA administrator had previously sent out what he thought was a “top 10 list” in a memorandum that included demonstrated Crash Reduction Factors (CRFs) and included two pedestrian treatments – medians and walkways. Mr. Shaw verified that this is what the FHWA refer to as the “9 Countermeasures Memo” that was sent out in 2008 by the Associated Administrator for Safety that lists 9 proven safety countermeasures that the FHWA feels all agencies should be doing as much as they can. Ms. Sigman asked if this could be provided to the CAG. Mr. Shaw responded that it is available on the FHWA website.
- A CAG member asked what role the FHWA plays in reviewing the design for projects in terms of safety. Mr. Shaw responded that it would be best for IDOT to address that because every state handles that process differently. Mr. Harmet said that IDOT is going to use the HSM for this project; determining how safe the design becomes will be evaluated using that tool.
- A CAG member asked if there is a computer model that accompanies the HSM so that project specific information can be evaluated. Mr. Shaw responded that there are currently entities that are in the process of creating software packages that will take the HSM formulas and put them in a user-friendly format but there is not a specific program, spreadsheet or vendor that he could refer the CAG to as the proper one to use.

V. Introduction to Alternatives Development and Evaluation Process

Presentation:

- The process involves considering stakeholder input, refining that input, and evaluating it initially at a broad level. The process continues for several rounds as the broad level becomes more detailed.
- The evaluation process will consider how the alternatives impact Willow Road.

Identifying locations for alternatives (Evaluation Round #1) was presented.

- There are two parts to the process:
 - Initial screening (is there anything immediately obvious as a fatal flaw)
 - Purpose & need test
- All alternatives will be compared to the no-build alternative and will also be compared relative to each other.
- Tools that will be used to identify locations:
 - Highway Safety Manual
 - Travel Demand Model
 - Highway Capacity Manual
 - Existing Aerial Photography
 - Maps and GIS

- Comparison Criteria:
 - Calculated safety performance
 - Level of Service (LOS) at Willow Road/Sunset Ridge Road intersection
 - Facility condition and design
 - Flaw analysis

Identifying the alternative footprint (Evaluation Round #2)

- Considerations:
 - Purpose & need factors
 - Impacts
 - Costs
 - Stakeholder Input
- All alternatives will again be compared to the no-build alternative and compared relative to each other.
- Additional tools that will be used to identify the footprints:
 - On-site verification
- Additional comparison criteria:
 - Level of Service (LOS) at all intersections in the study area
 - Cost
 - Impacts to environmental resources
 - Acres of right-of-way required
 - Number of homes acquired
 - Number of businesses acquired

Identifying features (Evaluation Round #3)

- Level of Detail:
 - More definition
 - Identify what the alternatives look like
- Considerations:
 - Purpose & need factors
 - Impacts
 - Costs
 - Stakeholder Input
- All alternatives will again be compared to the no-build alternative and compared relative to each other.
- Additional tools that will be used to identify the footprints:
 - Ground survey
 - Geometrics and cross sections
- Additional comparison criteria:
 - Segment Level of Service (LOS)
 - Vehicle to Capacity (V/C) ratios
 - Queue lengths
 - Cost details:
 - Construction
 - Right-of-way
 - Environmental
 - Engineering
 - Definition of impacts to environmental resources
 - Definition of impacts to homes and businesses

Alternatives Development and Evaluation Process Discussion:

- Mr. Harmet stated that as the alternatives development process continues, if the CAG feels that another Technical Advisory Committee (TAC) meeting or a discussion with Mr. Shaw would be beneficial, it could be done.

VI. Defining Initial Alternatives

Presentation:

- An initial list of alternatives was created by taking what has been discussed at previous CAG meetings and Public Meeting #1 and putting together a map of locations.

Initial List of Alternatives:

Willow Road:

- 2-lane with a median
- 4-lane with a median
- 2-lane with roundabouts

Other Roadways:

- Adding lanes to other east-west arterials, such as Lake Avenue or Dundee Road

I-294 (Tri-State Tollway) Improvements:

- Full interchange at Lake Avenue
- Full interchange at Dundee Road
- Providing northbound I-294 access to the eastbound I-94 spur

I-94 Spur Improvements:

- Completing the Waukegan Road interchange, to and from the east
- Eliminating the lane drop eastbound where the spur transitions into southbound I-94

I-94 (Edens Expressway) Improvements:

- Completing the Dundee Road interchange, to and from the north
- Completing the Tower Road interchange, to and from the south
- Completing the Willow Road interchange, to and from the north
- Completing the Lake Avenue interchange, to and from the north

VII. Recap and Next Meeting

- Initial comments on the meeting presentations should be provided by December 17, 2010.
- CAG Meeting #7 is scheduled for Thursday, January 20, 2011. Topics for discussion will include the Pedestrian and Bicycle Safety Toolbox, the purpose and need document, the alternatives development and evaluation process, and the initial list of alternatives.
- CAG Meeting #8 is scheduled for March 10, 2011.
- Public Meeting #2 is scheduled for April 7, 2011.
- The meeting adjourned at approximately 9:15 p.m.

VIII. Public Comment Summary following Adjournment of CAG Meeting

The following comments were made during the public comment session that immediately followed CAG Meeting #6. The following reflects a summary of the comments or questions and is not meant to be verbatim. The name and residency of the speaker is listed with the comment. All consultant presentations are held to the end of the public comment section and are limited to 10 minutes.

Comment 1 (David Silver, Glenview)

Mr. Silver said that he has been living in the area of Willow Road and Pflugstein Road for about 40 years and that he has been using Willow Road to get to the Edens Expressway during that time. There have been no considerable improvements to Willow Road but a lot more traffic over that time. The only major improvement in the Willow Road study area that he is aware of is an eastbound left-turn lane at Sunset Ridge Road. Mr. Silver expressed frustration with Willow Road through Northfield and asked the Village why they are against widening the roadway when options exist to make it a safe roadway as well.

Mr. Silver questioned why the substandard westbound lane drop just west of the Edens Expressway has never been improved. He explained that people on Willow Road attempting to make a westbound left turn near the park often cause people behind them to quickly apply their brakes to avoid rear-ending the turning vehicle and the queue of cars behind it. He requested that Willow Road be widened and that this problematic left turn movement be prohibited.

Comment 2 (Jeane Kane, Northfield)

Ms. Kane said that Northfield has both their police and fire protection on the south side of Willow Road. She expressed concern that if the roadway were widened that emergency vehicles may have difficulty getting across the eastbound lanes to travel westbound. Ms. Kane has been walking Willow Road for 30 years and has observed the traffic during the morning peak hour. She feels that it runs smoothly, other than when there is an accident or construction nearby, when congestion would be understandable.

Comment 3 (Bill Strummel, Winnetka)

Mr. Strummel's mother has lived in Winnetka for 32 years, and the family has lived in the area for even longer. Willow Road in Northfield has been a problem since the 1960's. The Village has approved a number of developments west of Sunset Ridge Road, most noticeably the Kraft Headquarters. Additional traffic has been added by these developments and must use Willow Road. He stated that the image that Northfield is projecting with the current state of Willow Road is bad. He feels that a 4-lane Willow Road is ideal for traffic flow but that he thinks the neighboring communities would settle with a 3-lane roadway that would provide left-turn lanes. Improved shoulders and pedestrian facilities would be important as well.

Regarding emergency vehicle access along Willow Road, Mr. Strummel feels that the current situation is dangerous, in that the congestion could prevent emergency vehicles from getting to locations efficiently. He felt that the amount of delay time the congestion on Willow Road has amounted to in terms of lifetimes of people should be considered. Mr. Strummel also said that the various interchange improvements on I-294 and I-94 would affect a lot more people and would cost a lot more money than Willow Road improvements in Northfield. Mr. Strummel suggested that the roadway improvements could improve property values by including at least two pedestrian underpasses with amenities, and would be a win-win situation for Northfield.

Comment 4 (Andy Kurz, Glenview)

Mr. Kurz discussed the history of the construction of the Edens Expressway. He explained that the Skokie Lagoons are where the fill was pulled to construct the roadbeds and are effectively draining what is Northfield today. Without the Edens Expressway and Willow Road interchange, Northfield would be a swamp. Northfield has benefitted and grown on account of the Willow Road interchange but that the Village treats it as their own private entrance to the Expressway.

Mr. Kurz said one accident-prone intersection in the region is Waukegan Road and Chestnut in Glenview. He wondered how much traffic is diverted through that intersection as it makes its way to Lake Avenue because Willow Road is such a bottleneck. Because of Willow Road, the immediate surrounding area has road rage, frustration, and other factors that lead to an unsafe driving environment. Northfield needs to widen their road beyond the existing 2-lane condition so that it properly meets the needs of the traffic.

Comment 5 (Tom Kloempken, Glenview)

Mr. Kloempken stated that he had been to the public meeting and recalled a resident of Northfield that had said she lived near Sunset Ridge Road and that she felt that widening Willow Road to 4 lanes would increase the traffic on Sunset Ridge and affect a lot of other roads as well. He said that he disagrees with this statement. Mr. Kloempkin visits his daughter in Lake Forest but avoids Willow Road by taking Skokie Highway to Sunset Ridge Road. He said that he is not the only person doing this. A lot of the southbound traffic on Sunset Ridge during peak hours is making a right on Willow Road and avoiding the Willow Road bottleneck. In addition, he stated that there are a number of UPS and FedEx trucks that are currently making alternate route choices to avoid Willow Road.

Mr. Kloempken does not understand why the police and fire stations are located where they are, near the south end of the Village rather than centrally located.

Regarding Northfield business people, he stated that many are hesitant to speak out about Willow Road because they realize that they have customers who are Northfield residents as well as residents from the surrounding communities. They are afraid that taking a side on the issue could negatively impact their business.

Mr. Kloempken explained that some Northfield residents are displaying the "My Kids Cross Willow Road" signs a considerable distance from Willow Road. He said that kids are not walking all the way to school from these locations.



Chicago Metropolitan Agency for Planning

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November 10, 2010

Ms. Peggy Kozminski
Northfield Community Nursery School

Dear Ms. Kozminski,

I was provided with a number of questions you asked about the development of traffic projections. I will respond to them in the order you asked them.

Are CMAP's traffic projections for Willow Road too high in general, based on historical analyses?

This question was posed based on information CMAP provided on September 30th. You had requested any projections developed in the past for Willow Road. We provided results developed for a Strategic Regional Arterial study which, as you pointed out, assumed 4 lanes on Willow Road through Northfield and 6 lanes in various combinations of frontage roads or actual lanes on other segments of Willow Road. These traffic projections reflected additional capacity provided by additional lanes, but this additional capacity does not exist today. This is not a traffic projection for the roadway as it exists today. We would not expect 50,000 vehicles per day on a two lane segment of roadway as it exists today.

Since that original transmittal, we have located another traffic study containing a projection produced by CMAP (previously known as the Chicago Area Transportation Study). CMAP provided 2010 forecasts to IDOT as part of the "Techny Area Planning Study" that was completed in 1993. IDOT prepared this study to determine the traffic impacts of the (then) proposed Techny area developments in the vicinity of the IL 43/Willow Road intersection. As you probably know, the full build out of Techny properties as originally conceived in the late 1980's did not occur. However, the forecasted 2010 ADT without Techny was approximately 30,000, which is relatively close to the current traffic volumes.

Why is traffic growth expected on Willow Road by 2030?

The largest factor contributing to changes in average daily traffic is changing development patterns. The household and employment forecasts for this corridor, which were developed in coordination with local communities, show household growth of 8% and employment growth of 11% between 2010 and 2030 for the corridor communities. In addition, since this is a major arterial connected to the expressway system, the impacts of growth from areas more remote to the corridor can also be expected.

Even without considering local household and employment growth, communities may find that trips that used to be oriented in one direction in the past will, over time, reorient towards other directions causing traffic growth on roadways based on changes in development outside the community. This is also likely happening in this area, with increasing development to the west and north of the study area allowing people who may have once traveled south or east to work or shop to travel north or west instead, because of new destination opportunities.

How are trip ends identified during a select link analysis, and how do you know this without stopping drivers and asking them?

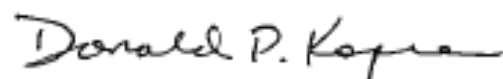
Here is a simplified explanation of how the process works. Based on household travel surveys, we understand the types and number of trips different categories of people make during an average day. We also know how far they are willing to travel to make their various trips. This information, combined with knowledge of households, household characteristics, and development patterns in an area allow us to develop "trip tables" containing all the trips people in the region are likely to make during an average day. Once we have this information, we can use modeling software to identify the most likely routes people will use to get to their destinations. The software also allows us to identify a roadway and ask the software to collect all the origin and destination information for the travelers using this road as a part of their route. The origins and destinations are not selected in advance; they are the result of the traffic assignment process. This is a statistical analysis of likely travel patterns and does not require us to stop and survey individual drivers on the roadway. Such a survey is very difficult to undertake and is rarely, if ever, done.

Does the CMAP model consider current tolls and potential future pricing policies such as congestion pricing?

The CMAP model considers the region's roadway characteristics, including pricing. Traffic projections are developed based on consideration of committed projects and policies. CMAP supports congestion pricing but the region has not yet committed to implementation of the strategy on any of the region's roadways. It is not appropriate to reflect this strategy within the analysis underway for Willow Road.

I hope you find this information helpful.

Sincerely,



Donald P. Kopec
Deputy Director for Planning and Programming

Attendance Roster - CAG Members

Community Advisory Group Meeting #6

Willow Road Study: Illinois Route 43 to Interstate 94
 November 18, 2010; 6:00 p.m. to 8:30 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	
3	Hallie Bodman	Northfield	ahkbod@aol.com	
4	Dan de Loys	Northfield	ddeloys@comcast.net	DdeL
5	Rick Filler	Glenview	rfiller@harlemirving.com	
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11	Kate Katz	Northbrook	Kk2667@aol.com	KK
12	John Kemper	Northfield	jkemper@mac.com	
13	Peggy Kozminski	Northfield	kozpbs@comcast.net	PKK
14	Penny Lanphier	Winnetka	lanphieriv@sbcglobal.net	
15	Jeffrey G. Liss	Winnetka	JGLJGL@aol.com	JGL
16	Kathy Miles	Glenview	gcstaff@glenviewchamber.com	
17	Tom Murtha	At Large	tmurtha@cmap.illinois.gov	TMurtha
18	Buggie O'Grady	Northfield	buggieogrady@yahoo.com	
19	Don Owen	Glenview	dowen@glenview.il.us	DO
20	Phoebe Raymond	Northfield	nomedad@mindspring.com	PR
21	Stacy Sigman	Northfield	ssigman@northfieldil.org	SS
22	Stephanie Stuckey	Northbrook	sstuckey@ups.com	
23	Scott Turban	Northfield	scottturban@aim.com	ST
24	Don Whiteman	Northfield	kk9h@me.com	DW
25				

Attendance Roster - CAG Alternates

Community Advisory Group Meeting #6

Willow Road Study: Illinois Route 43 to Interstate 94
 November 18, 2010; 6:00 p.m. to 8:30 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	
2	Juli Blunt	Northfield	jrb.freshideas@earthlink.net	<i>JB</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	<i>SB</i>
6	Sydney Clark	Northfield	sclark4994@yahoo.com	
7	Pat Doherty	Northfield	dohertypat@aol.com	✓
8	Nancy Firfer	Glenview	nancy.l.firfer@cm2020.org	
9	Nancy Garrity	Northbrook	ngarrity@ups.com	<i>Nancy Garrity</i>
10	Becky Hurley	Winnetka	hurley5@comcast.net	
11	Don Kopec	At Large	dkopec@cmap.illinois.gov	
12	Brian Kozminski	Northfield	bkozminski@llegal.com	
13	William Lustig	Northfield	blustig@northfieldil.org	<i>W Lustig</i>
14	Brian Moran	Northfield	bmoran@femoran.com	
15	Patrick O' Donoghue	Northfield	northfieldpat@yahoo.com	<i>POD</i>
16	Sean O'Grady	Northfield	sogrady@northshore.org	
17	Anne Peterson	Northfield	apeterson70@comcast.net	
18	Kate Rekett	Northfield	kate@sutherlandhomes.com	<i>KAR</i>
19	Charles Shabica	Northfield	cshabica@comcast.net	
20	Theresa Snyder	Northfield	theresasnyder14@gmail.com	
21	<i>Joe Riquemans</i>	<i>Northbrook</i>	<i>jrliquemans@crakeandbarrel.com</i>	
22	<i>Mel Bianucci</i>	<i>Northfield</i>	<i>bianucci@comcast.net</i>	<i>MB</i>
23				
24				
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