

Strategic Regional Arterial

**Illinois Route 21 (Vol. II)
(Milwaukee Avenue)**

**Illinois Route 43 (Harlem Avenue) to
Illinois Route 120 (Belvidere Road)**



**Operation
GreenLight**

**Illinois Department of Transportation
March, 1992**

FOREWORD

Illinois Route 21 (Milwaukee Avenue) is a Strategic Regional Arterial from Illinois Route 43 (Harlem Avenue) in Cook County to Illinois Route 120 (Belvidere Road) in Lake County. This Strategic Regional Arterial (SRA) report for Illinois Route 21 has been prepared for the Illinois Department of Transportation and the Strategic Regional Arterial Subcommittee of the Work Program Committee of the Chicago Area Transportation Study by Harland Bartholomew & Associates, Inc.

As an SRA route, Illinois Route 21 is intended to function as part of a regional arterial system, carrying high volumes of long-distance traffic in conjunction with other SRA routes and the regional expressway and transit systems. This report is one element of a long-range plan for all routes in the SRA network. Together, the route studies constitute a comprehensive, coordinated plan for the entire SRA network.

Volume I of this report includes a description of the SRA study objectives and process, a detailed exposition and analysis of the existing route conditions and recommendations for ultimate and low-cost improvements. Volume II of this report consists of documentation of the public involvement process including citizen comments.

SECTION FOUR

PUBLIC INVOLVEMENT

4.1 THE PUBLIC INVOLVEMENT PROCESS

The public involvement process includes three elements: three SRA Advisory Panel Meetings, the Public Hearings, and the newsletters to the Panel members and coordinator. The Panel Meetings were held on March 16, 1990; November 19 and 20, 1990; and September 17 and 19, 1991. The public hearings were held October 15 and 17, 1991. SRA newsletters – called the **Spotlight** – were issued in August and October, 1990; and in January, March, May, July and October, 1991.

Copies of the Panel Meetings minutes, public hearing minutes and newsletters are included as Sections 4.2 through Sections 4.4.

4.2 ADVISORY PANEL MEETING MINUTES

Meetings of the Illinois Route 21 Advisory Panels were held on March 16, 1990; November 19 and 20, 1990; and September 17 and 19, 1991. At the first Panel Meetings, presentations were made to introduce the SRA system, its relation to the 2010 TSD Plan and Operation GreenLight and the SRA planning process. At the second Panel Meetings, presentations were made to review progress on the SRA study and alternative improvement concepts to be considered for Illinois Route 21. At the final Panel Meetings, the recommended improvements were presented as in the Preliminary Draft Report.

At each of the Panel Meetings, opportunity was provided for those attending to ask questions, make comments and discuss the presentations and recommendations. All municipalities along the route, Cook County and Lake County were represented on the Panels.

Copies of the minutes of the Panel Meetings are contained in the following pages.

Harland Bartholomew & Associates, Inc.

Planning • Engineering • Landscape Architecture

MEETING MINUTES

**STRATEGIC REGIONAL ARTERIAL SYSTEM
ADVISORY PANEL MEETING
ROUTE IL 21, COOK COUNTY**

**8:30 AM - MARCH 16, 1990
NILES VILLAGE HALL
7601 MILWAUKEE AVE.
NILES, IL 60648**

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The SRA Advisory Panel Meeting for IL 21 in Cook County was held between representatives of the Illinois Department of Transportation (IDOT), Chicago Area Transportation Study (CATS), Harland Bartholomew & Associates, (HBA), and the Study Advisory Panel Members on March 16, 1990 at the Niles Village Hall. Attendees are listed on the attached Meeting Register. Results and specific items discussed are outlined as follows:

1. Eugene Ryan (CATS) provided introduction and discussion of the 2010 TSD Plan, Operation Greenlight, and the SRA System.
2. Rich Starr (IDOT) provided the Introduction to the SRA Study.
3. Paulette Carolin (HBA) provided an Overview of the Study Process and Discussion of the SRA Design Concept Development.

Following the presentations, the Advisory Panel Members had these questions and comments:

1. What kind of information will be brought to the public hearing? Ans: Information concerning the improvement alternatives selected.
2. What if public opinion finds the information totally against the regional needs? Ans: Proper functioning of the advisory panel system should not allow this to happen.



Cook County Highway Department will provide HBA with a copy of their Five Year Programmed Improvement Plan to keep them abreast of:

1. Lake-Cook Road/Metra overpass improvement schedule.
2. Hintz Road-Milwaukee to Wolf Road improvement progress.

Please inform the writer of any revisions or modifications to these meeting minutes.

Respectfully Submitted,

A handwritten signature in cursive script that reads 'Mark Peterson'.

Mark Peterson

MP:cr

cc: Nancy Magnus
Attendees

SRA ADVISORY PANEL MEETING

Route: IL 21 Cook County

Meeting Location: NILES VILLAGE HALL

Date: March 16, 1990

Name	Representing
Mark Petersen	Harland Bartholomew & Assoc.
RICH STARR	IDOT
JIM FORD	NIPC
MARK JOHNSON	COOK COUNTY HIGHWAY
BOB FUENER	COOK COUNTY HWY DEPT.
ABE SELMAN	VILLAGE MANAGER, NILES
NEIL D. FERRARI	IDOT-DIV OF PUBLIC TRANSPORTATION
William Duggan	N W M C

Harland Bartholomew & Associates, Inc.

Planning • Engineering • Landscape Architecture

MEETING MINUTES

**STRATEGIC REGIONAL ARTERIAL SYSTEM
ADVISORY PANEL MEETING
ROUTE IL 21, LAKE COUNTY**

1:30 PM - MARCH 16, 1990
LAKE COUNTY DIVISION OF TRANSPORTATION
WINCHESTER ROAD
LIBERTYVILLE, IL

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The SRA Advisory Panel Meeting for IL 21 in Lake County was held between representatives of the Illinois Department of Transportation (IDOT), Chicago Area Transportation Study (CATS), Harland Bartholomew & Associates (HBA), and the Study Advisory Panel Members on March 16, 1990 at the Lake County Division of Transportation. Attendees are listed on the attached Meeting Register. Results and specific items discussed are outlined as follows:

1. Eugene Ryan (CATS) provided introduction and discussion of the 2010 TSD Plan, Operation Greenlight, and the SRA System.
2. Rich Starr (IDOT) provided the Introduction to the SRA Study.
3. Paulette Carolin (HBA) provided an Overview of the Study Process and Discussion of the SRA Design Concept Development.

Following the presentations, the Advisory Panel Members had these questions and comments:

1. What traffic levels do you want to accommodate, all of the projected traffic? Ans: If there is the space to do so.
2. Can you realistically hope to push a large volume of traffic through downtown Libertyville? Ans: Improvement may not have to incorporate the present alignment. A bypass or one-way pairs of streets may work in areas of limited R.O.W., also as a result of the study it is possible that the route in question will be removed from the SRA System.



Please inform the writer of any revisions or modifications to these meeting minutes.

Respectfully Submitted,

A handwritten signature in cursive script, reading 'Mark Peterson', is written above the printed name.

Mark Peterson

MP:cr

cc: Nancy Magnus
Attendees

SRA ADVISORY PANEL MEETING

Route: 1/21 LAKE COUNTY

Meeting Location: LAKE COUNTY DOT

Date: March 16, 1990

Name	Representing
Mark Peterson	Harland Bartholomew & Assoc.
GLENN LARSON	LINCOLNSHIRE
Dusty Powell	Panel Coordinator
DONALD JAKESCH	VILLAGE OF LINCOLNSHIRE
STEVE MAGNUSEN	VILLAGE OF LIBERTYVILLE
JoAnn Eckmann	" " "
MARTY BUEHLER	LAKE COUNTY
GREGORY P. BOYSEN	DIRECTOR OF PUBLIC WORKS, VILLAGE OF BUFFALO GROVE
Phil Peters	NIPC

Harland Bartholomew & Associates, Inc.
Planning • Engineering • Landscape Architecture

MEETING MINUTES

**STRATEGIC REGIONAL ARTERIAL SYSTEM
ADVISORY PANEL MEETING
ILLINOIS 21, COOK COUNTY**

**8:30 A.M. - NOVEMBER 19, 1990
NILES VILLAGE HALL
7601 MILWAUKEE AVE.
NILES, IL**

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The SRA Advisory Panel Meeting for Illinois 21 in Cook County was held among representatives of the Illinois Department of Transportation (IDOT), Chicago Area Transportation Study (CATS), Harland Bartholomew & Associates, (HBA) and the Study Advisory Panel Members on November 19, 1990. Results and specific items discussed are outlined as follows:

1. Dean Englund (CATS) provided an introduction and brief review of the SRA system and its role in the 2010 TSD Plan.
2. Paulette M. Carolin (HBA) provided a review of the SRA study process and discussed the physical relationship between Illinois 21 and intersecting major transit corridors. Afterwards she presented a mile by mile description of the individual route analysis for Illinois 21 showing the application of general design concepts and major areas of concern for further detailed study.

Following the presentations, the Advisory Panel Members had these questions and comments:

1. The Village of Glenview expressed an interest as to what improvements were planned for the two lane railroad grade separation north of Glenview Road, the Sanders Road intersection, and the segment of Milwaukee Avenue adjacent to the undeveloped Zenith property north of the Tri-State Tollway.
2. Irv Benjamin of the Cook County Highway Department asked what were the 2010 projected traffic volumes on Milwaukee Avenue south of Golf Road. Ans: 2010 traffics projections presently being revised. Expect updated volumes around first of year.



3. Bill Baltutis from TMA of Lake Cook Corridor questioned whether grade separations were possible at any other streets besides Lake Cook? Ans: Yes, but unlikely due to right-of-way constraints.
4. The Village of Wheeling inquired as to how the on-going studies on Lake Cook and Palatine are being coordinated with this study. Ans: Our study will incorporate the findings of the previous studies into our recommendations.
5. The Village of Wheeling expressed frustration associated with setting aside large areas of right-of-way for roadway improvements that are only partially used when the improvement is ultimately constructed. This occurred on previous State roadway projects.

Please inform the writer of any revisions or modifications to these meeting minutes.

Respectfully submitted,

A handwritten signature in cursive script, reading 'Mark W. Peterson'.

Mark W. Peterson

MWP:cr

cc: Nancy Magnus, w/attachments
Attendees

SRA ADVISORY PANEL MEETING

Route: IL 21 - MILWAUKEE AVE - COOK COUNTY

Meeting Location: VILLAGE HALL - NILES

Date: 11/19/90

Name	Representing
Mark Peterson	HARLAND BARTHOLOMEW & ASSOCIATES
Dean B. Englund	CATS
Bill Duggan	Pace
DICK MARSON	VILLAGE OF GLENVIEW
JOE CATALANO	VILLAGE OF GLENVIEW
MICHAEL KLITZKE	VILLAGE OF WHEELING
IRV BENJAMIN	COOK COUNTY HWY DEPT
Robert Cuthbert	NWMC
TIM SMIRLES	VILLAGE OF GLENVIEW
TOM Willman	CATS
Bill Baltutis	TMA Lake Cook Corridor
John Coakley	Village of Niles
Mark Blaise	Village of Niles
LES SWIECA	IDOT DIST. 1 Program Development
George Holt	Niles

Harland Bartholomew & Associates, Inc.

Planning • Engineering • Landscape Architecture

MEETING MINUTES

**STRATEGIC REGIONAL ARTERIAL SYSTEM
ADVISORY PANEL MEETING
ILLINOIS 21, LAKE COUNTY**

10:00 A.M. - NOVEMBER 20, 1990
LAKE COUNTY DIVISION OF TRANSPORTATION
WINCHESTER ROAD - P.O. BOX 220
LIBERTYVILLE, IL

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The **SRA Advisory Panel Meeting** for Illinois 21 in Lake County was held among representatives of the Illinois Department of Transportation (IDOT), Chicago Area Transportation Study (CATS), Harland Bartholomew & Associates (HBA) and the Study Advisory Panel Members on November 20, 1990. Attendees are listed on the attached Meeting Register. Results and specific items discussed are outlined as follows:

1. Dean Englund (CATS) provided an introduction and brief review of the SRA system and its role in the 2010 TSD Plan.
2. Paulette M. Carolin (HBA) provided a review of the SRA study process and discussed the physical relationship between IL-21 and intersecting major transportation corridors. Afterwards she presented a mile by mile description of the individual route analysis for IL-21 showing the application of general design concepts, major areas of concern for further detailed study, and potential bypass and reliever routes.

Following the presentations, the Advisory Panel Members had these questions and comments:

1. Bill Baltutis of TMA of Lake Cook Corridor asked how far east does proposed Busch Connector extend. Ans: That has not been established at this time.

Any thoughts on using I-294 to relieve congestion on Milwaukee Ave. Ans: Not really, tollway is already at capacity.



2. Gregory Boysen from the Village of Buffalo Grove stated that the Busch Connector is part of the Buffalo Grove Transportation Plan and that Buffalo Grove has already annexed this land and will construct the connector. Developer of parcel is required to construct intersection improvements at Milwaukee Avenue.

Buffalo Grove has consultant studying Deerfield and Busch intersections and they are presently investigating the possibility of dual left-turn lanes and exclusive right-turn lanes with only two through lanes. Perhaps these findings could be IDOT programmed improvements.

Mr. Boysen questioned CATS, if an SRA is to supplement the expressway system won't that attract toll-way traffic to IL-21 Ans: No, both carry vehicles making different types of trips.

3. The Village of Libertyville inquired whether the 2010 Plan considered the effects of the Route 53 Extension Ans: Yes, the Plan considered the Extension, but the volumes on IL-21 weren't significantly affected one-way or the other.

What traffic volumes are expected through Libertyville in 2010? Ans: Volumes are presently being revised, but estimates are generally in the area of 45,000 vpd.

The Village also commented that the land where the potential Butterfield Road Connector would be constructed may be acquired by either the township or Forest Preserve in the near future.

Would you narrow right-of-way requirements north of Golf Road where setbacks are poor? Ans: No, traffic would have to be maintained through to the north.

The general consensus in Libertyville is that street parking will remain.

The Lake St. intersection will be signalized under Operation Greenlight.

The Village doesn't want six through lanes because of the traffic they will create. Ans: Future development will create the traffic not the addition of through traffic lanes.



4. Lake County Division of Transportation would like Consultant to look in more detail at reliever routes for IL-21 through Libertyville. Also collector between IL-21 and Butterfield Road would be desirable in any development plan for the Cuneo property.
5. Mr. Boysen questioned whether bicycle travel is being discouraged along SRA routes. Buffalo Grove has bicycle paths in its Comprehensive Plan and would like to maintain them. Ans: Standpoint on bicycles is that they are discouraged on SRA pavement. If communities would like to participate in protecting right-of-way for a bike path adjacent to the SRA that would be welcomed.

Do you feel that a bike path is not feasible between Lake Cook and Aptakisic? Ans: It is not feasible in the desirable 120' right-of-way.

Do you have 2010 traffic volumes at all intersections? Ans: No, only at SRA to SRA intersections.

Does the 2010 traffic model run unconstrained? Ans: Yes.

When will the updated traffic volumes be available? Ans: In January of 1991, but remember these volumes are for planning purposes not design.

6. Matt Overeem from the Village of Lincolnshire asked for an explanation of the Half Day bypass route. Ms. Carolin explained that the graphics showed only a generalized location and that the alignment has not been defined to date.
7. Village of Libertyville asked Ms. Carolin to explain comment about Butterfield and St. Marys Roads not being viewed as Bypass Routes. Ans: Both roads are presently being investigated as potential relievers to siphon off traffic from IL-21 and are not being considered to carry all of the IL-21 traffic on a ultimate six-lane configuration.

How will the middle circumferential affect the route? Ans: Don't presently know its timing or ultimate effect on IL-21.

Will funding be available for these improvements? Once the project is completed money for right-of-way protection would begin on a limited basis.

Libertyville, Buffalo Grove, and Lincolnshire would like to organize meetings with Harland Bartholomew & Associates for more detailed discussions.



Please inform the writer of any revisions or modifications to these meeting minutes.

Respectfully submitted,

A handwritten signature in cursive script, which appears to read 'Mark W. Peterson', is written above the printed name.

Mark W. Peterson

MWP:cr

cc: Nancy Magnus, w/attachment
Attendees

SRA ADVISORY PANEL MEETING

Route: 1K-21

Meeting Location: LAKE COUNTY DIVISION OF TRANSPORTATION

Date: NOVEMBER 20, 1990

Name	Representing
Mark Peterson	Harland Bartholomew & Associates
Phil Peters	NIPC
GREGORY P. BOYSEN	VILLAGE OF BUFFALO GROVE
Dean B. Englund	CATS
Dusty Powell	LCDOT
LES SWIECA	IDOT. DIST. 1 Program Development
LINDA BOLTE	IDOT - Office of PLG & PROG
Bill Baltusir	Lake Cook TMA
Math Overeem	V of Lincolnshire
Al Pickett	CAREMARK, Inc TMA chairman
STEVE MAGNUSSEN	VILLAGE OF LIBERTYVILLE
JO ANN ECKMANN	" " "
Mark Schmidt	LCDOT
ED LAUDENSLAGER	Village of Vernon Hills

MEETING MINUTES

**STRATEGIC REGIONAL ARTERIAL SYSTEM
ADVISORY PANEL MEETING
ILLINOIS ROUTE 21, LAKE COUNTY**

**SEPTEMBER 17, 1991 - 2:30 P.M.
LAKE COUNTY DIVISION OF TRANSPORTATION
WINCHESTER ROAD - P. O. BOX 220
LIBERTYVILLE, IL**

The third SRA Advisory Panel Meeting for Illinois 21 in Lake County was held among representatives of the Illinois Department of Transportation (IDOT), Chicago Area Transportation Study (CATS), Harland Bartholomew & Associates, Inc. (HBA) and the Study Advisory Panel Members on September 17, 1991. Attendees are listed on the attached Meeting Register. Results and specific items discussed are outlined as follows:

1. Paulette M. Carolin (HBA) provided a review of the SRA study process and discussed the SRA project recommendations outlined in the draft SRA report for Illinois 21.
2. Village of Buffalo Grove stated that they would still like to see the planned Busch Road-Deerfield Road connector constructed. Plans for the connector are currently being reviewed by the Army Corps of Engineers.
3. Clarification was requested behind access consolidation and right-of-way recommendations. Access consolidation recommendations are intended to be used as a guide when vacant parcels develop or when re-development occurs. IDOT has no plans to begin consolidation of access points along any SRA routes. IDOT is examining potential legislative changes to existing access policies. Right-of-way recommendations represent a definition of right-of-way requirements to accommodate future transportation needs. Communities can use these right-of-way requirements to setback future development from. IDOT has no plans to pursue advanced acquisition of right-of-way recommended in the SRA reports.



Meeting Minutes
September 17, 1991
Page 2

4. Village of Libertyville asked about timing of implementation of SRA improvements. IDOT responded that no money is currently programmed for construction of SRA improvements. Funding sources must be sought out during the SRA studies as preliminary cost estimates for SRA improvements are developed.
5. Concern was raised about pedestrian crossings and signal timing in Libertyville. Response was that those detailed problems will be addressed in preliminary design stages.
6. Request was made to include an executive summary and key map in the front of the SRA reports so that project recommendations could be easily referenced.
7. Village of Libertyville requested further analysis and correction to statements in the draft SRA report about the movements in and out of the Metra Station.
8. The status of the proposed east-west arterial through the Cuneo property connecting Illinois 21 to Butterfield Road needs to be determined.

Please inform the writer of any revisions or modifications to these meeting minutes.

Respectfully Submitted,

HARLAND BARTHOLOMEW & ASSOCIATES, INC.

A handwritten signature in black ink, appearing to read 'Robert F. Hull', is positioned above the printed name.

Robert F. Hull, P.E.
Project Manager

RH/bp

cc: Nancy Magnus with attachments
Attendees



ADVISORY PANEL MEETING

Route: ILLINOIS ROUTE 21 - LAKE COUNTY

Meeting Location: LAKE COUNTY TRANSPORTATION

Date: 9/17/91

Name	Representing
MARTIN BUEHLER	LAKE COUNTY
STEVE MAGNUSEN	VILLAGE OF LIBERTYVILLE
JOANN FELDMANN	" " "
HOWARD KILLIAN	Village of LINCOLNSHIRE
DAVID LIMARDI	" " "
Bill Baltutis	TMA Lake-Cook
RICH STARR	IDOT - PROG.
BOB HULL	HARLAND BARTHOLOMEW ASSOC.
Eugene Ryan	CATS
Ellen Brin	Main Street Libertyville
Sidney Mathias	Village of Buffalo Grove
GREGORY P. BOYSEN	DIRECTOR OF PUBLIC WORKS VIL. OF BUF. GROVE
Mark Schmidt	Panel Coordinator

MEETING MINUTES

**STRATEGIC REGIONAL ARTERIAL SYSTEM
ADVISORY PANEL MEETING
ILLINOIS ROUTE 21, COOK COUNTY**

**SEPTEMBER 19, 1991 - 9:00 P.M.
NILES VILLAGE HALL
7601 MILWAUKEE AVENUE
NILES, IL 60648**

The third SRA Advisory Panel Meeting for Illinois 21 in Cook County was held among representatives of the Illinois Department of Transportation (IDOT), Chicago Area Transportation Study (CATS), Harland Bartholomew & Associates, Inc. (HBA) and the Study Advisory Panel Members on September 19, 1991 at the Niles Village Hall. Attendees are listed on the attached Meeting Register. Results and specific items discussed are outlined as follows:

1. Paulette M. Carolin (HBA) provided a review of the SRA study process and discussed the SRA project recommendations outlined in the draft SRA report for Illinois 21.
2. Cook County inquired about the proposed 12-foot wide median in Niles. This median would be painted and not raised.
3. Question was asked about what the SRA project recommendation was at the intersection of Illinois 21 and Lake Street. At this point of the study the recommendation is for dual left turn lanes and separate right turn bays on all legs of the intersection.
4. Village of Prospect Heights recommended realignment of Winkleman Road at Illinois 21 to improve intersection angle.
5. Village of Wheeling expressed concern about cross section of Illinois 21 in Wheeling in the draft report that did not show sidewalks. Response: It is not the intent of the SRA project to recommend removal of sidewalks in Wheeling, therefore this cross section will be revised in the final report to show retention of sidewalks.



Meeting Minutes
September 19, 1991
Page 2

6. Concerns were expressed about the impact of proposed right-of-way requirements on existing development. Response: SRA project is defining what the right-of-way requirements are to provide improvements to accommodate projected traffic. At this point in time, IDOT has no plans to pursue advanced acquisition of right-of-way. SRA project reports will provide a good tool for local governments to assist with protection of right-of-way particularly if redevelopment along SRA route occur.

Please inform the writer of any revisions or modifications to these meeting minutes.

Respectfully submitted,

HARLAND BARTHOLOMEW & ASSOCIATES, INC.

A handwritten signature in cursive script, reading 'Robert F. Hull', is positioned above the printed name.

Robert F. Hull, P.E.
Project Manager

RH/bp

cc: Nancy Magnus with attachments
Attendees



ADVISORY PANEL MEETING

Route: Illinois Route 21 - Cook County

Meeting Location: Niles Village Hall

Date: 9/19/91

Name	Representing
ED RITCHFORD	PROSPECT HEIGHTS
BOB HULL	HARLAND BATHOMAN ASSOC
MARK WHEEL	Wheeling
Eugene Ryan	CATS
John Cookley	Niles
Bill Beltrac	TMA-Lake Cook
IRV BENJAMIN	COOK COUNTY HWY DEPT

4.3 PUBLIC HEARING MINUTES AND RECORDED COMMENTS

Two Public Hearings, October 15 and 17, 1991, were held to present recommended improvements to Illinois Route 21 and to obtain public input. The Public Hearings were conducted in an open house format with exhibits displayed showing the recommended improvements for the entire SRA route on aerial photographs as well as typical cross sections. Also, a slide presentation was shown every half-hour during the hearings. This presentation included the scope and objectives of the SRA system; the relation of Illinois Route 21 to the overall system; and the scope of recommended improvements for the entire SRA route.

Representatives of the Illinois Department of Transportation (IDOT) and the SRA project consultant were available during the hearings to discuss the project and answer questions. A court reporter also was present during the hearings to take oral comments, and written statements were accepted during the hearings. An additional period of 30 days following the hearings was provided for submission of written statements to the IDOT District One Offices.

Included in this section are copies of the following:

- public hearing notice
- public hearing handout
- summary of public hearing
- public hearing register (Attachment A)
- slide presentation narrative (Attachment B)
- recorded oral comments (Attachment C)
- written comments (Attachment D)
- IDOT response letters (Attachment E)



**Illinois Department
of Transportation**

**INVITES YOU TO ATTEND
A PUBLIC HEARING**

CONCERNING:

**ILLINOIS ROUTE 21 (Milwaukee Avenue)
between ILLINOIS ROUTE 43
and ILLINOIS ROUTE 120
in COOK and LAKE COUNTIES**

**Please plan to attend one
of the following meetings:**

**TUESDAY, OCTOBER 15, 1991
2 p.m. - 8 p.m.
HOLIDAY INN CROWNE PLAZA
2855 N. MILWAUKEE AVENUE
NORTHBROOK, IL 60062**

(or)

**THURSDAY, OCTOBER 17, 1991
2 p.m. - 8 p.m.
LIBERTYVILLE TOWNSHIP MEETING HALL
359 MERRIL COURT
(from IL Route 21 take
Winchester Road west to Merrill Court
and turn left)
LIBERTYVILLE, IL**

PURPOSE OF MEETING:

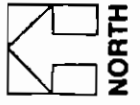
- * To present recommended improvements for IL Route 21 (Milwaukee Avenue) as part of the Strategic Regional Arterial (SRA) system**
- * To obtain public input**

A slide presentation will be shown every half hour with the last show at 7:30 p.m. Exhibits will be on display with Illinois Department of Transportation personnel available to discuss the project and answer questions.

This meeting will be handicapped accessible. Those persons planning to attend and in need of special accommodations should contact Rich Starr (708) 705-4095 at the District One office.

DISTRICT ONE OFFICE

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



Regional Location Map

PURPOSE OF MEETING

- * To present the recommended improvements for Illinois Route 21 between Illinois Route 43 and Illinois Route 120, as part of the Strategic Regional Arterial System
- * To obtain public input

THE STRATEGIC REGIONAL ARTERIAL SYSTEM

- * Includes 1,340 miles of existing roads in northeastern Illinois
- * Intended to supplement the expressway system and provide for long distance travel across the region

SUMMARY OF RECOMMENDED IMPROVEMENTS

- * Between Illinois Route 43 and U.S. Route 14; Palatine/Willow Road and Wolf Road; north of Illinois Route 60 and Golf Road; and Winchester Road and Illinois Route 120 - two traffic lanes in each direction with continuous median, left-turn lanes and coordinated traffic signals
- * Between U.S. Route 14 and Palatine/Willow Road; and Lake-Cook Road and north of Illinois Route 60 - three traffic lanes in each direction with continuous median, left-turn lanes, and coordinated traffic signals

- * Between Golf Road and Winchester Road - two traffic lanes in each direction, retention of existing medians, left-turn lanes, and coordinated traffic signals

PROJECT SCHEDULE

- * The Department will consider comments received from this public hearing in the refinement of the recommended improvements
- * A final report concerning the recommended improvements will be prepared. Scheduled completion of this report is winter 1991.

QUESTIONS, COMMENTS AND INFORMATION

Written comments and recommendations may be submitted during the public hearing or may be sent to:

James C. Slifer, P.E.
District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096
Attention: Walter S. Kos, P.E.

All material from the public hearing including any engineering data, as well as written comments from interested individuals, may be reviewed and copied (at the requestor's expense) at the above address. Questions regarding the project should be directed to Rich Starr (708) 705-4095.

**Summary of Public Hearings
Illinois Route 21 Strategic Regional Arterial**

Tuesday, October 15, 1991
2 pm to 8 pm
Holiday Inn Crowne Plaza
2855 N. Milwaukee Avenue
Northbrook, Illinois

and

Thursday, October 17, 1991
2 pm to 8 pm
Libertyville Township Meeting Hall
359 Merrill Court
Libertyville, Illinois

Two public hearings were held by the Illinois Department of Transportation to present recommendations for improvements to Illinois Route 21 as part of the Strategic Regional Arterial System and to obtain public input. The recommended improvements include the following:

- **Between Illinois Route 43 (Harlem Avenue) and U.S. Route 14 (Dempster Street)** - Two traffic lanes in each direction with continuous median, left turn lanes and coordinated traffic signals.
- **Between U.S. Route 14 (Dempster Street) and Palatine/Willow** - Three through lanes in each direction with continuous median, left turn lanes and coordinated traffic signals.
- **Between Palatine/Willow and Wolf Road** - Two through lanes in each direction with continuous median, left turn lanes and coordinated traffic signals.
- **Between Wolf Road and future Cuneo arterial** - Three through lanes in each direction with continuous median, left turn lanes and coordinated traffic signals.
- **Between future Cuneo arterial and Illinois Route 120 (Belvidere Road)** - Two through lanes in each direction with variable median width, left turn lanes and coordinated traffic signals.

Acquisition of additional right-of-way is recommended between U.S. Route 14 (Dempster Street) and Hintz Road; between Wolf Road and Golf Road (in

Libertyville); and between Winchester Road and Illinois Route 120 (Belvidere Road).

The public hearings were conducted in an open house format. A copy of the attendance register for the hearings is provided as Attachment A to this summary. Exhibits showing the recommended improvements were displayed for public viewing. During the hearings, a narrated slide presentation was given every 30 minutes. This presentation included general information about the Strategic Regional Arterial System and Operation GreenLight, as well as identifying the scope of improvements recommended for the Strategic Regional Arterial Route. A copy of the narrative for the slide presentation is provided as Attachment B to this summary.

Representatives of the Illinois Department of Transportation as well as the project consultant, Harland Bartholomew & Associates, Inc., were present during the hearings to answer questions and discuss the project recommendation. Also, a court reporter was present during the hearings to take oral comments, and provision was made for submission of written comments at the hearings and for a period of 30 days following the hearings. A copy of the recorded oral comments is provided as Attachment C to this summary; copies of the received written comments are provided as Attachment D. IDOT response letters to the municipalities and local officials, concerning additional final evaluation of SRA project recommendations, are provided in Attachment E. In addition to the recorded oral and written comments, the following comments were expressed to IDOT or project consultant representatives by those attending the hearings:

- Many concerns were expressed about the adverse environmental impact about the proposed right-of-way requirements to the Kennicott Grove.
- Many concerns were expressed about the potential traffic impact of implementation of a future interchange at Interstate 294 with West Lake Avenue.
- Concerns were expressed about access to the Timber Trail Subdivision via Gregory Drive with the recommended intersection improvements at West Lake Avenue.
- Questions were asked about the timing of recommended improvements, particularly those involving acquisition of right-of-way; questions were asked how additional right-of-way would be acquired.
- Support was expressed for the recommended intersection improvements at West Lake Avenue.

- Support was expressed for roadway improvements to parallel routes in Libertyville as a method of alleviating traffic congestion through Libertyville.
- Concern was expressed by owner of Libertyville restaurant at Illinois Route 137 about the impacts of recommended right-of-way acquisition on parking and restaurant.
- Concerns were expressed about recommended right-of-way acquisition between Illinois Route 137 and Illinois Route 120. Suggestions were made that IDOT pursue right-of-way acquisition from forest preserve.

PUBLIC HEARING REGISTER

ATTACHMENT A

PUBLIC HEARING REGISTER

Project: SRA-IL 21, from IL 43 to IL 120

Date: October 15, 1991

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Name	Address	Representing
BEM Polisky	3425 TRIUMPHA Glenview, IL	.
Pete Haddock	3801 Maple Way Glenview, IL	.
Ellen Garb	3245 Milwaukee Northbrook, IL	Self / Bishop's Gate
Dorothy Weaver	4115 Kennicott Lane Glenview, IL	Kennicott Ln. Homeowners
Karen Olsen	3700 Lake Ave Wilmette	
Leonard Olsen	3700 Lake Wilmette	
GARLAND E. PULVER	3730 W. Greenleaf NORTHBROOK	Home owner
EVELIA L. PULVER	3730 W. Greenleaf NORTHBROOK	Home owner
SHEILA SCHULTZ	255 W. DUNDEE WHEELING	VILLAGE PRESIDENT
Jack Carlson	3826 Countryside Glenview, IL	
KENT JACKSON	3412 Milwaukee N. BROOK	WRAP IT UP!
GENE CARR	3418 RAUMARK LANE GLENVIEW, IL	Self / OCC
LES BENJAMIN	4626 LOCUST GLENVIEW, IL	
DEBRA DEBREZENYI	4635 LINDEN GLENVIEW	Self

PUBLIC HEARING REGISTER

Project: SRA - IL 21, from IL 43 to IL 120

Date: October 15, 1991

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Name	Address	Representing
David Pasquini	902 E. Olive 2nd Fl IL 60004	20th IL Vol INF.
Sarah Pasquini	902 E Olive 411 Fls IL 60004	Mersey SEA Club
LOUIS FINEISS	4701 LARCH AV GLENVIEW	NFLD. WOODS HAVEN
Felicia Weiss	4711 Larch Ave. Merrion, Ill.	" " "
DUANE DEMSETZ	3480 LAWRENCE LN NORTHBROOK IL 60062	TIMBER TRAILS HOME OWNERS ASSN.
DONALD W. SHERMAN, JR	4250 W. LAKE AVE. GLENVIEW, IL 60025	
THOMAS WENDT	3835 Gregory DR NORTHBROOK, IL 60062	
LEONARD FRAZZI JR.	1385 WILKE DE PAVINES F. LOUIS	
Diane Franz	1385 Wilke N. Plainfield, Ill. 60141	
Howard W. Franz	1385 Wilke De Paines F 11/10/91	

PUBLIC HEARING REGISTER

Project: SRA-IL 21, from IL 43 to IL 120

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Project: SRA-IL 21, from IL 43 to IL 120

Date: October 15, 1991

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Name	Address	Representing
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Frank Kopic	1408 Huntington Glenview, IL 60025	Self + Glenview
Arthur L. Johnson	1410 E. Lake Ave. Glenview, IL 60025	C.A.W.I.L.
John Scardin	4641 Gilge Glenview	Self
Alfred P. Bowne	4641 Lake Glenview	Self
Louis J. Nelson	1233 Pine St Glenview, IL 60025	Self (THE GROW)
Nick Chirobokos	150 N. 3RD DES PLAINES	INVSER
SHIRLEY ASHENFELTER	1400 HAYWOOD GLENVIEW	MYSELF
Madrey J. Poterak	3250 Sanding Rd Northbrook, IL	MYSELF
Carol Levin	4726 Linden Glenview, IL 60025	Myself
John Jacobus	1370 Huber Dr Glenview	Glenview
LORI PETERSON	7548 NEVA NILES, IL 60648	North Cook County Soil & Water Cons.
TOM RICHARDSON	1930 PRAIRIE GLENVIEW, IL	Glenview District Parks Dist.
BRAD ROSEN	4325 TERRI-LYN NORTHBROOK IL	G. B. A.

PUBLIC HEARING REGISTER

Project: SRA - IL 21, from IL 43 to IL 120

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Jean Clark	4415 LILAC AVE GLENVIEW, IL 60025	Northfield Woods
RANDALL FRANK	1720 MACCANN CT GLENVIEW, IL.	MYSELF
Emily Novak	1809 E Euclid Mt. Prospect.	Rever Trails Homeowners Assoc
Chuck Stenzel	830 N. Meacham Schaumburg IL 60173	Triton Consulting Engineers.
Keith Boyer	1718 Meacham Ln. Mt. Prospect, IL	myself
Judith Boyer	1718 Meacham Mt. Prospect	Myself
Rep. Margaret Parcells	323 Dickens Winthrop, MA 01890	Constituents
AL ABRAMS	3501 Appleton Way Glenview IL 60025	TRIUMPH H.O.A
Lorie Adams	2801 Appleton Way Glenview, IL	Trium Team
Francis Fry	3490 Maple Dr Northbrook IL 60062	Glenview Trails Timber
Walter Weaver	4115 Kennicott Dr Glenview IL	Kennicott Home Selfowners

PUBLIC HEARING REGISTER

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SY LEVY	1900 N. AUSTIN CHICAGO	ZENITH ELECTRONICS Co.
AL BRONKE	3445 CARL LN NORTHBROOK, IL	TIMBER TRAILS ASSN
David Nusbaum	2716 ILLINOIS Rd. NORTHBROOK, IL	Myself
KEITH PECK	6847 WTDWTHY NILES IL 60644	Vil of Niles
JUN L. NORIEGA	6849 N. TULLY NILES, ILL. 60648	
RONALD SHADLE	ONE MIDAMERICA PLAZA CHICAGO, IL 60611	
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JAMES S. HOGAN	55 W. MONROE CHICAGO, IL 60093	HOMART DEVELOPMENT
DOROTHY N. CASTLE	411 E. LAKE GLENVIEW, IL 60025	GLENVIEW (CAWL)
Virginia A Boyles	1416 E. Lake AV Glenview IL 60025	Glenview (CAWL)
MARY L. NOLAN	1412 SUNSET Ridge Rd Glenview, IL 60025	Glenview
JIM KOSTOMAYIS	521 CORNELL AVE DES PLAINES IL	THE GROVE - NATURALIST.

PUBLIC HEARING REGISTER

Project: SRA - IL 21, from IL 43 to IL 120

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TOM SCHNEIDER FAIRFIELD INN - MARRETT	4514 W. Lake Ave Glenview, Ill. 60025	FAIRFIELD INN - MARRETT
David C. SCSLW	1616 E 64th Rd Des Plaines, IL	Northwest Municipal Conference
Marilyn Sweeney	1403 Huntington Glenview IL 60025	CAWL - 4800 Glenview + Wilmette Residents
MARLA GERDES	4016 Cherry Lane Glenview IL 60025	Homeowner
HAROLD KATHE	835 MILWAUKEE GLENVIEW	
S. Swanson	1355 Milwaukee Glenview IL	G.P.D.
Cheryl Deom	1766 CULVER Glenview	G. P. D.
Lawrence W. Nelson	611 MILWAUKEE AVE GLENVIEW	HOMEOWNER BUSINESS OWNER
Jackie Ngdenik	117 S. Milwaukee Wheeling IL	Progressive Office Equip.
Gloria Buzard	1234 HUBER LN Glenview, IL	THE GROVE
WILLIAM BURGER	3660 GREENLEAF NORTHBRIDGE IL 60062	HOMEOWNER
Richard CARDINAL	12 CORNEL DR LINCOLN SH. RE IL 60015	
Patricia Anast	1130 E Lake Ave Glenview IL 60025	Glenview

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CHARLOTT WOLF	3245 N. MILWAUKEE NORTHBROOK, 60067	MYSELF.
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James A. Patricia K. Norris	4121 Kennicott Ln Glenview, IL 60025	husband & wife
William Schauer	4531 LAKE Glenview 60025	My/self
Bert H. Weaver	816 Elm St Glenview.	My/self
Linda Passin	1724 Milwaukee Glenview, IL	SELF
MARY BAK	1225 WAUKEGAN GLENVIEW	VILLAGE GLENVIEW
Alan McGuire	3530 N. Milwaukee Ave Northbrook	Self
Eileen Smith	3530 N. Milwaukee Ave Northbrook	Self
Judy Whitman	LWV of Glenview 1822 Robinson Ln Glenview, IL	LWV of Glenview Glenview
TERRI GRAHAM	Glenview Chamber 2320 Glenview Rd	Glenview chamber
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VIVIAN DZURDZIK	4645 LAKE H AVE GLENVIEW IL	Northfield Woods Sub.

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Robert J. Woodell	429 Cherry St. Bloomington, IL	Westfield Homeowner Assoc.
Jeff R. Peave	1316 White Birch B.G. IL 60081	
12. R. R. C.	10405 N. Milwaukee WHEELING	
Keith K. Knapp	1033 University Place Evanston, ILL	CITIZEN HILL
Marionette B. Velle	1207 Sheffield Bloomington, IL 60027	
Ronald A. Green	3455 CARL LANE NORTHBROOK, IL	TIMBER TRAILS
Sandra J. Paul	4450 W. Lake Ave Glenview, IL 60025	
Irma L. Lennert	10000 N. RIVER P.O. BOX 10000	PRESS
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Michael Frause	3500 N. Milwaukee Glenview, IL	H. Reich's Amoco
Ann H. Mann	1868 B. Grove St. Glenview, IL 60025	self
Phyllis Ziegler	1425 Sunset Ridge Glenview, IL 60025	myself

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Name	Address	Representing
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WILLIAM KENT	1625 FOREST DRIVE GLENVIEW IL 60025	FOREST DRIVE HOMEOWNERS ASS.
ESTHER E. NAFKE	1100 S. MILWAUKEE WHEELING IL 60090	GEORGE J. NAFKE AND HOTEL LAND CORP
Carol Brouder	3445 Carol Lane Northbrook, IL 60062	Timber Trails Homeowners
ORAN NAFKACH	9801 W. HIGGINS ROSEMONT IL 60018	ORAN NAFKACH BECK/NAFKACH CO.
L. SHERIDAN		CITY OF PROSPECT HTS.
V. Bowers (BOWERS)	3241 Milwaukee Northbrook IL 60062	Bishops Hotel Cards Glenview
Andres Greco	3455 Carol Ln. Northbrook, IL 60062	Timber Trails Homeowners
William A. Fletcher	4650 Lilac Avenue Glenview	The people of the state of Illinois
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Warren A. Ziegler	1425 Sunset Ridge Glenview IL 60025	Glenview
David B. Bills	1413 Canterbury Glenview IL 60025	Grove Heritage Assoc.
John L. WHITT	3525 Carol Ln. Northbrook IL	Timber Trails Homeowners
Dr. F. Brown	333 Milwaukee Northbrook IL	

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Bill Balthus	One Baxter Parkway Deerfield, IL	TMA Lake-Cook &
Roy Zettler	3845 Greenwood Dr Northbrook IL 60062	TIMBER TRAILS
DENNIS DELANTO	550W ALDEN RD BRUNING HTS 60005	Pack
BARBARA HINES	4711 LINDEN AV GLENVIEW IL 60025	NORTHFIELD WOODS
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L Mustangany	1322 Inverry Deerfield 60015	Inverry Assn
J. Elliott	1175 S Harvey Oak Park, IL 60304	River Trail Nature Center
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Art Fess	1375 Milwaukee Ave Glenview IL	Guarantee Trust Life Ins
Eileen Clark	4615 Lilac Ave Glenview IL 60025	Northfield Woods
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Mary M. Ryan	139 THELIN CT WILMETTE, IL	GLENVIEW Park Dist. Spur
Robert Nelson	4249 KENNICOTT LN Glenview	Grove area

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ROBN CHOLEWA	3134 WINNETKA RD GLENVIEW IL 60025	
Marilyn X Heraty	3571 Kankakee Ln NORTH BRIDGE IL 60064	TIMBER TRAILS
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Tim McGuire	855 79th Street Willowbrook, IL	Budgetel - Glenview
Barbara Klein	1400 Milwaukee Ave Glenview, IL 60025	Radisson - Glenview
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Elise J. Papar	Elise J. Papar 3470 Lawrence Dr	Timber Trails
James A. Papar ^{same}	Northbrook Evanston, IL	Timber Trails
Kim Benedetti	3495 Carol Ln. Northbrook	Timber Trails
Lisa Gunther	3429 Greenhills Glenview, IL 60025	Oakton Community College
Ker Varner		WLS-TV
TRUSTEE Elizabeth Hartman	157 St Leonard Ln Wheeling 60090	Village of Wheeling
Verd Hensen	338 Chesson Evanston, IL	

PUBLIC HEARING REGISTER

Project: SRA - IL 21, from IL 43 to IL 120

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Karen Nowosel	3241 N. Milwaukee Northbrook IL	Bishops Gate Condo Assoc.
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John Biegach	3460 Maple Ln Northbrook	Simons Trails
Don Biegach	3460 Maple Ln Northbrook	Simons Trails
Don Lehman	4641 LINDEN AVE GLENVIEW	NORTHFIELD WOODS HOMEOWNER
Judith Bozdek	4646 Locust Glenview	Northfield Woods
ERMA PLATON	4732 LOCUST AVE Glenview	Northfield & Woods
PATRICK WEBER	401 C. HECKY LN Glenview IL	WESTFIELD HOMEOWNERS ASSN.
LATHRYN DOKAS	3680 Greenleaf Northbrook IL 60062	Self & residents of Greenleaf
GEORGE DOKAS	3680 Greenleaf Northbrook IL 60062	Self & Residents of Greenleaf
Susan Hill	27116 Greenleaf Northbrook IL 60062	Self & Resident of Greenleaf
Sandra Gunther	3429 Greenbush Glenview	Self & Resident of Westfield

PUBLIC HEARING REGISTER

Project: SRA - IL 21, from IL 43 to IL 120

Date: October 15, 1991

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E. Lauterbach	1500 Evergreen Glenview	"
TIM McGUIRE		
Wendell Sorenson	4715 Larch Evanston	Northbrook Woods
Edward Kohler	3720 BRENDA	NORTHBROOK
Quint Fuller	3613 Countryside	Glenview
Donald B. O'Brien	4736 Larch Ave. Glenview IL 60025	President - Northfield Woods H. Assn
Pamela DeVos	3256 Sanders Rd. 4A Northbrook, IL 60062	Northbrook Bishops Circle
Mark DeVos	3256 SANDERS 4A NORTHBROOK IL. 60062	
Kenneth L. Olson	3460 LAURENCE LN NORTHBROOK IL 60062	Timber Trails
Mary Rowdtry	2334 Indian Ridge Dr Glenview IL 60025	
Karin Benedetto	3415 Paul Kane Northbrook IL 60062	Timber Trails
James Plunkett	3510 LAURENCE LANE NORTHBROOK IL 60062	TIMBER TRAILS & ST JOHN WYTHAM
Patricia Repsold	415 E. LAKE Glenview IL	CALW

PUBLIC HEARING REGISTER

Project: SRA - IL 21, from IL 43 to IL 120

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Mary Tucker	3710 Lake Ave Wilmette Ill	CAWL
Sharon A. Stacker	3710 Lake Ave Wilmette Ill	CAWL
Fred B. Galt	3-135 Court'ham Northbrook Ill	TIMBER TRAILS
Pauline O'Connor	4636 Linden GLENVIEW, IL	NORTHFIELD WOODS
Michael E. DeMeerens	4635 LINDEN AVE GLENVIEW	NORTHFIELD WOODS
E. L. Wood & Charles J. Wood	3720 Greenburg Northbrook, IL 90	
Scott M. Sallm	4715 LARCH AVE Glenview IL 60025	NORTHFIELD woods
Elaine Belovich	3611 Countryside Dr. Glenview, IL 60025	Countryside Civic Assoc.
Mary Ottoboni	1556 Magnolia Glenview	Northfield Woods
Al L. Rindner	1556 Magnolia Glenview	Northfield Woods Homeowners Assoc.
Robert Novotny	2337 Indian Bridge Dr Glenview, IL	
Nancy Furfu	3810 Kiyette Lane Glenview	Village of Glenview
Robert Brown	3875 Gregory Dr Northbrook, IL	TIMBER TRAILS ASSO
J Linda Remmetz	3480 LAWRENCE NORTHBROOK, IL.	TIMBER TRAILS ASSN.

PUBLIC HEARING REGISTER

Topic: IL 21-SRA (IL 43 to IL 120)

Meeting Location: Libertyville

Date: October 17, 1991

Name (Please print)	Address	Representin
HELEN MCASEY	31330 N Hwy 21 LIBERTYVILLE	SELF
Joe Imhof	Trubens	
Chuck Welsh	1503 Bull Creek Rd Libertyville	"
JOHN WEISH	21414 CRESCENT DR MUNDELEN 60060	"
BILL Zars	1	Daily Herald
J. Neuv		News Sun
Fred Stone	123 BROOKHILL RD LIBERTYVILLE IL 60048	BROOKHILL PARK ASSN.
George Winkler	114 W. Peterson Libertyville IL	Ann's Bavarianhaus
ROBERT F. GLEESON	901 CRESTFIELD LIBERTYVILLE, IL	VILLAGE of LIBERTY
CAROLYN WALKER	VERNON HILLS	
DAVID LIMARDI	17500 E. Lake Road LINCOLNSHIRE	DAILY HERALD LINCOLNSHIRE
Bill Baltus	One Baxter Parkway Peerfield Ill	TMA of Lake Park
Marh Schmitt	Lake County DOT	Panel Coordinator

PUBLIC HEARING REGISTER

Topic: IL 21-SRA - (IL 43 to IL 120)

Meeting Location: Libertyville

Date: October 17, 1991

Name (Please print)	Address	Representin
BOB BAJKO	504 N. MILWAUKEE LIBERTYVILLE, IL	TMA OF CENTRAL LAKE
DAVE VIKARNEK	ADLER CULTURAL CTR LIBERTYVILLE IL 60062	
Dawn Rivera	Village of Liberty 1200 E. COOK LIBERTYVILLE, IL	Village of Libertyville
Joseph N. Knefel	1025 Shari Lane Libertyville, IL 60048	
Raymond Flood	32700 N. HWY 2 Libertyville, IL	
JOHN P. FLOENER	307 GARFIELD LIBERTYVILLE	
MARTHA FLOENER	17 11	
Bess Winters	218 N. Butterfield Libertyville	Ann's Bavaria House
HOWARD Killian	175 OLDE HALF DAY RD. LINCOLNSHIRE	Village of LINCOLNSHIRE
Phil Peters	400 W Madison Chicago IL 60606	Northeastern IL Planning Commission
John Reilly	400 W 300 W Adams Chicago IL 60606	CATS
Paul Newall	1190 Whigham Rd Riverwoods, IL	Village of Riverwoods
John Rork	15428 W. Woodlawn PT Libertyville IL	Sol

PUBLIC HEARING REGISTER

Topic: IL 21 SRA- (IL 43 to IL 120)

Meeting Location: Libertyville

Date: October 17, 1991

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MARLENE ZIZZO	23275 N. OLSEN CT. PRAIRIE VIEW IL 60069	VERNON TOWNSHIP
PATRICIA BLECK	311 ELM CT. LIBERTYVILLE, IL	
Elizabeth Craig	538 Milwaukee	Elizabeth Craig for Hello World
BURT SCHINOLER		Chicago Tribune
Dean Braun	416 N. M. W.	
Dozberg	16995 JANAI CT LIBERTYVILLE	MYSELF
Quais Helpos	136 Newbern and Libertyville IL	Self.
R.W. Chave	1204 Emerson Dr. Libertyville, IL	Self / Kahn & PZ & EQ
A Hagan	418C Milwaukee Lib	
RICH & DIANA JOHNSON	23248 N. OLSEN CT. PRAIRIE VIEW	VERNON TOWNSHIP
Jeff Blair	826 W GOLF RD LIBERTYVILLE	
ARTHUR GARTNER	1716 YOUNG DR. LIBERTYVILLE	LIBERTYVILLE PLAN COMMISSION

PUBLIC HEARING REGISTER

Topic: IL 21-SRA - (IL 43 to IL 12C)

Meeting Location: Libertyville

Date: October 17, 1991

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Marc Cohn	4444 Alle Ct Wheeling, IL	
Howard Pye	622 E. Milwaukee Ave Libertyville	
Dean G. Larson	620 E. ROCKLAND RD. LIBERTYVILLE	
Christine Nadler	30974 N Milwaukee Libertyville	Self and Brookhill
Jimmy DeRou	406 Juniper Lib.	
Andr Steen Kuchell	111 Brookside Ct Libertyville	
Sharon Harris	208 Brookhill Libertyville IL.	self-
Gill Petersen	115 Brookside Ct Libertyville IL. 60048	self.

SLIDE PRESENTATION NARRATIVE

ATTACHMENT B

ILLINOIS ROUTE 21 SRA
PUBLIC MEETING SLIDE PRESENTATION

1 – IDOT Logo

2 – Route 21 Location Map

Welcome to this Public Hearing. The Illinois Department of Transportation is pleased to present recommended improvements for Illinois Route 21 between Illinois Route 43 and Illinois Route 120.

3 – SRA Logo

4 – SRA System Map(CATS)

The Strategic Regional Arterial System is a 1340-mile network of existing roads in Northeastern Illinois. This system is part of the 2010 Transportation System Development Plan adopted in 1989 as the official long-range plan for transportation improvements in the six-county area of Northeastern Illinois.

5 – Operation GreenLight Logo

6 - View of Expwy Congestion

7 – View of Arterial Congestion

The Strategic Regional Arterial System is also a major element of Operation GreenLight, an eight-point program developed in response to a growing awareness of traffic congestion in the region. In the last few years, rapid economic development and population growth have resulted in increased congestion on the expressways, and on arterial and local streets as well. Although projects are underway to increase the capacity of the highway and transit system, continued economic and population growth are expected to place increasing demands on the transportation system.

8 –View of Libertyville Metra Station

As one of the key elements in Operation GreenLight, the Strategic Regional Arterial System is intended to supplement the expressway system by providing a network of roads for long-distance travel across the region. The system is also intended to improve access to the expressway system and major transit routes for regional trips.

9 – 8-point program list

However, the Strategic Regional Arterial System alone is not intended to solve the congestion problem in the Chicago area. In addition to creating the Strategic Regional Arterial System, Operation GreenLight also includes other elements, such as developing major transit and highway facilities; improving other arterial routes in the region; and reducing demand on the highway and arterial system.

Together the eight points of Operation GreenLight are a blueprint for a comprehensive approach to improve transportation in Northeastern Illinois, and planning the Strategic Regional Arterial System is receiving high priority.

10 – SRA Route Type Map

Within the overall system, three different route types have been defined based upon future density of development in the region. The three route types are designated as rural, suburban and urban.

Urban routes are located in the City of Chicago and adjacent portions of more densely developed suburbs such as Oak Park. Suburban route designations encompass most of suburban Cook and Lake Counties, all of DuPage County and the more developed portions of McHenry, Kane and Will Counties. Rural routes are located in the outer portions of Lake, McHenry, Kane and Will Counties.

- | | |
|--|---|
| 11 – View of Ohio Street | Each of the three route types has different characteristics which affect the type and scope of potential future improvements. Routes located in densely urbanized areas typically have minimal possibilities for roadway expansion. However, improvements could be made to intersections, local transit facilities and low structural clearances. For routes in developing suburban areas, preservation of right-of-way, additional lanes on roadways, and signal coordination may be considered. In rural areas, preservation of right-of-way and controlled access would provide for movement of through traffic and accommodate future needs. |
| 12 – View of North Avenue | |
| 13 – View of IL 64 West of Wasco | |
| 14 – SRA Design Concept Report Cover | Desirable characteristics for each of the three route types have been defined in the Strategic Regional Arterial Concept Report, completed in January, 1991. These characteristics identify desirable standards in planning for the routes on the system. |
| 15 - SRA Route Map w/Year 1 and Year 2 Routes | Detailed studies of the entire 1340-mile system are being carried out in phases over the next five years. The first phase of studies, which began in January, 1990, covers 245 miles of the system, including Illinois Route 21. |
| 16 - SRA Objectives | <p>Development of a comprehensive, long-range plan for the entire Strategic Regional Arterial network is necessary in order to implement improvements to the system in a coordinated and cost effective way. To accomplish this consistently throughout the system, the route studies are guided by eight objectives.</p> <ul style="list-style-type: none">- Determine the types of roadway improvements needed for each route including additional lanes, signalization and interchanges.- Identify and protect needed right-of-way.- Examine ways to enhance public transportation.- Manage access to Strategic Regional Arterial routes to improve through traffic movement and reduce conflicts.- Coordinate land use and development projects with transportation improvements. |

- Identify ways to accommodate the growth in commercial traffic.
- Accommodate necessary bicycle and pedestrian travel on the Strategic Regional Arterial route corridors.
- Identify potential environmental concerns.

17- SRA Work Program Chart

The Illinois Route 21 studies have been carried out over the past twelve months. The studies began with the collection and analysis of information about conditions along both route. With information about existing and projected conditions, possible improvements for the Strategic Regional Arterial route were determined and a screening process identified significant environmental conditions along each route. Construction cost estimates for the recommended improvements for each route were prepared. Consideration also was given to right-of-way needs and availability to accommodate recommended ultimate improvements.

Throughout the planning process, local involvement and coordination efforts included meeting with an Advisory Panel for each Strategic Regional Arterial route. A regular newsletter for each Panel has informed members about the Strategic Regional Arterial program and ongoing route studies, and a draft report has been prepared for each route.

Following this public hearing, a final report will be prepared, documenting the route studies, recommended improvements and public involvement including comments from this meeting.

Implementation of improvements may occur over a period of many years and each improvement project will involve more detailed study to develop specific plans. Continued public involvement and community coordination will be an integral part of the process throughout the design and construction of future improvements.

18- Location Map

Illinois Route 21 is designated as a Strategic Regional Arterial route from Illinois Route 43 (Harlem Avenue) on the south to Illinois Route 120 (Belvidere Road) on the north, a distance of approximately 25 miles. The route passes through the communities of Niles, Glenview, Prospect Heights, Wheeling, Riverwoods, Buffalo Grove, Lincolnshire, Mettawa, Vernon Hills, Libertyville and Waukegan. Between Illinois Route 43 and Lake-Cook Road the route is in Cook County; between Lake-Cook Road and Illinois 120 the route is in Lake County. Although a separate public hearing is being held in each county, this presentation includes information on the entire route to convey the continuity of the route as a Strategic Regional Arterial.

**19- Regional
Transportation
Facilities Map**

As part of the SRA system, Illinois Route 21 is connected to the regional transportation facilities by eight intersecting Strategic Regional Arterial Routes: Illinois Route 43, Illinois Route 58, Palatine/Willow Road, Lake-Cook Road, Illinois Route 22, Illinois Route 60, Illinois Route 137, and Illinois Route 120. The Tri-State Tollway, I-294 intersects Illinois Route 21, but there is no interchange.

**20-View of Pulse
Point at Golf-
Mill, including
Pace and Niles
vehicles**

Commuter rail service is provided by the Milwaukee Division North line, operating between the City of Chicago and Fox Lake. Pace provides bus service along Illinois Route 21 in several areas, primarily south of Golf Road. The Village of Niles operates a courtesy bus service which connects the Village shopping centers, recreational facilities and municipal buildings.

**21-Typical Subur-
ban Cross-
Section**

Illinois Route 21 is classified as a suburban SRA route. For a suburban SRA route it is desirable to have three through lanes in each direction with at least a 120-foot wide right-of-way. At present no segment of Illinois Route 21 has more than two through lanes in each direction. Most of the route has less than 120 feet of right-of-way, and in some areas as little as 66 feet. In areas where it is not feasible to protect enough right-of-way for the desirable suburban cross section, a more urban cross section has been recommended.

**22-View of Traffic
W. Lake to
Sanders**

The projected travel demand for Illinois Route 21 in the year 2010 ranges from over 50,000 vehicles per day between West Lake Avenue and Sanders Road to less than 30,000 vehicles per day north of Illinois Route 60. In comparison, the most recent recorded traffic volumes range from over 40,000 vehicles per day between U.S. Route 14 and Greenwood Avenue to less than 17,100 vehicles north of Illinois Route 137.

**23-View of Road-
way between
Ballard & Mary-
land**

**24-Cross Section
A-A**

**25-View of Maryhill
Cemetery from
East side of
Roadway**

Between Illinois Route 43 and U.S. Route 14 the recommended roadway improvement for Illinois Route 21 provides a consistent two through traffic lanes in each direction divided by a 12-foot wide median. This cross section can be accommodated within the existing right-of-way without significant disruption of existing uses. Protection of sufficient additional right-of-way to provide for six through lanes is not feasible, due to the proximity of existing buildings to the right-of-way line, as well as the location of Maryhill Cemetery abutting the existing right-of-way. Within this segment it is also recommended that Oconto Avenue be closed at its intersection with Howard Street and that all other streets crossing Milwaukee Avenue within 500 feet of a signalized intersection be closed to through traffic.

**26- At Golf-Mill
Center roadway**

**27- Cross Section
B-B**

From U.S. 14 to Palatine/Willow Road three through lanes in each direc-

28-Woodworth Prairie En- trance	tion, with an 18-foot wide, barrier median, accommodated within a 120-foot right-of-way are recommended throughout most of the roadway. Bus turnouts should be provided wherever possible.
29-Cross Section C-C	An exception to this configuration is the section of roadway between Thornberry Lane and Central Road. The right-of-way is particularly narrow here and additional right-of-way will be difficult to acquire, because the James Woodworth Prairie Preserve and Ridgewood Cemetery are on opposite sides of the street. It is recommended the roadway centerline be shifted and median narrowed to four feet wide to accommodate the roadway.
30-Detail 3	
31-View of IL21/ River Rd. Inter- section	The section of Illinois Route 21 between West Lake Avenue and Sanders Road is expected to continue to carry more traffic than any other section of the route. Recommended modifications include dual-left turns on all legs of the intersection, separate right-turns at West Lake Avenue, and a barrier median between West Lake Avenue and Sanders Road.
32- Cross Section FF	Recommended for the intersection of DesPlaines River Road and Illinois 21 is an additional signalized "T" intersection through the north end of Allison Wood which will leave the existing "Y" intersection for only south bound Illinois Route 21 traffic using DesPlaines River Road.
33- View of Hintz Rd.	
34 - Cross Section GG	Between Palatine/Willow Road and Wolf Road, two through lanes in each direction are recommended. An 18-foot continuous barrier median is recommended as far as Hintz Road, and a 12-foot wide flush median is recommended between Hintz Road and Wolf Road.
35 - View of IL68	
36 - Cross Section II	Plans are now in the design phases for the intersection with Illinois Route 68 and the interchange with Lake-Cook Road.
37-View of Deerfield Rd.	For most of the route between Lake-Cook Road and the northerly entrance to the Cuneo Property, six through lanes, with a 30-foot continuous barrier median, accommodated within a 150-foot right-of-way are recommended. A connector between Busch Road and Deerfield Road is being designed.
38 - View of Cuneo Property	
39 - Cross Section JJ	An exception to this configuration is the section between Illinois Route 22 and U.S. Route 45 generally known as Half Day. The short segments of very narrow existing right-of-way would make it difficult to acquire a full 150-foot right-of-way, so a 120-foot right-of-way is recommended. The recent improvements here are expected to adequate until redevelopment planned in the district is complete.
40 - View of U.S. 45	

41 - View of Golf Rd.
42-Cross Section LL
43 - Cross Section NN
44-Roadway just north of Hawthorn Center
45-View of IL176
46 - View of curb cuts Red Top of Golf

Between the north entrance to the Cuneo Property and Golf Road, recommended roadway improvements are reduced to two through lanes in each direction with a 30-foot median within a 150-foot right-of-way.

Between Golf Road and Winchester Road, it is recommended that four through lanes be accommodated within the existing right-of-way. Where there is existing median, it should be retained. Left-turn bays should be provided at all signalized intersections.

A variety of other on-route improvements are recommended to improve the flow of traffic between Illinois Route 60 and Winchester Road, including traffic signal interconnection, intersection capacity improvements, access consolidation, and, during peak hours, prohibition of left-turns in areas without medians.

47 - View of Butterfield Rd. @ IL60

Off-route improvements include construction of an east-west local arterial route across the Cuneo property connecting Illinois Route 21 and Butterfield Road, as well as capacity improvements to north-south routes paralleling Illinois Route 2, such as Butterfield Road and St. Marys Road. Also the Village of Libertyville's plan for local accessways paralleling Illinois Route 21 in the downtown area should be implemented to provide an alternative to the SRA route for local circulation and access. Assumed in the Chicago Area Transportation Study traffic demand projections for the Year 2010 is the completion of Illinois Route 53 to Illinois Route 120 as planned.

49- View northward from Winchester
50 - Cross Section PP
51- View of IL137
52 - Cross Section QQ
53 - View of IL120

Between Winchester Road and Illinois Route 137, it is recommended the right-of-way expand to 120 feet and include four through lanes with an 18-foot median. For environmental reasons, it is recommended that new right-of-way be acquired from the westerly side of the existing roadway as planned for the improvement of the intersection with Illinois Route 137.

Between Illinois Route 137 and Illinois 120 a 150-foot right-of-way is recommended. It is projected that four through lanes with a 30-foot median will be adequate for the expected Year 2010 traffic, but additional lanes may be needed after the Year 2010. As the area develops, it is recommended that, as warranted, a signal be considered midway between Casey Road and Illinois Route 120 and that new development be allowed no more than one access point per property or 1,000 feet, which ever is greater.

54 - View of IL41

Finally, it is recommended that the SRA designation, and similar improvements, be review for continuation to U.S. Route 41.

37-SRA Logo
38-Address for
Comments

39-IDOT Logo

Additional information concerning the Strategic Regional Arterial Program, as well as the studies and recommended improvements for Illinois Route 21 (Milwaukee Avenue) as part of the Strategic Regional Arterial system may be viewed in the adjoining room. Representatives of the Department of Transportation and the project consultant will be available to answer questions. A court reporter, also located in an adjoining room, will be available to take any statement you may wish to make. Written comments may be submitted at this meeting or may be sent to the Department of Transportation at the address shown in the project brochure.

Thank you for participating in this public hearing.

RECORDED ORAL COMMENTS

ATTACHMENT C

1 BEFORE THE ILLINOIS DEPARTMENT OF TRANSPORTATION

2

3

4 IN RE, THE MATTER OF:

5 A PUBLIC HEARING

6 Illinois 21 SRA

7

8 REPORT OF PROCEEDINGS at the public hearing

9 before the Illinois Department of Transportation;

10 reported by Barbara Liberko, CSR, RPR, and a Notary Public

11 within and for the County of Cook and State of

12 Illinois at the Holiday Inn, 255 North Milwaukee Avenue,

13 Northbrook, Illinois, on Tuesday the 15th day of

14 October, 1991, between the hours of 2:00 p.m. to

15 8:00 p.m.

16

17 PRESENT:

18 Harland Bartholomew & Associates, Inc.

19

20

21

22

23

24

25 A-PLUS REPORTING SERVICE (708) 272-7364

1 The following is statements of residents:

2 MARILYN SWEENEY; 1403 Huntington in Glenview,
3 President of Citizens Against Widening Lake,
4 CAWL.

5 We are against routing more traffic on to
6 Milwaukee Avenue and Lake Avenue. It is common
7 knowledge that motorists take the route of least
8 resistance. If you widen a road going through a
9 residential area, you will attract more traffic into
10 that residential area.

11 We are against the interchange at 294 and
12 Lake Avenue. We are against any road improvements at
13 the interchange of Milwaukee and Lake Avenues. We
14 residents on Lake Avenue do not want anymore traffic
15 routed into our residential areas. We have a petition
16 with 4,800 citizens saying: Please don't route more
17 traffic into our residential area.

18 PAUL MCCARTHY; Village Manager of the Village of
19 Glenview. And I have some comments in regard to
20 procedure rather than the content of the report.

21 I would like to express some objections to
22 the procedure in which this report was advanced. There
23 has been the creation of advisory committees which were
24 made of elected and technical representatives from a
25 number of municipalities, and they were cited as having

1 served as advisory committees. In fact, advice implies
2 consultation.

3 To that extent, it's misleading and
4 fraudulent to call these committees consultations for
5 two reasons: First of all, it's inappropriate, if not
6 insulting, to have a thousand copies made up of a draft
7 report and release it to the general public before you
8 have provided adequate time for circulation of a
9 draft to the other units of government that were
10 involved in this process.

11 And the second reason it's insulting is
12 because the advisory committees that were created were
13 dissolved, in effect, and at no time was IDOT or the
14 consultants instructed to go back to those committees
15 representing the impacted communities and get their
16 approval of this draft.

17 And if you are not going to allow real
18 consultation and the ability to influence the content
19 of the report, it is fraudulent to make reference to
20 the existence of committees and put their names under
21 either the letterhead or the forward of the report.

22 SY LEVY. I represent Zenith Electronics.
23 I only request that we be kept posted well in advance
24 of any plans to limit access along our property and/or
25 to widen Milwaukee along our property.

1 ARTHUR N. JOHNSON; 1410 East Lake Avenue,
2 Glenview, Illinois.

3 I am definitely opposed to the widening of
4 the interstate exchange to 294 because, inevitably, it
5 will lead to widening of the entire Lake Avenue from
6 Edens all the way west as far as they can go, just
7 coming in from the west end instead of the east end,
8 like they originally proposed.

9 And I said to Mr. Hedrick several months
10 ago, "I think you plan to open up to 294", and he said,
11 "Well, maybe 20, 25 years down the road." He's lying.
12 And I talked to Monty Chinn, the engineer, and they're
13 defeated in the opening of Sunset Ridge. I talked to
14 him later, and I said, "I see you were defeated", and he
15 said, "We never had any intentions of widening Sunset
16 Ridge because that's a residential street."

17 That's all Lake Avenue is, is a residential
18 street. There's over 90 homes from Laramie to
19 Waukegan, and that makes it a residential street. The
20 only businesses are on each end. And the only purpose
21 of this is to eventually widen lake Avenue. Okay,
22 that's all I have to say.

23 DAVID NUSBAUM. My address is 2716 Illinois Road,
24 Northbrook, Illinois.

25 I'd like to express my concern only of one

1 area throughout this whole project: and that is to the
2 Grove which is a nature of conservancy which is in
3 Glenview; it's right off of Milwaukee Avenue.

4 I understand the proposed widening of
5 Milwaukee Avenue to provide for this project, and I am
6 deeply concerned about how much it's going to impact
7 the grove itself.

8 KEITH PECK. I live at 6849 West Touhy. I'm
9 Director of Public Services for the Village of Niles.

10 I would like to express concern for the storm
11 water management along the entire Milwaukee Avenue on
12 the improvements made. I think they need to have
13 detention and be able to handle storm water for at
14 least two times the right away within the municipality.
15 Right now they're going into the local systems causing
16 flooding problems. I would like to see that
17 eliminated.

18 CHARLOTTE WOLF. I live at 3245 North Milwaukee
19 Avenue in Northbrook, Illinois. It belongs to the
20 Glenview district, but I have a Northbrook number.

21 I think this is really absurd. This
22 gentleman tells me it's only 10 or 20 years from now.
23 God, we'll be sitting right on the highway, and our
24 property values are going to go down. And if they want
25 to give us the difference from what we are losing, I'd

1 be happy to move. I think we should all fight this,
2 whoever lives there.

3 JOANN SCHLOSS. I am a Glenview resident. I live
4 at 1018 Castillian Court, Number 309 in Glenview, 60025.

5 I have lived in Glenview for about a year and
6 a half, and I am very concerned with the traffic and the
7 congestion that's occurring along Milwaukee Avenue.
8 However, I am more concerned with the possible
9 encroachment of lands currently belonging to The Grove.
10 That place is a national historic landmark as well as a
11 natural history museum that, in an ongoing sense, is an
12 education to everyone in the area.

13 I feel that any encroachment of this land is
14 something that should be very seriously considered, even
15 though a 10-foot easement has been granted, thus far
16 with minimum disruption to the environment and the land
17 there. I think that progress is good; we need
18 progress. I think we need to improve our access. But
19 I think we need to look once again before we take any
20 land from The Grove. We need to look at more creative
21 ways for other opportunities to improve traffic flow.

22 KATHRYN CROWLEY, President of the Glenview Park
23 District. I live at 841 Rolling Pass in Glenview.

24 I just want to go on record that we are very
25 concerned about the impact of this scheme on The Grove

1 which is a national historic landmark which is operated
2 by the Glenview Park District. That's about it.

3 PATRICIA K. NORRIS. My husband James Norris and I
4 live at 4121 Kennicott Lane in Glenview, 60025.
5 That's the east side of Milwaukee Avenue, south of
6 Lake, directly across from the Radisson Suites Hotel.

7 I agreed with the items in this Operation Red
8 Light, so this is in addition to those. I will just
9 say that I am opposed for many reasons: As a resident
10 having to make a left hand turn on to Milwaukee Avenue
11 with just going across two lanes and then having to
12 pull into the left hand bay so I can turn after traffic
13 has passed on the other two lanes, I feel like I am
14 taking my life in my hands now, with having the road 4
15 lanes, 2 lanes each way.

16 If it's increased to a total of 6 lanes or 3
17 each way, I will never be able to make a left hand
18 turn; it's just too risky, and I think more of my life
19 than that. And that causes a hardship.

20 Also, I am very, very concerned about this
21 supposed proposal for an interchange at West Lake and
22 Milwaukee and any impact on our national historic
23 landmark, The Grove. I fought to save it and I don't
24 want to see it impacted, paved.

25 I feel it would be dangerous to have another

1 intersection so close to Miller Avenue interchange to
2 294, and on the other side is the entrance off of Golf
3 Road. I think it's totally unnecessary, a complete
4 waste of taxpayers' funds. And if I had my druthers, I
5 would like a continuous left hand turn lane, the whole
6 lane, which is something that East Lake Avenue did not
7 want. But I'd feel a heck of a lot safer.

8 Again, this is in addition to the Operation
9 Red Light concerns that is in the box.

10 JIM TOHRYS. My address is 521 Cornell Avenue;
11 DesPlaines, 60016. I am the first naturalist that the
12 city of Glenview hired, and I am on The Grove
13 Restoration Committee.

14 I am completely opposed to any idea of an
15 interchange from Milwaukee Avenue to the Tristate
16 Tollway going through Grove property which is a national
17 historical landmark, supposedly federally protected
18 against any encroachment.

19 And I think that the widening of Milwaukee
20 Avenue has got to be looked at very, very carefully as
21 far as the environmental impact that it will have on
22 this natural area, one of the few natural areas that we
23 have left.

24 GLORIA BUZARD, 1234 Huber Lane, Glenview. I am a
25 member of the Past Presidents Council of The Grove

1 Heritage Association.

2 We have particular concern about the impact
3 that this widening may have on The Grove. And in
4 particular, the long range plan of an interchange: we
5 feel it would simply destroy The Grove.

6 I would like to urge the members of the
7 planning committee to schedule a visit to The Grove
8 with the directors, Director Steve Swanson, so that
9 they could view, first hand, the impact of their plans.

10 VIVIAN DZIURDZIK. I live at 4645 Larch in
11 Glenview, 60025.

12 I would like to say that I do not want Lake-
13 Euclid and Milwaukee Avenue widened any more than it is
14 now. There's enough traffic and all the children in
15 the subdivisions are riding their bikes across; they go
16 to school at Glenbrook-South High School.

17 They ride their bikes to Flick Pool, they go
18 up and down Lake; and Milwaukee is just like the center
19 of Glenview Road and Waukegan in Glenview: kids are
20 back and forth constantly. If you widen that street,
21 children are going to get killed there is what is going
22 to happen because it's just like a regular in-town
23 street.

24 Also, I would like to say that the people at
25 the Mormon Temple walk from the Mormon Temple over to

1 the restaurants, and, having six lanes, someone is going
2 to get seriously injured.

3 I would also like to say that, as soon as you
4 make another lane, it's going to fill up with cars; it
5 is not going to lessen the amount of cars that are
6 there or make traffic flow easier. People are going to
7 say, "Now there's six lanes, let's go to Lake and
8 Milwaukee"; and it's going to be just as congested.

9 THOMAS J. RICHARDSON. I am General Superintendent
10 of Glenview Park District.

11 There are a couple of things that I am very
12 concerned about. One is the redraft report. From my
13 understanding, there are some suggestions to consider an
14 interchange on to the 294 highway from Lake and/or
15 Milwaukee Avenues. The other thing mentioned in there,
16 as an idea, is in the connection of Milwaukee Avenue
17 and Lake Avenue with a frontage road.

18 Those things, as I understand it, are just
19 concerns right now and not part of the recommendation.
20 Because of its proximity, these two ideas, to The Grove
21 Nature Center, a national historic landmark, it could
22 cause serious problems with the access to it to the
23 wetlands that are contained in the boundaries and
24 outside the boundaries of The Grove.

25 Those two ideas should not be put in as a

1 recommendation in the final report for final
2 consideration.

3 Another thing I am concerned about is,
4 somehow __ I'm sure it was a mistake __ Grove National
5 Historic Landmark and Nature Center is not marked,
6 highlighted, on the maps that are shown here. That is
7 a serious oversight in that the very same Harland
8 Bartholomew & Associates that put this plan together is
9 the same consultants who did the original master plan
10 of The Grove back in the 1970's. So it's an oversight
11 they should not have made.

12 CHERYL DEOM. My address is 1766 Culver Lane in
13 Glenview.

14 I just want to go on record as opposing
15 the idea of having the interchange located at 294 and
16 Milwaukee Road and Frontage Road interchange being
17 included in the draft report by Harland Bartholomew,
18 and also oppose any future reports to carry that sort
19 of recommendation as part of that Green Light
20 Report.

21 In addition to that, I want to object to the
22 fact that The Grove which is an 82-acre national
23 historic landmark along Milwaukee Avenue and the
24 wetlands was not indicated on the map being presented
25 in the information today.

1 TRUDY WHITACRE. I am President of the League of
2 Women Voters of Glenview. My address is 1822 Robin
3 Crest Lane in Glenview.

4 This is to the members of the Illinois
5 Department of Transportation. The League of Women
6 Voters of Glenview is concerned about the impact of the
7 proposed Lake Avenue I-294 interchange and the widening
8 of Milwaukee Avenue will have on the Glenview
9 community, especially the national historic landmark
10 known as The Grove.

11 The League of Women Voters has been involved,
12 for almost 20 years, in the preservation of The Grove.
13 In 1974, Glenview residents worked to pass a referendum
14 (9 to 1) for the Glenview Park District to purchase
15 the land, which is one of the last intact prairie
16 groves in our prairie state of Illinois.

17 The Grove has not only historical
18 significance for this region and the United States, but
19 also ecological significance with its wetlands and
20 forests. The United States Department of the Interior
21 recognized the importance of preserving The Grove by
22 awarding it national historic landmark status in 1976.

23 Since 1975, The Grove has served school
24 children of the metropolitan area as an outdoor
25 classroom. It is presently serving 20,000 children in

1 650 educational programs per year with long waiting lists
2 to get into these programs.

3 Acknowledging that changes in the environment
4 surrounding The Grove could have an adverse affect on
5 its ecological balance, the Village of Glenview, in
6 cooperation with the Glenview Park District,
7 established an environmental ordinance for its
8 protection.

9 The proposed interchange and widening of
10 Milwaukee Avenue would encroach into The Grove and
11 would, in all likelihood, cause irreversible damage,
12 both ecologically and historically. The Glenview
13 residents have recognized their stewardship
14 responsibility in purchasing and maintaining this part
15 of Illinois history.

16 The League believes that responsible
17 government should be responsive to the will of the
18 people. The League of Women Voters of Glenview opposes
19 the Lake Avenue I-294 interchange and the widening of
20 Milwaukee Avenue. We urge the Illinois Department of
21 Transportation to include an environmental impact study
22 in evaluation of these plans.

23 End of formal statement.

24 I would add the question: Is this hearing
25 meeting the requirements of a public hearing? That is

1 our League concern. Is this hearing meeting the
2 requirements of a public hearing?

3 BERT WEAVER. I live at 816 Elmdale Road in
4 Glenview. I live in the country side, which is
5 adjacent to Milwaukee.

6 I drive around here to The Grove. We go to
7 the restaurants like Ponderosa and some others, like
8 Harvey's. And it's worth your life sometimes to come
9 out of those places on to Milwaukee to get into the
10 traffic. And I feel that if they put a third lane in
11 there and put a barrier in, it's going to be twice as
12 bad. And I don't see how we're going to get through
13 these plains without going a roundabout way.

14 As far as the interchange is concerned, that
15 is so ridiculous. There's other options to that. They
16 could complete other interchanges that's only half
17 there. That would help that. I have been driving
18 around here since '53. And if I have gridlocks around
19 here, I take a different street, go a different way.
20 So I'm against the widening because I think it's bad
21 for commercial and bad for driving. Thank you.

22 WILLIAM SCHAUER. I live at 4531 Larch. And
23 that's in Glenview.

24 I am very upset about the adding of the
25 interchange at Euclid Avenue and Lake Avenue. I live a

1 block off that intersection, and with a 6-lane road,
2 it's going to add to the congestion that's there now.
3 What I feel is they should put in some kind of an
4 overpass or some way of a bypass around that
5 intersection to eliminate this traffic, because I can't
6 get out on the subdivision when the roads are all backed
7 up. I can't see how that can be eliminated because
8 you're going to add traffic to Milwaukee Avenue.

9 SANDRA MILLER. 325 Cherry Court in Glenview.

10 I strongly oppose the widening of Milwaukee
11 Avenue as proposed by IDOT, for the following reasons:
12 1: Widening the area between Thornberry Avenue and
13 Central Avenue in unincorporated Glenview, Main
14 Township will result in the road being three and a half
15 feet from the back yards of those residents on the west
16 side of Cherry Lane.

17 Not only will this result in an increased
18 noise level for those residents; it will also result in
19 serious property damage and possible injury to those
20 residents, since there will be no protection from cars
21 and trucks coming through the fences as a result of
22 accidents.

23 2: Property values of those homes will also
24 be adversely affected resulting in an overall decrease
25 in property values in the surrounding neighborhood.

1 I also object to any interchange at Lake
2 Avenue and I-294. That area is an environmentally
3 sensitive area and is bordered on the east by a
4 national historic landmark known as The Grove. There
5 is no need for an interchange at that location now or
6 at any other time in the future, and all further plans
7 should be eliminated.

8 Instead, complete the interchanges at Golf
9 Road and at Willow Road to handle the needs of those
10 traveling on the interstate system.

11 MOLLY SHALLOP. My address is 245 Vine Avenue in
12 Park Ridge, 60068.

13 I would like to say that I oppose the
14 widening of Milwaukee Avenue. I oppose the idea of an
15 interchange for 294 and Milwaukee Avenue and Lake
16 Avenue. And I recommend to the Department of
17 Transportation that they should delete that idea from
18 the final report of the strategic arterial plan. And I
19 would hope never to see that idea in any other plan in
20 the future.

21 I oppose the widening of Milwaukee Avenue
22 because it would directly impact The Grove National
23 Historic Landmark, which I am very concerned that,
24 first of all, it's not even indicated on the maps here
25 in the room. Although there's a place on the committee

1 board, no one has indicated it with an asterisk on
2 the map. No one indicated the wetlands that exist on
3 that property as well.

4 My second concern is the environmental impact
5 to The Grove that would be caused by more traffic, more
6 lanes, a loss of habitat from The Grove to making the
7 actual roads or lanes. We have numerous threatened and
8 endangered species that live in The Grove that will be
9 impacted negatively by more pollution and less habitat.

10 We have one facility that is available to the
11 public for rentals at The Grove for Bar Mitzvahs, for
12 wedding receptions, for business meetings. Most of
13 our financial support comes from that rental money.
14 And I feel that would be also negatively impacted with
15 more traffic, more pollution, caused by more lanes on
16 Milwaukee Avenue.

17 I recommend to the Department of
18 Transportation that they focus on alternatives to
19 widening Milwaukee Avenue, such as improving public
20 transportation. I think the idea of little turn offs
21 for the buses to leave Milwaukee Avenue and pick up and
22 drop off passengers is a very good idea.

23 I also think it would be a very good idea to
24 work with public transportation in making it more
25 efficient for the riders. When I come to work in my

1 car, it takes me 15 minutes. When I come to work on
2 the bus, it takes an hour. It's not efficient at all.
3 And I think that would increase the traffic flow.

4 The Grove National Historic Landmark is
5 considered an environmentally sensitive area by an
6 ordinance created by the Village of Glenview; and I
7 think that the Department of Transportation needs to
8 look at that ordinance to see what kind of impact it
9 would be having on The Grove.

10 I firmly believe that the people of Glenview
11 and the surrounding areas would be influenced by
12 changes on Milwaukee Avenue. I firmly believe that
13 they do not want more traffic in their towns. They do
14 not want more congestion; they do not want more
15 pollution.

16 As taxpayers and as the people who
17 supply the money for these projects, the people who
18 supply the money for the salaries of the people
19 planning these projects, it is the responsibility of
20 the planners to pay special, careful attention to the
21 input of these, to the input of us. Thank you.

22 BARBARA HINES. 4711 Linden Avenue, Glenview.

23 I feel that this widening project is going to
24 create a worse problem than we have now in congestion,
25 because it will attract more traffic going elsewhere

1 other than the immediate vicinity of the widening area
2 as an access to other routes.

3 I think it's going to be devastating to many
4 businesses and residential areas along the way and lack
5 of access, and again, this increased traffic, hazardous
6 to children certainly in those areas trying to get to
7 school; many of them do walk.

8 There is also an ecological impact that has
9 to be considered. I am very opposed to it. It will
10 shut off accesses to residential subdivisions and leave
11 us with a severe problem there too.

12 DAVID BILLS. I am President of The Grove Heritage
13 Association, which is a support group for The Grove
14 National Historic Landmark in Glenview.

15 In representing our more than 300 members, we
16 are opposed to the widening of Milwaukee, and to an
17 interchange that would affect the nature of The Grove.
18 And we will be asking our members to submit letters to
19 IDOT and to representatives that might have some
20 influence with the final decisions.

21 ARTHUR WITTKAMP. I live at 332 Cherry Lane in
22 Glenview.

23 What I have to say in regards to this is
24 that, in the presentation they have said that they are
25 doing the best that they can for the safety of

1 pedestrians and cyclists. And yet, nowhere along
2 Milwaukee Avenue, except in the highly populated areas,
3 have they allowed a walkway or sidewalk for people who
4 are either walking up and down the highway or riding
5 their bicycles or if they break down in their car, they
6 cannot even get to a gas station.

7 Right outside of the hotel here, the bridge
8 is represented in the sheet -- in the big log book that
9 they have -- is represented to handle the roadway. You
10 cannot cross this highway as a pedestrian. And
11 yesterday we saw three 12-year-old kids trying to ride
12 across, and you can't get across the river any other
13 way.

14 In the area between Thornwood and Central
15 Avenue, there again there are paths where people are
16 trying to walk. There's no way for pedestrians to walk
17 there. That's right behind our house and we
18 constantly see people going up and down this highway.

19 In many of the places where industrial and
20 places like the busboys and domestic help that they
21 have here, we see them on bicycles because they cannot
22 afford cars.

23 The other thing is -- I agree with progress --
24 but now while this is being done, a 3-foot strip, the
25 entire length for safety and accessibility of

1 pedestrians would be the most visible thing you could
2 come up with.

3 JANET WITTKAMP: My address is 332 Cherry Lane in
4 Glenview.

5 In talking to the representatives here today,
6 they have stated that they had no knowledge of any
7 fatalities. Right on Milwaukee Avenue, behind my home,
8 in the 25 years that we have lived there, there have
9 been four fatalities. My husband and I have helped the
10 people and the fire and police department in four
11 instances where there have been fatalities, starting
12 out with a 12 year old on a bicycle, a motorcyclist,
13 and two people in a car. And yet, these people that
14 are here today have no knowledge of that fact from
15 their fact finding.

16 My other concern with this project is that
17 you have children that need to cross a 6-lane highway
18 to go to school. And I feel that that's a very
19 dangerous situation. We have, in our area, near the
20 Golf and Milwaukee area, several senior citizen
21 complexes, and I would think this would be a complete
22 detriment to them to be able to go out and get to an
23 area across Milwaukee Avenue to shop and do some of the
24 things that they would like to do.

25 Also, there's one at Glenview Road and

1 Milwaukee, and there's no way for them to get down
2 Milwaukee. And with the speeds the cars are traveling
3 behind our home now in the late evening hours, __ 55 to
4 85 miles an hour __ you can hear motorcycles unwinding
5 and screaming, and this would only enhance the area for
6 people to be speeding. And yes, if it is a police
7 control matter, there's no way that the police could
8 control that length of highway constantly.

9 FRED BAZARK. I live at 3435 Carol Lane in
10 Glenview, and that's considered Glenview and it's in
11 the subdivision of Dempster Trail.

12 I have, for the first time, seen the drawings
13 of the proposed development along Milwaukee Avenue,
14 including the intersection of Euclid and Milwaukee
15 and immediately north on Gregory in the Timber Trails.
16 I find the plan repugnant, incompetent, and totally out
17 of accord with the needs of the community.

18 This development, if allowed, will totally
19 alienate our subdivision from the rest of the world
20 and make ingress and egress a most difficult and almost
21 impossible task, causing serious traffic delays for us,
22 our children, and anybody attempting to come into or
23 out of the subdivision.

24 The purported use of the yet undeveloped
25 parcel of land immediately to the west of the J.C.

1 Penney place and the proposed road into that __ whether
2 it meanders or not __ will be an absolute invitation to
3 people attempting to circumvent the intersection of
4 Euclid-Lake and Milwaukee to pass through our
5 subdivision.

6 That's for openers. A more detailed review
7 of the whole plan will enable me to write a most
8 comprehensive letter which will say, in effect, that
9 this widening, this purported and proposed widening, of
10 Milwaukee Avenue will absolutely destroy our community.
11 I don't think IDOT has that right.

12 I demand open hearings whereby we have the
13 opportunity to combat you folks at every step along the
14 way.

15 JONIE BROWNE. I live at 3445 Carol Lane in
16 Northbrook.

17 I would like to stand on record as being
18 violently opposed to the proposed widening of Milwaukee
19 and Lake, both east and west of Pfingsten and the
20 interchange at 294. There's been a lot of money spent
21 in terms of preservation of the natural habitats. We
22 have enough congestion in the area as is, and I think
23 there are other viable ways in which they could remedy
24 what is already a very bad situation.

25 Many of the east-west streets were built with

1 expansion for the future in mind. I think they should
2 explore those options first and/or widen 294.

3 ALFRED DITTHARDT. I am President of the
4 Northfield Woods Homeowners Association.

5 We have just seen the most cursory
6 presentation of information with regard to the widening
7 of Milwaukee Avenue into a 6-lane arterial road. We
8 believe __ speaking for the people in our neighborhood,
9 some 260 homes in our neighborhood __ that the increase
10 in traffic that that change would produce would cause a
11 number of inconveniences to us.

12 It would increase traffic and congestion in
13 our neighborhood, which is already at a very high
14 level. We have seen considerable expansions by nearby
15 businesses; namely, the Allstate Insurance Company and
16 the A.C. Nielson Company, which have just recently
17 installed large corporate facilities in our area.

18 Secondly, we believe that the noise level
19 that we now experience there will be equal distance
20 between O'Hare Airport, Glenview Naval Airport and
21 Palwaukee Airport, that that level of noise would only
22 be increased by having the noise of a 6-lane expressway
23 as near as it's intended to be.

24 I might also point out that the noise that we
25 now experience from the Tristate Expressway, which is

1 294, and is within a block of our neighborhood, also
2 must put us at the extreme of urban noise in the
3 northwest area.

4 We feel that we would like to make a
5 contribution to reducing the problem of traffic
6 congestion in the north and northwest suburbs, but feel
7 that any solution to this difficult problem has to be
8 obtained by the consideration of many more factors than
9 have been considered in what we have seen.

10 It should be noted that there are very few of
11 us in the homeowners association, that I know of, that
12 are inclined to give Project Green Light a hearing at
13 this point. We are quite a bit in support of just the
14 opposite: of Project Red Light.

15 We would like to remain in touch with the
16 Department of Transportation on these subjects and
17 maintain a communicating link through all the
18 circumstances that must prevail between now and a
19 suitable decision to improve traffic flow.

20 KAREN BENEDETTO. I live at 3495 Carol Lane with a
21 Northbrook mailing address.

22 I am totally opposed to this. With the
23 existing four lanes of traffic on to Milwaukee Avenue
24 with our only entrance in and out of our subdivision,
25 it's almost a disaster now, enabling us to get in and

1 out of our subdivision. Making additional lanes would
2 make it truly impossible.

3 In the event of fire now, we run many risks
4 with many children in our neighborhood. The
5 consideration now, with the people blocking our entrances,
6 leads to fights daily; and I feel that this would be a
7 grave mistake for all.

8 DON LEHMAN. I live at 4614 Linden Avenue in
9 Glenview.

10 I am opposed to the widening of Milwaukee
11 Avenue, mainly because this would create havoc for the
12 neighborhood I live in. And at the present time, we
13 cannot get out of our neighborhood. Adding a 6-lane
14 highway would make it even worse.

15 Plans like this almost forces people to sell
16 their homes and move. I have been there for 30 years
17 and I don't want to move.

18 MARY NOVOTNY. I live at 2334 Indian Ridge Drive,
19 Glenview, 60025.

20 I would like to voice my objections to this
21 plan. I feel that the traffic should be diverted from
22 Milwaukee Avenue back to the tollway. The tollway
23 should be able to handle the traffic; it runs parallel
24 with Milwaukee Avenue. And I feel that they should
25 look into other projects such as widening Willow Road

1 in Northfield and the Toll Plaza at 294 and Deerfield.

2 PATRICK WEBER. I am the President of Westfield
3 Homeowners Association.

4 I got a couple of phone calls from people
5 today. I wanted to see what kind of rebuttal I'd get
6 before I got here. Generally, the main concern is how
7 close this comes to the back yards of the people that
8 live along Milwaukee Avenue, which is Cherry Lane in
9 our subdivision.

10 They way it looks, they are going to have a
11 median in the middle which will not allow a left turn
12 out of the subdivision or a left turn into the
13 subdivision on to Milwaukee Avenue from either
14 Thornberry or Greenbriar, which is going to increase
15 cut-through traffic on Thornberry Drive from Milwaukee
16 to Greenwood and also make it difficult for fire trucks
17 to enter into the subdivision off of Milwaukee Avenue.

18 Another concern that I heard was: one of the
19 ladies that lives along Cherry Lane, which is butt up
20 against Milwaukee Avenue, right against it, she had an
21 accident with a fatal injury in her back yard from
22 Milwaukee Avenue. So she's concerned with the
23 increased traffic and being closer to her back yard.

24 ROBERT DOMAS. I live at 3875 Gregory Drive, and
25 it's in Northbrook, Illinois.

1 I feel that increasing Milwaukee Avenue to
2 six lanes is going to be harmful to wild life and
3 children which, when they're young, the roads right
4 now, with the traffic being 45 miles an hour, widening
5 to six lanes is going to cause people to go faster
6 causing more accidents, causing the road to turn into
7 like Edens or 41 or the Clavey Road problem, where
8 people are getting killed from trying to cross it, or
9 wild life trying to cross it.

10 Also, I think it's going to decrease the
11 values of our property and decrease the commercial land
12 usage and I think it's going to be just a total mistake
13 to widen Milwaukee Avenue.

14 DAVE PASQUINI. My address is 902 East Olive in
15 Arlington Heights.

16 I am opposed to any expansion of any highways
17 or road system that endangers The Grove or the River
18 Trail Nature Center. These areas are important for
19 education. These areas are going to expand their role
20 in the future as environmental education becomes
21 increasingly important.

22 If these places are destroyed, kids in this
23 area will have to travel very far for that education.
24 The Grove is of such historical significance that it
25 should be expanded, not cut back. If you build the

1 road, the land is going to be decreased; the wild life
2 is going to be harmed; it's not going to be the
3 educational center it is rapidly becoming. I am
4 opposed.

5 KAREN NOWOSEL. I live at 3241 North Milwaukee in
6 Northbrook.

7 I live in a condominium that's only 50
8 feet from the Milwaukee Avenue exit now. I just bought
9 my unit in March. And the thought of having 10 or 15
10 more feet will put six lanes of highway up to my front
11 door. The noise level, as it is, is more than
12 sufficient. To have more is ridiculous.

13 ELAINE BILOWICH. I live at 361 Countryside Lane
14 in Glenview.

15 I have been a resident in this area for 23
16 years and mainly moved to this area because of the
17 quality of life in the residential neighborhood aspect.
18 I sincerely feel that widening Milwaukee Avenue would
19 be detrimental to that quality of life. We will lose
20 our neighborhood aspect; it's going to be a big urban
21 jungle.

22 It just pains me to think of this change
23 being made without any consideration or consultation
24 with the people who live here.

25 The aerial view looks good in drawings on

1 paper because Milwaukee Avenue does go all the way
2 through, you know, sort of uninterrupted. But they fail
3 to take into account all the residential areas. And I
4 just feel it's a real mistake.

5 DEAN JOHANSEN. I live at 338 Cherry Lane. My
6 back yard is Milwaukee Avenue, Route 21. I have lived
7 there since 1975. Since that time, the traffic has
8 increased ten fold, since the beginning. From the
9 restaurants that they have put on there, it is called
10 Restaurant Road. The traffic is unbelievable.

11 When I lived in that house for approximately
12 four years, there was a person who died in my back yard
13 doing 80 miles an hour, in my garden. If you do widen
14 that road, I have a feeling there's going to be a whole
15 lot more people die in my back yard.

16 To me, it's inconceivable making that road
17 six lanes. All it's going to do is create another
18 drag strip on the roadway, from one lot to the next.
19 And if they are going to make it six lanes from
20 Greenwood all the way up to the tollway, besides
21 displacing five feet of my property, plus everybody
22 else's, what's it going to do to my property value?

23 It's going to be hard enough for me to sell
24 my house as it is, being right on Milwaukee Avenue.
25 Now I'm not going to have any back yard at all. I am

1 going to have a 6-lane highway. If they do that, it's
2 going to be practically impossible for me to sell my
3 house, which I worked so long and so hard to keep.
4 Thank you.

5 MARK DEVOS. I live at 3256 Sanders Road, Bishop's
6 Gate Condominium.

7 Basically, I am opposed to the widening of
8 the road. The main concern is the drop in property
9 values. It will become a problem with noise and the
10 traffic congestion is getting only worse. And I feel
11 the land is not there to take to widen the road, as
12 well as the traffic flow. I'm just concerned that it's
13 only going to get worse. As an overall thought, I am
14 against the widening of the road in the areas that are
15 mentioned.

16 JAMES PLACKNER. I live at 3510 Lawrence Lane,
17 Northbrook, Illinois, 60062. I live in Timber Trails.
18 I am pastor at St. John's Lutheran Church.

19 My first concern is that, if they take 10
20 feet on our side of Milwaukee Avenue, they are going to
21 be right on top of our building; not only on top of it,
22 right next to it, which is way too close.

23 My second concern is the people who work and
24 live on Milwaukee Avenue. If they take the 10 feet on
25 each side that they need, they will be putting some

1 businesses out of business. Because they will be taking
2 away their parking lots and parking facilities, the
3 businesses will go out of business.

4 My third concern is, I live in Timber Trails.
5 And if I want to go north on Milwaukee Avenue, I would
6 have -- I don't know where I would have to go before I
7 could go north. I couldn't turn left; there's a median
8 out there that I wouldn't be able to surmount. I
9 probably would never be able to get across three lanes
10 of traffic. If I wanted to go north out of Timber
11 Trails, how would I get there?

12 LISA GUNTHER. I live at 3429 Greenbriar in
13 Glenview, Illinois, 60025.

14 First of all, I'd like to stress the fact
15 that I would not like the Lake Avenue interchange
16 included on the final plan of the Milwaukee Avenue
17 widening. I oppose the Milwaukee Avenue plan
18 altogether and also the widening of Lake Avenue.

19 I believe that the Illinois Department of
20 Transportation should put a lot more funding into
21 improved public transportation because right now the
22 quality of transportation is probably the reason people
23 take their cars to work every day.

24 The widening of Milwaukee Avenue would lower
25 the quality of life for the people living in Westfield

1 Homeowners Association in unincorporated Glenview
2 because it would be putting the traffic right in those
3 people's back yards that live on the street.

4 The widening of Milwaukee Avenue would also
5 interfere with The Grove National Historic Landmark in
6 Glenview by taking away some of that land, which is the
7 home of the endangered red shouldered hawk.

8 I don't believe this plan will alleviate the
9 traffic problem at all. And I feel it's very unneeded.
10 The Illinois Department of Transportation should put
11 our tax money to better use.

12 KATHRYN DOKAS. I live at 3680 Greenleaf in
13 Northbrook, 60062.

14 My first comment is, I'd like to thank the
15 Illinois Department of Transportation for opening this
16 hearing. It's nice that they're asking citizens to
17 participate at this early stage.

18 As the plan has been explained to me, I am
19 currently opposed to the widening of Milwaukee Avenue.
20 I would think that the expense is unfeasible in light
21 of the county and village budget cuts currently.

22 There are portions of Milwaukee Avenue that
23 may be considered commercial strips. There are many
24 residential areas that use Milwaukee Avenue as its
25 access, not to mention the historical landmarks and the

1 forest preserves and the prairie. It would seem to me
2 that, by widening Milwaukee Avenue, it would
3 irrevocably damage the residential flavor of these
4 areas.

5 GERI JOHANSEN. I live at 338 Cherry Lane in
6 Glenview.

7 I just want to say that I am very upset
8 about the fact that we weren't consulted before this.
9 We live in a very populated part of Milwaukee Avenue.
10 Our back yard is Milwaukee Avenue. We are in the
11 middle of all the fast food at Golf and Milwaukee, just
12 past that.

13 We have already had one fatality happen in
14 our back yard and I am not looking forward to anymore
15 accidents. If they widen, this is definitely going to
16 happen. Because of the heavy congestion, I feel they
17 should slow the traffic down.

18 I go along with the median, but it should be
19 very tall and there should never be any left hand
20 turns.

21 MRS. RICARDO HILL. I am a resident at Milwaukee
22 and Sanders Road in the residential area homes.

23 I feel that right now, in that area between
24 Milwaukee and Sanders Avenue, there's Allstate and
25 Allstate's new development area. Since Allstate has

1 come in, there's been a tremendous influx of traffic.
2 It's hard for the residents in my area, which we all
3 are homeowners in the area, to get out between 7:00
4 o'clock and 8:30 in the morning and in the evening from
5 3:00, 4:00 till about 5:00 o'clock; it's just
6 impossible because of the density of traffic.

7 I feel with the additional expansion of
8 Milwaukee Avenue that the flow of traffic in that area
9 would be impossible. What is it going to do to the
10 property value in that area? It's not safe for our
11 children in the morning to attend Glenbrook South High
12 School or the kids in the area that's attending the
13 elementary school.

14 And I think they should really think over the
15 SRA strategy plans because I don't think it will work
16 in the area. It's already too congested and too much
17 traffic flowing in that particular area. Thank you.

18 STEVE BALLARD. I live at 3555 Carol Lane in
19 Northbrook, 60062.

20 I would just simply like to voice my
21 opposition to this, and feel that if, in fact, any
22 widening or increased north-south traffic is
23 considered, it should be done on the 294 and/or 94 as
24 opposed to doing it to county roadways as opposed to
25 freeways and tollways as opposed to regular roadways,

1 controlled roadways. Thank you.

2

3 (The meeting ended at 8:00 p.m.)

4

5 STATE OF ILLINOIS)

6 COUNTY OF C O O K) SS:

7

8 I, BARBARA LIBERKO, CSR, RPR, and a Notary
9 Public within and for the County of Cook and State of
10 Illinois, do hereby certify that I reported in
11 shorthand the proceedings had at the hearing aforesaid,
12 and that the foregoing is a true, correct and complete
13 transcript of said hearing as appears from my
14 stenographic notes so taken and transcribed by me.

15

16 CSR Lic. No. 084-001023.

17

18

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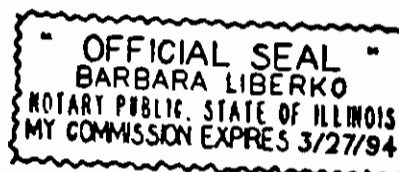
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IN RE:)
)
THE ILLINOIS 21 SRA PUBLIC)
HEARING IN LIBERTYVILLE,)
ILLINOIS.)

The report of the proceedings had in the above-captioned matter, taken before JoAnn Smoker, C.S.R., a notary public within and for the State of Illinois and County of Lake, at 359 Merrill Court, Libertyville, Illinois, on Thursday, October 17, 1991, at the hour of 2:00 P.M. to 8:00 P.M.

RECEIVED
HAROLD B. PARHOLOMEW
& ASSOCIATES, INC.
DEERFIELD, IL

Reported for:
LAKE SHORE REPORTING SERVICE
By: JoAnn Smoker, C.S.R.

OCT 28 1991

1 MR. GEORGE M. WINTERS, JR: My name is
2 George M. Winters, Jr. I own Ann's Bavariahaus in
3 Libertyville, Illinois at 114 West Peterson Road.

4 In reference to the expansion and the
5 future expansion of Highway 21 North, I strongly
6 urge IDOT to consider communicating with the Lake
7 County Forest Preserve in using the east side of the
8 road rather than using the west side of the road,
9 which is all owned by individuals and businesses.

10

11 * * * * *

12

13

14 MR. HOWARD KILLIAN: I am Howard Killian
15 from the Village of Lincolnshire.

16 The mayor and board of trustees at the
17 October 7, 1991 Committee of the Whole reviewed the
18 draft report for SRA 21, prepared by Harland
19 Bartholomew & Associates for the Illinois Department
20 of Transportation.

21 The mayor and board of trustees had the
22 following comment with regard to the typical
23 cross-section: Every effort should be made to
24 ensure the median is landscaped with tress, shrubs,

1 etc., instead of being paved.

2

3

* * * * *

4

5

6 MS. HELEN M. CASEY: Helen M. Casey. I
7 reside at 31330 North Highway 21, Libertyville.

8 I own about 1,200 foot of frontage on 21.

9 I have a driveway to my home and barn, and two
10 access driveways into my fields for the farmers to
11 use to take care of the crops. I am very much
12 concerned that these three driveways will be kept
13 open for me when the new construction happens.

14 My property is on a hillside, and the
15 proposed widening of the highway will cut
16 drastically into my hill and make mowing the lawn
17 and taking care of the property hazardous unless a
18 barricade of some kind is built at that point.

19 I am requesting copies of some papers. I
20 have been told to request a copy of the script that
21 was played with the tape at this meeting from Mr.
22 James C. Slifer, S-l-i-f-e-r, District Engineer. I
23 also have been told to contact Pat Pechnick,
24 P-e-c-h-n-i-c-k, Project Manager, at the Schaumburg

1 office, which I intend to do possibly with my
2 attorney.

3 I am very much concerned about the affect
4 this is going to have on my property. I also am
5 concerned about pedestrian access crossing Route 21
6 in the Village of Libertyville. The present walk
7 lights don't give adequate time for even crossing
8 the street by one person. Something drastic should
9 be done to improve this. Of course, also no left
10 turn lanes will affect anyone who is using the
11 downtown area, but that I can see may be necessary
12 to let the traffic flow. It will be inconvenient,
13 but probably necessary.

14 I have been very courteously treated at
15 this hearing, and I thank you very much. I will be
16 in touch in the future.

17 I have another comment. On my side of
18 Route 21, that is the west side, we have a
19 Commonwealth Edison pole line, a North Shore Gas
20 pipe line, and inside of the highway right-of-way--
21 I should say on my side of the highway right-of-way,
22 a 10 foot easement strip ran into Illinois Bell
23 Telephone some years ago for conduit line running
24 north to Heather Ridge. I think I also have a

1 septic tile line that may extend into this area.
2 All these things need to being taken into
3 consideration in enlarging the highway to my side of
4 the road.

5 The Lake County Forest Preserve owns the
6 property on the east side of the highway, which they
7 took from us by condemnation about twelve years ago.
8 It seems logical to me that some of the land should
9 be taken from that side, the east side of the road,
10 where there are no utilities except a telephone pole
11 line. Taking it all from our side of the highway
12 means a removal of practically all of the trees.

13 I have a little addition to my statement.
14 My mailbox which is on rural delivery is on the east
15 side of the highway. I take my life in my hands now
16 going across to get my mail, and what will it be to
17 cross four lanes and a 30 foot median? Thanks for
18 giving this consideration also.

19

20

* * * * *

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24

1 MS. MARLENE ZIZZO: I would like to
2 object to three lanes of 120 feet of right-of-way
3 between 22 and 45 of Route 21.

4 I also object to a new bridge being built
5 off of Milwaukee Avenue that was just built just
6 recently on Milwaukee Avenue between Old Half Day
7 Road and Route 45, thank you.

8

9

* * * * *

10

11

12 MS. ELIZABETH CRAIG: My name is
13 Elizabeth Craig, and I have a business in Downtown
14 Libertyville. And I go to the bank every day, and I
15 find it impossible to walk quickly across on a walk
16 light and get to the other side before it turns.
17 Also the street is posted at 25 miles an hour, and
18 everybody is driving 50, and I find this dangerous.

19

20

* * * * *

21

22

23 MR. JEFF BLAIR: My name is Jeff Blair,
24 and I am a resident of Libertyville, and I live at

1 826 West Golf Road about halfway between Butterfield
2 Road and Milwaukee Road. And I came here tonight to
3 hear about the plans for Route 21 and access to
4 Route 21 in order to determine what is going to
5 happen to traffic through Libertyville and through
6 the residential areas within Libertyville.

7 In the four years that I have lived in
8 Libertyville I have seen traffic patterns on Golf
9 Road, which connects Butterfield and Milwaukee Road,
10 increase significantly, and I am very concerned
11 about the development of Milwaukee Road and accesses
12 that are being done for Milwaukee Road as it relates
13 to the traffic patterns through our residential
14 neighborhoods.

15 I believe that most people think that
16 driving on Milwaukee Road is very much a hassle and
17 they avoid Milwaukee road at all costs, and as a
18 result the Village of Libertyville has forced people
19 instead of passing by the businesses that exist in
20 the downtown area, to travel through the residential
21 areas in the peak traffic hours. It makes it very
22 difficult for people to get in and out of their own
23 homes on Golf Road, and at the same time it is not a
24 safe area for the children that are in the area on

1 Golf Road. I think that it is also true for other
2 streets as well because as I have observed traffic,
3 you'll see even people cutting over off of Golf Road
4 onto Garfield Road and down to Greentree, I think is
5 the street, in order to avoid having to even
6 continue travel on Golf Road.

7 The speed limits that exist on Golf Road
8 are 30 miles per hour. It is a narrow street in
9 comparison to Milwaukee Road, and many sections of
10 Milwaukee Road the speed limit is 25 miles per hour.
11 It is very, very easy to travel through those paths,
12 Golf Road out to Milwaukee, and avoid Milwaukee
13 Avenue and save yourself time, which is precisely
14 why people are doing it. It is my experience that
15 in the morning when traffic is typically coming from
16 the west and the north, when they reach the
17 intersection of 176 and Butterfield Road, they have
18 a choice of going straight out to Milwaukee Road or
19 going down Butterfield Road and across Golf Road to
20 get to Milwaukee traveling south, and typically
21 people will go across through the residential areas
22 instead of out to Milwaukee Road in order to
23 continue their commute.

24 I think the village and the state should

1 be working to try to get people onto these arterial
2 routes and do it through streets that are less
3 residential, and they will find that it will make
4 better living conditions for the people, and in all
5 likelihood will promote better business on Milwaukee
6 as people travel down Milwaukee in front of these
7 businesses.

8 There are several things that I think that
9 could be done to correct Golf Road's traffic
10 problems. One of the easiest things that they could
11 do is to start enforcing the speed limit. It is
12 very common for people to speed on the street-- As
13 a matter of fact, it is very uncommon to find
14 someone that is traveling the speed limit, and I
15 guess I feel very comfortable making that statement
16 because it is quite common for me to drive home and
17 drive the speed limit of 30 miles per hour and
18 people will even pass you on the street if you try
19 to go the speed limit. And I think that if they
20 started patrolling the street and rigorously
21 enforcing the speed limit of 30 miles per hour, then
22 you could impact the traffic patterns that exist on
23 there, and you would make it a safer place to live.
24 But at the same time I don't understand the logic of

1 having a 30 mile per hour speed limit on Golf Road
2 when having a 25 mile per hour speed limit on
3 Milwaukee Road where people should be driving. So
4 if you change the speed limit to 25, I think you
5 would also discourage people from using Golf Road as
6 a commuting path.

7 I also think that a no passing sign should
8 be placed on the speed limit signs on Golf Road to
9 start making it an enforceable law since there is no
10 lines on the roads that would discourage people from
11 passing. At least instead of putting lines on the
12 road, put no passing signs on there, and you could
13 also create the atmosphere that people should slow
14 down inside that area.

15 I think that also Golf Road, which is in
16 badly need of some repairs, the sidewalk structure
17 doesn't permit a continuous biking path from
18 Butterfield over to Milwaukee Road. As a result,
19 people that want to ride their bikes on Golf Road
20 have to ride on the street. If the village is not
21 in a position to change the curb structure to permit
22 bicycles on the sidewalks, then one other way that
23 they can narrow the street and ultimately slow
24 traffic down is to create a hatched area on one side

1 of the street and use five or six feet of the street
2 by painting in a bike path that will permit access
3 for people on the west side of Milwaukee a route to
4 the east side of Milwaukee and down to the pool
5 area, which is down further on Golf Road east of
6 Milwaukee Avenue.

7 I think that no one on Golf Road would
8 like to see more four-way stop signs, but four-way
9 stop signs I think would probably be welcomed, and
10 especially to people who have children on the
11 street, if it is also a means of slowing traffic
12 down.

13 If you can set up no right-hand turns off
14 of Golf Road onto Milwaukee Avenue at peak travel
15 hours on red lights, then you could also discourage
16 people from doing these things.

17 These are all things that in combination
18 or separately may be effective at slowing down
19 traffic on Golf Road to Milwaukee.

20 I understand that there are proposals for
21 a major link between Butterfield Road and Milwaukee
22 Road towards the Cuneo Estate, and those certainly
23 would be supported from the people that live or are
24 near Golf Road. If such a plan is in the long-range

1 future planning cycles, then I would suggest that we
2 consider other options for slowing traffic down on
3 these little side streets between Butterfield and
4 Milwaukee Road.

5 The businesses that exist between 176 and
6 Golf Road receive some of the least amount of travel
7 by commuting tourists as a result of what people are
8 doing by connecting between Butterfield and
9 Milwaukee Road, and it would seem to me that we
10 could boost the economic development of those
11 businesses and make more prime business real estate
12 areas if we tried to get people to pass in front of
13 the businesses instead of through the neighborhoods.

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18 MS. CHRIS NADLER: My name is Chris
19 Nadler, and I live on Milwaukee Avenue just outside
20 of Brook Hill.

21 In defense of Brook Hill, I would say the
22 one thing that the IDOT is planning is a raised
23 median strip, which I am adamantly against. I don't
24 feel that winter clean-up gives the opportunity for

1 those homes on the highway an opportunity to get
2 across the highway safely over a raised median strip
3 that may not be cleaned. Also the accidents that
4 are occurring now, and there have been two since the
5 last public hearing, would indicate that that area
6 needs open space to turn, not a raised space to be
7 caught on.

8 In defense of our own property, which
9 leads directly onto the highway, with any touching
10 of our property at all, our home will be condemned.
11 Right now we are facing a new furnace and we need
12 gutter work done, and it is very hard to plan to put
13 money into a house that will be condemned. We also
14 have two kids going to college within the next year
15 or two, and the house was purchased with the idea of
16 equity paying for their education. Where do we
17 stand now? We can't even take an equity loan out on
18 a house that will be condemned.

19 I brought papers with me that are
20 affidavits of the fact that the house will be
21 condemned if any portion of our property is touched.
22 Currently the plan is to take about 40 feet of our
23 front yard. I just want to indicate that there is
24 significant proof that the house would definitely

1 face condemnation by a letter from the Lake County
2 Health Department dated September 4, 1991, and based
3 on whatever this is called, septic and field plans.

4 From the time the house was built these
5 fields extend directly to the edge of our property,
6 which is the culvert next to the highway. By
7 today's standards, the existing fields require an
8 additional 100 percent for drainage. Our entire
9 front yard is septic field. There is no place for
10 further drainage. So any removal of the current
11 septic field, would automatically have us fall under
12 standard and condemn our house for use.

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NO NAME GIVEN: My address is 30974
North Milwaukee. I have a suggestion, and the only
thing I can think of is that the township could buy
the land. The township could approach the Park
District and buy that land, and then in turn the
Highway Department could buy it from IDOT--could buy
it from the township; and, therefore, they would
still be allowed their funding because they wouldn't

1 be dealing with open space. And the property we are
2 talking about is administrative property, and it is
3 not actual land held for preserving anything other
4 than the administration of the Forest Preserve.

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11 MR. FRED KAECHLE: Fred Kaechele, and
12 my address is 111 Brookside Court, Libertyville,
13 Illinois.

14

15 I am here to complain about the decision
16 to use private land north of 137 versus taking the
17 east side of the road, which is vacant Forest
18 Preserve land right now. They want to take 55 feet
19 of my property, and they want to double the lane and
20 also put in a sidewalk. The area just north of our
21 intersection to our subdivision is already
22 recognized as a flood plain, and they are going to
23 drain all this excess water into the creek down
24 there, which is going to back it up even more when
 it overflows. It will go from a creek to raging

1 river after a good storm. Tripling the concrete is
2 going to triple the loss of the area that the ground
3 can absorb the water in.

4 The person that I talked to at the Meadows
5 gave no guarantees on sound, flooding or anything
6 else. They didn't even say they were going to build
7 a berm. They said it wouldn't be necessary, even
8 though they are going to double the amount of
9 traffic that is going through there to restrict the
10 noise.

11 I am pretty disgusted they can condemn
12 private property to use for public use, when they
13 can't condemn public property to use for public use.
14 Thank you.

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20 MR. DEAN LARSON: My name is Dean
21 Larson, 620 East Rockland Road, Libertyville.

22 From a historical standpoint going back to
23 1925, an eight lane super highway between Chicago
24 and Milwaukee was proposed. I am asserting that the

1 expressways have still not reached the potential of
2 the IDOT to be developed that was held in 1925.

3 In 1935 the Skokie Highway opened, and that
4 provided relief to traffic on Route 21. Prior to
5 that time it was impossible in the summer months
6 from about 3:00 on Friday afternoon to 2:00 a.m. on
7 Saturday to get from one side of Libertyville to the
8 other because the cars were bumper to bumper going
9 to Wisconsin or coming from Wisconsin. Are we going
10 to again have the same dilemma we had before they
11 started to build any other highways?

12 The next comment: Relative to the timing
13 of traffic lights on Milwaukee Avenue in Downtown
14 Libertyville, the timing interval is entirely too
15 short. I suggest that if you retain this 19 Century
16 analog computer or relay device rather than a modern
17 computer, that you then change the walk light to
18 read either 'jog' or 'run'. It is impossible for a
19 person of average ability to step off when the light
20 changes to walk, and it changes to do not walk
21 before you even get to the middle of the road.

22 There are many senior citizens and others
23 not so old who are really discouraged that
24 pedestrians have an unequal advantage.

1 I would also suggest that we look at the
2 Americans with Disabilities Act, which will be
3 effective this next January, and that certainly in
4 light of that they should review the appropriateness
5 of the interval of the walk light on Milwaukee
6 Avenue in Downtown Libertyville. Not only is it a
7 hazard to pedestrians, but it is an unfair advantage
8 to the drivers of vehicles.

9 I had proposed to set up an alternate
10 pedestrian defense organization by installing
11 garbage cans at each corner, and providing baseball
12 bats for the pedestrians to protect themselves
13 against the cars that turn against the lights when
14 the walk lights are on, and this should not be a
15 crime to damage a car who is violating the law.
16 Summary judgment ought to be in placed.

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1 MR. ARTHUR GARTZKE: My name is Arthur
2 A. Gartzke, and I reside at 1716 Young Drive in
3 Libertyville. I am a member of the Village of
4 Libertyville Plan Commission.

5 I got a couple of things. Number one is
6 that I think that with the signal lights being
7 interconnected through the village, traffic will
8 move a lot better. However, I do think that when
9 they interconnect the lights they at best make some
10 allowances for the Metra Train traffic during the
11 rush-hours because that's going to throw everything
12 out of sync; and especially when the new light goes
13 in at Lake Street, it is going to create some rather
14 severe bottlenecks, and that particular issue ought
15 to be addressed very quickly.

16 I do object personally to the acquisition
17 of right-of-way for the widening of 21 from the west
18 side of the existing right-of-way when you are north
19 of the Illinois 137 to 120. I think that it is an
20 imposition on the property owners on the west side
21 of the street, and will severely diminish the value
22 of their property. I feel that the Department of
23 Transportation should negotiate with the Forest
24 Preserve District to acquire necessary right-of-way

1 from public lands as opposed to private property.

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MR. HOWARD PILE: My name is Howard
Pile, and I live at 622-E South Milwaukee Avenue in
Libertyville.

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1 MR. ARTHUR GARTZKE: I want to add
2 something. There has to be a serious move to
3 realign Bush Parkway so that it lines up with
4 Deerfield Road.

5 I strongly urge the state to negotiate
6 with the Libertyville Open Space District and the
7 Lake County Forest Preserve District to facilitate
8 the connection of Butterfield Road with Illinois
9 State 21 at the Casey Road intersection. A good
10 idea would be to approximately follow the existing
11 Commonwealth Edison right-of-way between those two
12 streets.

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STATEMENTS CONCLUDED

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1 STATE OF ILLINOIS)
) SS.
2 COUNTY OF L A K E)
3
4

5 I, JO ANN SMOKER, C.S.R., do hereby
6 certify that I am a court reporter doing business in
7 the City of Waukegan and that I reported in
8 shorthand the statements given at the Illinois 21
9 SRA Public Hearing held in Libertyville, Illinois on
10 October 17, 1991, and that the foregoing is a true
11 and correct transcript of my shorthand notes so
12 taken as aforesaid.

13

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18



Certified Shorthand Reporter

19

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21

22

23

24



WRITTEN COMMENTS

ATTACHMENT D



Village of Libertyville

200 East Cook Avenue • Libertyville, Illinois 60048-2090 • 708/362-2430

October 7, 1991

Ms. Paulette M. Carolin
Manager, Planning Services
Harland Bartholomew & Assoc, Inc.
102 Wilmot Road, Suite 220
Deerfield, IL 60015

RE: Draft Strategic Regional Arterial Plan
Illinois Route 21

Dear Ms. Carolin:

The Village of Libertyville has reviewed the referenced draft dated September 1991 and offers the following comments:

1. From our previous discussions we realize that the U.S. Route 45/ IL Routes 60/83 corridor is not designated as a Strategic Regional Arterial (SRA). This highway corridor links Illinois Route 21 with growth areas to the north and west of the Lincolnshire, Vernon Hills, Libertyville area. We realize an SRA designation for this corridor is not in the purview of this report. We recommend however that this corridor be considered for SRA status and that improvements to this corridor be mentioned in the Illinois Route 21 Report, Section 2.5 page 18 and Section 3.5 page 85. We believe that widening and capacity improvements along this corridor would alleviate traffic congestion on IL Route 21 north of IL Route 22 and would provide a key transportation link in South-Central Lake County.
2. The text on page 85 states that some on-street parking between Broadway and Lake Street "is located on private property". This is not the case. IDOT acquired right-of-way to include the parking lanes prior to the Illinois 21 widening and resurfacing project undertaken in 1986.
3. The text on page 85 recommends that left turns be prohibited during peak periods between Illinois Route 176 and the Metra Rail line since there is no turn lane or median. This prohibition of left turns would present a significant problem for the numerous business owners along this segment. The Village recommends that a striped two-way left turn lane be installed between IL Route 176 and Broadway tapering back to the four lane cross section at the Church Street intersection.



4. The text on page 85 states that there are "no feasible opportunities to relocate this parking (on street parking) off street." Yet on page 91 the text recommends that "parking near signalized intersections be relocated as necessary to provide left turn channelization". Channelization to provide left turns at Church St., Cook Ave., School St. and Lake St. would require the elimination of on-street parking in the downtown area. Since these intersections are fairly closely spaced the required left turn storage length and taper length would have this effect. The text statements therefor are in conflict from a practical standpoint. The Village supports the concerns of downtown business owners and does not desire the elimination of downtown on-street parking.
5. Figure 3.21, page 89, should be amended to accommodate the previous recommendation and also to indicate on-street parking between Broadway and the Metra Railroad. The text on page 91 states that " future signals should be installed on the route only at the recommended locations and only when the signal warrants recommended for SRA routes are met." While the Village supports this position as a general policy, there are several intersections which are likely to warrant traffic signalization in the future. As traffic volumes on IL 21 and side streets increase, existing intersections may warrant signalization for safety reasons. Libertyville's long range plan includes signalization at Walnut Street and at Glendale Road.
6. The text on page 92 which speaks to congestion at the Metra Parking Lot is in error. The west commuter parking lot access is off of Lake Street, not IL Route 21. Currently there is a right-only exit onto Milwaukee Ave. from the West commuter lot.
7. The text on page 100 and figure 3.24 on page 101 proposes a raised median north of Winchester Road. There are numerous driveway cuts along the east side of Milwaukee Ave. north of Winchester Road for private businesses. The construction of a raised median would have a detrimental effect on these businesses. The Village recommends that the existing striped median be retained and that a raised median not be installed.
8. Acquisition of an additional 20' of right-of-way on both sides of Milwaukee Ave. north of Winchester Road could result in the elimination of several businesses. The additional right-of-way would also encroach on the Adler Cultural Center and create zoning set-back non-



conformities for many other structures. Since this segment is recommended to remain as a four through lane cross section, there does not appear to be justification for an additional 40' of right-of-way.

9. The right-of-way acquisition proposed along the west side of IL 21 north of IL 137 will eliminate an established Libertyville restaurant and encroach on a recently constructed motel. We question the need for a 150' wide right-of-way, a 30' median and a skewed centerline which would require all right-of-way acquisition on the west side only.
10. Route Map D-5 erroneously shows a detention pond or wetland at the northeast quadrant of IL 21 and the EJ & E railroad. The site which is shaded is occupied by a Frank's Nursery and Crafts and an Auto Body repair business.

Sincerely,

Steven R. Magnusen
Steven R. Magnusen
Director of Public Works

SRM/pb
wp5/SRAIL

cc: Kevin Bowens, Village Administrator
Jo Ann Eckmann, Mayor
Planning Department
Engineering Division

RECEIVED
ARTHOLLOVIEW
STATES, INC.
FIELD, IL

OCT 8 1991

OFFICE OF THE MAYOR

Village of Niles

"Where People Count"

7601 Milwaukee Avenue, Niles, Illinois 60648 Telephone (708) 967-6100

October 9, 1991

Ms. Paulette M. Carolin
Harland Bartholomew & Associates, Inc..
102 Wilmot Road, Suite 220
Deerfield, IL 60015

Re: Strategic Regional Arterial System

Dear Ms. Carolin:

As stated by John Coakley at the September 19, 1991 meeting, the Village of Niles has several serious concerns regarding the proposed SRA plan. These concerns were not included in the meeting minutes and I am requesting a copy of this letter be included as a part of the record and the final report.

The Village is adamantly opposed to the acquisition of right-of-way from the businesses along Milwaukee Avenue. The vitality and very existence of these businesses will be irreparably damaged if any frontage is taken away. The Village of Niles has always been a pro-business community. The vitality of this business sector along Milwaukee Avenue enables the Village to maintain low tax rates while providing a high level of services. Niles has and always will fight any programs which would prove detrimental to the businesses located here.

The second objection concerns the Access Management Section on Page 34 which states "south of U.S. 14, streets (intersecting Milwaukee Avenue) that are less than 500 feet from a signalized intersection be blocked." Such closing also may have a detrimental impact on area businesses as well as residents in those areas. The Village is opposed to any such closures without the review of the Village staff regarding the impact on police, fire, and public works functions as well as to the area at large. Each such proposed closure would have to be reviewed and approved by the Village Board.

Thank you for your attention to these concerns.

Sincerely,



Abe Selman
Village Manager

RECEIVED
HARLAND BARTHOLOMEW
& ASSOCIATES, INC.
DEERFIELD, IL

AS:kb
cc: Nancy L. Magnus, P.E.
Program Develop Section Chief

OCT 11 1991

A Community of Over 30,000 Residents



175 Olde Half Day Road, Lincolnshire, Illinois 60069 708/634-5800 FAX 708/634-8782

October 14, 1991

Ms. Nancy L. Magnus, P.E.
Program Development Section Chief
Illinois Department of Transportation
201 W. Center Court
Schaumburg, IL 60196-1096

Re: SRA: Illinois Route 21 (Milwaukee Ave)

Dear Ms. Magnus:

The Mayor and Board of Trustees, at the October 7, 1991 Committee of the Whole reviewed the draft report for SRA 21, prepared by Harland Bartholomew & Associates for the Illinois Department of Transportation.

The Mayor and Board of Trustees had the following comment with regard to the typical cross-section.

Every effort should be made to ensure the median is landscaped with trees, shrubs, etc. instead of being paved.

Very truly yours,

The Village of Lincolnshire

A handwritten signature in black ink, appearing to read 'HAK', is written over the printed name.

Howard A. Killian
Village Engineer

HAK:kj

VILLAGE OF



BUFFALO GROVE

Fifty Raupp Blvd.

Buffalo Grove, IL 60089-2196

William R. Balling

Village Manager

708-459-2525

Fax 708-459-7900

November 5, 1991

James C. Slifer, P.E.
District Engineer
Illinois Department of Transportation
201 W. Center Court
Schaumburg, IL. 60196-1096

SUBJECT: Draft Strategic Regional Arterial Study for Illinois 21
(Milwaukee Avenue) Between Illinois Route 43 and Illinois Route 120

Dear Mr. Slifer:

I am transmitting a certified copy of a Resolution entitled "A Resolution Concerning the Draft Strategic Regional Arterial Study for the Improvement of Illinois 21 (Milwaukee Avenue) From Illinois 43 (Harlem Avenue) to Illinois 120 (Belvidere Road)" which was adopted by the Buffalo Grove Village President and Board of Trustees at their meeting held on November 4, 1991.

As noted in the Resolution, the Buffalo Grove Village Board is not satisfied with the lack of accommodation of bicycle and pedestrian facilities within the proposed right-of-way of Milwaukee Avenue.

The omission of sidewalk and bikeway within the proposed Milwaukee Avenue right-of-way within the planning area of Buffalo Grove is not in conformance with established bikeway and sidewalk plans of the Village of Buffalo Grove and also appears to be inconsistent with the "Strategic Regional Arterial Design Concept Report", which you transmitted to the Village President with your letter of March 29, 1991.

A copy of the February 27, 1991 letter from Mr. Boysen of my staff, which was sent to Ms. Carolin of IDOT's consulting firm of Harland, Bartholomew & Associates, Inc. (see attached copy), clearly explained the problems of trying to develop an off right-of-way parallel bikeway system in this area. It is somewhat disappointing that, despite these conversations which resulted in the Village staff receiving the impression that the consultant understood these concerns related to safety, feasibility and general desirability of the development of a parallel bikeway system off the Milwaukee Avenue right-of-way, the report was finalized with this proposal still incorporated with no further communication as to any additional study being done by the consultant which addresses the identified concerns.

page 2 - James C. Slifer, P.E., IDOT
November 5, 1991

A number of mistakes are also incorporated into the report concerning existing sidewalk and bikeway conditions and Buffalo Grove's bikeway plan, including:

1. On page 65, the reports states that there are no sidewalks along this segment of Illinois Route 21, but sidewalks do exist on the west side of the street, between Linden Drive and Chevy Chase Drive, and also exist on the east side of the street, between Marquette Drive and Johnson Drive. An 8-foot concrete bikeway also exists from just south of Johnson Drive to a point north of Johnson Drive (extending across the frontage of The Lincoln Property Company development).
2. Page 69 notes that the bikeway plan for the Village of Buffalo Grove calls for bikeway contiguous with and immediately west of the right-of-way beginning just north of Lake-Cook Road and extending to Busch Road. The report omits the identification of the continuing extension of this bikeway which is also proposed between Busch Road and Aptakisic Road. The Village plan actual envisions the bikeway being within the Milwaukee Avenue right-of-way.

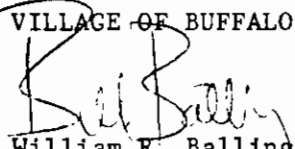
Concerning the section entitled "Jurisdiction" presented on page 68, I would note that the property on the southeast corner of Milwaukee Avenue and Estonian Lane, which extends south to a street denoted as Chicory Lane, has previously been annexed to the Village of Buffalo Grove. It appears that the reference to the Riverwoods village limits, extending between Deerfield Road and Estonian Lane on the east side of the road, should be revised to denote these limits extending from Deerfield Road to Chicory Lane.

I would appreciate receiving a response from IDOT indicating any revisions which will be incorporated into the final report to address the various items described in this correspondence and the attached Resolution. If any of the requested revisions cannot be accepted for incorporation into the final report, I would also appreciate IDOT letting me know the rationale for any such decision.

If you have any question concerning this transmittal, please contact me.

Very truly yours,

VILLAGE OF BUFFALO GROVE


William R. Balling
Village Manager

1. attachments
2. Copies to: Walter S. Kos, P.E., IDOT
Robert Hull, Harlan, Bartholomew & Assoc.

L157

RESOLUTION NO. 91 - 78

A RESOLUTION CONCERNING THE DRAFT STRATEGIC REGIONAL ARTERIAL STUDY
FOR THE IMPROVEMENT OF ILLINOIS 21 (MILWAUKEE AVENUE)
FROM ILLINOIS 43 (HARLEM AVENUE) TO ILLINOIS 120 (BELVIDERE ROAD)

WHEREAS, the reduction of traffic congestion is essential to the improvement and maintenance of the quality of life in suburban communities; and,

WHEREAS, the Village of Buffalo Grove's official comprehensive plan which was adopted by Ordinance No. 86-49 designated the Milwaukee Avenue (Illinois Route 21) alignment as a regionally important highway corridor which is intended to serve a significant portion of trips generated by land uses within the Village of Buffalo Grove and intended to serve vehicle trips with destinations which are beyond the Village's planning area; and,

WHEREAS, preliminary engineering analyses performed in conjunction with the preparation of the "Village of Buffalo Grove Transportation Plan" dated June, 1987, and in conjunction with the preparation of the "1991 Transportation Plan Update", which has been published in preliminary report form dated July, 1991, indicate that improvements to the existing geometrics of the road are warranted; and,

WHEREAS, it is highly desirable to incorporate the planning of other transportation modes, such as pedestrian and bikeway facilities, into the process of planning arterial street corridors; and,

WHEREAS, the Village of Buffalo Grove has planned a system of continuous bikeways, including a bikeway on the west side of Milwaukee Avenue from Lake-Cook Road to Aptakisic Road; and,

WHEREAS, the Village of Buffalo Grove has adopted standards for construction within its planning area which call for a sidewalk to be on each side of any street on which side of the street a bikeway is not planned for construction; and,

WHEREAS, on January 31, 1991, the Policy Committee of the Chicago Area Transportation Study adopted, as a guide, the "Strategic Regional Arterial Design Concept Report" which classifies the portion of Milwaukee Avenue within the Buffalo Grove planning area between Lake-Cook Road and

Riverside Road as a "suburban" strategic regional arterial and which stated in its Chapter 8, entitled "Suburban SRA Routes", under the section entitled "Bicycles and Pedestrians", that "Provisions for bicycles and pedestrians may be accommodated within the SRA right-of-way itself. In suburban situations, alternative parallel routes may not always be available. ... Under all situations, the goal is to have a continuous system of bicycle and pedestrian facilities";

NOW, THEREFORE, BE IT RESOLVED by the Village President and Board of Trustees of the Village of Buffalo Grove, Lake and Cook Counties, Illinois as follows:

1. In order to be of use as a planning guide for future development right-of-way dedications, sidewalk and bikeway plans of the Village of Buffalo Grove must be incorporated into the Strategic Regional Arterial Study for Milwaukee Avenue.
2. The Village Manager is directed to transmit a copy of this Resolution to the Illinois Department of Transportation.

AYES: 6 - Marienthal, Reid, Kahn, Rubin, Braiman, Hendricks

NAYES: 0 - None

ABSENT: 0 - None

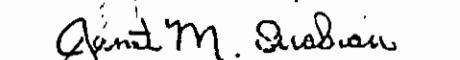
PASSED: November 4, 1991

APPROVED: November 4, 1991

APPROVED:


Village President

ATTEST:


Village Clerk

VILLAGE OF



BUFFALO GROVE

Fifty Kaupp Blvd.

Buffalo Grove, IL 60089-2196

WILLIAM R. BALLING

Village Manager

708-459-2525

Fax 708-459-7906

November 8, 1991

Mr. James C. Slifer, P.E.
District Engineer
Illinois Department of Transportation
201 W. Center Court
Schaumburg, IL 60196-1096

SUBJECT: DRAFT STRATEGIC REGIONAL ARTERIAL STUDY FOR ILL. 21
(Milwaukee Ave) Between Illinois Rt. 43 & Ill. Rt. 83

Dear Mr. Slifer:

The attached letter should have been included in the mailing to you of November 5, 1991. I am sorry for any inconvenience this may have caused.

Sincerely,

A handwritten signature in cursive script that reads "Eileen Marsh".

EILEEN MARSH
Secretary to
William R. Balling
Village Manager

/attachment

cc: Walter S. Kos, IDOT
cc: Robert Hull, Harlan, Bartholomew & Assoc.
cc: Gregory P. Boysen

RECEIVED
HARLAND BARTHOLOMEW
& ASSOCIATES, INC.
DEERFIELD, IL

NOV 12 1991

VILLAGE OF



BUFFALO GROVE

Fifty-One Raupp Blvd.

Buffalo Grove, IL. 60089-2198

Gregory P. Boysen, P.E.

708-459-2547

Director of Public Works

February 27, 1991

Fax 708-459-7906

Ms. Polly Carolin
HARLAND BARTHOLOMEW & ASSOCIATES, INC.
899 Skokie Boulevard
Northbrook, IL. 60062

Dear Ms. Carolin:

I am writing in follow-up to our January 16, 1991 meeting in which you described the concept of developing a frontage road system which would be intended to serve bicyclists and mini-bus vehicles along Lake-Cook Road through Buffalo Grove.

As you know, I expressed several concerns and reservations concerning this concept which you were working towards developing. I have subsequently discussed this with Buffalo Grove's Village Manager and other planning and engineering staff members who also feel that, based upon the proposal as developed to date, the concept of developing this frontage system appears to be undesirable and potentially unsafe. Your proposal to eliminate the bikeways which currently exist on Lake-Cook Road has also been reviewed by the Village Staff and found to appear to be a reduction in the current level of safety which the existing bikeways and existing Village Comprehensive Plan provide.

Particular bicycle safety concerns related to your proposal include the following:

1. Bicyclists using the pathways remote from arterial streets may be exposed to problems, such as mugging, if they are going along the backs of business and office areas outside of normal working hour periods.
2. The route, as currently described, would have a very large number of points of conflict with paths of automobiles in parking lots, local streets with many accesses, etc. which would be expected to result in a significant risk of higher bicycle accident rates.

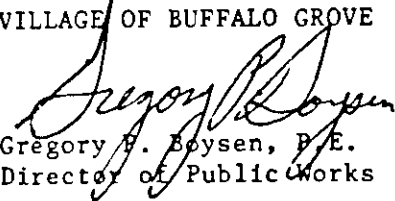
3. We would not expect that bicyclists would travel a very significant distance from the arterial street alignments for any type of trip other than perhaps a recreational ride; thus, the elimination of bikeways along the edge right-of-way's of arterial streets would result in bicyclists traveling the arterial street corridor without any special facility being provided for them, thus creating a greater safety hazard than what would result if a bikeway were provided parallel to the arterial street pavement (the provision of a reasonable minimum horizontal separation, similar to that proposed by Triton Consulting Engineers in their study of Lake-Cook Road, is expected to provide a safe bikeway facility).

I would therefore request that the SRA planning process for Lake-Cook Road (between Arlington Heights Road and the Des Plaines River Forest Preserve) and Milwaukee Avenue (Lake-Cook Road to Aptakisic Road) provide for 8-foot wide PCC bikeways (generally located on the north side of Lake-Cook Road and the west side of Milwaukee Avenue) with 5-foot sidewalks provided on other locations along the right-of-way of these roads in the Buffalo Grove Planning Area so as to be consistent with the Village's Comprehensive Plan.

If you have any question concerning this matter, please let me know.

Very truly yours,

VILLAGE OF BUFFALO GROVE



Gregory E. Boysen, P.E.
Director of Public Works

cc: William R. Balling, Village Manager
Robert E. Pfeil, Village Planner

GPB:lm:K15

NUN/11-20-91

Village of GLENVIEW

Office of the President

TELEPHONE
708-724-1700
FAX 708-724-0916



November 14, 1991

1225 WAUKEGAN ROAD
GLENVIEW, ILLINOIS 60025-3071

BUREAU OF PROGRAMMING

RECEIVED

NOV 20 1991

DISTRICT #1

Mr. Aristide Biciunas
Executive Director
Chicago Area Transportation Study
300 W. Adams
Chicago, Illinois 60606

Dear Mr. Biciunas:

Attached is a resolution, unanimously adopted by the Glenview Board of Trustees, expressing the Village's position on the SRA report on that segment of Milwaukee Avenue passing through Glenview.

Sincerely,

James W. Smirles
Village President

11

encl.

cc: Mr. Andy Plummer, Chicago Area Transportation Study
Mr. Rich Star, Illinois Dept. of Transportation
Mr. James Silfer, Illinois Dept. of Transportation
Glenview Board of Trustees

1. A central premise of the SRA studies is the assumption that it is more cost effective and, therefore, appropriate, to exploit non-throughway "arterial" type roads to their fullest in order to preserve capacity on such Interstate systems as I-294 and I-94. At no point in the study, however, is this assumption proven, either in terms of its direct economic costs or its impact on the quality of life of communities affected by the maximization of these alternative "arterials". For example, it has been asserted in discussions with consultants who have authored the reports, that a primary cause of congestion is the Deerfield toll Plaza. Putting more concrete on the "arterial" streets of our communities need not be the best solution. The Tollway Authority should be consulted and urged to attack this bottleneck directly.
2. The planning and consultation process called for in the methodology laid out in the SRA study was not carried through to its logical conclusion. Consultation with local communities should mean more than utilizing those communities primarily as information resources. A dialogue, by definition, should be two-way and provide a meaningful opportunity for feedback. One example is the inclusion of a provision anticipating an Interchange at I-294 and Lake/Milwaukee without consulting (or even warning!) the local community that would be most impacted. If this draft report were given an opportunity for review and comment by the governments directly involved (i.e. the local governments) many of these errors could have been caught and corrected before they were published and distributed to the region. This one step could have reduced or eliminated much of the anxiety and antagonisms which have been created as a result of this premature publication.
3. The recommendation of six through lanes between Golf and Palatine/Willow should be eliminated. This configuration is not physically feasible both within certain areas of Glenview and in the communities north and south of Glenview. As such it would be ineffective to assist long-distance traffic, and would be destructive to existing land uses, particularly to The Grove and the James Woodworth Prairie.
4. The reference to Lake Avenue as a "major" east-west arterial road should be deleted.

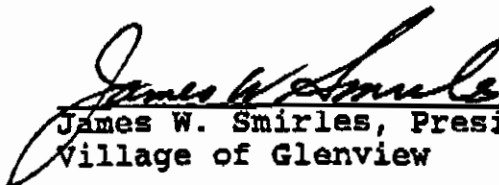
5. The installation of a second traffic signal to serve the proposed office development at the Zenith/Homart property will become a necessity when that parcel is developed. The text should be made clear so that it cannot be interpreted to prohibit the installation of this traffic signal when the time comes for its installation.
6. The Village supports improvements at Lake Avenue, but would not support any improvement which would eliminate left turns to and from Gregory Drive into/out of the Timber Trails Subdivision.
7. No reference to an interchange at I-294 and West Lake or Milwaukee Avenue should be included in the SRA study report.
8. A study should be made of the potential benefits of an interchange at Golf Road if it will reduce traffic on Milwaukee.
9. No additional right-of-way should be acquired for roadway expansion within the study area except for intersection improvements such as Lake and Milwaukee.
10. Access to properties which may be served either by Milwaukee Avenue or a residential street should be allowed full access from Milwaukee. While the Village will support the consolidation of access points onto Milwaukee, it will not do so at the expense of intruding upon immediately adjacent residential areas.

Passed the 5th day of November, 1991.

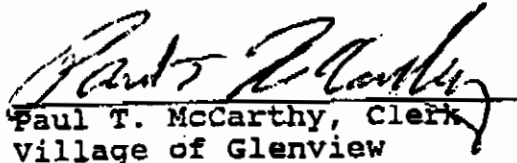
Ayes: Esler, Firfer, Fuller, Kustra, Lynch, McCreery
and President Smirles

Nays: None

Absent: None


James W. Smirles, President
Village of Glenview

Attest:


Paul T. McCarthy, Clerk
Village of Glenview

RESOLUTION NO. 91-27

WHEREAS, Milwaukee Avenue (Route 21) which passes through Glenview between Golf Road and Palatine/Willow Road, is an Illinois Department of Transportation Roadway; and

WHEREAS, the Strategic Regional Arterial (SRA) system is part of the 2010 Transportation System Development Plan adopted by the Chicago Area Transportation Study and the Northeastern Illinois Planning Commission, and

WHEREAS, the SRA system is intended to supplement the existing and proposed expressway facilities by accommodating a significant portion of long-distance, high-volume automobile and commercial vehicle traffic in the region, and

WHEREAS, a draft report of the route study of Milwaukee Avenue was issued in September, 1991, and

WHEREAS, that draft report defines Milwaukee Avenue as a suburban route in the SRA system, and recommends certain route characteristics and design guidelines for improvements for suburban routes; and

WHEREAS, the draft SRA report on Milwaukee Avenue also suggests specific improvements along the route, including the area which passes through Glenview, and

WHEREAS, Village of Glenview representatives, members of the public, generally, and members of specific interest groups attended the public hearing held by the Illinois Department of Transportation on October 15, 1991, and reviewed the elements of the plan, and

WHEREAS, the adoption of the SRA study of Milwaukee Avenue by the State of Illinois will have a long term effect on the traffic patterns and land uses in and around the route,

NOW THEREFORE BE IT RESOLVED, by the President and Board of Trustees of The Village of Glenview, County of Cook, State of Illinois, that the Board of Trustees takes the following position with respect to the draft SRA report, and respectfully requests the Illinois Department of Transportation to proceed in accordance therewith:

Residents of Lake Ave are against the interchange at 294 and Lake Ave. We do NOT want more traffic routed down Lake Ave.

Residents of Lake Ave are against widening Milwaukee Ave and enlarging the intersection at Lake and Milwaukee. Road improvements have been shown to attract more traffic and we are against more traffic being routed down Lake Ave.

We have a petition with 4800 signatures of local residents who are against bringing more traffic into our residential area.

Instead we would like to see 294 and the Kennedy widened. Keep the traffic on the express ways and out of residential neighborhoods.

Marilyn Sweeney
Co-President of CAWL
Citizens Against Widening Lake
1403 Huntington
Glenview 60025

Perry. Per.

October 4, 1991

Illinois Department of Transportation
Highways Division
201 West Center Court
Schaumburg, Illinois 60194

sent 10/11/91

Re: Milwaukee Avenue (Route 21)
and
I-294 Expansion Projects

BUREAU OF MAINTENANCE	
RECEIVED	
OCT 7 1991	
NAME	ACT
DIR. CHIEF	
AREA I	
AREA II	
AREA III	
AREA IV	
Projects	
CONTRACTS	
SUPPLY	

To Whom It May Concern:

I am very distressed that the D.O.T. is considering road expansion in the area of Illinois Route 21 (Milwaukee Avenue) and I-294. Located adjacent to and partially within the property being considered for road widening and an access interchange, is The Grove Historic and Nature Interpretive Center.

The Grove is:

a sensitive and vital resource to the people of Illinois,
a national historic landmark, and
directly impacts the lives of our citizens.

Through exhibiting and interpreting Illinois history, our heritage is preserved. The historical presentation of The Grove is significantly dependent on the atmosphere created by the surroundings. This should not be disturbed.

The Grove also plays an increasingly important role in preserving and protecting the environment through:

- (1) managing the space it occupies for natural history and preservation purposes; and
- (2) providing an array of educational and interpretive programs, and services, especially to our children, who must learn to be better stewards of our fragile environment than we have been.

Any Illinois facility set aside by the people for preservation and/or environmental education must receive top priority in maintaining its integrity, both physically and programatically. To cause infringement on such areas is a heinous intrusion on the rights of our citizens.

Please re-consider any plans for this unsound expansion project.

Thank you,

Thomas E. Connolly

Thomas E. Connolly

PC: Tom Richardson

OPERATION REDLIGHT

I am opposed to the IDOT Operation Greenlight proposal dated September, 1991 as prepared by Harland Bartholomew & Associates, Inc. which, in essence, will turn Milwaukee Ave. into an expressway. The following are some of my objections:

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4. The resulting limited access requirements will negatively impact and be detrimental to the citizens and businesses in the area.
5. Historic landmarks, prairie preserve, forest preserves, endangered species and wetland areas will be harmed by the increased air and noise pollution.
6. Taxpayers have a right to decide how their tax dollars are being spent and I do not feel this plan is the best use of those resources.

Overall, I do not feel the proposal is much more than a Band-Aid fix for existing and projected traffic problems which are primarily centered at intersections and not the overall length of the arterial. I strongly urge the development of alternatives including:

1. The widening of Willow Road through the Village of Northfield as an access route to the Edens expressway.
2. A continuation of the widening of the existing Interstate 294 tollway project already scheduled for that portion between Cermak Road north to the O'Hare cutoff, further north past the O'Hare cutoff.
3. More care in the formulation of any future traffic movement plans to account for the particular and unique sensitivities of the many different areas affected.

James J. Pladen
NAME
3510 LAUNDRY LANE
ADDRESS
NORTHBROOK, IL 60062
CITY, STATE ZIP
10-15-91
DATE

Mr. James Oliver,

OPERATION REDLIGHT

Oct 15, 1991

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Sincerely,

Susan J. Krontokry
NAME
521 Cornell Ave
ADDRESS
New Plaines Ill 60016
CITY, STATE ZIP
10/16/91
DATE

OPERATION REDLIGHT

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Pam DeVos
NAME 3256 Sanders Rd 4A
ADDRESS Northbrook, IL 60062
CITY, STATE ZIP 10-15-91
DATE

OPERATION REDLIGHT

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Arthur R. Johnson
NAME
1410 E. Lake Ave.
ADDRESS
Skokie, IL 60025
CITY, STATE ZIP
10-15-91
DATE

OPERATION REDLIGHT

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3. More care in the formulation of any future traffic movement plans to account for the particular and unique sensitivities of the many different areas affected.

*Please
want also
my husband*

Milena A. Kopic
NAME *1408 Huntington Ave*
ADDRESS *Glenview, Ill 60025*
CITY, STATE ZIP *10-15-91*
DATE

OPERATION REDLIGHT

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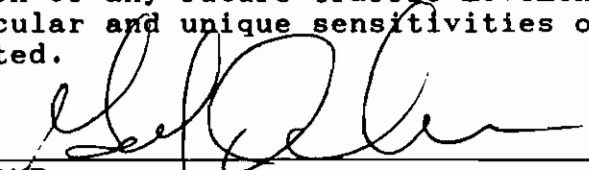
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NAME

ADDRESS

CITY, STATE ZIP

DATE


3680 Greenleaf
Northbrook Ill 60062
10-15-91

OPERATION REDLIGHT

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Dorothy Weimer
NAME
4115 Kennedy Ln.
ADDRESS
Glenview, IL 60025
CITY, STATE ZIP
Oct. 15, 1991
DATE

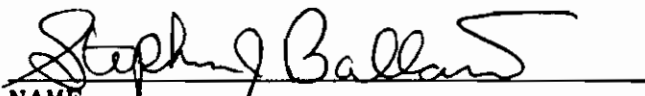
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NAME
3555 CAROL LN.
ADDRESS
NORTH BRIDGE, ILL. 60062
CITY, STATE ZIP
10/15/91
DATE

OPERATION REDLIGHT

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Mary L. Mahan
NAME
1422 Sunset Ridge Rd
ADDRESS
Glenside, Illinois 60025
CITY, STATE ZIP
October 15, 1991
DATE

OPERATION REDLIGHT

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JOSEPH N. CASTLE
NAME
411 E. LAKE
ADDRESS
GLENVIEW, IL 60025
CITY, STATE ZIP
10-15-91
DATE

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Virginia A. Boyles
NAME
1416 E. Lake Ave
ADDRESS
Glenview IL 60025
CITY, STATE ZIP
10-15-91
DATE

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4. The resulting limited access requirements will negatively impact and be detrimental to the citizens and businesses in the area.
i.e. The Grove, a National Historic Landmark
5. Historic landmarks, prairie preserve, forest preserves, endangered species and wetland areas will be harmed by the increased air and noise pollution.
6. Taxpayers have a right to decide how their tax dollars are being spent and I do not feel this plan is the best use of those resources.

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3. More care in the formulation of any future traffic movement plans to account for the particular and unique sensitivities of the many different areas affected.

W.B.
X This is in addition
to statement given
to court reporter

JAMES A & Patricia K. Norris
NAME
421 Kennico H Ln.
ADDRESS
GLENVIEW IL 60005
CITY STATE ZIP
10/15/91
DATE

OPERATION REDLIGHT

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Mrs. Patricia Hill
NAME 3740 Greenleaf
ADDRESS Northbrook, Illinois
CITY, STATE/ZIP 10/15/91
DATE

OPERATION REDLIGHT

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P.S. IT WILL CAUSE
MORE FLOODING -
PROPERTY VALUES
ARE GOING TO GO
WAY DOWN
GREAT L

CHARLOTE WOLF
NAME 3245 N. MILWAUKEE RD
ADDRESS NORTH BROOK, IL 60062
CITY, STATE ZIP
DATE

OPERATION REDLIGHT

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Shirley Ashenfelter
NAME
408 Kaywood
ADDRESS
Glennview, Ill 60025
CITY, STATE ZIP
October 15, 1991
DATE

OPERATION REDLIGHT

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Allen Anast
NAME
1130 E. Lake Ave
ADDRESS
Glenview, IL 60025
CITY, STATE ZIP
10-15-91
DATE

OPERATION REDLIGHT

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NAME

ADDRESS

CITY, STATE ZIP

DATE

John G. Smith
1130 E Lake Ave
Glenview, IL 60025
GD-15-91

OPERATION REDLIGHT

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NAME

ADDRESS

CITY, STATE

ZIP

DATE

Jeannie Salicrú
Jeannie Salicrú
1018 Castilian Ct #309
Alhambra, IL 60005
10-15-91

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NAME

ADDRESS

CITY, STATE ZIP

DATE

DEBRA C. DEBRECZENYI
4635 LINDEN
GLENVIEW IL 60025
10-15-91

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Michael E. Tebreezeny
NAME
4635 Linden Ave
ADDRESS
GLENVIEW, IL 60025
CITY, STATE ZIP
10-15-91
DATE

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Pauline O'Carra
NAME
4636 Linden
ADDRESS
Greenwood St
CITY, STATE ZIP 60025
DATE 10.15.91

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Allen C. ABRAMS
NAME
3801 Appian Way #584
ADDRESS
Greenview IL 60025
CITY, STATE ZIP
10-15-91
DATE

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Karen Benedetto
NAME
3495 Carol Lane
ADDRESS
Northbrook, IL 60062
CITY, STATE ZIP
10/15/91
DATE

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Patricia J. Sherman
NAME
4250 W. LAKE AVE #306A
ADDRESS
GLENVIEW IL 60023
CITY, STATE ZIP
10-15-91
DATE

OPERATION REDLIGHT

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Patricia J. Sherman
NAME
4250 W. LAKE AVE #306A
ADDRESS
GLENVIEW IL 60025
CITY, STATE ZIP
10-15-91
DATE

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CHAZ F. ZIEGLER
NAME
3745 GREGORY DR
ADDRESS
NORTHBROOK, IL 60062
CITY, STATE, ZIP
10/15/91
DATE

OPERATION REDLIGHT

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Ronald W. Sherman
NAME 4250 W. LAKE AVE #306A
ADDRESS GLENVIEW, IL 60025
CITY, STATE ZIP OCT 15, 1991
DATE

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John R. Bolch
NAME John R. Bolch
ADDRESS 3460 Merle Ln.
Northbrook Ill.
CITY, STATE ZIP 60062
DATE 10/15/91

OPERATION REDLIGHT

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Donna Bielbach
NAME 3460 Maple Ln
ADDRESS Northbrook, IL - 60062
CITY, STATE ZIP Nov 15, 1991
DATE

OPERATION REDLIGHT

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Michael L. + Charlene Groves
NAME MICHAEL L. + CHARLENE GROVES
ADDRESS 3430 LAWRENCE LN.
CITY, STATE ZIP NORTHBROOK, IL. 60062
DATE 10-15-91

OPERATION REDLIGHT

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Mary Otthardt
NAME
1556 Magnolia
ADDRESS
Glenview, IL 60025
CITY, STATE ZIP
10/15/91
DATE

OPERATION REDLIGHT

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Robert Nelson
NAME
4249 Kennicott Ln
ADDRESS
Glenview IL 60025
CITY, STATE ZIP
10-15-91
DATE

OPERATION REDLIGHT

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Elaine Bilowich
NAME
3611 Countryside Lane
ADDRESS
L'Herminette, IL 60025
CITY, STATE ZIP
10-15-91
DATE

*Please stop to consider the neighborhood aspect and quality of life that so many of us move to this area to gain. Look at other states and their turnpike system. Our tollway

a concept. Leave Milwaukee alone. We residents should not have to live with such a joke. We residents should not have to live with such a joke.

the former & I'm not sure but please take them into consideration. 26

OPERATION REDLIGHT

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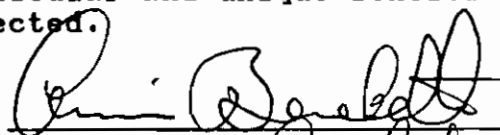
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NAME

ADDRESS

CITY, STATE ZIP

DATE


3495 Golf Links
Northbrook IL
10/15/91

OPERATION REDLIGHT

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Bileen C. Reifgold
NAME 415 E. Lake
ADDRESS Glenview Ill 60025
CITY, STATE ZIP 10-15-91
DATE

OPERATION REDLIGHT

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Mark Sanders

NAME

3256 SANDERS 4A

ADDRESS

NORTHBROOK IL 60062

CITY, STATE ZIP

10-15-91

DATE

OPERATION REDLIGHT

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Alc J Bro
NAME
3445 Carol Lane
ADDRESS
NORTHBROOK IL 60062
CITY, STATE ZIP
DATE 10/15/91

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DON LEHMAN
NAME
4641 LINDEN AVE
ADDRESS
GLENVIEW ILL 60025
CITY, STATE ZIP
10/15/91
DATE

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Judith Bezdek
NAME 4646 Locust
ADDRESS Glennview IL 60025
CITY, STATE ZIP
DATE 10/15/91

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Alfred P. Brennan
NAME
4641 Lake
ADDRESS
Greenwood, Ill.
CITY, STATE ZIP
60025
DATE
10/15/91

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WILLIAM BURGER
NAME
3660 GREENLEAF
ADDRESS
NORTHBROOK IL. 60062
CITY, STATE ZIP
10/15/91
DATE

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Janie Rosenthal
NAME
3085 Pleasant Creek Dr.
ADDRESS
Northbrook, Ill. 60062
CITY STATE ZIP
10/15/91
DATE

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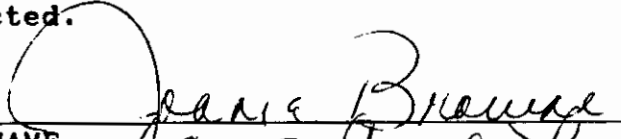
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ADDRESS

CITY, STATE ZIP

DATE


3445 Carol Lane
Northbrook, Ill 60062

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Marla Gorder
NAME
406 Cherry Lane
ADDRESS
Glennview IL 60025
CITY, STATE ZIP
10-15-91
DATE

OPERATION REDLIGHT

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AMBROSE NORRIS
NAME,

ADDRESS

CITY, STATE ZIP

DATE

OPERATION REDLIGHT

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Sonna Buxton
NAME
1383 Quaker Ln
ADDRESS
West Hts Ill 60070
CITY, STATE, ZIP
10-15-91
DATE

OPERATION REDLIGHT

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RANDALL FRAKE
NAME
1720 MACLEAN CT.
ADDRESS
GENEVIEW, IL 60025
CITY, STATE ZIP
OCT, 15, 1991
DATE

OPERATION REDLIGHT

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NAME

ADDRESS

CITY, STATE ZIP

DATE

MARY SOLGER Mary Solger
129 THERLIN CT.
Wilmette, IL 60091
10/15/91

John M. Elliott
1145 S. Harvey
Oak Park, Illinois 60304

October 15, 1991

Illinois Department of Transportation
Highway 21 (Milwaukee Avenue) Study

Dear Sirs:

Proposed improvements to Illinois highway 21 (Milwaukee Avenue) would have a severe impact on the Cook County forest preserves between Lake Avenue and Palatine Road, and on River Trail Nature Center in particular. Of most concern is the rerouting of River Road to a new intersection with Rte. 21 south of the Des Plaines River. That routing would totally destroy Allison Woods picnic grove, have serious impact on the Des Plaines River downstream through the nature center, and place a busy 4 lane highway immediately adjacent to a self-guiding nature trail that is an integral part of nature center interpretive facilities.

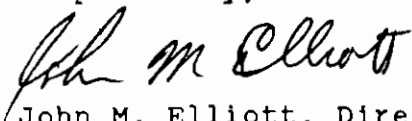
River Trail is visited by approximately 450,000 people annually. School and other organized group visits total 12 to 15 thousand per year. Approximately half those visitors use the Allison Woods picnic area while visiting the center, a use that could not effectively be diverted elsewhere.

While the majority of River Trail visitors come from Chicago and the north, northwest and west suburbs, many come from throughout the Chicago region and a small but significant minority come from out of state and other countries. Many visitors to River Trail also visit The Grove, approximately one mile south on Hwy 21, where the proposed interchange at the Tri-State Tollway would have a severe impact on a registered national landmark.

The natural ecosystem along the Des Plaines River and vicinity has already been altered by development, which has reduced a once continuous system to a sliced and chopped corridor. Even so it remains home to a variety of native plants and animals, some of which, like the massasauga rattlesnake, have become rare following destruction of most of their habitat.

Given the severity of the impact of this proposal on an already seriously reduced natural system, and the impact on thousands of visitors each year, I believe that alternatives to this massive construction proposal should be given most serious attention. Improving existing interchanges and especially traffic signals, improving and promoting public transportation, limiting further large commercial growth and other alternatives exist and should be carefully considered. Can we afford to whittle away one more bit from our limited natural treasures?

Respectfully,



John M. Elliott, Director
River Trail Nature Center

OPERATION REDLIGHT

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NAME

ADDRESS

CITY, STATE ZIP

DATE

Robert J. Miller
Robert J. Miller
6101 E. St.
Skokie, IL 60075
Oct. 15, 1991

OPERATION REDLIGHT

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Edward Clark
NAME
7615 Tilac Ave
ADDRESS
Skokie, IL 60025
CITY, STATE ZIP
10-15-91
DATE

Comments
on other
side →

OPERATION REDLIGHT

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Alan Clark
NAME
4615 LILAC AVE.
ADDRESS
GLENVIEW, IL 60025
CITY, STATE ZIP
DATE 10/5/91

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Allen Gail
NAME 3245 Milwaukee Ave
ADDRESS Northbrook, Ill. 60062
CITY, STATE ZIP 10-15-91
DATE

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Edward Bartholomew
Harland Bartholomew & Associates
NAME
3721 Greenleaf
ADDRESS
Northbrook, IL
CITY, STATE ZIP 60062
DATE

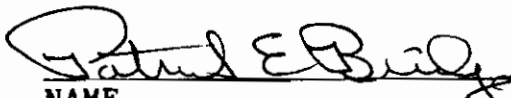
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NAME
3245 MILWAUKEE AVE
ADDRESS
NORTH BROOK, IL 60062
CITY, STATE ZIP
10-15-91
DATE

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Karen Nowosel
NAME
3241 N. Milwaukee
ADDRESS
Menview IL 60025
CITY, STATE ZIP
10-15-91
DATE

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Francis Levy
NAME
2490 Maple Ln
ADDRESS
Northbrook, IL 60062
CITY, STATE ZIP
10/15/91
DATE

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ROBERT D. HELLSTRAE
NAME
1400 E. LAKE AVE.
ADDRESS
CHICAGO, IL 60625
CITY, STATE ZIP
10-15-91
DATE

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Barbara Jan Chiopolo
NAME 156 N. 2nd Ave.
ADDRESS Des Plaines, IL 60016
CITY, STATE ZIP 10-15-91
DATE

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ARTHUR WITKAMP
NAME
332 CHERRY LN
ADDRESS
GLENVIEW ILL. 60025
CITY, STATE ZIP
10-15-91
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3. More care in the formulation of any future traffic movement plans to account for the particular and unique sensitivities of the many different areas affected.

DONALD B. MARY C. O'BRIEN
NAME
4736 LARCH AVE
ADDRESS
GLENVIEW, IL 60025
CITY, STATE ZIP
OCT. 15, 1991
DATE

OPERATION REDLIGHT

I am opposed to the IDOT Operation Greenlight proposal dated September, 1991 as prepared by Harland Bartholomew & Associates, Inc. which, in essence, will turn Milwaukee Ave. into an expressway. The following are some of my objections:

1. It is not feasible to widen the entire length of Milwaukee Ave. as described in the plan. Failure to do so will result in traffic bottlenecks resulting from 6 lanes of traffic flowing into 4 lanes of traffic and back to 6 lanes of traffic.
2. The logical tollway interchange at Interstate 294 is at Golf Rd. NOT at Milwaukee and Lake Avenues. Locating interchanges at Interstate 294 and Milwaukee and Lake Avenues will only result in increased traffic jams and accidents at those locations.
3. Widening Milwaukee Ave. will attract additional traffic to the area.
4. The resulting limited access requirements will negatively impact and be detrimental to the citizens and businesses in the area.
5. Historic landmarks, prairie preserve, forest preserves, endangered species and wetland areas will be harmed by the increased air and noise pollution.
6. Taxpayers have a right to decide how their tax dollars are being spent and I do not feel this plan is the best use of those resources.

Overall, I do not feel the proposal is much more than a Band-Aid fix for existing and projected traffic problems which are primarily centered at intersections and not the overall length of the arterial. I strongly urge the development of alternatives including:

1. The widening of Willow Road through the Village of Northfield as an access route to the Edens expressway.
2. A continuation of the widening of the existing Interstate 294 tollway project already scheduled for that portion between Cermak Road north to the O'Hare cutoff, further north past the O'Hare cutoff.
3. More care in the formulation of any future traffic movement plans to account for the particular and unique sensitivities of the many different areas affected.

LATHRYN DOKAS
NAME
3680 Greenleaf
ADDRESS
Northbrook IL 60062
CITY, STATE ZIP
10-15-91
DATE

OPERATION REDLIGHT

I am opposed to the IDOT Operation Greenlight proposal dated September, 1991 as prepared by Harland Bartholomew & Associates, Inc. which, in essence, will turn Milwaukee Ave. into an expressway. The following are some of my objections:

1. It is not feasible to widen the entire length of Milwaukee Ave. as described in the plan. Failure to do so will result in traffic bottlenecks resulting from 6 lanes of traffic flowing into 4 lanes of traffic and back to 6 lanes of traffic.
2. The logical tollway interchange at Interstate 294 is at Golf Rd. NOT at Milwaukee and Lake Avenues. Locating interchanges at Interstate 294 and Milwaukee and Lake Avenues will only result in increased traffic jams and accidents at those locations.
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3. More care in the formulation of any future traffic movement plans to account for the particular and unique sensitivities of the many different areas affected.

Lisa Gunther
NAME
3429 Greenbriar
ADDRESS
Glennview, IL 60025
CITY, STATE ZIP
10-15-91
DATE

OPERATION REDLIGHT

I am opposed to the IDOT Operation Greenlight proposal dated September, 1991 as prepared by Harland Bartholomew & Associates, Inc. which, in essence, will turn Milwaukee Ave. into an expressway. The following are some of my objections:

1. It is not feasible to widen the entire length of Milwaukee Ave. as described in the plan. Failure to do so will result in traffic bottlenecks resulting from 6 lanes of traffic flowing into 4 lanes of traffic and back to 6 lanes of traffic.
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3. More care in the formulation of any future traffic movement plans to account for the particular and unique sensitivities of the many different areas affected.

SANDRA GUNTHER
NAME
3424 GREENBRIAR
ADDRESS
GLENVIEW, IL 60025
CITY, STATE ZIP
10-15-91
DATE

OPERATION REDLIGHT

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3. More care in the formulation of any future traffic movement plans to account for the particular and unique sensitivities of the many different areas affected.

NAME

ADDRESS

CITY, STATE ZIP

DATE

Geri Hansen
338 Cherry Ln
Glenview Ill 60025
Oct 15 1991

OPERATION REDLIGHT

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3. More care in the formulation of any future traffic movement plans to account for the particular and unique sensitivities of the many different areas affected.

Dean H. Johansen
NAME
338 Cherry Ln
ADDRESS
Glenview Ill 60025
CITY, STATE ZIP
10/15/91
DATE

OPERATION REDLIGHT

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2. A continuation of the widening of the existing Interstate 294 tollway project already scheduled for that portion between Cermak Road north to the O'Hare cutoff, further north past the O'Hare cutoff.
3. More care in the formulation of any future traffic movement plans to account for the particular and unique sensitivities of the many different areas affected.

John J. Papa
NAME
3470 Laurence Lane
ADDRESS
Menomonee, Ill 60025
CITY, STATE ZIP
10/15/91
DATE

DEAN WITTER FINANCIAL SERVICES GROUP INC.

2500 LAKE COOK ROAD
RIVERWOODS, IL 60015

WILLIAM P. O'HARA
Senior Vice President
Administration and Planning

BUREAU OF PROGRAMMING
RECEIVED
NOV 12 1991
DISTRICT #1

November 4, 1991

Mr. James C. Slifer
District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196-1096

Re: Milwaukee Avenue SRA

Mr. Slifer:

On behalf of Dean Witter Financial Service Group and the 2000 plus employees who work at our facility, which is located at 2500 Lake Cook Road in Riverwoods, Illinois, we are pleased to support the recommended Strategic Regional Arterial (SRA) improvements on Milwaukee Avenue.

First, we commend IDOT and its Operation Greenlight Program to identify major highway corridors, such as Milwaukee Avenue and propose an improvement plan that comprehensively addresses traffic congestion. Our firm is concerned that existing traffic and predicted congestion, on such roads as Milwaukee Avenue, negatively impacts the productivity of our employees and customers. Your proposed improvements, when implemented over time, will improve mobility for our employees and others who travel this road.

Secondly, we support the recommended improvements which include road widening, intersection improvements, medium for turning lanes and traffic signal coordination, as detailed in the public hearings of October 15 and 17th.

Mr. James C. Slifer

- 2 -

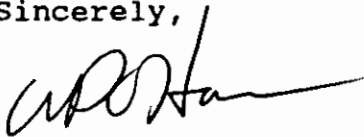
November 4, 1991

Finally, given your extensive list of improvements on the twenty-five mile segment and limited funding, we recommend that IDOT identify priority intersections, arterial improvements and initiate Phase I engineering studies for the following locations:

- Milwaukee Avenue, Lake Avenue to Sanders Road
(including intersection improvements)
- Intersection improvements at Deerfield Road and
Milwaukee Avenue
- Intersection improvements at Route 22 and Milwaukee
Avenue

Again, we support your SRA recommendations and look forward to IDOT initiating improvements on Milwaukee Avenue.

Sincerely,



copy: Walter S. Kos, P.E.



Landis & Gyr Powers, Inc.

November 4, 1991

James C. Slifer
District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196-1096

Attention Walter S. Kos P.E.

RE: MILWAUKEE AVENUE SRA

BUREAU OF PROGRAMMING

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NOV 07 1991

DISTRICT #1

Mr. Slifer,

In behalf of Landis & Gyr Powers, Inc., and the 750 employees who work at our location we are pleased to support the recommended Strategic Regional Arterial (SRA) improvements on Milwaukee Avenue.

First, we commend IDOT and its Operation Greenlight Program to identify major highway corridors such as Milwaukee Avenue and propose an improvement plan that comprehensively addresses traffic congestion. Our firm is concerned that existing traffic and predicted congestion on such roads as Milwaukee Avenue negatively impacts the productivity of our employees and customers. Your proposed improvements, when implemented over time, will improve mobility for our employees and others who travel this road.

Secondly we support the recommended improvements including road widenings, intersection improvements, medium for turning lanes and traffic signal coordination as detailed in public hearings of October 15 & 17th.

Finally, that given your extensive list of improvements on the 25 mile segment and limited funding, we recommend that IDOT identify priority intersection and/arterial improvements and initiate Phase I engineering studies for the following locations:

-Milwaukee Avenue, Lake Avenue to Sanders Road (including intersection improvements)

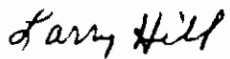
- 2 -

-Intersection improvements at Deerfield Road and Milwaukee Ave.

-Intersection improvements at Route 22 and Milwaukee Avenue.

Again, we support your SRA recommendations and look forward to IDOT initiating improvements on Milwaukee Avenue.

Very truly yours,



Larry Hill

Manager of Manufacturing



November 5, 1991

Mr. James C. Slifer, District Manager
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096

BUREAU OF PROGRAMMING
RECEIVED
NOV 12 1991
DISTRICT #1

RE: MILWAUKEE AVENUE SRA

Dear Mr. Slifer:

On behalf of Whitehall North and the 200 employees who work at our nursing home, we are pleased to support the recommended Strategic Regional Arterial (SRA) improvements on Milwaukee Avenue.

First, we commend IDOT and its Operation Greenlight Program to identify major highway corridors such as Milwaukee Avenue and propose an improvement plan that comprehensively addresses traffic congestion. Our firm is concerned that existing traffic and predicted congestion on such roads as Milwaukee Avenue negatively impacts the productivity of our employees and customers. Your proposed improvements, when implemented over time, will improve mobility for our employees and others who travel this road.

Secondly, we support the recommended improvements including road widenings, intersection improvements, medium for turning lanes and traffic signal coordination as detailed in public hearings of October 15 and 17.

Finally, that given your extensive list of improvements on the 25-mile segment and limited funding, we recommend that IDOT identify priority intersection and/or arterial improvements and initiate Phase I engineering studies for the following locations:

- Milwaukee Avenue, Lake Avenue to Sanders Road (including intersection improvements)
- Intersection improvements at Deerfield Road and Milwaukee Avenue
- Intersection improvements at Route 22 and Milwaukee Avenue

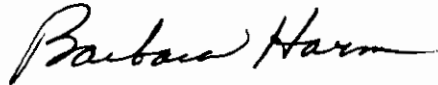
Mr. James C. Slifer

-2-

November 5, 1991

Again, we support your SRA recommendations and look forward to IDOT initiating improvements on Milwaukee Avenue.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Barbara Harms".

Barbara Harms R.N.
Administrator

BH:bac

SPARKLING SPRING MINERAL WATER COMPANY

1629 Park Avenue West • Highland Park, IL 60035 • (708) 831-3442

James C. Slifer
District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196-1096

BUREAU OF PROGRAMMING

RECEIVED

NOV 13 1991

Attention Walter S. Kos P.E.

RE: MILWAUKEE AVENUE SRA

DISTRICT #1

Mr. Slifer,

On behalf of Sparkling Spring Mineral Water Company and the 79 employees who work at our two Highland Park facilities, we are pleased to support the recommended Strategic Regional Arterial (SRA) improvements on Milwaukee Avenue.

First, we commend IDOT and its Operation Greenlight Program to identify major highway corridors such as Milwaukee Avenue and propose an improvement plan that comprehensively addresses traffic congestion. Our firm is concerned that existing traffic and predicted congestion on such roads as Milwaukee Avenue negatively impacts the productivity of our employees and customers. Your proposed improvements, when implemented over time, will improve mobility for our employees and others who travel this road.

Secondly, we support the recommended improvements including road widenings, intersection improvements, medians for turning lanes and traffic signal coordination as detailed in public hearings of October 15th and 17th.

Finally, that given your extensive list of improvements on the 25-mile segment and limited funding, we recommend that IDOT identify priority intersection and arterial improvements and initiate Phase I engineering studies for the following locations:

- Milwaukee Avenue, Lake Avenue to Sanders Road (including intersection improvements)
- Intersection improvements at Deerfield Road and Milwaukee Avenue
- Intersection improvements at Route 22 and Milwaukee Avenue

Again, we support your SRA recommendations and look forward to IDOT initiating improvements on Milwaukee Avenue.

Sincerely,



Warner B. Tillman
President, Sparkling Spring Water Company

NOV 13 1991



333 Pfingsten Road
Northbrook, Illinois 60062-2096
(708) 272-8800
FAX No (708) 272-8129
MCI Mail No 254-3343
Cable ULINC NORTHBROOK, IL
Telex No 6502543343

November 5, 1991

Mr. James C. Slifer
District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096

BUREAU OF PROGRAMMING
RECEIVED

NOV 13 1991

DISTRICT #1

Attention: Mr. Walter S. Kos, P.E.

RE: MILWAUKEE AVENUE SRA

Dear Mr. Slifer:

On behalf of Underwriters Laboratories Inc. and the significant number of our 1650 employees who utilize or cross Milwaukee Avenue, we are pleased to support the recommended Strategic Regional Arterial (SRA) improvements on Milwaukee Avenue.

First, we commend IDOT and its Operation Greenlight Program to identify major highway corridors such as Milwaukee Avenue and propose an improvement plan that comprehensively addresses traffic congestion. Our firm is concerned that existing traffic and predicted congestion on such roads as Milwaukee Avenue negatively impacts the productivity of our employees and customers. Your proposed improvements, when implemented over time, will improve mobility for our employees and others who travel this road.

Secondly, we support the recommended improvements including road widening, intersection improvements, medians for turning lanes and traffic signal coordination as detailed in public hearings of October 15 and 17.

Finally, given your extensive list of improvements on the 25 mile segment and limited funding, we recommend that IDOT identify priority intersection and arterial improvements and initiate Phase I engineering studies for the following locations:

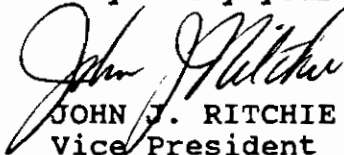
- * - Milwaukee Avenue, Lake Avenue to Sanders Road (including intersection improvements).
- * - Intersection improvements at Dundee Road and Milwaukee Avenue.

Underwriters Laboratories Inc.®

Page 2
November 5, 1991

Again, we support your SRA recommendations and look forward to IDOT initiating improvements on Milwaukee Avenue.

Very truly yours,

A handwritten signature in cursive script, appearing to read "John J. Ritchie".

JOHN J. RITCHIE
Vice President
Officer-In-Charge

JJR:ew

LINCOLN PROPERTY COMPANY

November 6, 1991

Mr. James C. Slifer
District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196-1096

Attention Walter S. Kos P.E.

RE: MILWAUKEE AVENUE SRA

Dear Mr. Slifer:

On behalf of Lincoln Corporate Real Estate Services and the employees who work at our Deerfield location we are pleased to support the recommended Strategic Regional Arterial (SRA) improvements on Milwaukee Avenue.

First, we commend IDOT and its Operation Greenlight Program to identify major highway corridors such as Milwaukee Avenue and propose an improvement plan that comprehensively addresses traffic congestion. Our firm is concerned that existing traffic and predicted congestion on such roads as Milwaukee Avenue negatively impacts the productivity of our employees and customers. Your proposed improvements, when implemented over time, will improve mobility for our employees and others who travel this road.

Secondly we support the recommend improvements including road widenings, intersection improvements, medium for turning lanes and traffic signal coordination as detailed in public hearings of October 15 & 17th.

Finally, that given your extensive list of improvements on the 25 mile segment and limited funding, we recommend that IDOT identify priority intersection and/arterial improvements and initiate Phase I engineering studies for the following locations:

-Milwaukee Avenue, Lake Avenue to Sanders Road (including intersection improvements)

-Intersection improvements at Deerfield Road and Milwaukee Avenue.

Again, we support you SRA recommendations and look forward to IDOT initiating improvements on Milwaukee Avenue.

Sincerely,

LINCOLN CORPORATE REAL ESTATE SERVICES


A. Gail Sturm
President

LINCOLN PROPERTY COMPANY
311 S. WACKER DRIVE, SUITE 5450
CHICAGO, IL 60606-6604
(312) 408-8100 (312) 408-8118 FAX

BUREAU OF PROGRAMMING
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NOV 1 1991

DISTRICT #1

AGS:dg

Walgreens

BUREAU OF PROGRAMMING
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NOV 13 1991

Walgreen Co.
Corporate Offices
200 Wilmot Road
Deerfield, Illinois 60015

November 6, 1991

DISTRICT #1

Attn: Walter S. Kos, P.E.
Mr. James C. Slifer
District Engineer
Illinois Dept. of Transportation
201 West Center Court
Schaumburg, IL 60196-1096

RE: Milwaukee Avenue SRA

Dear Mr. Slifer:

On behalf of Walgreen Co. and the 1,300 employees who work at 200 Wilmot Road and 300 Wilmot Road, we are pleased to support the recommended Strategic Regional Arterial (SRA) improvements on Milwaukee Avenue.

First, we commend IDOT and its Operation Green Light Program for identifying major highway corridors such as Milwaukee Avenue and proposing improvement plans that comprehensively address traffic congestion. Walgreens is concerned that existing traffic and predicted congestion on roads such as Milwaukee Avenue will negatively impact the productivity of our employees and customers. The proposed improvements, when implemented, will improve mobility for our staff and the residents who travel this road.

Second, we support the recommended improvements including road widenings, intersection improvements, median or turning lanes and traffic signal coordination as detailed in public hearings on October 15 and 17.

Third, given your extensive list of improvements on the 25 mile segment and limiting factors, we recommend that IDOT identify priority intersection for arterial improvement and initiate Phase I engineering studies for the following locations:

1. Milwaukee Avenue, Lake Avenue to Sanders Road (including intersection improvements)
2. Intersection improvements at Deerfield Road and Milwaukee Avenue.
3. Intersection improvements at Route 22 and Milwaukee Avenue.

November 7, 1991

Mr. James C. Slifer
District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196-1096

ATTENTION: Walter S. Kos P.E.

RE: Milwaukee Avenue SRA

Dear Mr. Slifer:

As Past President of the TMA of Lake Cook Corridor, and on behalf of Homart Development Co., owners of Riverwoods Corporate Center, we are pleased to support the recommended Strategic Regional Arterial (SRA) improvements on Milwaukee Avenue.

First, I commend IDOT and its Operation Greenlight Program for identifying major highway corridors such as Milwaukee Avenue and proposing improvement plans that comprehensively address traffic congestion. My firm is concerned that existing traffic and predicted congestion on such roads as Milwaukee Avenue will negatively impact the productivity of our corporate clients, their employees and customers. Your proposed improvements will improve mobility for our employees and local residents, as well, who travel this road.

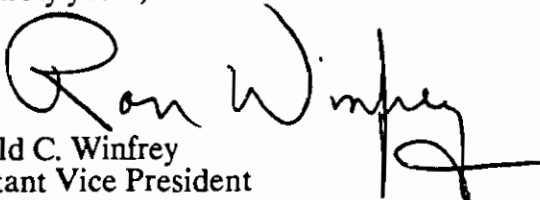
Secondly, we support the recommended improvements including road widenings, intersection improvements, medians for turning lanes and traffic signal coordination as detailed in your public hearings of October 15 & 17th.

Finally, given your extensive list of improvements on the 25 mile segment and limited funding, we recommend that IDOT initiate Phase I engineering studies for the following priority intersection and/arterial improvements:

- Milwaukee Avenue, Lake Avenue to Sanders Road (including intersection improvements);
- Intersection improvements at Deerfield Road and Milwaukee Avenue; and
- Intersection improvements at Route 22 and Milwaukee Avenue.

Again, we support your SRA recommendations and look forward to IDOT initiating improvements on Milwaukee Avenue. Please feel free to call if we can be of any assistance.

Very truly yours,


Ronald C. Winfrey
Assistant Vice President

RCW:dar
cc: Michael Rolfs

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RECEIVED
NOV 13 1991
DISTRICT #1

November 6, 1991
Mr. James C. Slifer
Page 2

Walgreens

Again, we support your SRA recommendations and look forward to IDOT initiating improvements on Milwaukee Ave.

Sincerely,

A handwritten signature in black ink, appearing to read 'E. H. King', written over a horizontal line.

Edward H. King
Director
Government and Corporate Relations

EHK/kmd

cc: B. Baltutis

7 November 1991



BUREAU OF PROGRAMMING
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NOV 13 1991

DISTRICT #1

Mr. James C. Slifer
District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196-1096
Attn: Walter S. Kos, P.E.

Re: SRA for Milwaukee Avenue

Dear Mr. Slifer:

We are the Landlord for an office development known as The Hyatt Deerfield Campus, which contains four office buildings and a hotel, located slightly east of Milwaukee Avenue on Lake Cook Road. Our office development of 320,000 SF is 95% leased, comprising over 300,000 square feet of existing office tenants. We also have approval to construct two additional buildings of 270,000 SF. On behalf of the 55 tenants in the complex, we are pleased to support the recommended Strategic Regional Arteriole (SRA) improvement on Milwaukee Avenue.

We applaud the efforts of IDOT to identify the major highway corridors such as Milwaukee Avenue, and the "Operation Greenlight" program, and further, to propose a highway improvement plan that addresses the traffic congestion in a comprehensive manner. We are concerned that the existing traffic and predicted congestion in this area, specifically on such roads as Milwaukee Avenue, will negatively impact our ability to retain our existing tenants, attract new ones, and further, will negatively impact the productivity of the employees of our tenants and customers. The proposed improvements, which you have outlined, will improve the access and ease of movement for our tenants, and others who travel in this area, including the residential community. All of these parties must increasingly deal with the success and growth of businesses which have been attracted to Lake County. The privacy and lack of congestion, which the residential fabric seeks, can be protected best if the significant commercial routes are made capable of handling the commercial traffic.

Specifically, we support the improvements you have recommended, including road widenings, intersection improvements, median or turning lanes, and traffic signal coordination, as detailed in the public hearings on October 15 and 17.

Recognizing that there is limited funding available for the necessary but extensive list of improvements on this 25 mile segment of road, we strongly recommend that IDOT identify those intersections and arterial improvements, which are the highest priorities, and initiate Phase I engineering studies for the following locations:

Mr. James Slifer

Page two

- Milwaukee Avenue, between Lake Avenue and Sanders Road, including intersection improvements.
- Improvements to the intersection at Deerfield Road/Milwaukee Avenue.
- Improvements to the intersection at Route 22/Milwaukee Avenue.

We strongly support your SRA recommendations, and urge you to initiate the Phase I engineering studies, as have been recommended. We look forward to IDOT to initiating these improvements on Milwaukee Avenue, and appreciate your attention to the needs of balancing the concerns of the residential business communities.

Very truly yours,



Michael A. Faber
Vice President

MAF/lrb

O'Donnell
Wicklund
Pigozzi and
Peterson
Architects
Incorporated

November 7, 1991

BUREAU OF PROGRAMMING
RECEIVED

NOV 13 1991

DISTRICT #1

Mr. James C. Slifer
District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196-1096

Re: Milwaukee Avenue SRA

Dear Mr. Slifer:

O'Donnell Wicklund Pigozzi and Peterson Architects, and the 145 employees who work at its main office at 570 Lake-Cook Road in Deerfield, take this opportunity to express their support for the Strategic Regional Arterial (SRA) improvements planned for Milwaukee Avenue.

We commend the IDOT for its "Operation Greenlight" program identifying major highway corridors such as Milwaukee Avenue, and for proposing an improvement plan which addresses traffic congestion in a comprehensive and realistic manner.

Our firm is concerned that the current and predicted traffic congestion on roads such as Milwaukee Avenue will continue to negatively affect the productivity of our personnel, and the accessibility of our clients and suppliers; we believe that implementation of the Milwaukee Avenue improvements will greatly improve mobility for our firm, as well as for the public at large.

In particular, we support those improvements which were detailed in the public hearings held on October 15 and 17, 1991, including road widenings, intersection improvements, turning lane medians, and traffic signal coordination.

Recognizing the limited funds available for an extensive list of improvements over a 25 mile highway segment, we recommend that the IDOT identify priority intersection/arterial improvements, and initiate Phase I engineering studies for the following locations:

- Milwaukee Avenue between Lake Avenue and Sanders Road (including intersection improvements).

570 Lake Cook Road
Deerfield, Illinois 60015

Telephone 708.940.9600
Facsimile 708.940.8269

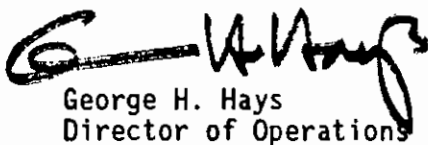
OWP&P

Mr. James C. Slifer
November 7, 1991
Page 2

- Intersection improvements at Milwaukee Avenue and Deerfield Road.
- Intersection improvements at Milwaukee Avenue and Route 22.

Thank you for the opportunity to express our support for these important issues.

Sincerely,



George H. Hays
Director of Operations

GHH/dpc

Allstate®

Allstate Plaza
Northbrook, Illinois 60062

BUREAU OF PROGRAMMING
RECEIVED
NOV 13 1991

William B. Moston
Assistant Vice President
Corporate Real Estate & Construction
708 402-5257
FAX 708 402-0684

DISTRICT #1 November 8, 1991

Mr. James C. Slifer, District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196

Attention: Walter S. Kos, P.E.

Re: Milwaukee Avenue SRA

On behalf of Allstate Insurance Company, Allstate Life Insurance Company and our 5,000 employees who work at our location, we are pleased to support the recommended Strategic Regional Arterial (SRA) improvements on Milwaukee Avenue.

First, we commend IDOT and its Operation Greenlight Program to identify major highway corridors such as Milwaukee Avenue and propose an improvement plan that comprehensively addresses traffic congestion. Our companies are concerned that existing traffic and predicted congestion on such roads as Milwaukee Avenue negatively impact the productivity of our employees and customers. Your proposed improvements, when implemented over time, will improve mobility for our employees and others who travel this road.

Secondly, we support the recommended improvements including road widening, intersection improvements, medium for turning lanes, and traffic signal coordination as detailed in public hearings on October 15th & 17th.

-2-

Finally, that given your extensive list of improvements on the 25 mile segment and limited funding, we recommend that IDOT identify priority intersection and/arterial improvements and initiate Phase I engineering studies for the following locations:

Milwaukee Avenue, Lake Avenue to Sanders Road
(including intersection improvements)

Intersection improvements at Route 22 and
Milwaukee Avenue

Intersection improvements at Deerfield Road
and Milwaukee Avenue.

Again, we support your SRA recommendations and look forward to IDOT initiating improvements on Milwaukee Avenue.

Sincerely Yours,



William B. Moston

WBM/pap

NC/for 11-20-91
Rich

COMMERCE CLEARING HOUSE, INC.

2700 Lake Cook Road, Riverwoods, Illinois 60015
November 11, 1991 708/840-4800

Mr. James C. Slifer
District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196-1096

BUREAU OF PROGRAMMING
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NOV 15 1991
DISTRICT #1

Dear Mr. Slifer: RE: Milwaukee Avenue SRA

On behalf of Commerce Clearing House, Inc. and the six hundred employees who work at 2700 Lake Cook Road, Riverwoods, Illinois, we are pleased to support the recommended Strategic Regional Arterial (SRA) improvements on Milwaukee Avenue.

First, we commend IDOT and its Operation Greenlight Program to identify major highway corridors such as Milwaukee Avenue and propose an improvement plan that comprehensively addresses traffic congestion. Our firm is concerned that existing traffic and predicted congestion on such roads as Milwaukee Avenue negatively impacts the productivity of our employees and customers. Your proposed improvements, when implemented over time, will improve mobility for our employees and others who travel this road.

Secondly, we support the recommended improvements including road widenings, intersection improvements, medium for turning lanes and traffic signal coordination as detailed in public hearings of October 15th and 17th.

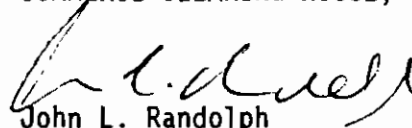
Finally, that given your extensive list of improvements on the 25-mile segment and limited funding, we recommend that IDOT identify priority intersection and/arterial improvements and initiate Phase I engineering studies for the following locations:

- Milwaukee Avenue, Lake Avenue to Sanders Road (including intersection improvements)
- Intersection improvements at Deerfield Road and Milwaukee Avenue
- Intersection improvements at Route 22 and Milwaukee Avenue

Again, we support your SRA recommendations and look forward to IDOT initiating improvements on Milwaukee Avenue.

Very truly yours,

COMMERCE CLEARING HOUSE, Inc.



John L. Randolph
Vice President and Secretary

JLR/bob

Baxter

November 11, 1991

Mr. James C. Slifer
District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096

BUREAU OF PROGRAMMING
RECEIVED

NOV 14 1991

Attn: Walter S. Kos P.E.

Re: Milwaukee Ave. SRA

DISTRICT #1

Dear Mr. Slifer:

Baxter Healthcare has approximately 3000 employees who work in an area that is affected by the proposed improvements to Milwaukee Avenue. Baxter feels very strongly that the traffic situation in the area is intolerable and improvements such as the Milwaukee road work are desperately needed. Because of the limited availability of funds, we feel the work should be done on Milwaukee Avenue where the most serious problems exist. These include the area between Lake Avenue and Sanders Road, the intersection of Deerfield Road with Milwaukee and the general area of Route 22 and Milwaukee. If we can be of any help or assistance in obtaining these improvements by appearing at public hearings, etc., please let me know and I will be happy to cooperate with you.

Sincerely,



Robert H. Pease, Jr.
Director Corporate Real Estate

RHP/sg
3033B

Rick
11/20/91

LASALLE PARTNERS

*Parkway North Center
Three Parkway North
Deerfield, Illinois 60015
(708) 945-3131*

November 11, 1991

Mr. James C. Slifer
District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196-1096

Attention Walter S. Kos P.E.

RE: Milwaukee Avenue SRA

BUREAU OF PROGRAMMING
RECEIVED

NOV 15 1991

DISTRICT #1

Dear Mr. Slifer:

On behalf of LaSalle Partners Asset Management Limited and the 1,600 tenants who work at One and Three Parkway North Center in Deerfield, Illinois, we are pleased to support the recommended Strategic Regional Arterial (SRA) improvements on Milwaukee Avenue.

First, we commend IDOT and its Operation Greenlight Program to identify major highway corridors such as Milwaukee Avenue and propose an improvement plan that comprehensively addresses traffic congestion. Our firm is concerned that existing traffic and predicted congestion on such roads as Milwaukee Avenue negatively impacts the productivity of our employees and customers. Your proposed improvements, when implemented over time, will improve mobility for our employees and others who travel this road.

Secondly, we support the recommend improvements including road widenings, intersection improvements, medium for turning lanes and traffic signal coordination as detailed in public hearings of October 15th & 17th.

Finally, that given your extensive list of improvements on the 25 mile segment and limited funding, we recommend that IDOT identify priority intersection and/arterial improvements and initiate Phase I engineering studies for the following locations:

- Milwaukee Avenue, Lake Avenue to Sanders Road (including intersection improvements)

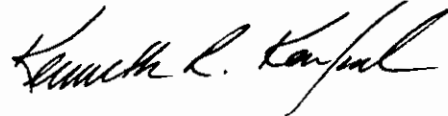
Mr. James C. Slifer
November 11, 1991
Page Two (2)

- Intersection improvements at Deerfield Road and Milwaukee Avenue
- Intersection improvements at Route 22 and Milwaukee Avenue

Again, we support your SRA recommendations and look forward to IDOT initiating improvements on Milwaukee Avenue.

Sincerely,

LASALLE PARTNERS
ASSET MANAGEMENT
LIMITED



Kenneth R. Koupal
Vice President

KRK/cea

cc: Mr. Bill Baltutis

BUREAU OF PROGRAMMING

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NOV 27 1991

HOUSEHOLD INTERNATIONAL

DISTRICT #1

November 13, 1991

James C. Slifer
District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096

Mr. Slifer,

On behalf of Household International and the 1,000 employees who work at our Prospect Heights location, we are pleased to support the recommended Strategic Regional Arterial (SRA) improvements on Milwaukee Avenue.

We commend IDOT and its Operation Greenlight Program to identify major highway corridors such as Milwaukee Avenue and the proposed improvement plan that comprehensively addresses traffic congestion. Our firm is concerned that existing traffic and predicted congestion on roads negatively impacts the productivity of our employees and customers. Your proposed improvements, when implemented over time, will improve mobility for our employees and others who travel this road.

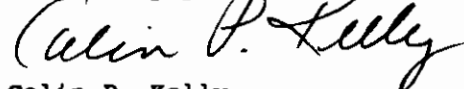
We support the recommended improvements including road widenings, intersection improvements, turning lanes and traffic signal coordination as detailed in public hearings of October 15 and 17.

Finally, given your extensive list of improvements on the 25 mile segment and limited funding, we recommend that IDOT identify priority intersection and arterial improvements and initiate Phase I engineering studies for the following locations:

- ° Milwaukee Avenue, Lake Avenue to Sanders Road (including Intersection improvements)
- ° Intersection improvements at Deerfield Road and Milwaukee Avenue
- ° Intersection improvements at Route 22 and Milwaukee Avenue

Again, we support your SRA recommendations and look forward to IDOT initiating improvements on Milwaukee Avenue.

Very truly yours,



Colin P. Kelly
Vice President Human Resources

/cdw

Rec'd
Nov 11-20 81

LOWREY OFFICE CENTER

707 LAKE COOK ROAD DEERFIELD, ILLINOIS 60015 TELEPHONE: (312) 291-0612

November 15, 1991

James C. Slifer
District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, Illinois 60196-1096

BUREAU OF PROGRAMMING
RECEIVED

NOV 19 1991

DISTRICT #1

Attention: Walter S. Kos P.E.

Re: MILWAUKEE AVENUE SRA

Mr. Slifer,

On behalf of The 707 Office Center and the 200 who work at our location, we are pleased to support the recommended Strategic Regional Arterial (SRA) improvements on Milwaukee Avenue

First, we commend IDOT and it's Operation Greenlight Program to identify major highway corridors such as Milwaukee Avenue and propose an improvement plan that comprehensively addresses traffic congestion. Our firm is concerned that existing traffic and predicted congestion on such roads as Milwaukee Avenue negatively impacts the productivity of our employees and customers. Your proposed improvements, when implemented over time, will improve mobility for our employees and others who travel this road.

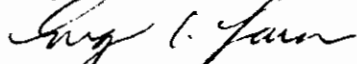
Secondly we support the recommended improvements including road widenings, intersection improvements, medium for turning lanes and traffic signal coordination as detailed in public hearings of October 15, & 17th.

Finally, that given your extensive list of improvements on the 25 mile segment and limited funding, we recommend that IDOT identify priority intersection and/arterial improvements and initiate Phase I engineering studies for the following locations:

- Milwaukee Avenue, Lake Avenue to Sanders Road (including intersection improvements)
- Intersection improvements at Deerfield Road and Milwaukee Ave.
- Intersection improvements at Route 22 and Milwaukee Ave.

Again, we support your SRA recommendations and look forward to IDOT initiating improvements on Milwaukee Avenue.

Very truly yours,
The 707 Office Center



Eugene C. Larson, Property Manager

Petition Supporting the Recommended Strategic Regional Arterial (SRA)

Improvements on Milwaukee Avenue

RECEIVED

DEC 23 1991

DISTRICT #1

We, the undersigned, support the recommended Strategic Regional Arterial (SRA) widening and Intersection Improvements on Milwaukee Avenue. In particular, we support the Improvements on Milwaukee from Lake Avenue to Sanders Road to improve traffic flow. This petition will be sent to the Illinois Department of Transportation and be included in the public record of comments on the project.

SIGNATURE	HOME ADDRESS	MUNICIPALITY
<u>Brigida Kelly</u>	<u>2464 Colony Lindenhurst, IL</u>	
<u>Amelia Papp</u>	<u>369 N. Owen Street</u>	<u>Mt. Prospect, IL</u>
<u>Sandy Gray</u>	<u>600 Michigan Avenue</u>	<u>Evanston, IL</u>
<u>Janet P. Browning</u>	<u>2625 W. Ardmore</u>	<u>Chicago, IL</u>
<u>Karen Hamilton</u>	<u>2554 HAVERHILL CT</u>	<u>ARLINGTON HTS., IL</u>
<u>Linda Goodman</u>	<u>10 Oak Creek Dr.</u>	<u>Buffalo Grove, Ill.</u>
<u>John Teichman</u>	<u>421 S. Brainerd</u>	<u>La Grange, IL</u>
<u>Ron SABA</u>	<u>300 INWOOD #313</u>	<u>WHEELING, IL</u>
<u>Jean Bandacconi</u>	<u>932 S. Central Rd</u>	<u>Des Plaines</u>
<u>Carol Brown</u>	<u>359 main Ct</u>	<u>Wheeling</u>
<u>Alice Konetzki</u>	<u>1017 Longford</u>	<u>Bartlett</u>

**Petition Supporting the Recommended Strategic Regional Arterial(SRA)
Improvements on Milwaukee Avenue**

We, the undersigned, support the recommended Strategic Regional Arterial(SRA) widening and Intersection Improvements on Milwaukee Avenue. In particular, we support the Improvements on Milwaukee from Lake Avenue to Sanders Road to Improve traffic flow. This petition will be sent to the Illinois Department of Transportation and be Included In the public record of comments on the project.

SIGNATURE	HOME ADDRESS	MUNICIPALITY
William Cassin	1821 HABBERTON	PARK RIDGE
Thomas J. Dowdle	7711 W Harvard St.	Forest Park
Judy Mills	1306 Prairie Street	Glenview
Dale Weiss	1633 Mc Donnell	Highland Park
Douglas Rusch	838 Park Plaine	Park Ridge
James L. Duda	1800 Greenwood	Shelton
Amel Hardy	2016 N Howe #1N	Chicago
Jeffrey Riegler	5816 W. Grace	Chicago
Andrea Ricard	208 E. Olive St.	Prospect Heights
Tom Kous	715 OLD MILL	Lake Zurich
K Dempsey	1013 Washington	Evanston, IL

**Petition Supporting the Recommended Strategic Regional Arterial(SRA)
Improvements on Milwaukee Avenue**

We, the undersigned, support the recommended Strategic Regional Arterial(SRA) widening and Intersection Improvements on Milwaukee Avenue. In particular, we support the Improvements on Milwaukee from Lake Avenue to Sanders Road to improve traffic flow. This petition will be sent to the Illinois Department of Transportation and be included in the public record of comments on the project.

SIGNATURE	HOME ADDRESS	MUNICIPALITY
<i>[Signature]</i>	791 W. N. STE BIRCH	LAKE ZURICH
<i>[Signature]</i>	1816 Georgia Ct.	Schaumburg
<i>[Signature]</i>	2423 E. Olive	Carl. Nts.
<i>[Signature]</i>	2415 N. Carl. Nts. Rd.	Carl. Nts.
<i>[Signature]</i>	1703 Wicks Ave.	Des Plaines
<i>[Signature]</i>	760 Weidner Rd	Buff Grove
<i>[Signature]</i>	843 McFarley	Lt Forest
<i>[Signature]</i>	33925 N. Fischer Dr.	Ingliside
<i>[Signature]</i>	519 S. Milwaukee Av. #1	Wheeling
<i>[Signature]</i>	3724 1/2 N. PINE GROVE #1E	CHICAGO
<i>[Signature]</i>	6701 W. Daken	CHICAGO

**Petition Supporting the Recommended Strategic Regional Arterial(SRA)
Improvements on Milwaukee Avenue**

We, the undersigned, support the recommended Strategic Regional Arterial(SRA) widening and Intersection Improvements on Milwaukee Avenue. In particular, we support the Improvements on Milwaukee from Lake Avenue to Sanders Road to improve traffic flow. This petition will be sent to the Illinois Department of Transportation and be included in the public record of comments on the project.

SIGNATURE	HOME ADDRESS	MUNICIPALITY
<i>Alice Margiolas</i>	1224 Wendy Dr. Northbrook	
<i>Deirdre Kelly</i>	1154 Olmstead Ct Palatine, IL	
<i>Georgia Stefanski</i>		
<i>Georgia Stefanski</i>	5322 Crain St., Pros. HTS	Skokie IL 60077
<i>Cathy Carrin</i>	811 Derbyshire Ct	Pros. HTS 60070
<i>[Signature]</i>	2268 N CIRCLE PALATINE IL	
<i>Rain A Rodemeyer</i>	1412 S Haddon Ave Westchester, IL 60154	
<i>Josephine Martin</i>	6421 N. Western Chicago, IL	

**Petition Supporting the Recommended Strategic Regional Arterial(SRA)
Improvements on Milwaukee Avenue**

We, the undersigned, support the recommended Strategic Regional Arterial(SRA) widening and Intersection Improvements on Milwaukee Avenue. In particular, we support the improvements on Milwaukee from Lake Avenue to Sanders Road to improve traffic flow. This petition will be sent to the Illinois Department of Transportation and be included in the public record of comments on the project.

[illegible]

**Petition Supporting the Recommended Strategic Regional Arterial(SRA)
Improvements on Milwaukee Avenue**

We, the undersigned, support the recommended Strategic Regional Arterial(SRA) widening and Intersection Improvements on Milwaukee Avenue. In particular, we support the Improvements on Milwaukee from Lake Avenue to Sanders Road to improve traffic flow. This petition will be sent to the Illinois Department of Transportation and be included in the public record of comments on the project.

SIGNATURE	HOME ADDRESS	MUNICIPALITY
Mary L. Lillie	1320 W Sigwalt	Arlington Heights
Justin D. Lister	1430 W. Englewood Ave	Arlington Hts.
Jan Zakman	1 E. Delaware	Chicago
R. Dietrich	261 E. Hayes	Wheeling
Robert D. Dorn	204 Donald Terr	Glenview
Barbara Weigand	26950 Stone Ct	Angleton
Olga A. Duen	5305 W. Pensacola	CHICAGO
Mary Jo Loden	2114 Illinois Rd.	Northbrook
Spide N. March	454 W. Russell	BARRINGTON
Frank J. Mappetta	801 Oak Hill	BARRINGTON.
Beth H. Miller	18W770 22nd St Lombard, IL 60148	Yorktown.

**Petition Supporting the Recommended Strategic Regional Arterial(SRA)
Improvements on Milwaukee Avenue**

We, the undersigned, support the recommended Strategic Regional Arterial(SRA) widening and Intersection Improvements on Milwaukee Avenue. In particular, we support the Improvements on Milwaukee from Lake Avenue to Sanders Road to Improve traffic flow. This petition will be sent to the Illinois Department of Transportation and be Included In the public record of comments on the project.

SIGNATURE	HOME ADDRESS	MUNICIPALITY
Angela Todd	6033 N. Sheridan, 12F	Chicago
Ed SZARKOWICZ	1115 LAKWOOD	BUFFALO GROVE
Christine Notten	983 Shady Tree	Wheeling
Scott Kleinstein	3956 Newport Hwy	Palatine
Robert C. Siff	3379 Greenwich Ln. Island Lake	Island LK
James J. John	1413 West Lemay	McKook Park
Blake M. Gosh	711 Prospect Ma.	Mt. Prospect
Mannen Redding	859 Beechwood Rd	Buffalo Grove
Jean Doyle	212 Beachview Ln	Barrington
Rebecca Reese	1757 Tano Ln	Mt Prospect
Margaret Husband	2014 N. Verdara	Ill. Hts.

**Petition Supporting the Recommended Strategic Regional Arterial(SRA)
Improvements on Milwaukee Avenue**

We, the undersigned, support the recommended Strategic Regional Arterial(SRA) widening and Intersection Improvements on Milwaukee Avenue. In particular, we support the improvements on Milwaukee from Lake Avenue to Sanders Road to improve traffic flow. This petition will be sent to the Illinois Department of Transportation and be included in the public record of comments on the project.

SIGNATURE	HOME ADDRESS	MUNICIPALITY
<u>Constance Henry</u>	<u>2122 Williamsburg</u>	<u>Palatine</u>
<u>Linda Kretzer</u>	<u>6439 W. 28th Place</u>	<u>Berwyn</u>
<u>Sue Podes</u>	<u>63 Pleasant Hill</u>	<u>Palatine</u>
<u>Henry Williams</u>	<u>1044 Frank St.</u>	<u>Lake Forest, Ill.</u>
<u>John Ell</u>	<u>438-1 Dageschutte</u>	<u>Barrington IL 60010</u>
<u>Marilyn Black</u>	<u>990 Twilight Lane</u>	<u>Wheeling IL 60090</u>
<u>Phyllis Johnston</u>	<u>1410 Algate Ct</u>	<u>Wheeling IL</u>
<u>Judi Dubois</u>	<u>427 Lear</u>	<u>Schaumburg IL</u>
<u>Laura Hutchinson</u>	<u>14620 Countrylane</u>	<u>Wadsworth</u>
<u>Beth Dukes</u>	<u>1451 Belle Plaine</u>	<u>Chicago</u>
<u>Barbara Tanshauser</u>	<u>1195 Cobble Hill Ct</u>	<u>Hoffman Est, Ill.</u>

FOREST PRESERVE DISTRICT
of Cook County, Illinois



The Board of Commissioners

CHARLES R. BERNARDINI	IRENE C. HERNANDEZ
JERRY BUTLER	TED LECHOWICZ
ALLAN C. CARR	MARY M. McDONALD
FRANK A. DAMATO	MARIA PAPPAS
DANNY K. DAVIS	HERBERT T. SCHUMANN, JR.
MARCO DOMICO	RICHARD A. SIEBEL
ROBERT P. GOOLEY	BOBBIE L. STEELE
CARL R. HANSEN	JOHN H. STROGER, JR.

BUREAU OF PROGRAMMING

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NOV 18 1991

DISTRICT #1

GENERAL HEADQUARTERS 536 NORTH HARLEM AVENUE, RIVER FOREST, ILLINOIS 60305
(312) 261-8400 / (708) 366-9420

Joseph N. Nevius, ACTING GENERAL SUPERINTENDENT



November 14, 1991

Mr. Wally Kos
Illinois Department of Transportation
201 W. Center Court
Schaumburg, Illinois 60196-1096

Dear Mr. Kos:

The Forest Preserve District of Cook County would like to comment on S.R.A. Route 21 Milwaukee Avenue.

Although the District has not had an opportunity to review the entire proposal, the District would like to go on record as being opposed to any plan which would severely impact the District.

This would include any plan which would limit the use of existing District facilities or require taking large quantities of additional right of way.

Sincerely,

Daniel E. Weber
Real Estate & License Engineer

DEW:dp
cc: Chet Ryndak
File

11-18
-SK
JNL
Rich
11/18/91
11-20-91



GLENVIEW PARK DISTRICT

1930 PRAIRIE STREET
GLENVIEW, ILLINOIS 60025
(708) 724-5670 • FAX: (708) 724-8601

November 6, 1991

BUREAU OF PROGRAMMING

RECEIVED

NOV 19 1991

DISTRICT #1

Mr. James C. Slifer, P.E.
District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60190-1096

Attn: Walter S. Kos, P.E.

Re: Route 21 Green

Light Project

Dear Mr. Slifer:

I am Catherine Crowley, President of the Glenview Park District Board of Commissioners, Glenview, Illinois, and am writing you in regard to I.D.O.T.'s proposed Operation Green Light, improvements for Illinois Route 21.

Of great concern to the Park Board and of the Park District is the impact that would occur to The Grove National Historic Landmark, 1421 Milwaukee Avenue. Roadway noise levels, pollution and difficulty in entering The Grove are already existing problems that affect our site. The proposal to increase the size of Milwaukee Avenue to three lanes with a raised median would only add to the problems which already exist. Vehicles would not be able to enter this public facility when traveling south if a raised median is installed. It is likely they would attempt "U" turns at the stoplight outside the Zenith property exit.

We believe that some improvements, such as turning lanes and coordinated signals should be implemented before such expensive measures are undertaken to improve traffic flow.

The District would also ask that reference of a tollway interchange at Milwaukee Avenue and Lake Avenue with associated frontage roads be removed from the final report. We were informed at the public hearing of October 15th that an interchange was not a consideration. This being the case, it should be removed from the report.

If we can be of any further assistance in this matter, please do not hesitate to call.

Sincerely,

Catherine W. Crowley, President
Glenview Park District Board of Commissioners

CC:mdg:C4/91

COMMISSIONERS: Catherine W. Crowley, President; Stephen C. Schulte, Vice President; Michael P. Gauer, Judy Beck, Thomas Pontarelli, William Zaroni, Michael D. Downing — Attorney: Samuel W. Witwer, Jr., Treasurer: Russell W. Wende
ADMINISTRATION: Thomas J. Richardson, Secretary/General Superintendent, Cheryl L. Deom, Director of Special Facilities, Frederick W. Gullen, Director of Parks; Stephen L. Rauwolf, Business Manager, Robert D. Quill, Director of Recreation



GLENVIEW PARK DISTRICT

1930 PRAIRIE STREET
GLENVIEW, ILLINOIS 60025
(708) 724-5670 • FAX: (708) 724-8601

November 5, 1991

BUREAU OF PROGRAMMING

RECEIVED

NOV 13 1991

Mr. James Smirles, President
Village of Glenview
1225 Waukegan Road
Glenview, IL 60025

DISTRICT #1

Re: November 5, 1991 Village Board Meeting -
Lake & Milwaukee Avenues Discussion

Dear President Smirles:

On your November 5, 1991 agenda are two items which we would like to address in this correspondence.

We understand that Ms. Marilyn Sweeney will appear before the village trustees to object to the widening of Lake Avenue from Pfingsten Avenue to Milwaukee Avenue. Under another agenda item is the village board's position regarding the Milwaukee Corridor SRA Report.

While the two items appear to be technically separate, it is the District's belief that they are quite closely linked. The Glenview Park District is on record with the Illinois Department of Transportation (IDOT) opposing the widening and placing a raised median in the center of Milwaukee Avenue (Route 21) in front of The Grove. Widening Route 21 would further encroach onto the National Historic Landmark and nature center and severely impact the natural setting. It would also encourage vehicular traffic that adversely impacts such a delicate environment because of the resultant increase in exhaust fumes. The placement of a raised median will reduce the accessibility to The Grove by anyone traveling south. From a safety standpoint, we fear that there will be many attempted "U" turns at the stoplight outside the Zenith property, south of The Grove.

We are also opposed to the construction of a frontage road connecting Milwaukee Avenue, northbound, to Lake Avenue, eastbound. This would definitely cut through property adjacent to The Grove that the District has long hoped to acquire or use as part of its operations. It may, also, actually take away more Grove land to accomplish the construction radius of the proposed frontage road.

The possibility of there being an interchange with the tollway at Lake Avenue is of particular concern to us. To increase traffic at or near that already crowded intersection (Milwaukee and Lake), could have disastrous effects to the environment of The Grove. We are very much opposed to that possible interchange.

COMMISSIONERS: Catherine W. Crowley, President; Stephen C. Schulte, Vice President; Michael P. Gauger, Judy Beck, Thomas Pontarelli, William Zaroni, Michael D. Downing - Attorney; Samuel W. Witwer, Jr., Treasurer; Russell W. Wende
ADMINISTRATION: Thomas J. Richardson, Secretary/General Superintendent; Cheryl L. Deom, Director of Special Facilities; Frederick W. Gullen, Director of Parks; Stephen L. Rauwolf, Business Manager; Robert D. Quill, Director of Recreation

Maine Niles Association of Special Recreation

8950 Gross Point Road
Suite C
Skokie, Illinois 60077
708/966-5522
Fax: 708/966-8340

AN EXTENSION OF:
Des Plaines Park District
Golf Maine Park District
Morton Grove Park District
Niles Park District
Park Ridge Recreation and Park District
Skokie Park District

October 28, 1991

BUREAU OF PROGRAMMING

RECEIVED

KK 11/1/91

NOV 01 1991



Mr. James Slifer
District Engineer
Illinois Department of Transportation, District # **DISTRICT #**
201 West Center Court
Schaumburg, Ill. 60196

Dear Mr. Slifer:

As a matter of introduction, I am the Executive Director of the Maine-Niles Association of Special Recreation (M-NASR). The Association serves residents of the Maine and Niles townships who are disabled, in recreational and leisure programs. We serve approximately 6,000 individuals per year.

I am writing to you in regards to the Illinois Department of Transportation study for future road expansions, particularly those that include Milwaukee Avenue. As you are no doubt aware, The Grove Nature Center is operated by the Glenview Park District. If any expansion on Milwaukee would infringe upon this historical landmark, it would definitely be considered a decision made in bad judgement.

Not only is The Grove an historical landmark but it also serves residents by its beauty, serenity, the learning of environmental and historical issues as well as a perfect spot to hold retreats, weddings, etc. M-NASR is a small customer of The Grove but in one year not only have we held our staff retreat in the serenity of the Redfield House on The Grove grounds but exposed 200 children with disabilities to a wide variety of environmental and nature oriented programs.

I urge you to reconsider any options that may destroy or infringe on this truly nature haven in the suburbs.

Sincerely,

Gary Koenig
Gary Koenig, C.T.R.S.
Executive Director

cc: Cheryl Deom - Glenview Park District

546 Cherry Lane
Glenview, IL 60025
November 11, 1991

BUREAU OF PROGRAMMING
RECEIVED
NOV 13 1991

DISTRICT #1

Illinois Department of Transportation

Dear IDOT:

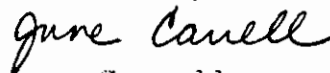
I was very concerned to hear about a proposal to widen Milwaukee Avenue. I live in unincorporated Maine Township (Cook County) north of Golf Road. There is no town or municipal body to represent my interests or those of the other residents here, so I wanted to write to ask you please not to widen Milwaukee Avenue. Six lanes is a superhighway! I would be very distressed to find my house on a freeway.

Traffic is wild enough on Milwaukee already without confusing things with additional lanes. There are many stores and strip malls, and fast traffic would lead to more accidents with all the cars turning in and out.

There are some unique and important natural areas--The Grove and River Trails--a little further north on Milwaukee Avenue, and I would be greatly distressed to see them tampered with.

For people who want a superhighway, there is already the Tri-State Tollway running right next to Milwaukee Avenue. For those of us who have to live, shop, and drive here, please leave Milwaukee Avenue as it is.

Yours truly,



June Carrell

Colleen M. Doyle
21 Whitehall Ct.
Buffalo Grove, IL 60089

November 13, 1991

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RECEIVED

NOV 13 1991

James C. Slifer, P.E.
District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096

DISTRICT #1

Dear Mr. Slifer:

I am urging that the plans in Operation Greenlight be abandoned. The idea that increasing Milwaukee Avenue to six lanes will ease the flow of traffic makes me uneasy.

Since implementation of this plan is considered to be five to twenty years away, I urge that the thinking and developing look at mass transportation for the future rather than perpetuation of traffic and its related problems.

Operation Greenlight's proposals will cause a major highway to exist in the communities where I live and work. Please look for alternatives to this plan before adopting and implementing its proposals.

Sincerely,



Colleen M. Doyle

November 13, 1991

James C. Slifer P.E.
District Engineer
Illinois Dept. of Transportation
201 West Center Ct.
Schaumburg Il. 60196 1096

BUREAU OF PROGRAMMING

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NOV 20 1991

DISTRICT #1

Attn William F. Kos P.E.

Dear Sirs:

I do not approve of the Milwaukee Road expansion nor a Lake Milwaukee Ave. Tollway Interchange. I object to utilizing forest preserve sites such as portions of the River Trail Nature Center and The Grove National Historic Landmark. We need to save what is left of our natural environment. Also, we do not need to spend more money on such road construction and on roads that encourage high speed (fast track) driving.

Yours respectfully,

Marguerite V. Allen

Mrs. Marguerite V Allen
5620 N Wayne Ave.
Chicago Il 60660

I.D.O.T. :-

I

11-1/ BUREAU OF PROGRAMMING
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NOV 13 1991

DISTRICT #1

I am against widening Milwaukee Rd. & also the planned idea of an interchange between Milwaukee Lake & I-294.

First! - I live near Milwaukee Rd. - between Glenview & Central Rds. Its a risk of life & or injury to go into Milwaukee from Countryside Lane, from the fast food row between Central & Greenwood, from the Grove landmark area, etc. Two more lanes & barrier strips will make this risk 50% greater & in some places very inconvenient. This is a street of Commercial, residential, nature preserves, cemeteries, which you don't see exiting on a expressway. As I see it, you, (IDOT) are planning to make Milwaukee Rd. an expressway. Will you put a 45 MPH or less speed limit on it? I think not. Why do expressways have limited access?? (Like I-294)

Second! - Increased traffic equals more noise, more air pollution, more polluted rain water drainage, all will have 50% more damaging effects on our preserves (forests & wetlands) and thus our wildlife.

Third! - I-294 / Lake / Mil. interchange! - It is not needed. It will be expensive; too close to Commercial & nature preserves. This interchange & the

II

mil. widening would add more traffic going thru the Deerfield toll plaza. At times this toll plaza ~~is~~ has a 2-3 mile backup traffic jam. I have been in it often (traveling to Gurnee to see relatives). From my observations, I think IDOT is lacking in good judgement, adding more traffic to a situation before this problem is solved by the Tollway Authority. I would like to see more cooperation between the Tollway & IDOT! The Tollway Auth. could make possible improvements at the Half/I-294 & the Willow/I-294 interchanges?? I frequently myself & others use either Rte 21 (mil.) or Rte 41 to go from Glenview to Gurnee; thus more traffic onto I-294 more toll stop jam up = more people will take routes 21 or 41 rather than taking a risk of getting caught in a 2-3 mile traffic jam.

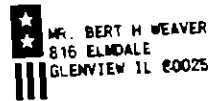
Fourth & Final: - Everybody, IDOT, Tollway Auth. & auto drivers should step back a bit & take a much wider look at the situation: - Traffic flow is not the big problem. Pollution is, & will get bigger if not given enough attention. Motor (gasoline, etc) traffic pollute the air & water drainage. In the near future, autos may be limited in use, thus resulting in miles of unused highways! Pollution will ~~be~~ ^{be} the main deciding factor!

III

Thus I think it would be a great idea to start spending time & money in developing alternative modes of travel. Air travel is in a rut too, it has been suggested that Hi-tech railroads or monorail modes of travel be developed for alternatives for the 3rd airport (Chicago area). If all travel authorities would cooperate on such ~~an~~ ideas, each mode of travel would have its place, resulting in less pollution, less traffic jams, = safer travel!

Thank You

Bert H. Weaver





The Grove

*National Historic Landmark
Glenview Park District*

Mr. James C. Slifer, P.E.
District Engineer
Illinois Department of Transportation
201 W. Center Court
Schaumburg, IL 60196

BUREAU OF PROGRAMMING

NOV 21 1991

NOV 21 1991

DISTRICT #1

Dear Mr. Slifer:

As a resident of the nearby area and someone who works at and enjoys being in The Grove, I am writing to express my feelings and opinions regarding the recent proposals to widen Milwaukee Avenue and construct a tollway interchange at Lake Street and Milwaukee Avenue.

My first introduction to The Grove was with a school group and I was fascinated and delighted by it. The Grove serves over 20,000 school children per school year and the outdoor education and living history programs offered here are one of the major functions of The Grove. I am highly concerned about the future of these programs for two reasons. One is the proximity of entrance and exit ramps as well as frontage roads to The Grove, increasing noise and traffic, making it difficult for school children to hear teachers and distracting them. Since the programs we teach are living history and are re-enactments of pioneer living and work styles, trying to conduct an 1850's classroom next to a steady stream of noise and traffic would not only destroy the educational atmosphere but be absurd as well. Another major concern, should Milwaukee Avenue be widened, is the safety of school buses trying to make a left turn into The Grove across three lanes of fast moving traffic several times a day. It is not uncommon for school buses to pass each other coming into and out of The Grove. We cannot afford to take any risks with the safety of school children.

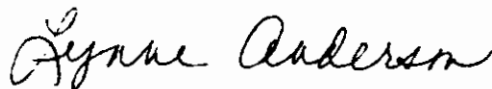
Many of our educational programs involve nature study also. The Grove is an outstanding outdoor classroom and nature preserve and it is the irreversible damage to the layout of the land and habitat of resident and migratory animals that is the most disturbing. There are so few protected places in this area where animals do not merely manage to co-exist with man but are actually encouraged, nurtured and protected, that to negatively impact this aspect of The Grove is unthinkable. Several endangered species either reside or migrate thru here throughout the year and we are privileged to contribute to their existence and development. Please do not do anything to threaten or destroy these living creatures!

1421 Milwaukee Ave. Glenview, Illinois 60025 312-299-6096
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The history of The Grove goes further back than the beginning of Glenview. When the Kennicotts first arrived there were native Potawatomi villages nearby. Some of this land has continued to be preserved from development until today and we would like to see that preservation continue. Please reconsider your proposals so that a historically unique and natural setting can be preserved for future generations of Illinoisians well beyond the year 2010.

Thank you for reading and considering my letter.

Sincerely,

A handwritten signature in cursive script that reads "Lynne Anderson".

Lynne Anderson
Rental Coordinator
The Grove National Historical Landmark



The Grove

*National Historic Landmark
Glenview Park District*

November 12, 1991

Mr. James C. Slifer, P.E.
District Engineer
Illinois Department of Transportation
201 West Center Court
Schaumburg, IL 60196-1096
Attention: Walter S. Kos, P.E.

Dear Mr. Slifer:

I am writing you to voice our concerns over the proposed widening of Milwaukee Avenue as part of Operation Greenlight. Specifically, we are concerned about the impact to The Grove National Historic Landmark, The James Woodworth Prairie Preserve, River Trail Nature Center, Allison Woods and Dam Number One Woods. All of these areas contain critical plant and animal habitats, archaeological sites, historic views and land at The Grove that is a designated National Historic Landmark.

Traffic volume in this area is already heavy and increased lanes and median will only make travel in this area more difficult.

Although we have requested a complete report on the proposed improvements two times, we have never received these reports, but I will comment on information I received at the public hearing and in talking with the Schaumburg office.

1. I was surprised to find that The Grove National Historic Landmark was not identified on the photographic display presented at the public meeting, especially because the Harland Bartholomew and Associates Consultants did the original master plan for The Grove. This was misleading to people attending the public meeting.
2. A much cheaper remedy to increase traffic flow would be coordinated traffic signals, a continuous left turn lane in the median, right turn feeders with merge lanes, to cross roads, and elimination of private traffic officers on the highway (sometimes 50-70 cars are stopped at Guarantee Trust to let out three or five employee cars).
3. A uniform speed limit should be established along with the coordinated lights and informational signs on use of the system.
4. Stop lights that read traffic flow should be developed.
5. Congestion problems on the tollway should be remedied.

1421 Milwaukee Ave. Glenview, Illinois 60025 312-299-6096
708

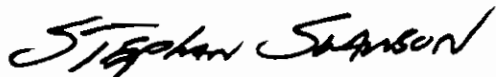
6. Traffic problems at the intersection of Rt. 21 and Lake Avenue occur when corporate traffic from Sanders Road enters Milwaukee Avenue. The solution may be a Frontage Road access through Allstate and A.C. Nielsen directly to Willow Road and the toll road.
7. Eliminate Winkelman Road as a feeder road to Allstate.
8. Develop a car pooling incentive program for large corporations.
9. Develop mass transit in this area.
10. Restrict truck traffic during peak hours on the toll road system and Rt. 21.
11. Eliminate toll booths or have a more efficient system of collection.

We were told that the Tollway Interchange System at Lake Avenue and Rt. 21 was not a consideration. This being the case, we request that this part of the proposal be eliminated in the final report.

It seems to me that the idea of reducing congestion by adding more lanes is like an overweight person buying larger clothes and a bigger belt - it doesn't really solve the problem, nor does this I.D.O.T. proposal.

We urge you to reconsider and rethink your position. We would be happy to meet with you and sit on a task force to help solve the congestion problems in this area.

Thank you.



Stephan Swanson, Director
The Grove National Historic Landmark

SS/bb

cc: Lt. Governor Robert Kustra
State Representative Margaret Parcells
State Senator Roger Keats



The Grove

*National Historic Landmark
Glenview Park District*

Mr. James C. Slifer, P.E.
District Engineer
Illinois Department of Transportation
201 W. Center Court
Schaumburg, IL 60196

Attention: Mr. Walter S. Kos, P.E.

Dear Mr. Slifer:

This letter is written for the purpose of explaining concerns that I have with regard to the widening of Milwaukee Avenue as a part of Operation Greenlight.

I am an employee of The Grove National Historic Landmark in the capacity of Educational Program Supervisor. My job is to provide for a great variety of educational and recreational programs in place at The Grove.

The focus of much of our education for children lies in environmental studies. Much of these studies deal with conservation of natural resources, what children and their families can do to vary their lifestyles and become more concerned citizens of today and of the future. As these students become more aware of The Grove and its environs, they become aware of the environment of the community as well. The environment of The Grove is threatened through continued noise and air pollution. Widening of Milwaukee Avenue would further this pollution. Children see that development is a way of life around their homes and their towns. Traditional American values lie at the heart of our environmental problems. These values are difficult to challenge and as teachers, we are continually aware of this.

The Grove served approximately 20,000 school children annually. In addition to this, we host hundreds of families through Glenview Park District programs and at special events here during the year. We pride ourselves on being an educational resource for the community. We do not need to have The Grove pieced and parceled any more. We do not need to add to our environmental detriment by more usage and pollution. We need to continue to educate our clientele as to the ways of the future.

1421 Milwaukee Ave. Glenview, Illinois 60025 312-299-6096
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I view the IDOT proposal as another band-aid solution to what seems to be an immediate need without thought to the future and the needs of the future. It is estimated that by the year 2040, the world will be out of oil. The facts are that the easiest and cheapest reserves of the U.S. oil have already been drilled. The transportation sector is now totally dependent upon oil, yet no recommendations are offered regarding how to pursue energy efficiency and sources of renewable energy.

I am sure you are quite familiar with the statistics of the transportation industry. Some that I have recently come across are that transportation consumes about 65% of the oil used in the U.S. today. Transportation is about 97% dependent on oil. The Reagan administration rolled back the Corporate Average Fuel Economy standards for autos twice, allowing Ford and General Motors corporations to reduce the existing standard in 1986 from 27.5 to 26 mpg. According to the Transportation Research Board, a 55-mile per hour speed limit saves 167,000 barrels of oil per day, yet the 65 mph limit has been reinstated in many areas.

These are the facts that we deal with when trying to educate our children. How then, can we explain the reasons for widening an already heavily burnened road such as Milwaukee Avenue, when we are trying to teach our children and their families that state and federal governments are working on ways to improve conditions for their future. How do we make children understand that their local governments are not concerned with research and development to find alternate methods of transporting people and goods yet also looks to a future with limited natural resource Planning for the future makes good sense for children who expect to be the decision-making and voting adults.

The United States is a wasteful, inefficient and vulnerable energy-centered economy. Our environment is being destroyed by pollution and waste, primarily because our economic system exploits people and resources. Meeting short-term goals supersedes planning to prevent long-term consequences.

I strongly object to the widening of Milwaukee Avenue for the above reasons. In addition, I would strongly recommend further studies into the use of public transportation along this roadway.

By the time that project of Operation Greenlight is completed, there may very well be no oil to power vehicles to use it.

For the future of our children, I urge reconsideration of this project.

Sincerely,

A handwritten signature in cursive script that reads "Anita Descourouez". The signature is written in dark ink and is positioned above the printed name and title.

Anita Descourouez, Program Supervisor
The Grove National Historic Landmark



The Grove

*National Historic Landmark
Glenview Park District*

November 12, 1991

To the Illinois Department of Transportation:

As an employee of The Grove National Historic Landmark of the Glenview Park District, I oppose almost all of the recommended improvements for Milwaukee Avenue as presented at the October 15, 1991 public hearing and in the written plan entitled, "Strategic Regional Arterial, Illinois 21, Illinois 43 to Illinois 120, Operation Greenlight."

To begin, I commend you on including bus turn-arounds or bays and improved synchronization of traffic lights in the draft report. I hope you will implement these recommendations.

The other recommendations are not commendable, however, due to damage and encroachment into The Grove, the James Woodworth Prairie Preserve, and the River Trails Nature Center and Allison Woods of the Cook County Forest Preserve, and due to encouraging Illinoisians' continued dependence on our world's finite natural resources instead of conservation of them (i.e. fossil fuels, which contribute to acid rain and global warming when combusted). I therefore oppose the widening of Milwaukee Avenue in its entirety between Illinois 43 and Illinois 120, and I oppose the speculation of an interchange at I-294 and Milwaukee and Lake Avenues.

The Grove originally included almost 900 acres of prairie grove (or oak savanna). Due to parceling, development, and urban sprawl, it now encompasses only 82 acres, which we continually strive to restore ecologically. In an effort to preserve biological and ecosystem diversity, I oppose any further encroachment into this unique, endangered ecosystem, including encroachment by pollution due to increased traffic volume. I believe the widening of Milwaukee Avenue will only invite such increased volume.

The Grove currently serves 20,000 school children via 650 educational programs per year, and almost 400 "scouts" last year alone (Cub, Boy, Tiger, and Girl Scouts, Indian Princesses, Indian Guides, and parents). We're open every day of the year for families and individuals to visit our Interpretive Center's natural history collection and to walk our trails. We sponsor and host several community events: Civil War Days, Pumpkin Trail, Grove Folk Fest, Holiday Craft Fair, and Earth Day. Widening Milwaukee Avenue would provide more access to The Grove. Increased access and increased visitation would likely make this special habitat more vulnerable and would irreversibly damage it. Limiting or controlling our visitation is not the answer. Preventing the widening of Milwaukee Avenue is the answer.

1421 Milwaukee Ave. Glenview, Illinois 60025 312-299-6096
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The Grove houses wetlands and threatened and endangered species, including Cooper's hawks, red-shouldered hawks, and brown creepers. We've even sited bald eagles soaring over The Grove. Countless migratory bird species stop-over at this island of green in spring and fall: black and white warblers, magnolia warblers, black-throated blue warblers, rose-breasted grosbeaks, rufous-sided towhees, fox sparrows, white-throated sparrows, ruby and golden crowned kinglets, wood pewees, and eastern phoebes. Countless species also feed and/or nest in The Grove each year, including: green-backed herons, wood ducks, blue-winged teal, red-bellied woodpeckers, eastern bluebirds, great blue herons, screech owls, and great-horned owls. Of course, many mammals, insects, reptiles, and amphibians call The Grove home, in addition. I oppose the widening of Milwaukee Avenue's encroachment into the habitats of these birds and animals and especially into the habitats of those species threatened and endangered with extinction.

The United States Department of the Interior has designated The Grove as a National Historic Landmark, and we are listed on the National Register of Historic Places. Our status awards us protection from encroachment such as the widening of Milwaukee Avenue. The Village of Glenview has designated The Grove as a primary area according to its environmental ordinance and we therefore receive the highest degree of protection possible from the Village of Glenview. We have protection from encroachment because we oppose any kind and any amount of it. We have strong public support against encroachment, as the more than 4,500 signatures on the enclosed petitions attest. More than 4,500 people oppose your widening of Milwaukee Avenue, your I-294 interchange at Milwaukee and Lake Avenues, and your encroachment into The Grove.

As you can see, The Grove serves as a highly visible and significant point of historical, educational, recreational, cultural, and ecological importance for the Village of Glenview, the metropolitan area, the State of Illinois, and the United States of America. The will of the people demands protection of The Grove and of our quality of life. Widening Milwaukee Avenue would devastate these priorities. We are not willing to pay this high price for your "improvements," with our tax dollars, especially.

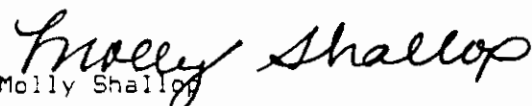
As responsible governmental officials, I urge you to:

- 1) Delete the idea of an interchange for I-294 at Milwaukee and Lake Avenues from the final written report and from any future proposals. This idea is preposterous.
- 2) Not widen Milwaukee Avenue between Illinois 43 and Illinois 120. Not at all. Not any segment.
- 3) Focus on perfecting public transportation. Make it efficient: buses should stop only at designated stops instead of at every half-block. Support efforts to create a circular or a north/south suburban commuter railway. Do not widen Milwaukee Avenue. This will force congestion and force use of public transportation.

4) Improve what's already on Milwaukee Avenue, like the I-294/Palatine Road/Milwaukee Avenue intersections.

5) Work with the federal government and the Illinois Tollway Commission to eliminate toll booths on I-294 to increase traffic flow on I-294, which incidentally, parallels Milwaukee Avenue between Illinois 43 and Illinois 120. The worst congestion occurs as traffic piles up before toll booths and as it bottlenecks after them. Many drivers choose Milwaukee Avenue over I-294 because of this.

The local, state, and federal governments have heard the voice and will of the people to protect and preserve The Grove. IDOT must also comply. IDOT must hear the voice and will of the people. We do not want IDOT to widen Milwaukee Avenue. We do not want drivers to find Milwaukee Avenue more desirable, more travelable. We do not want more traffic which more lanes invites. We do not want more noxious, poisonous air pollution. We want to protect and preserve our quality of life, and The Grove plays an immensely vital role in that. IDOT must also do its part to protect our quality of life and The Grove. IDOT must not widen Milwaukee Avenue.


Molly Shalloo
Naturalist
The Grove National Historic Landmark

cc: Tom Richardson, Superintendent, Glenview Park District
Village of Glenview, Board of Trustees
Robert Kustra, Lieutenant Governor, State of Illinois

Please note: original copies of these petitions are available for viewing at The Grove National Historic Landmark
The Interpretive Center
1421 Milwaukee Ave.
Glenview, IL 60025
(708)299-6096; hours: Weekdays, 8:30a.m.-4:30p.m.
Weekends, 9a.m.-5p.m.

23275 N OLSEN COURT
PRAIRIE VIEW IL 60069

10-17-91

To Whom and all of who is
concerned of
IDOT.

I object to ^{proposed} three lanes of 120
feet of right of way (from the
existing 66 ft now) between
route 22 to route 45 of
Milwaukee avenue. Also of
the new bridge that was
just finished recently to be
altered again (widened) to
accommodate the three lanes.

I object, and my family, to
this strongly.

Thank You
Mrs. Marlene Pizzo (& Family)

P.S. I could also object to ~~the~~ all of
Milwaukee being widened to accommodate
three lanes of traffic in each direction.
We have a tollway just west of Milwaukee.



175 Olde Half Day Road, Lincolnshire Illinois 60069 708/634-5800 FAX 708/634-8782

October 14, 1991

Ms. Nancy L. Magnus, P.E.
Program Development Section Chief
Illinois Department of Transportation
201 W. Center Court
Schaumburg, IL 60196-1096

Re: SRA: Illinois Route 21 (Milwaukee Ave)

Dear Ms. Magnus:

The Mayor and Board of Trustees, at the October 7, 1991 Committee of the Whole reviewed the draft report for SRA 21, prepared by Harland Bartholomew & Associates for the Illinois Department of Transportation.

The Mayor and Board of Trustees had the following comment with regard to the typical cross-section.

Every effort should be made to ensure the median is landscaped with trees, shrubs, etc. instead of being paved.

Very truly yours,

The Village of Lincolnshire

A handwritten signature in black ink, appearing to read 'H. A. Killian'.

Howard A. Killian
Village Engineer

HAK:kj

354 N. Milwaukee Avenue
Libertyville, Illinois 60048
890 S. Milwaukee Avenue
Libertyville, Illinois 60048

Telephone (708) 362-3500



BUREAU OF PROGRAMMING
RECEIVED

NOV 05 1991

DISTRICT #1

October 31, 1991

Mr. James Slifer
District Engineer
Illinois Department of Transportation
201 W. Center Court
Schaumburg, IL 60196

RE: Illinois Route 21
Strategic Regional Arterial Study

Dear Mr. Slifer:

I'm writing you about proposed "Operation Greenlight" improvements for Illinois Route 21 as it relates to Milwaukee Avenue in Libertyville. Some of the suggested proposals would have detrimental economic impact upon the many businesses along Milwaukee Avenue in Libertyville. The proposals, in particular, would devastate the central business district in the heart of Libertyville. The proposal to prohibit left turns from Milwaukee Avenue onto side streets and private drives in the downtown area during rush hours would have an adverse impact upon our bank, tenants, and surrounding businesses.

We urge IDOT to work with Village officials to improve, as best as possible, the traffic flow through Libertyville, while at the same time meeting the needs of the businesses along Milwaukee Avenue in Libertyville. Milwaukee Avenue is the heart of the Village; any actions taken must carefully consider the interests of the community as a whole.

Sincerely,

Michael E. Godwin
President

mjt

From the desk of . . .

October 24, 1997
C. J. 29 1001 744 1001

MARC COHN

Dear Mr. Slifer, or Walter Kos
Re Hwy 21 - 1001

Thank you for holding a public hearing on the proposed widening of Milwaukee Avenue. I drive this route every day to my office on Hwy 60 and I-94. Since this proposal is so new to me, I wasn't able to respond to it for or against.

There are a few things I liked and some I did not like. 1st of all, I agree that Milwaukee Avenue needs to be widened for median strips and left turn lanes into businesses and side streets. It might need a few right turn lanes at major intersections.

Proposing to widen the road to six lanes requires more "CONCRETE" (no pun intended) evidence. It leaves too many unanswered questions. One of them being, what are the long term goals of Hwy 21? Would you like to accommodate more traffic or move it to alternative W-S routes. When Hwy 53 is extended to Hwy 120, will motorists take this route? I wish I could stay off of Milwaukee Avenue and take the Tri-State Tollway but I can't get on going northbound. There is plenty of room at Dundee Road to put a northbound entrance and southbound exit there. That would set a lot

of motorists off Milwaukee. How about Northbound
at Lake Cook Road?

Finally, IDOT needs to ask why traffic will
not move very fast in the future. Will six lanes improve
traffic flow? Six lanes will encourage more traffic to
take Milwaukee Avenue for free instead of paying tolls
on the Tri-State or proposed N-S extension of 53 to 120
which probably will be toll. Another thing is that the
toll booths might be removed in 2010 when the Tri-
State is paid up so there will be better flow on the
Tri-State.

Will companies in the North & Northwest offer more
vanpools? I hope so. I'd rather be driven than have to
drive.

Sincerely,

Phane Cohn

P.S. Your proposed interchange of Lake Cook and
Milwaukee is an excellent example of improving traffic
flow without 6 laning the road.

IDOT RESPONSE LETTERS

ATTACHMENT E

February 13, 1992

Mr. Steven R. Magnusen
Director of Public Works
Village of Libertyville
200 East Cook Avenue
Libertyville, Illinois 60048-2090

Dear Mr. Magnusen:

The Department has completed its review of your letter of October 7, 1991 regarding the Strategic Regional Arterial (SRA) recommendations presented for Illinois Route 21. Listed below are our comments regarding your proposal.

1. The suggested addition of the US 45/IL 60-IL 83 corridor to the SRA system will be brought to the attention of the SRA Sub-Committee for consideration.
2. The comment regarding "private property" on-street parking has been corrected.
- 3&4. There are two options for consideration to handle the problem of left-turning vehicles along Illinois 21 between IL 176 and the Metra rail line. Channelization could be provided at Lake Street only with peak hour turn restrictions applied at the other signalized intersections. The other option would be to consolidate the signal locations to Church and leave the signal at Lake Street to be fire department actuated only.
5. Signalization at Walnut and Glendale are not consistent with SRA spacing standards and are not recommended.
6. The text has been corrected to indicate actual access conditions at the Metra parking lot.
- 7&8. A raised median will not be recommended directly north of Winchester Road nor will any additional right of way be proposed at this location.
9. The proposal north of IL 137 will remain unchanged from that contained in the draft report. Detailed engineering studies will determine the exact amount of right of way necessary at this location.
10. The area currently occupied by Frank's Nursery and an auto body repair business is located on property that is identified as a wetland in the National Wetlands Inventory.

Mr. Steven R. Magnusen
February 13, 1992
Page two

We thank you for your comments and await your response regarding the proposal for resolution of the left turn restrictions in downtown Libertyville. Please address any comments on this matter to Rich Starr at 705-4095.

Very truly yours,

James C. Slifer, P.E.
District Engineer

February 14, 1992

Mr. James W. Smirles
President
Village of Glenview
1225 Waukegan Road
Glenview, Illinois 60025-3071

Dear Mr. Smirles:

Thank you for your letter of November 14, 1991, transmitting the resolution passed by the Glenview Board of Trustees regarding the draft Strategic Regional Arterial (SRA) report for the segment of Illinois Route 21 (Milwaukee Avenue) which passes through Glenview. Subsequent to receipt of the Board resolution and the public hearing conducted on October 15, 1991, the Illinois Department of Transportation (IDOT) has reevaluated the SRA recommendations for Illinois Route 21.

Based upon further evaluation, the recommendations and statements in the final SRA report for Illinois Route 21 will be as follows as related to the paragraph numbers in your resolution:

1. The SRA network of roadways is intended to serve as a supplement to the freeway system. These routes will serve the longer-distance, high-volume automobile and commercial traffic that cannot be adequately accommodated on the freeway system.
2. Public involvement is very important to the SRA planning process. Advisory Panels consisting of the communities affected by the SRA routes have been formed to provide input into the recommended plan. Periodic newsletters have been issued to the Advisory Panels as a forum to acquaint local communities with SRA issues and study progress. Public Hearings are conducted to inform the public and solicit individual opinions about the SRA project recommendations. No final decisions about the SRA project recommendations are made until the public involvement process is complete.
3. The recommended number of lanes on Milwaukee Avenue will be six from Dempster Street to Palatine/Willow Road. This is the number of lanes required to satisfy the year 2010 projected travel demand for this segment of Milwaukee Avenue.

No additional right-of-way will be required from the Grove. All additional right-of-way for the roadway improvements to Milwaukee Avenue in the vicinity of the Grove will be recommended to be acquired on the west side of the roadway. The draft SRA report had indicated that no additional right-of-way would be required from the James Woodworth

Mr. James W. Smirles
February 14, 1992
Page two

4. Reference will be made to Lake Avenue as an east-west arterial route currently carrying approximately 25,000 vehicles per day, according to the 1990 IDOT Cook County Traffic Map.
5. The installation of a second traffic signal at the proposed development at the Zenith/Homart property would conflict with SRA signal spacing criteria. This signal, however, could be considered in the future if it could be demonstrated that the vehicular progression of the proposed signal interconnect system defined in the SRA report would not be hampered with its installation.
6. Because of the barrier median requirements associated with the recommended improvements at the intersection of Milwaukee Avenue and Lake Avenue, Gregory Drive would have to operate as a right-in/right-out local street.
7. The reference to an interchange at I-294 for West Lake and Milwaukee Avenue will be deleted from the report.
8. Any detailed study of the potential benefits of an expanded interchange at Golf Road would have to be initiated by the Toll Authority.
9. Additional right-of-way is only being recommended where necessary to provide the needed roadway cross-section.
10. Decisions on whether access points to Milwaukee Avenue should be right-in/right-out or full are determined based upon a number of factors. Alternate access, demand and safety are factors that are considered. The original access recommendations in the draft SRA report will be retained.

IDOT is aware of the sensitive concerns of the citizens of Glenview with respect to the SRA project recommendations along Milwaukee Avenue and we hope that these revised plans satisfactorily serve all parties concerned.

Very truly yours,

James C. Slifer, P.E.
District Engineer

February 14, 1992

The Honorable Grace Mary Stern
Illinois State Representative
Fifty-Eighth Legislative District
559 Roger Williams Avenue
Highland Park, Illinois 60035

Dear Representative Stern:

This is to confirm our telephone conversation of February 7, 1992 regarding the Strategic Regional Arterial (SRA) Study for Milwaukee Avenue through the Village of Glenview.

The recommended number of through lanes on Milwaukee Avenue will be six from Dempster Street to Palatine/Willow Road. This is the number of lanes required to satisfy the year 2010 projected travel demand for this segment of Milwaukee Avenue.

No additional right-of-way will be required from the Grove. All additional right-of-way for the roadway improvements to Milwaukee Avenue in the vicinity of the Grove will be recommended to be acquired on the west side of the roadway.

Because of the barrier median requirements associated with the recommended improvements at the intersection of Milwaukee Avenue and Lake Avenue, Gregory Drive would have to operate as a right-in/right-out local street.

Finally, all reference to an interchange at I-294 for West Lake and Milwaukee Avenue will be deleted from the report.

We hope that the revisions made to our draft report regarding right-of-way in the vicinity of the Grove and a potential interchange with the Tri-State Tollway will alleviate the concerns of the citizens of Glenview regarding these matters.

Attached for your information is a copy of a resolution from the Village of Glenview concerning this subject and our reply to it.

Very truly yours,

James C. Slifer, P.E.
District Engineer



Illinois Department of Transportation

Division of Highways/District 1
201 West Center Court/Schaumburg, Illinois/60196-1096

Program Development

Buffalo Grove Resolution Concerning Illinois Route 21 (Milwaukee Avenue) for Draft Strategic Regional Arterial Study

May 6, 1992

Mr. William R. Balling
Village Manager
Village of Buffalo Grove
Fifty Raupp Boulevard
Buffalo Grove, Illinois 60089-2196

Dear Mr. Balling:

Thank you for your letter of November 5, 1991, transmitting the Buffalo Grove resolution concerning pedestrian and bicycle facilities for Illinois Route 21 (Milwaukee Avenue) adopted by the Village President and Board of Trustees at their meeting held on November 4, 1991.

Upon evaluation of the resolution, we will modify the report to indicate the presence of existing sidewalks, as noted in Item 1 on page 2 of your letter, and to indicate the jurisdictional limits of Buffalo Grove extending to Chicory Lane.

During the formulation of Strategic Regional Arterial Design Concept Report, it was determined that it is not desirable for designated bikeways to exist inside the SRA right-of-way. The primary reason for this determination is for safety. Optimal locations for designated bikeways include parallel facilities or areas outside the SRA right-of-way.

Very truly yours,

Duane P. Carlson, P.E.
District Engineer

By _____
Wally S. Kos, P.E.
Bureau Chief of Programming

WSK/RS/1a



Illinois Department of Transportation

Division of Highways/District 1
201 West Center Court/Schaumburg, Illinois/60196-1096

Program Development
Illinois Route 21 SRA

May 7, 1992

Mr. Abe Selman
Village Manager
Village of Niles
7601 Milwaukee Avenue
Niles, Illinois 60648

Dear Mr. Selman

Thank you for your letter of October 9, 1991, addressed to Harland Bartholomew & Associates, regarding concerns about the proposed Strategic Regional Arterial plan for Illinois Route 21 (Milwaukee Avenue).

At this time, the Illinois Department of Transportation does not plan to pursue advanced acquisition of right-of-way along Illinois Route 21. The SRA report only defines what right-of-way is required to allow improvements to Illinois Route 21 to accommodate the projected traffic expected to occur by the year 2010. If redevelopment were to occur along Illinois Route 21, that may prove to be an opportune time to protect any additional required right-of-way.

The Illinois Department of Transportation will not pursue closings or blockages of minor street intersections without coordination with the affected municipality. Language to this effect will be incorporated into the final SRA report.

Very truly yours,

Duane P. Carlson, P.E.
District Engineer

By _____
Wally S. Kos, P.E.
Bureau Chief of Programming

WSK/RS/1a

4.4 NEWSLETTERS

A semi-monthly newsletter was prepared and distributed to members of the Illinois Route 21 Advisory Panels. This newsletter, – called the **Spotlight** – was designed to inform Panel members about the SRA study and its progress. Included in the newsletter were articles concerning topics and issues of general interest for the SRA system, as well as articles covering particular aspects of the Illinois Route 21 study. In addition, a Question and Answer section addressed specific concerns about Illinois Route 21 in relation to the SRA study.

Copies of all seven issues of the **Spotlight** prepared for the Illinois Route 21 Advisory Panels are contained in the following pages.

SRA SPOTLIGHT

MILWAUKEE AVENUE - COOK COUNTY ADVISORY PANEL

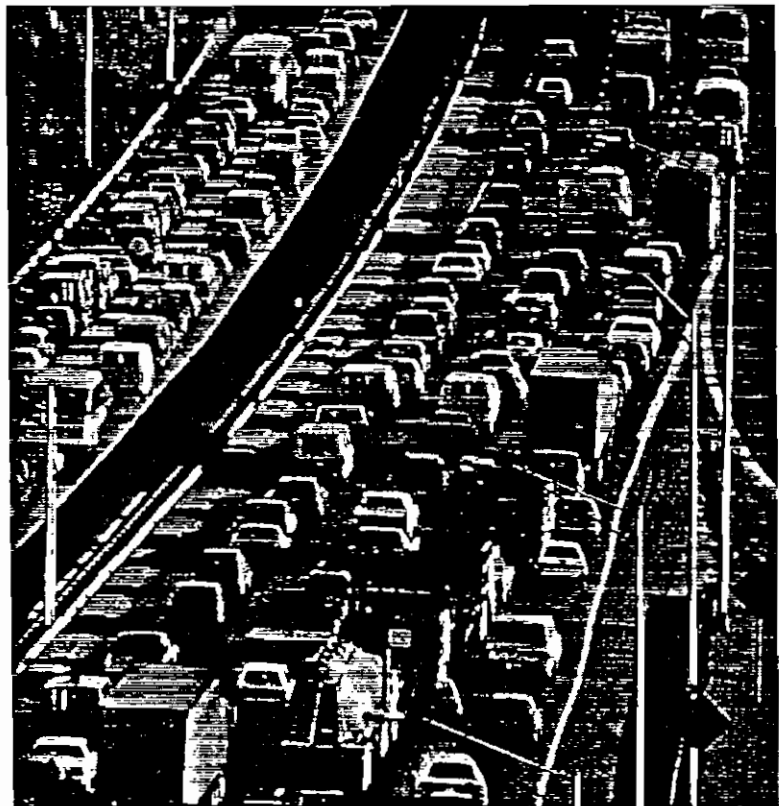
THE SRA PROJECT

The Strategic Regional Arterial (SRA) system is a 1,340 mile network of existing roads in the Northeastern Illinois region. They create a network of 146 routes which is to act as a second tier to the expressway system. Routes are found in urban, suburban and rural areas. They carry a large volume of long haul automobile and commercial traffic.

The SRA system is defined in the 2010 Transportation System Development Plan. The Plan was adopted by the Chicago Area Transportation Study (CATS) and the Northeastern Illinois Planning Commission (NIPC).

The SRA system is one response to mounting traffic congestion throughout the region. CATS estimates travel in the year 2010 will be 23 percent more than it was in 1980. Meeting the 2010 needs is the goal of the study.

Historically, some arterial roads have accommodated regional travel. Roads such as Milwaukee Avenue in the north, Rand Road in the northwest, Harlem Avenue to the south, and the east-west North Avenue were the regional travel routes before the expressways. Others, such as Lake-Cook Road and Randall Road offer continuous stretches of roadway which lend themselves to long distance travel. These are the roads which are becoming the most congested with regional travelers. The



Illinois Department of Transportation (IDOT) and local governments have identified over 1,300 miles of these arterials.

The primary purpose of the study is to answer the following question:

What can be done to make this existing arterial street system function as efficiently as possible?

The search for answers to this question yields the following topics:

- The desirable SRA route design;
- The appropriate level of service;
- Interrelationship of arterials within the SRA system;
- Methods to reduce delay;

(Continued on page 4)

SRA ONE PART OF OPERATION GREEN LIGHT

SRA is one part of a much larger project to address traffic congestion: *Operation Green Light*. Other activities include:

Develop Major Transit/Highway Facilities: This element will contribute to freeway and transit projects in the 2010 Plan. Also, it will begin engineering studies and preserve right-of-way for future routes.

Improve Other Key Arterial Roadways: If the SRA network is to carry regional traffic, the remaining roadways must play a more important role in carrying local traffic. This element will address improvements that will make them more efficient.

Identify Strategic Transit Improvements: There are two goals for this element. This element will work to make transit more convenient and swift. Also, it will encourage more pedestrian and bicycle routes.

Improve Freeway Traffic Management: Information about accidents and blocked lanes is available almost immediately. This element will develop ways to provide this information to other drivers and to emergency personnel more quickly. Other priorities are controlling the rate at which vehicles enter the freeway and continuing the installation new toll collection equipment.

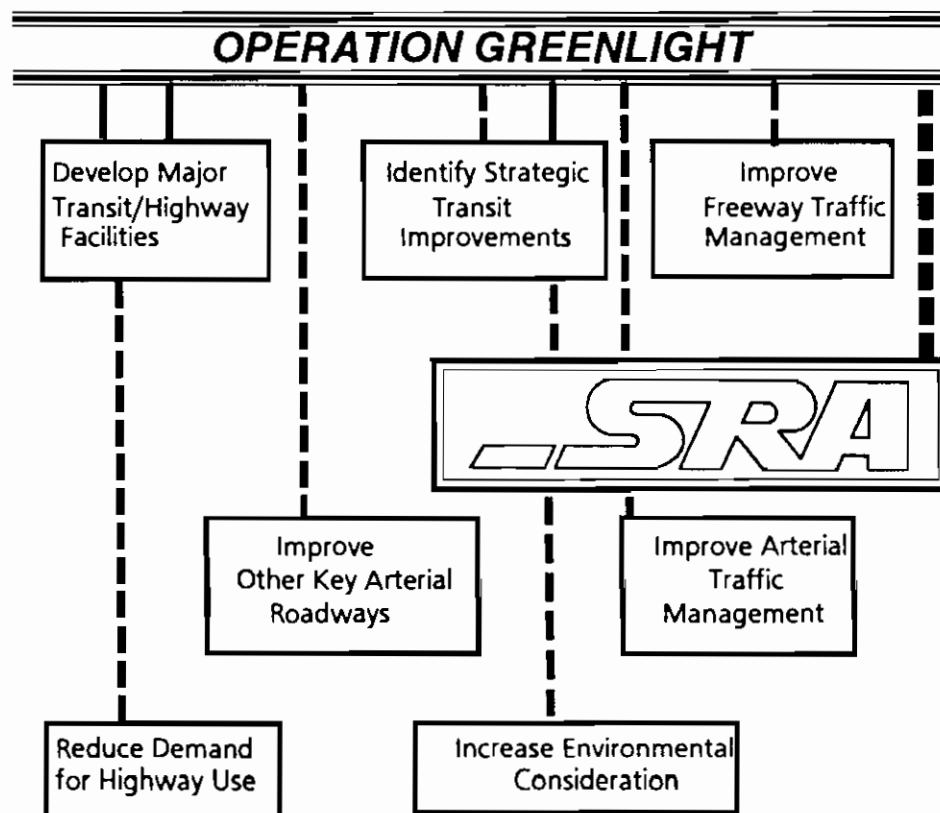
Improve Arterial Traffic Management: Like freeways, better information systems for these routes will reduce congestion. Providing this

information to individual drivers will require sophisticated systems. New equipment for private cars is being tested. Traffic signal networks are also very important. SRA will address these same topics.

Reduce Demand for Highway Use: This element examines ways to reduce the number of vehicles on the road, particularly at rush hours. Increasing the number of people in each vehicle is the purpose of most strate-

gies. Sharing rides and taking mass transit are ways that workers could help. Businesses could offer preferred parking to people sharing rides and support the costs of sharing rides. This element also encourages shifting work schedules.

Increase Environmental Consideration: Studies of ways to reduce noise and air pollution, to improve the appearance of roads, and to increase cooperation among local governments are all part of this element.



STRATEGIC REGIONAL ARTERIALS AND THE ROADWAY HIERARCHY

The Strategic Regional Arterial will be a new kind of road – an arterial that takes on some of the functions of an expressway. This is how it fits into a conventional roadway hierarchy.

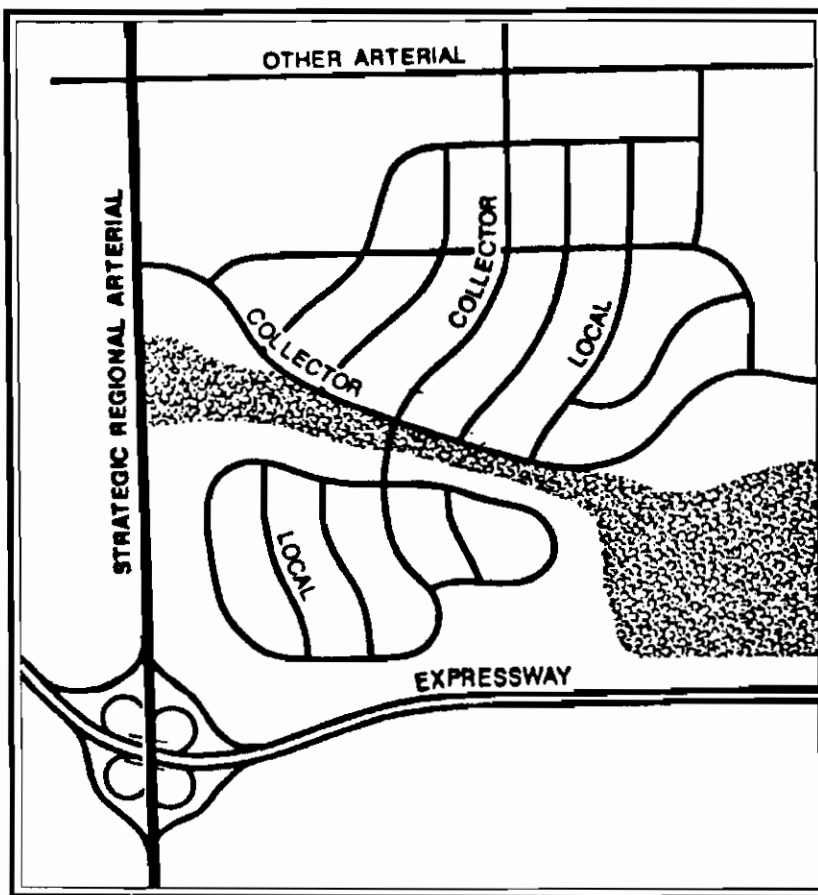
Freeway: The function of a freeway is to provide regional transportation for large volumes of traffic over long distances. There is no parking on a freeway. Access is controlled by on- and off-ramps that are generally spaced at least a mile apart. Distance or height often separate the freeway from the land around it. Expressway, super-highway, parkway, and tollway are all terms used to describe freeway-like roads.

Strategic Regional Arterial (SRA): A second tier to the freeway system. These routes were selected because they carry, or are projected to carry, large volumes of long haul traffic. As a group, they form a network that can carry such traffic to and from locations the freeway system cannot. They can also handle some of the overflow from the freeway system. Because of their strategic importance to regional travelers, IDOT and CATS are working to insure they receive needed improvements. Recommendations concerning parking, access, traffic control, transit, land additions and intersection widenings are examples of typical improvements.

Arterial: An arterial has two functions. The primary purpose of an arterial road is to carry traffic within the region. Secondly, it serves the homes and businesses along it. Parking is sometimes allowed, especially in older commercial centers. Other streets and the properties along it are directly connected. Usually, the roadway is not separate from the land around it.

Collector: The collector street directs traffic from local streets to arterials or local destinations such as shopping, schools, and offices. The collector looks like the arterial, but it covers less distance, so it carries less regional traffic.

Local: A local street provides access to property. Moving traffic is a secondary function. Local streets route traffic onto a collector or arterial street as quickly as possible. Parking is usually allowed.



THE SRA PROJECT

(CONTINUED FROM PAGE 1)

- Appropriate locations for roadway widening;
- Existing and needed right-of-way;
- Methods to increase capacity without widening the roadway;
- Integration of surrounding development;
- Frequency and design of access points (medians, curb cuts, driveways);
- The role of traffic signals;
- Accommodation of vehicles other than cars including mass transit, trucks, construction vehicles, emergency vehicles, and pedestrians;
- Parking;
- Pedestrian safety and convenience; and
- Environmental impact.

There are two parts to the study. The purpose of Part One is to provide standards that address identified issues. It will define existing and desirable roadway characteristics for urban, suburban, and rural segments of the system; and offer techniques for addressing special circumstances. In Part Two, SRA roadway designers will be able to use these recommendations and techniques to reduce congestion on the SRA system.

The study of all 1,340 miles of SRA routes is divided into five phases. The concepts and standards developed will be applied to the first 250 miles of specific SRA routes. These routes are now under study. The routes selected

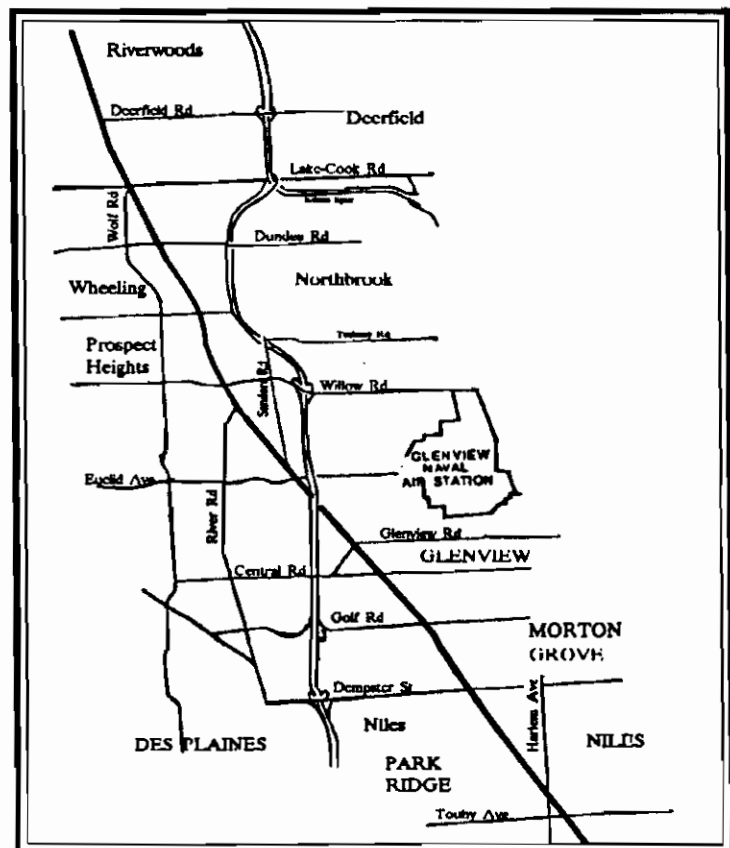
for this first phase reflect the variety of route types from the very rural IL 64 near DeKalb County to the very urban Michigan Avenue. The resultant plans for each of the routes will include both short and long term improvements. The second set of roadways will be under study by January 1991 and another set each year after that until the entire system is complete.

The future traffic demand projected for each route will depend more on planned land development and redevelopment and travel times than on the specific cross-section of the roadway. The study will suggest alternatives for improving each route. From

the various alternatives, a desirable roadway design will be selected on the basis of efficiency, cost, environmental impact, and local development priorities.

By January 1992, each Advisory Panel will have reviewed alternatives for its route, have offered its suggestions, and have seen the final study results. A public meeting will have been held for each route segment. Each route will have a prioritized list of projects and activities for route improvements. This list will be a part of a final written report. The recommended physical improvements could then proceed to conventional Phase I engineering and design studies.

Milwaukee Avenue -Cook County SRA Route



ARTERIAL ANSWERS

Arterial Answers will be a regular feature of this newsletter. Please use the form at the end of the column to send us your questions in care of your Advisory Panel Coordinator. We will see that you receive an answer.

The topics in this column arose at the first meeting of the Advisory Panel for this and other routes.

Q

What are the duties of the Advisory Panel and when during the study is it scheduled to meet?

The Panel is responsible for reviewing and commenting on the study recommendations and conclusions. The Panel will meet with the consultants two additional times during the study: once to review alternatives for the routes (Fall or Winter 1990) and once before the public hearing (Summer through Winter 1991).

Who should be on the Panel?

In addition to those government representatives invited to this meeting, the panel may wish to add representatives from businesses and community organizations along the route.

Will the consultants be available to meet separately with representatives of all the communities along the route?

No. The Advisory Panels are the only formal community contact included within the contract for the consultant services. HBA does plan to meet informally with community officials as needed to gather information and identify local concerns.

What is the purpose of the public hearing scheduled near the end of the study?

The purpose of the public hearing is to review alternatives and final recommendations selected for improvement of the route.

How many years will it take to study all the SRA routes?

The SRA routes are planned to be studied in five groups over a five year period.

Will the study set the design standard for the roadway?

Yes. The study will provide goals, such as intersection improvements and traffic signalization, to work toward.

A

(Continued on Page 6)

ARTERIAL ANSWERS

(CONTINUED FROM PAGE 5)

Must all routes be studied before any improvements can be made?

No. The five year capital improvements plan can include new projects as soon as each phase of the study is complete.

How do other studies and improvements for this route, such as the Lake-Cook Road/Metra overpass and the Hintz Road-Milwaukee to Wolf Road work, relate to this study?

This study will consider funded improvements and the conclusions and recommendations of other studies to be existing conditions of the roadway. Recommendations of this study may include additional improvements.

Are local community goals important to the study?

Yes. We are looking to the Advisory Panels to keep open the lines of communication. **Keep those questions coming!**

MILESTONES

- *January 29, 1990*
SRA Project Began
- *March 16, 1990*
First Advisory Panel Meeting
- *April 16, 1990*
Draft Part One Design Concept Report Submitted for review
- *October 1990*
Final Part One Design Concept Report

Do you have questions about the Strategic Regional Arterials Plan? Is there something you would like to contribute? Use this form, or another sheet of paper (as many as you like), and send them to your Advisory Panel Coordinator listed below. We'll see that you get an answer or response.

Name

Please send to:
Bill Duggan
1616 E. Golf Rd.
Des Plaines, IL 60016
(708) 296-9200

SRA SPOTLIGHT

is published by:
**The Illinois Department of
Transportation**

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Harland Bartholomew & Assoc., Inc.

for:
The Strategic Regional Arterials Plan

Advisory Panel

Chairman

Nicholas B. Blase
President, Niles

Members

Sheila H. Schultz
President, Wheeling

Jerry Meyer
Mayor, Prospect Heights

James W. Smirles
President, Glenview

Robert Hedrick
Cook County Hwy. Dept.

Advisor

Bill Baltutis
Lake-Cook TMA

**For more information,
please contact:**

Bill Duggan
1616 E. Golf Rd.
Des Plaines, IL 60016
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A LOOK AT THE SPOTLIGHT

The **SRA Spotlight** is a newsletter about the Strategic Regional Arterial system study.

Each segment of the system has its own edition published once every other month. This first issue will go to all members of the Advisory Panel and any others who were on the mailing list. Please use the form below to change your address or add others to the mailing list.

The purpose of the Spotlight is to inform Panel members about progress in the study and to respond to their questions and comments. There will be regular features including the **Milestones** and **Arterial Answers**. **Arterial Answers** will respond to Panel member questions. Please use the form at the end of **Arterial Answers** to submit your questions and comments about the SRA and the Spotlight.

Is your address wrong? Have you moved? Do you want to add someone to our mailing list? If so, please complete the following:

_____ Please change my address on the mailing label to:
_____ Please add the following name and address to your mailing list:

Name _____

Title/Organization _____

Street _____

City _____ State _____ Zip _____

Send to: **SRA SPOTLIGHT** in care of your Advisory Panel Coordinator whose address is shown at the bottom of the box to your left.



SRA SPOTLIGHT

STRATEGIC REGIONAL ARTERIALS PLAN

ILLINOIS DEPARTMENT OF TRANSPORTATION

District One

201 West Center Court

Schaumburg, Illinois 60196-1096

Postage

SRA SPOTLIGHT

MILWAUKEE AVENUE - LAKE COUNTY ADVISORY PANEL

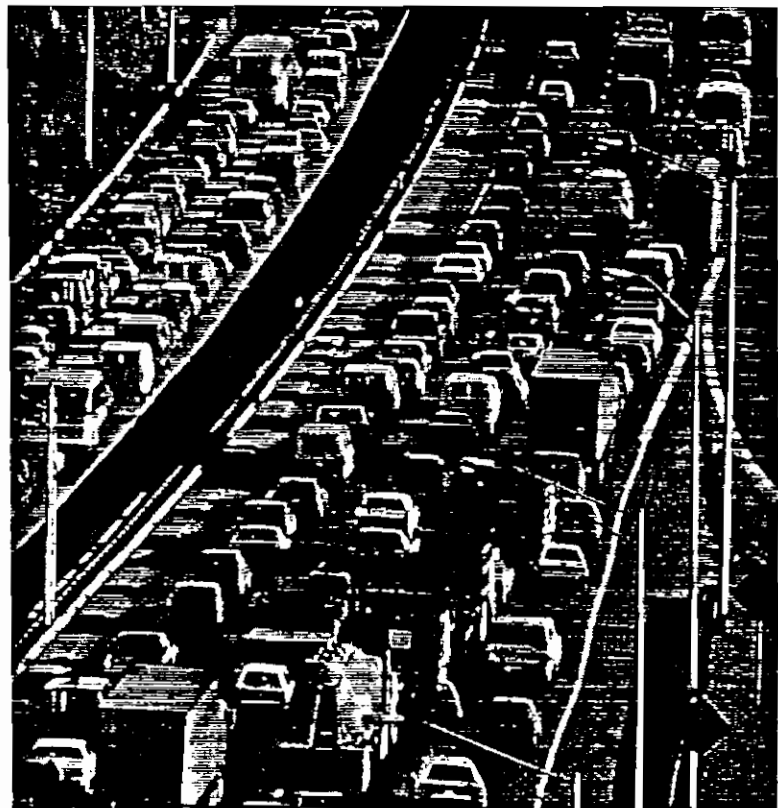
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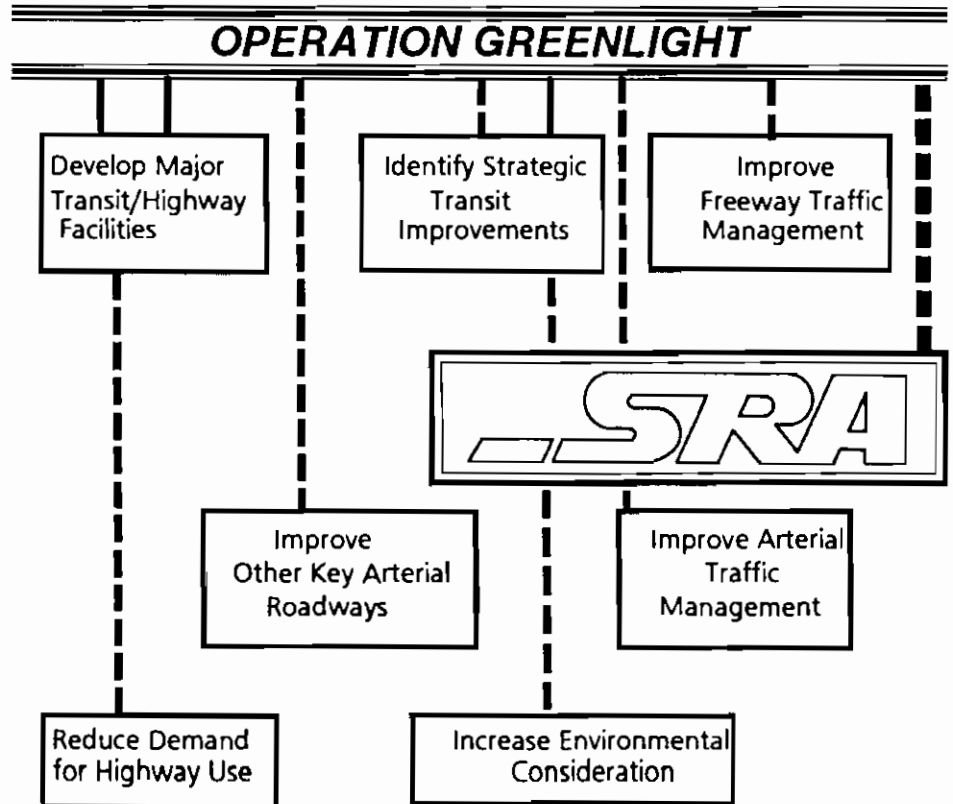
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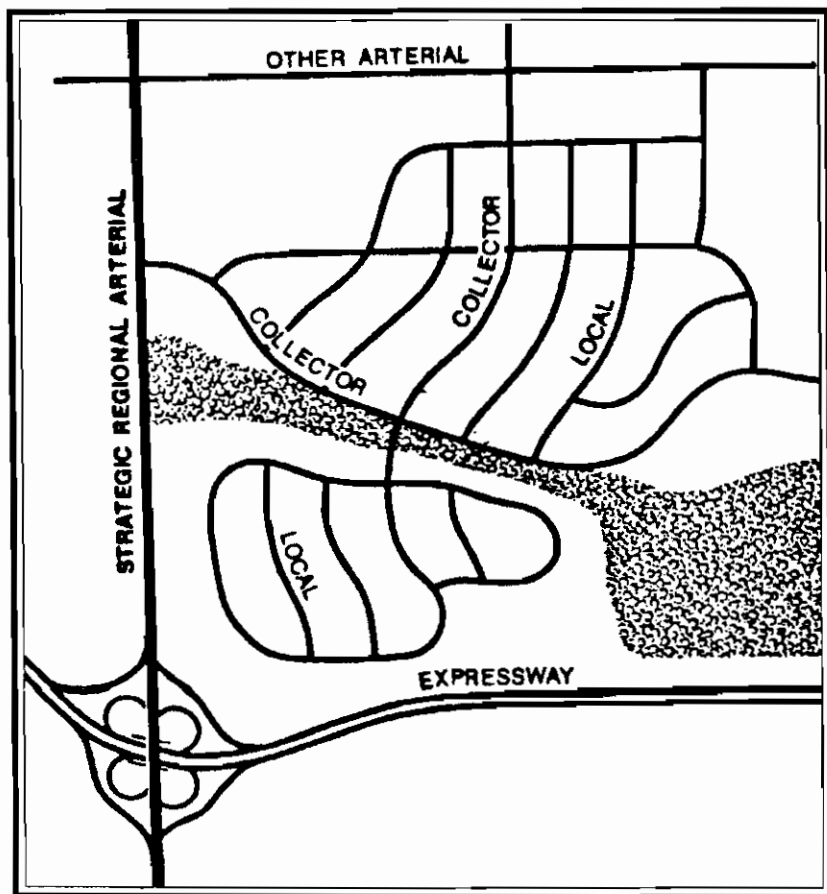
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THE SRA PROJECT

(CONTINUED FROM PAGE 1)

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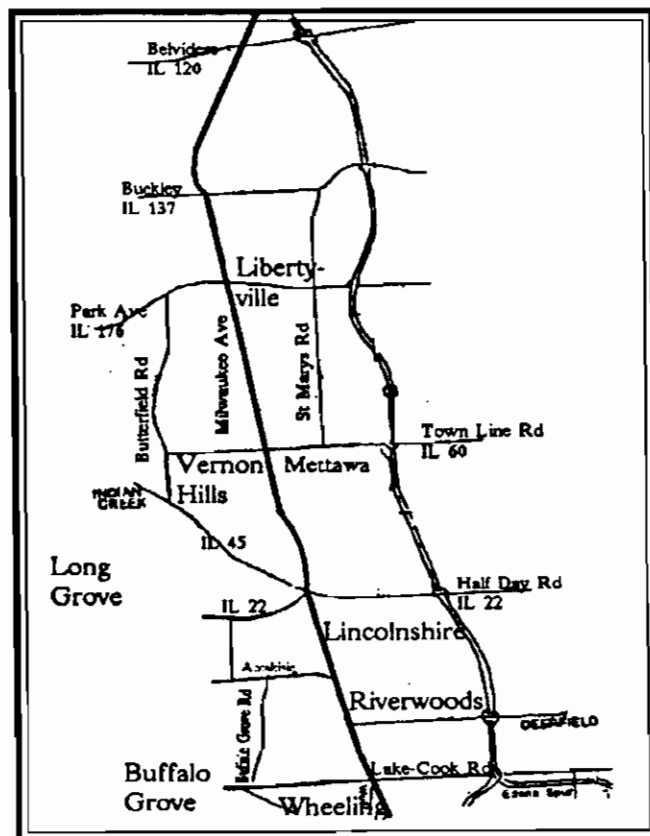
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Milwaukee Avenue - Lake County SRA Route



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Who should be on the Panel?

In addition to those government representatives invited to this meeting, the panel may wish to add representatives from businesses and community organizations along the route.

Will the consultants be available to meet separately with representatives of all the communities along the route?

No. The Advisory Panels are the only formal community contact included within the contract for the consultant services. Harland Bartholomew and Associates (HBA) does plan to meet informally with community officials as needed to gather information and identify local concerns.

How many years will it take to study all the SRA routes?

The SRA routes are planned to be studied in five groups over a five year period.

Will the study set the design standard for the roadway?

Yes. The study will provide goals, such as intersection improvements and traffic signalization, to work toward.

What traffic levels do you want to accommodate -- all of the traffic projected for 2010?

Yes. If it is possible to accommodate all projected traffic within the available right-of-way, the study will recommend that it does.

A

(Continued on Page 6)

ARTERIAL ANSWERS

(CONTINUED FROM PAGE 5)

Is it possible to accommodate that much traffic through downtown Libertyville?

This may not be necessary. The study will allow consideration of alternates for some or all of the traffic along each segment of the route. There is no requirement that an alternate be close to the main route or that it carry all of the traffic of the main route. Now that the question of downtown Libertyville has been raised, the study will consider alternates. This does not mean the study will recommend any such alternate.

How do other studies for this route, including those now underway, relate to this study?

This study will consider the conclusions and recommendations of other studies to be existing conditions of the roadway. Recommendations of this study may include additional improvements.

Are local community goals important to the study?

Yes. We are looking to the Advisory Panels to keep open the lines of communication. **Keep those questions coming!**

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- *March 16, 1990
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- *April 16, 1990
Draft Part One
Design Concept
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- *October 1990
Final Part One
Design Concept
Report*

What if congestion on a particular segment of the route is caused by offset intersections of a cross route?

Traffic which can be attributed to a cross route might be carried more efficiently by improvements to the cross route. This alternative can be considered in the SRA study even if the cross route is not part of the system.

Must all routes be studied before any improvements can be made?

No. The five year capital improvements plan can include new projects as soon as each phase of the study is complete.

Do you have questions about the Strategic Regional Arterials Plan? Is there something you would like to contribute? Use this form, or another sheet of paper (as many as you like), and send them to your Advisory Panel Coordinator listed below. We'll see that you get an answer or response.

Name

Please send to:

Dusty Powell
Lake Co. Div. of Trans.
P.O. Box 220, Winchester Rd.
Libertyville, IL 60048
(708) 352-3950

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A LOOK AT THE SPOTLIGHT

The **SRA Spotlight** is a
newsletter about the Strategic
Regional Arterial system study.

Each segment of the system has
its own edition published once every
other month. This first issue will go to
all members of the Advisory Panel and
any others who were on the mailing
list. Please use the form below to
change your address or add others to
the mailing list.

The purpose of the Spotlight is to in-
form Panel members about progress in
the study and to respond to their ques-
tions and comments. There will be
regular features including the **Mile-
stones** and **Arterial An-
swers**. **Arterial Answers**
will respond to Panel member ques-
tions. Please use the form at the end
of **Arterial Answers** to sub-
mit your questions and comments about
the SRA and the Spotlight.

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SRA SPOTLIGHT

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ILLINOIS DEPARTMENT OF TRANSPORTATION

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MILWAUKEE AVENUE - COOK COUNTY ADVISORY PANEL

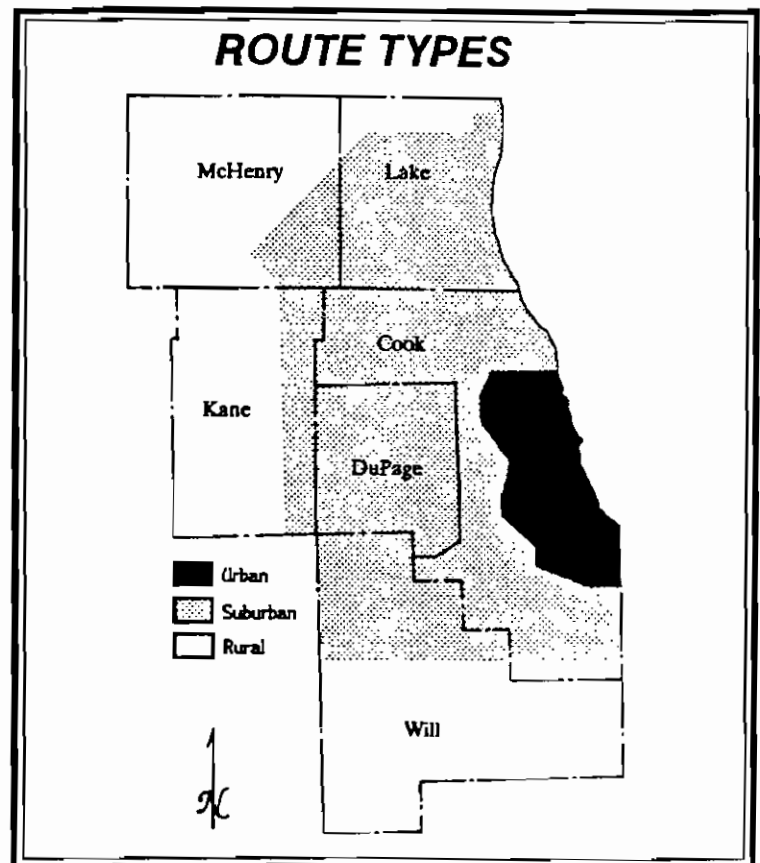
ROUTE TYPES DESIGNATED

The Chicago Area Transportation Study (CATS) and the Illinois Department of Transportation (IDOT) have designated road types on the **SRA**. These designations will help identify such things as right-of-way width, number of lanes, and type of signals that could be desirable for each route.

SRA routes are found in urban, suburban, and rural areas. Urban routes are concentrated in the City of Chicago and adjacent suburbs. Suburban routes include most of suburban Cook County, all of DuPage County, and the contiguous parts of Lake, Kane, McHenry and Will Counties. The routes furthest from the City of Chicago are Rural.

Designations are based on the number of households per acre projected for 2010. Some routes do not appear as intensely developed today as they will by 2010. Where household densities are projected to be less than or equal to one half per acre, the area is designated rural. Suburban areas are expected to experience densities between one half and five households per acre by 2010. Over five households per acre by 2010 is considered to be an urban area. Each area represents the general trend within a given region not the growth rate of a particular community. This allows some "smoothing" of designation, so that the different types are not mixed together.

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Milwaukee Avenue in Cook County has been designated as a Suburban route. The ultimate 2010 desirable characteristics for a Suburban route could include:

- A 120 to 150 foot right-of-way width,
- Three lanes for through traffic in each direction,
- A raised median,

(Continued on page 3)

ARTERIAL ANSWERS

Please use the form at the back of the newsletter to send us your questions in care of your Advisory Panel Coordinator. We will see that you receive an answer.

What is the right-of-way?

Right-of-way (ROW) is the amount of land set aside for the roadway. It usually appears as a long narrow corridor and also includes land for such things as sidewalks, parkways, intersections, turn bays, and on-off-ramps.

Is the ROW always the same width as the actual road?

No. Often more land is available than is needed for the existing pavement. This allows the road to be widened later when needed.

How do you find out where the ROW ends and private property begins?

There are maps in each county recorder's office that show exactly where the ROW is. These maps are important, because sometimes private property owners have built within the ROW.

About how wide are most ROW's on Milwaukee Avenue south of Lake-Cook Road?

Most ROW's are about 100 feet wide even through major intersections.

Are there many segments where this is not the case?

No. Only one segment is wider than the rest of the route. The segment passing Golf Mill Shopping Center is 120 feet wide.

Are there any other unusual characteristics of the ROW?

Yes. In the older parts of Niles, some homes were built before the standard 100 foot ROW was established. The front edges of the lots on which these homes sit extend into what would otherwise be a 100 foot ROW.

SIGNAL TIMING AND COORDINATION

Properly timed and coordinated traffic signals is a cost effective technique that can greatly improve the flow of traffic on SRA routes.

When a series of signals is coordinated, there is a window of time during which cars can drive through the system without stopping. Once the driver passes through the first light in the series, chances are very good that the driver will be able to drive through the rest of the signals in the series without having to stop. In this manner, the optimal flow of traffic along the SRA can be achieved.

Usually this is achieved by linking neighboring signals to a master signal. The master controller signals the other traffic signal controllers when to start their cycles. On SRA routes, signals within one-half mile of each other should be properly timed and coordinated.

Waiting at a traffic signal costs drivers time, gasoline, and patience. Idling cars add to noise and air pollution. Uncoordinated traffic signals can actually compound congestion.

In this area, the Illinois Department of Transportation (IDOT) has a Signal Coordination and Timing (SCAT) program. During 1988 and 1989, 25 signal timings were implemented under the SCAT program. Examples of SCAT systems on SRA routes are Milwaukee Avenue in Libertyville, Prospect Heights and Niles, Willow Road at the Tri-State, and two segments of Lincoln Highway.

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ROUTES

(Con't from page 1)

- Sidewalks where appropriate,
- No parking on the street,
- Synchronized traffic signals at arterial and collector streets, and
- Dual left turn bays at major intersections.

Segments which are considered to offer special circumstances:

- South of Golf-Mill Shopping Center,
- North of Greenwood Avenue,
- Near the intersection with IL 45 (River Rd), and
- The Dundee Road intersection.

Alternatives for development of Milwaukee Avenue will be presented at the next Advisory Panel Meeting. This meeting is tentatively scheduled for November. Your Advisory Panel Coordinator will contact you concerning the meeting arrangements.

SIGNALS

(Con't from page 2)

The Libertyville system is south of the downtown area. It contains five intersections from Greentree Parkway to Park Avenue. Average travel speeds increased as much as eight miles per hour. During evening rush hour, collective fuel consumption was reduced by over 100 gallons and vehicles were delayed 52 hours less than they would have been if the signals had not been coordinated.

The Prospect Heights system includes intersections from Des Plaines River Road to the Palatine Road interchange. While travel speeds did not increase as much as in Libertyville, fuel consumption decreased by 600 gallons each noon rush hour. Evening rush hour delay was reduced by 80 hours. The Niles system is saving motorists almost 63 hours each evening rush hour, Willow Road system over 200 hours, and the two systems along the Lincoln Highway over 170 hours. As long as these systems are periodically restudied to assure they are timed to handle current traffic patterns, these systems will continue to save time and money.

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MILWAUKEE AVENUE - LAKE COUNTY ADVISORY PANEL

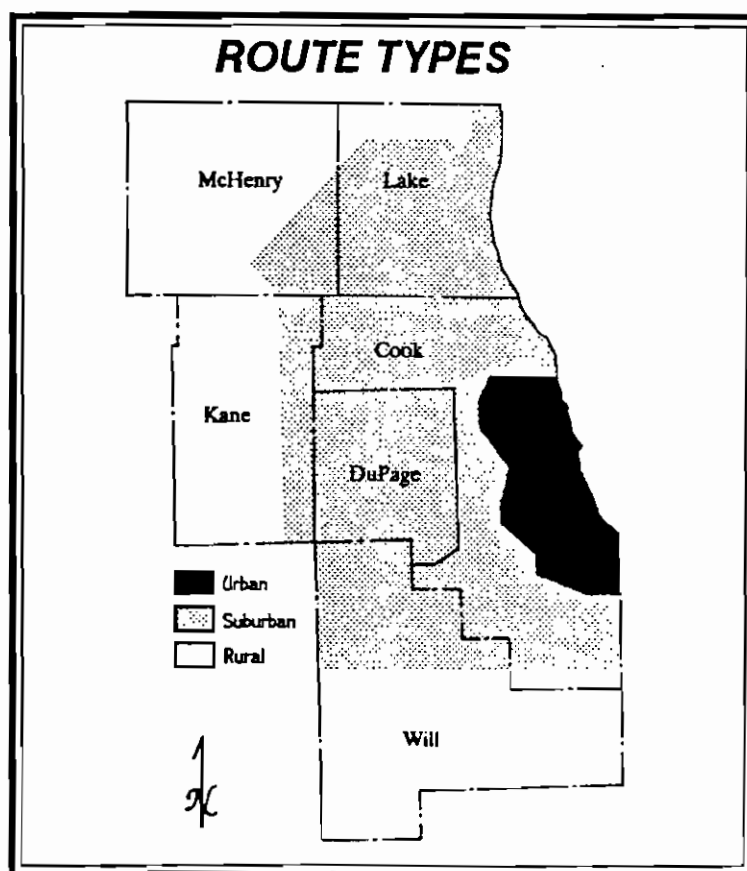
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- A 120 to 150 foot right-of-way width,
- Three lanes for through traffic in each direction,

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About how wide are most ROW's on Milwaukee Road in Lake County?

Most ROW's are about 100 feet wide even through major intersections.

Are there many segments where the ROW is not 100 feet wide?

Yes.

Are these segments wider or narrower than most?

Both. The intersection of Milwaukee Road with Lake-Cook Road has a very broad ROW to accommodate the grade separated interchange now being designed. The segments through Half Day, Vernon Hills, and Libertyville are as narrow as 66 feet. North of Libertyville the ROW is almost entirely 80 feet wide.

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ROUTES

(Con't from page 1)

- A raised median,
- Curbs and gutters,
- Sidewalks where appropriate,
- No parking on the street,
- Synchronized traffic signals at arterial and collector streets, and
- Dual left turn bays at major intersections.

Segments which are considered to offer special circumstances include those segments with less than adequate right-of-way width and the central business districts of Half Day and Libertyville. Much of IL 21 has a less than adequate right-of-way. These districts also offer less than normal building set backs which compounds the problem of roadway widening. Alternatives for these segments will be presented at the next Advisory Panel Meeting. This meeting is tentatively scheduled for November. Your Advisory Panel Coordinator will contact you concerning the meeting arrangements.

SIGNALS

(Con't from page 2)

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MILWAUKEE AVENUE - COOK COUNTY ADVISORY PANEL

ADVISORY PANEL REVIEWS ROUTE CONCEPTS

The second Milwaukee Avenue Strategic Regional Arterial (SRA) Advisory Panel meeting was held on November 19, 1990 at the Niles Village Hall. At the meeting the Illinois Department of Transportation (IDOT) and its consultant, Harland Bartholomew & Associates (HBA), presented the preliminary analysis for Milwaukee Avenue south of Lake-Cook Road. Preliminary analysis included applying the desirable suburban SRA route characteristics to Milwaukee Avenue, and identifying both the impacts and some alternatives to those impacts.

Milwaukee Avenue south of Lake-Cook Road is a suburban SRA route. The desirable configuration for a suburban SRA route includes three lanes of through traffic in each direction, a median 18 feet wide that can be widened at major intersections to accommodate right and dual left turn lanes, sidewalks, and such appurtenances as curbs and gutters. (Please see the October **Spotlight** for a more complete explanation of the route types.) This configuration assumes a right-of-way that is at least 120 feet wide and additional right-of-way to allow construction of turning bays.

Alternatives are being offered for those portions of the route which are not at least 120 feet wide or which offer other special circumstances:

- Protection of right-of-way between Touhy Avenue and Central Road as the properties on either side are redeveloped or vacant land becomes available;
- Until 120 foot right-of-way can be achieved between Touhy Avenue and Central Road, development of route to four through lanes; and prohibition of parking and left turns, particularly during rush hours;
- Protection of right-of-way between Central Road and Lake-Cook Road as soon as possible to allow 120 foot right-of-way;
- Relocation of on-street parking to the rear of commercial buildings, particularly in adjoining properties;
- Improvement of alleyways as replacements for street loading areas;
- Management of access through driveway consolidation, restrictions on turning movements, and provi-

sion of coordinated internal circulation;

- Modification of three triangular intersections of IL-21/Howard/Harlem, IL-21/Oakton/Oriole-Cleveland, IL-21/Golf/Greenwood;
- Modification of intersections at Sanders Road, Hintz Road, and IL-68 (Dundee Road) to allow right and dual left turn lanes;
- Modification of intersections including signals at Manchester Drive and Strong Avenue;
- Realignment of intersection including signalization at Winkelman Road;
- Construction of interchange with Lake-Cook Road (currently being designed); and
- Modification of interchange with Palatine Road.

Please see the **Arterial Answers** column in this **Spotlight** for a summary of the issues raised at the Advisory Panel meeting on these alternatives.

ARTERIAL ANSWERS

Arterial Answers is a regular feature of this newsletter. Please use the form at the back of the newsletter to send us your questions in care of your Advisory Panel Coordinator. We will see that you receive an answer.

Q

While not specifically noted on drawings or in the description of alternatives for the route, may we be assured that any logical improvements to such things as overpasses and bridges would also be made?

Yes. Grade separations would be widened to the same number of through lanes as the adjacent roadway.

Other than Lake-Cook, do planned improvements for any intersection include new grade separations?

Not for this segment of Milwaukee Avenue.

What traffic volumes are expected through Niles in 2010? Are there estimates for all intersections?

Final traffic estimates for 2010 will be available after the first of the year. 45,000 vehicles per day is expected to be fairly close to what the final estimate will be. There will only be estimates for SRA to SRA intersections, e.g. Milwaukee Avenue and Lake-Cook Road.

Upon what constraints will the 2010 traffic volumes be projected? Will Milwaukee Avenue be designed to handle these volumes?

The computer traffic model which will be run for the SRA will project what the volumes would be for each of the routes if drivers could choose from among any of the routes. Instead of design volumes, these projections are more aptly called "desire volumes." They will not be used as a basis for design, but rather for planning for the next 20 years.

Why are two studies being conducted simultaneously for parts of Milwaukee Avenue? Why is it going to take a total of eighteen months to do the preliminary planning for these routes?

Until the SRA studies, route studies were conducted within 300 feet of a small portion of the route – rarely more than a mile – with a definite improvement in mind. The first of these studies, usually called Phase One studies, addresses the preliminary design of the improvement. This approach has been successful in improving Milwaukee Avenue for use by those adjacent to it, but is less useful for creating a consistent route for through traffic. Milwaukee Avenue was selected as an SRA because it carries a significant element of through traffic.

The SRA portion of Milwaukee Avenue covers about 25 miles from Touhy Avenue in Cook County to Belvidere Road in Lake County. The SRA study covers the entire route. Plans are being made which will direct improvements on this route for the next twenty years

A

(Continued on page 3)

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Q & A

(Con't from page 2)

and beyond. Improvements specifically designed to improve the flow of through traffic are emphasized. A desirable level of improvements has been established for each type of route. (See the October **Spotlight** for a more complete explanation of the route types.) If an improvement to an adjacent route might benefit the SRA route, such as improvements to Winkelman Road or the addition of new parking lots behind stores in Niles, then that alternative can be considered.

The success of the plan depends on the cooperation of communities along the route. Developing alternatives which are open to extensive change or rejection in the conferring process, and then agreeing upon improvements that are acceptable to the planners and engineers, the Illinois Department of Transportation, and the Villages are goals of the SRA planning process.

Why does the Illinois Department of Transportation (IDOT) usually set aside more right-of-

way than it will need for the first level of improvements?

IDOT wishes local communities to work with it to set aside enough right-of-way for all planned improvements. Communities can do this by requiring building to be properly set back from the right-of-way when properties are developed or redeveloped. This strategy prevents buildings from being developed within areas which are expected to be needed for roadway during the useful life of those buildings.

Would you like the Advisory Panel members to contribute their ideas?

Yes! One of the primary purposes of these Panels is to open the lines of communication between the consultant and the communities along the route. Please direct all comments, suggestions, and questions to your Panel Coordinator at the address on the bottom of the masthead. Also, you can use the form provided elsewhere in this newsletter. The Coordinator will insure your thoughts are properly directed.

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MILWAUKEE AVENUE - LAKE COUNTY ADVISORY PANEL

ADVISORY PANEL REVIEWS ROUTE CONCEPTS

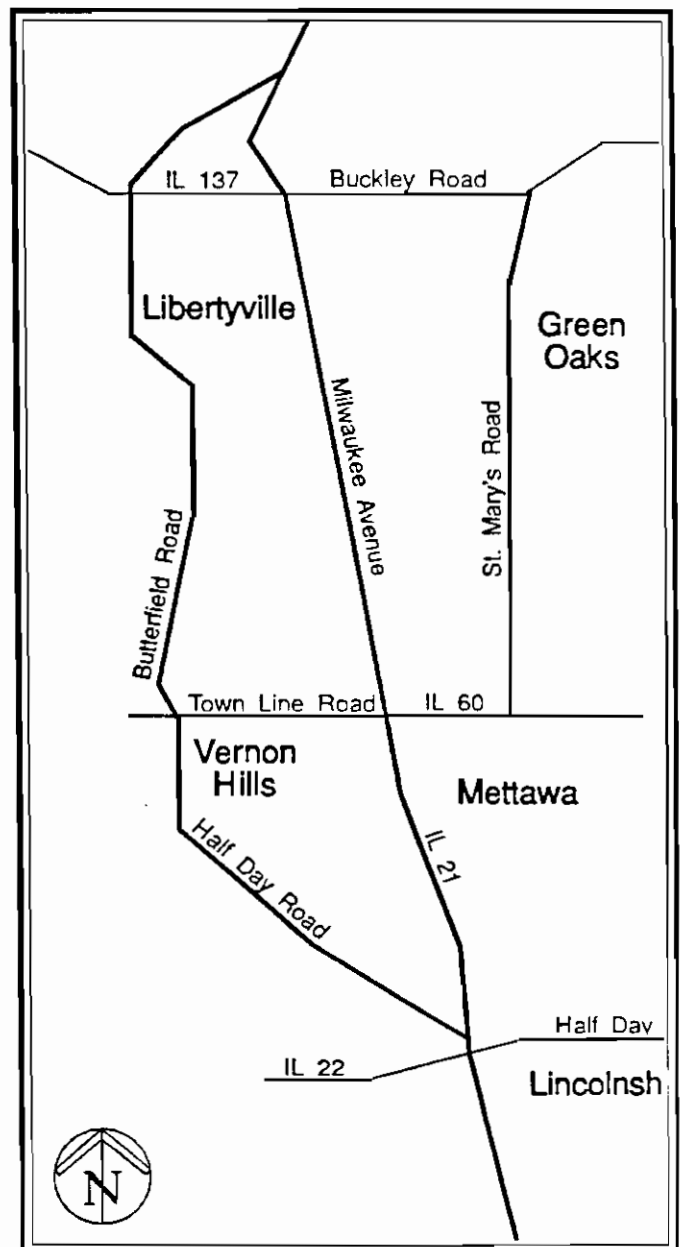
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This configuration assumes a 120 foot right-of-way and additional right-of-way to allow construction of turning bays. Alternatives are being offered for those portions of the route which are not at least 120 feet wide or which offer other special circumstances. These alternatives include the

- Protection of right-of-way between Marriott Drive and one half mile north of (US-45) Half Day Road as the properties on either side are redeveloped or adequate vacant land becomes available.

Improvements which may accommodate travel demand until the minimum required 120 foot right-of-way can be protected include development of a bypass route around the commercial area between Marriott Drive and one half mile north of US-45 (Half Day).



(Continued on page 3)

ARTERIAL ANSWERS

How far does the Busch Connector alternative extend?

That has not been established at this time. The 1986 Comprehensive Plan for Buffalo Grove shows the route beginning east of Weiland. Village officials report the roadway corridor has been annexed and the Village intends to construct the connector. The developer of the parcel will construct the Milwaukee Avenue intersection improvements.

How would Busch and Deerfield intersect IL-21?

The Village of Buffalo Grove has contracted to study the Deerfield and Busch intersections. The possibility of dual left turn lanes and exclusive right turn lanes with two through lanes is being studied.

What traffic volumes are expected through Libertyville in 2010? Are there estimates for all intersections?

Final traffic estimates for 2010 will be available after the first of the year. 45,000 vehicles per day is expected to be fairly close to what the final estimate will be. There will only be estimates for SRA intersection links, e.g. Milwaukee Avenue and Lake-Cook Road.

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volumes." They will not be used as a basis for design, but rather for planning for the next 20 years.

If improved as a supplement to the expressways, will the SRAs attract traffic which otherwise would use the expressways?

No. It is not the route which attracts the traffic. Vehicles trips depend on the relationship between people's homes and their jobs, where children go to school, and how far people travel to shop. Of particular concern to the SRA is the home to work commute, because it is the rush hour periods during which most people travel. Milwaukee Avenue happens to be the most direct route for many commuters.

What would happen if Milwaukee Avenue were not improved - particularly through the central business areas of communities along its route?

When the number of vehicles traveling any given route is congested, bottlenecks only serve to congest the segments on either end of them. Thus, not only is the bottleneck area congested, but so too are the segments of the route on either side of the bottleneck.

If Milwaukee Avenue were not improved, wouldn't drivers simply choose another route?

Yes, drivers will choose another route. Unfortunately, if there are not other arterial routes handy, drivers will choose residential streets. This is especially likely if the residential streets are reasonably parallel to the arterial or equally suitable for accomplishing the trip. For example, to bypass Liber-

tyville, many northwest-bound drivers choose Golf Road as a route to Butterfield Road.

How exact are the indications of corridors for the Half Day bypass and the reliever connector for Butterfield Road to Casey Road? There are other plans for land in both areas.

The indications of corridors for the Half Day bypass and the Butterfield-Casey Road reliever connector are simple indications that a corridor is an alternative somewhere in these vicinities and in those general directions. Those Advisory Panel members with jurisdictions in these areas have been asked to forward any plans and information about development.

Are either the Butterfield or St. Marys reliever routes being considered as a bypass?

No. Neither route has adequate right-of-way to handle their own projected volumes and those of Milwaukee Avenue, and neither would be attractive to all traffic through Libertyville. Each would be expected to attract traffic that was using Milwaukee Avenue for lack of a better path to their destinations.

Would a reliever route through the Cuneo property to Butterfield Road be possible?

We believe this idea has merit and should be further pursued.

Doesn't the traffic congestion bring more shoppers to business areas in Libertyville and Half Day?

No. The congestion indicates a large number of potential shoppers are

(Continued on page 3)

CONCEPTS

(Continued from page 1)

- Protection of right-of-way between Golf Road and Winchester Road as the properties on either side are redeveloped or vacant land becomes available.

Improvements which may accommodate travel demand until the minimum required 120 foot right-of-way can be protected include development of route to four through lanes, creation of right turn bays by removal of parking at appropriate corners, prohibition of left turns and parking during rush hours; or removal of parking at all corners and creation of left turn bays at all intersections at which they do not now exist in the central business district; and development of reliever routes around the Libertyville commercial area beginning at about US-45 (Half Day) and ending about Casey Road via US-45/Butterfield Road/new alignment and via IL-22/St. Marys Road (See map on front page).

- Protection of right-of-way between Lake-Cook Road and Marriott Drive, one half mile north of Half Day Road and Golf Road as soon as possible to allow 120 foot right-of-way;
- Construction of connector between Busch Road west of IL-21 and Deerfield Road;
- Prohibition of northbound left turn at Golf Road during rush periods;
- Relocation of on-street parking to the rear of commercial buildings;
- Relocation of street loading to improved alleyways; and
- Management of access through driveway consolidation, restrictions on turning movements, and provision of coordinated internal circulation in new development.

Specific intersection improvements may include:

- Modification of intersections at Deerfield Road, Long Grove-Aptakisic Road, Winchester Road, and Buckley Road to allow right and dual left turn lanes;
- As warranted, provision of signals at Pekara, Woodlands, Corporate Woods, and in two locations at the Continental Executive Parke;
- Redesign of intersections at Park Avenue and Casey Road;

- Development of collector streets and signalized intersections between Hawthorn Center and the EJ&E rail line, the EJ&E rail line and Red Top Drive, and Casey Road and IL-120 (Belvidere);
- Closing of access roads immediately north and south of the EJ&E rail line to allow construction of a grade separation and rerouting of traffic to signalized intersections with IL-21;
- Improvement of access to Metra station at Milwaukee Road;
- Construction of interchanges with Lake-Cook Road (currently under design) and Town Line Road;
- Modification of interchange with IL-120 (Belvidere) Road; and
- Development of a transportation center at IL-60 (Townline Road) and Butterfield Road.

Please see the **Arterial Answers** column in this **Spotlight** for a summary of the issues raised at the Advisory Panel meeting on these alternatives.

Q&A

(Continued from page 2)

passing through the commercial areas, but not all traffic will bring shoppers. Other communities have discovered that congestion is very disruptive to convenience shopping and eating, particularly when the merchants and restaurants rely on street parking. Drivers are hesitant to pull in and out of parking spaces when other drivers must wait for them or, worse yet, could run into them.

Any redevelopment of these areas can be more successful when proper traffic circulation is part of the redevelopment plan. While it is not possible to control how many drivers use the roads or which roads they use, it is possible to improve the flow of traffic on the road and to make parking and access to commercial areas as safe and convenient as possible.

Are there any alternatives which in-

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olve the prohibition of parking in Libertyville?

Not entirely. It is understood that the merchants in Libertyville believe they depend on convenient parking for their livelihood. Thus, there are no alternatives which would prohibit parking even during rush hour. Congestion could be reduced if no parking were allowed at the corners. This would free some curb space for right turns or allow construction of left turn bays.

Are there plans to include a bicycle path between Lake-Cook Road and Aptakisic Road? This path is shown in the Bicycle Path Map adopted by the Village of Buffalo Grove.

No. There are no plans to include bicycle paths within any SRA right-of-way. There is ample evidence that parallel paths would be hazardous to many of the riders. Vehicles

(Continued on Page 4)

MILESTONES

- *January 1990
SRA Project Began*
- *March 9, 1990
First Advisory
Panel Meeting*
- *November 20, 1990
Second Advisory
Panel Meeting*
- *January 1991
Final SRA Design
Concept Report*

Q & A

(Continued from page 3)

speeds are too great to allow for the invitation to the inexperienced rider that the bicycle path makes. Each community remains free to acquire right-of-way and construct parallel routes, distinct from the SRA.

How will the Middle Circumferential transit route effect the route?

Since the construction date for the Middle Circumferential transit route has not yet been set or the transit mode identified, there is no good way to predict its impact. It could, however, offer an additional transportation alternative to this region.

How will the Illinois Department of Transportation (IDOT) prioritize and fund the improvements identified in the SRA plan?

The SRA study will identify those improvements which are required in the short term (within 5 years) and the long term (by the year 2010). Those improvements identified for the short term could qualify for funding in the IDOT five year capital improvements program. There is also potential for special funding of SRA projects.

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MILWAUKEE AVENUE - COOK COUNTY ADVISORY PANEL

WORKING WITH LOCAL GOVERNMENTS

A key element in the success of the SRA program goals is the active participation of local governments in implementation in their own communities and in cooperation with other jurisdictions. Some are land use and development goals which will require implementation by local governments over the next 20 years. Others are the kinds of changes which can be enforced by local law enforcement officers.

Once the recommended improvements have been determined, local governments can support the SRA program in the following ways:

- **Right-of-way protection** - Protecting right-of-way is important for all SRA routes. Frequently the desirable configuration will require more right-of-way than currently exists. Because the majority of rights-of-way on the SRA system are 100 feet wide or less, buildings are sometimes close enough to the existing right-of-way that the desirable configuration is not likely to be achieved in the foreseeable future. The existing situation may not be permanent. Eventually, properties along many of these route segments will be redeveloped and could then be brought to the desirable width.

Whether for development or redevelopment, there are two principal ways in which rights-of-way can be protected: subdivision right-of-way dedication requirements; and building setback requirements which add an additional right-of-way allowance to the normal setbacks. Dedication is usually the acquisition method of choice, because, by definition, the right-of-way is donated for the roadway at the time land is platted. Setbacks are most useful when development of additional right-of-way is not planned, but could be necessary; and when development is expected to take place outside of the subdivision and platting process.

The municipal official map is one logical vehicle to use in setting the right-of-way standard for community subdivision requirements. Subdivision regulations are another. Local governments can be especially helpful if they design regulations to insure the property owner retains a development potential equal to that before additional right-of-way is required. This could be accomplished by allowing any additional right-of-way to be included in the calculation of land available for development.

(Continued on page 2)

...TO IMPROVE MILWAUKEE AVENUE IN COOK COUNTY

Each of the local jurisdictions along Milwaukee Avenue in Cook County can act to improve traffic conditions on the route. None of the right-of-way is adequate to meet the 120 foot desirable standard. While the entire SRA right-of-way may not be brought to the standard by the year 2010, future developments may provide opportunities to obtain portions of the needed right-of-way.

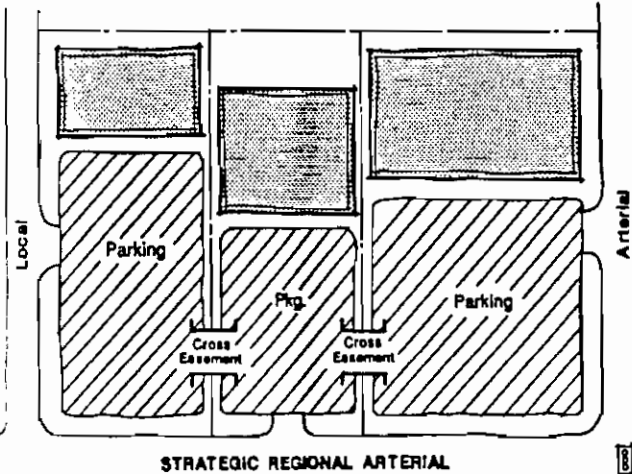
- Local planning and zoning agencies in Cook County, the City of Prospect Heights, and the Villages of Niles, Glenview, and Wheeling should require dedications or setbacks adequate for the desirable cross section each time a parcel is subdivided or redeveloped.
- Community comprehensive and specific plans should include designation of the full desirable right-of-way.

Saving right-of-way as it becomes available will insure that as the roadway is widened that there is right-of-way available.

(Continued on page 2)

WORKING WITH LOCAL GOVERNMENTS

(Continued from page 1)



Access Consolidation

- **Access Management** - Proper management of access can significantly improve traffic flow on the SRA system. There are at least three levels of access: mid-block, intersection with non-SRA streets, and intersections with other SRAs. The development approval process should address these issues for all new development and redevelopment. Access from existing development can also be improved.

It is recommended that mid-block access be limited to right-in/right-out in new developments and redevelopments. Along segments with many curb cut access points, it is recommended that the access be consolidated into single points about 500 feet apart. Any properties that have less than 500 feet of frontage can be interconnected via easements allowing access across property lines. This is particularly workable when there are parking lots between neighboring buildings and the streets they use for

access. Owners of properties served by alleyways should be encouraged to make use of the alleyways.

Internal access roads are recommended for all new development and redevelopment. This circulation should accommodate autos, pedestrians, delivery vehicles, transit, and bicycles. This strategy will encourage vehicles to enter and exit the SRA from non-SRA routes; insure loading and loading is accomplished within the development; and will draw pedestrians, transit riders and bicyclists closer to many origins and destinations.

- **Demand Management** - Local governments can assist in reducing the demand for highway use through the promotion of strategies such as alternative work schedules, ride sharing programs, and parking incentives. In rural and suburban areas, such programs are best carried out by groups of neighboring communities. Transportation Management Associations

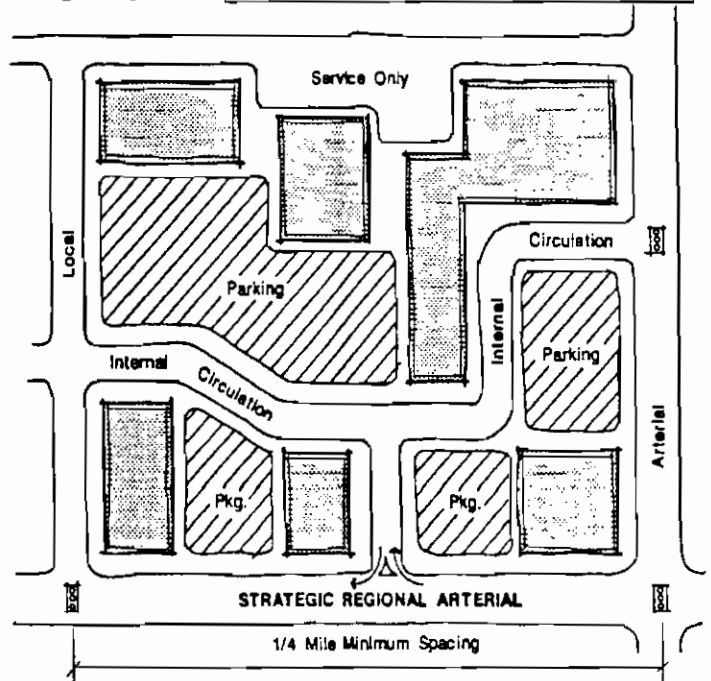
...TO IMPROVE

(Continued from page 1)

County, City, and Village governments can also effectively create additional roadway capacity by making operational changes. The Village of Niles has a particularly narrow segment of right-of-way and could benefit most from the following:

- Access consolidation;
- Accommodation of selected uses in parallel rights-of-way, e.g. moving commercial loading zones to the alleyways where possible in Niles;
- Signal networks, especially where Milwaukee Avenue intersects arterial north-south and east-west streets in close proximity, e.g. Milwaukee/Harlem/Howard and Milwaukee/Golf/Greenwood;
- Installation of right turn bays at all intersections;

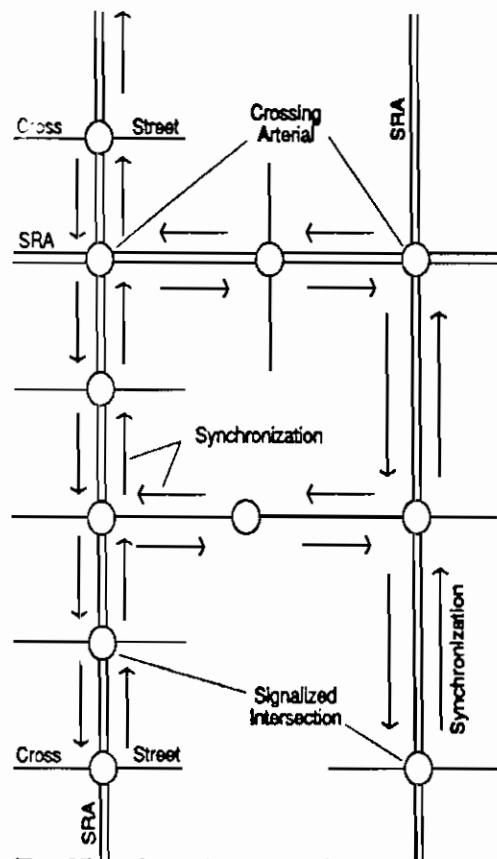
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Internal Circulation

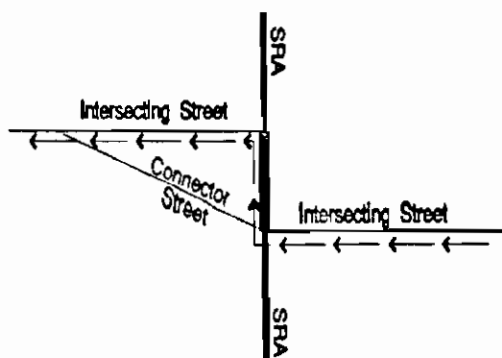
WORKING WITH LOCAL GOVERNMENTS

(Continued from page 2)



Traffic Signal Network

(TMAs) include employers as well as transit and local government officials, so can be the most effective vehicle for organizing such programs. The Chicago Area Transportation Study (CATS) can provide technical assistance to TMAs, and to local governments and employers to form TMAs.



Connector Route Improvement

- **Auxiliary Improvements** - Auxiliary improvements include both operational and physical changes. Because the primary cause of delay on arterial routes is stopping and turning movements at intersections, relief of existing congestion will involve some form of improvement of peak period operations at intersections. The three greatest sources of delay are waiting at traffic signals for the green phase, waiting for left turning vehicles, and waiting for right turning vehicles. Large vehicles are particularly difficult to move through any narrow segments, because they are slow to accelerate and frequently need more turning space in these intersections than is available to them. Typical projects might include:

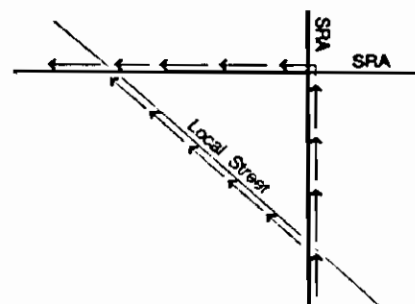
- **Signal Networks** - Signal coordination projects typically involve many intersecting routes and different jurisdictions, so are best implemented as a cooperative effort among the Illinois Department of Transportation (IDOT) and any other local governments that might have jurisdiction. This strategy allows signals on intersecting routes to be coordinated as well. Theoretically, signal networks can include an indefinite number of signals as long as no interval between the signals exceeds one half mile.

- **Intersection Redesign** - Frequently intersection improvements involve rights-of-way belonging to more than one jurisdiction. Cooperative ventures will assure that improvements to both (or all) legs of the intersection are improved as efficiently and economically as possible.

...TO IMPROVE

(Continued from page 2)

- Intersection redesign to accommodate freight vehicle turns;
- Improvement of local streets to accommodate local traffic now using this corridor;
- Prohibition of manual traffic control on Milwaukee Avenue and replacement with signalized traffic control where warranted;
- During peak periods, prohibition of left turns in those congested areas where a series of right turns could accomplish the same maneuver; and
- Enforcement of parking, loading, and turning regulations.



Local Reliever Route

- **Improvement of Auxiliary Routes** - Upgrading of intersecting and parallel routes which would relieve traffic on the SRA by allowing traffic to proceed more directly to its destination. As one example, vehicles can be forced onto the SRA because an intersecting route ends at one point on the SRA and picks up at another. If the intersecting streets are directly connected, the through traffic no

(Continued on Page 5)

ARTERIAL ANSWERS

Please use the form at the back of the newsletter to send us your questions in care of your Advisory Panel Coordinator. We will see that you receive an answer.

What is included in the desirable roadway for an SRA in a suburban area?

It is desirable that the roadway include three through lanes in each direction, a sidewalk and landscape strip, and a median 18 to 46 feet wide.

How many cars per day would this desirable roadway accommodate at a level of service that is acceptable?

Assuming the traffic signals are coordinated, access is consolidated, and turns are either prohibited or accommodated in turn bays adequate to take them out of the flow of through traffic, this roadway could accommodate 40,000 vehicles per day. The roadway would still be congested during peak periods, but much improved over the typical suburban route.

There are at least two nature preserves and several forest preserves and cemeteries which adjoin the existing right-of-way. Will the study address mitigating the impact of roadway improvements on these resources?

No, the SRA study will not address specific mitigation measures. The study has completed gathering data on such resources as the Lake Avenue Woods, Kennicott Grove and the James Woodworth Prairie Preserve, so that future design studies may more easily assess specific impacts of future improvement projects. Sensitive land uses, such as the cemeteries, may be adversely ef-

fectured by widening of the right-of-way and so have also been documented. Concentrations of sensitive land uses, such as those found in Niles and Glenview, have encouraged alternatives to the desirable roadway configuration. It is understood that these concentrations may make right-of-way acquisition in these segments infeasible within the Year 2010 time frame of the study.

A

Q

CELEBRATE APRIL 15TH???!!!

GOOD ROADS DAY

The fifteenth day of April in each year is designated as Illinois Good Roads Day to be observed throughout the State as a day for holding appropriate exercises in the public schools and elsewhere to show the value of our public highways in the economy of our State and the contributions they represent to the prosperity, comfort and well-being of the Citizens of Illinois.

(An Act to designate ... Good Roads Day. Approved March 6, 1943, Illinois Revised Statutes, Section 401.)

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Mt. Prospect, IL 60056
(708) 253-6323

WORKING WITH LOCAL GOVERNMENTS

(Con't from page 3)

longer needs to use the SRA. Another example is improvement of an existing route which would allow traffic using intersecting SRAs to accomplish the trip more directly. Still another example is the improvement of collector routes to accommodate local traffic.

- Accommodation of Selected Uses in Parallel Rights-of-Way -

Improvements of parallel routes to accommodate pedestrian paths, transit ways, and bike paths can also help. To bring pedestrians, bicyclists, and transit riders to the shopping centers, office buildings, and business parks, relocating sidewalks, HOV (High Occupancy Vehicle) lanes, and bike paths off of the SRA should be considered. Already, many suburban bus routes use shopping center entrances as stops. Bicycles and pedestrians can be much more safely accommodated in separate parallel pathways than within the inadequate right-of-way of many SRAs.

• **Changes in Traffic Regulations and Enforcement** - Changing the way a route operates can increase the number of vehicles it can handle. Operational changes are those improvements which may be made without extensive construction. They include such things as prohibition of parking, loading, and left turns as well as coordination of traffic signals. Usually these changes are made in the traffic regulations and can, in effect, exchange parking or turn lanes for through traffic lanes on a one-to-one basis. Conversely, parking in a no parking zone, double parking, and illegal left turns can block lanes which should be used by through traffic.

Local governments can support the SRA in all these ways. The companion article details which of these are most relevant to Milwaukee Avenue in Cook County.

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MILESTONES

- *January 29, 1990
SRA Project Began*
- *March 9, 1990
First Advisory
Panel Meeting*
- *November 20, 1990
Second Advisory
Panel Meeting*
- *February 1991
Design Concept
Report Published*

Do you have questions about the Strategic Regional Arterials Plan? Is there something you would like to contribute? Use this form, or another sheet of paper (as many as you like), and send them to your Advisory Panel Coordinator listed below. We'll see that you get an answer or response.

Name

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MILWAUKEE AVENUE - LAKE COUNTY ADVISORY PANEL

WORKING WITH LOCAL GOVERNMENTS

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(Continued on page 2)

...TO IMPROVE MILWAUKEE AVENUE IN LAKE COUNTY

Each of the local jurisdictions along Milwaukee Avenue in Lake County can act to improve traffic conditions on the route. The entire route has less than the minimum desirable for a right-of-way width. While the entire SRA right-of-way may not be brought to the desirable standard by the Year 2010, future developments may provide opportunities to obtain portions of the needed right-of-way.

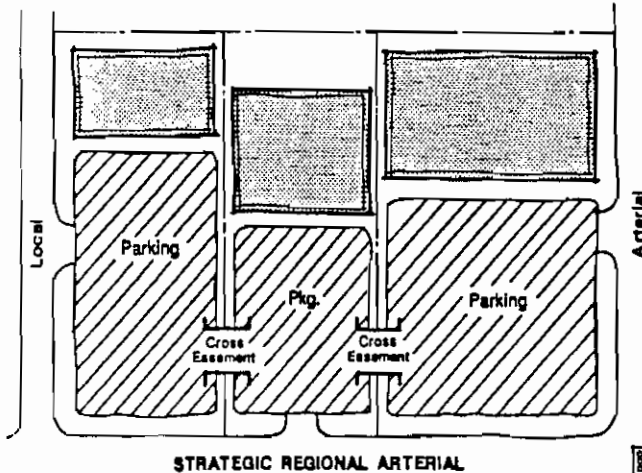
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Saving right-of-way as it becomes available will insure that as the roadway is widened that there is right-of-way available.

(Continued on page 2)

WORKING WITH LOCAL GOVERNMENTS

(Continued from page 1)



Access Consolidation

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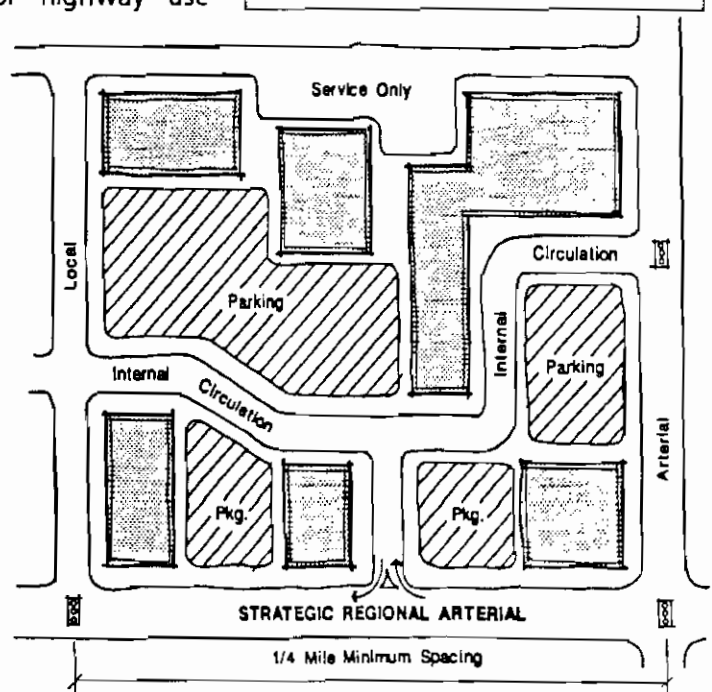
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...TO IMPROVE

(Continued from page 1)

County and village governments can also effectively create additional roadway capacity by making operational changes. The Villages of Lincolnshire and Libertyville have particularly narrow segments of right of way and could most benefit from the following:

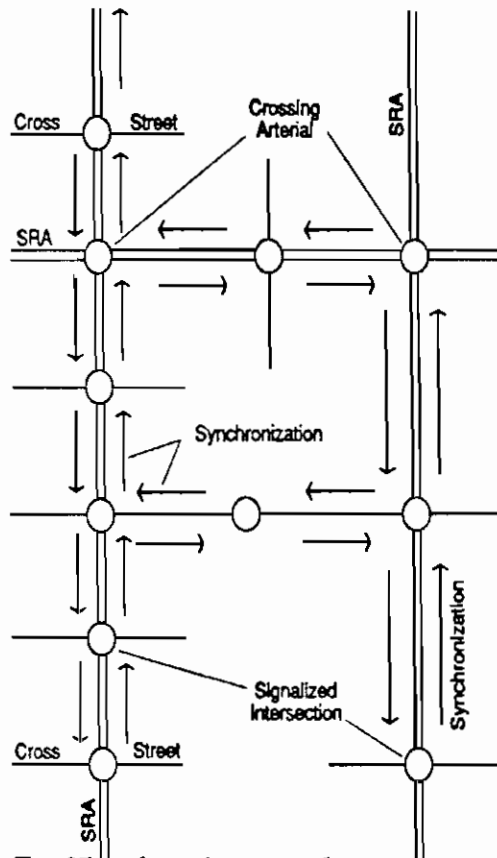
- Access management;
- Signal networks;
- Intersection redesign to accommodate freight vehicle turns wherever possible;
- Installation of turn bays at all intersections where turns are allowed;
- Construction of connector streets, such as the Busch/Deerfield connector now being planned by Buffalo Grove and the Illinois Department of Transportation;



Internal Circulation

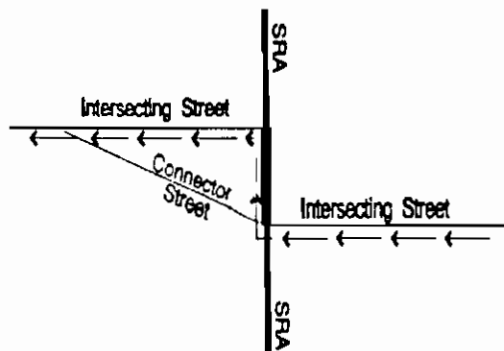
WORKING WITH LOCAL GOVERNMENTS

(Continued from page 2)



Traffic Signal Network

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Connector Route Improvement

TMAs.

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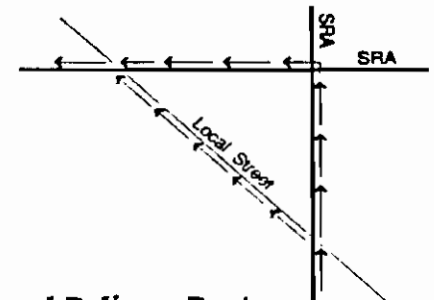
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- **Intersection Redesign** - Frequently intersection improvements involve rights-of-way belonging to more than one jurisdiction. Cooperative ventures will assure that im-

...TO IMPROVE

(Continued from page 2)

- Working with adjacent communities to improve non-SRA routes, e.g., Libertyville, Vernon Hills and Mundelein working together to improve US 45 and Butterfield Road to act as relievers for downtown Libertyville;
- Improvement of parallel routes to accommodate local traffic now using this corridor, such as the local circulation routes planned for downtown Libertyville;
- Accommodation of selected uses in parallel rights-of-way, e.g., bike paths in contiguous internal circulator roads; and
- Enforcement of turning, parking, and loading regulations.



Local Reliever Route

provements to both (or all) legs of the intersection are improved as efficiently and economically as possible.

- **Improvement of Auxiliary Routes** - Upgrading of intersecting and parallel routes which would relieve traffic on the SRA by allowing traffic to proceed more directly to its destination. As one example, vehicles can be forced onto the

(Continued on Page 5)

What is it desirable to include in the roadway for an SRA in a suburban area?

It is desirable that the roadway include three through lanes in each direction, a sidewalk and landscape strip, and a median 18 to 46 feet wide.

How many cars per day would this desirable roadway accommodate at a level of service that is acceptable?

Assuming the traffic signals are coordinated, access is consolidated, and turns are either prohibited or accommodated in turn bays adequate to take them out of the flow of through traffic, this roadway could accommodate as many as 40,000 vehicles per day. The roadway would still be congested during peak periods, but much improved over the typical suburban route.

Why is it disruptive to the flow of traffic if small segments of the roadway are narrower than the rest of the route?

Traffic flows along a road in much the same way that water flows through a pipe. When the pipe is clogged water backs up against the flow and less water comes out the end of the pipe. Congested traffic will use local streets in the same way the backed-up water will be pushed out the manholes — the street and the pipe are full. The slowing of the flow means that the road and the pipe can accommodate fewer cars and less water. The capacity of both is reduced.

There are several buildings that are or could be historically significant near the route. Will the study address mitigating the impact of roadway improvements on these resources?

No, the SRA study will not address specific mitigation measures. The study has completed gathering data on historic and potentially historic structures, so that future design studies may more easily assess specific impacts on future improvement projects. Concentrations of historic structures, such as those found in Libertyville, have encouraged alternatives to the desirable roadway configuration. It is understood that these concentrations may make right-of-way acquisition in these segments infeasible within the Year 2010 time frame of the study.

If a bikeway were contemplated to connect the major developments along the west side of Milwaukee Avenue, what would be necessary to insure the safety and convenience of commuters and pleasure riders?

The first concern is that people will not use a path which is not convenient; thus the path must not jump between an off-Milwaukee and an on-Milwaukee alignment. If it were concluded that such a path is achievable, then safety considerations would determine its exact alignment. That alignment must be: free of significant cross movement, e.g. it must not run through a parking bay; in a right-of-way adequate to allow free passage of automobiles; and well lit and traveled or patrolled at night. Cross movement and lack of right-of-way render the existing Milwaukee Road Right-of-way unsafe for bicycles.

CELEBRATE APRIL 15TH???!!!

GOOD ROADS DAY

The fifteenth day of April in each year is designated as Illinois Good Roads Day to be observed throughout the State as a day for holding appropriate exercises in the public schools and elsewhere to show the value of our public highways in the economy of our State and the contributions they represent to the prosperity, comfort and well-being of the Citizens of Illinois.

(An Act to designate ... Good Roads Day. Approved March 6, 1943, Illinois Revised Statutes, Section 401.)

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WORKING WITH LOCAL GOVERNMENTS

(Con't from page 3)

SRA because an intersecting route ends at one point on the SRA and picks up at another. If the intersecting streets are directly connected, the through traffic no longer needs to use the SRA. Another example is improvement of an existing route which would allow traffic using intersecting SRAs to accomplish the trip more directly. Still another example is the improvement of collector routes to accommodate local traffic.

- **Accommodation of Selected Uses in Parallel Rights-of-Way** - Improvements of parallel routes to accommodate pedestrian paths, transit ways, and bike paths can also help. To bring pedestrians, bicyclists, and transit riders to the shopping centers, office buildings, and business parks, relocating sidewalks, HOV (High Occupancy Vehicle) lanes, and bike paths off of the SRA should be considered. Already, many suburban bus routes use shopping center entrances as stops. Bicycles and pedestrians can be much more safely accom-

modated in separate parallel pathways than within the inadequate right-of-way of many SRAs.

• **Changes in Traffic Regulations and Enforcement** - Changing the way a route operates can increase the number of vehicles it can handle. Operational changes are those improvements which may be made without extensive construction. They include such things as prohibition of parking, loading, and left turns as well as coordination of traffic signals. Usually these changes are made in the traffic regulations and can, in effect, exchange parking or turn lanes for through traffic lanes on a one-to-one basis. Conversely, parking in a no parking zone, double parking, and illegal left turns can block lanes which should be used by through traffic.

Local governments can support the SRA in all these ways. The companion article details which of these are most relevant to Milwaukee Avenue in Lake County.

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Do you have questions about the Strategic Regional Arterials Plan? Is there something you would like to contribute? Use this form, or another sheet of paper (as many as you like), and send them to your Advisory Panel Coordinator listed below. We'll see that you get an answer or response.

Name

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MILWAUKEE AVENUE - COOK COUNTY ADVISORY PANEL

YEAR 2010 SRA SYSTEM TRAVEL DEMAND PROJECTIONS UNDERWAY

This article was contributed by the Chicago Area Transportation Study.

The Chicago Area Transportation Study (CATS) makes forecasts of future traffic levels and patterns as part of its regional planning function. The Strategic Regional Arterial system identified in the 2010 TSD Plan was developed and evaluated, in part, using these types of forecasts. For the first phase of the SRA system study, CATS changed its regional highway forecasting model to reflect the recommendations developed in the Design Concept Report. The traffic forecasts thus developed will be used in preparing the initial design recommendations for each SRA segment.

An explanation, in a general fashion, of the methods used in forecasting will make the resulting traffic forecasts more understandable. There are two primary inputs used in developing traffic forecasts:

- estimates of future levels of socio-economic development (e.g., number of households, amount and type of employment, etc.) and
- a representation of the transportation network.

The Northeastern Illinois Planning Commission (NIPC) prepared new estimates of population, households and employment for the year 2010 covering the six county area in November 1990. CATS maintains a computer based representation of the regional highway network which contains the entire freeway system, all roads on a designated federal aid system and

The 2010 SRA system travel demand projections assume that all routes in the SRA system have been improved as suggested in the Design Concept Report for the system.

about 70 percent of the roadways designated as minor arterials or collectors. This network represents approximately 5,300 centerline miles in the six counties. In addition to this network database, CATS has developed and maintains a set of travel simulation models used in forecasting future travel demand. The traditional four steps used in travel demand forecasting are briefly described below.

1. Trip generation - The NIPC socio-economic data is gathered into land areas called traffic zones which range in size from one to nine square miles. The forecast population, households and employment in each zone determine how many (and what kind of) trips that zone will produce and attract. For example, a zone which has a large population and no employment will produce many work trips, but not attract any work trips (a zone the employment attracts work trips).

2. Trip distribution - A work trip produced by a residential zone needs to be linked to a zone with work attractions to mimic a real world trip which always has a particular starting and ending point. This step turns trip productions and attractions from the previous step into trip interchanges using travel time (few people are within five minutes of work, most people travel about an hour to work, and a few travel much longer) and how many opportunities there are to satisfy the trip purpose (there are

(Continued on page 2)

PROJECTIONS

(Continued from page 1)

more jobs closer to Glenview than there are to Woodstock).

3. Modal split - Knowing where trips will begin and end, it is possible to estimate how many will use auto or transit based upon cost of making the trip and user characteristics. A work trip to the Chicago central area is very likely to use transit because of the high quality service and high auto cost; while a nonwork trip is far less likely to use transit to suburban shopping locations because service levels are low and auto costs are minimal.

4. Trip assignment - The auto trips determined above are combined with estimates of truck trips and allocated to computer coded representation of the highway network. This is done in the same manner that people usually choose their travel routes: minimize total time spent travelling. The estimates of future traffic on any roadway link is the sum of all the vehicle trips assigned to that link by this final model step.

The process outlined above has been developed and refined for over thirty years. It produces an estimate of traffic for all roads (including the SRA system) at once. This is useful and necessary when a very large number of estimates are needed. However, it is very difficult to produce thousands of "perfect" estimates simultaneously. The proper application of estimates developed at a regional scale is for ascertaining the future capacity needs; i.e., are two, four or six lanes likely to be required in the future. This is why the traffic forecasts CATS developed were provided in the form of volume ranges corresponding to the carrying capacity of various sized roadways. This allows the preparation of preliminary designs based upon the best current forecast of future travel developed in a consistent manner. The traffic forecasts used in this preliminary work will continue to be refined as these SRA projects move along the established IDOT design/implementation process. This process includes considerable opportunity for public comment and review of the traffic data used in actual project design.

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ARTERIAL ANSWERS

How important are the Year 2010 SRA system travel demand projections for Milwaukee Avenue to the SRA plan for the route? Are there other factors that will go into the improvement plans?

Travel projections are important to the SRA planning process, but they will not determine the level of improvements proposed. As part of the roadway concept development, Harland Bartholomew and Associates, Inc. (HBA) is conducting roadway capacity analyses. The results provide some indication of the ability of proposed improvements to meet future travel demand.

A roadway capacity analysis estimates how many vehicles can be carried on the roadway. The analysis allows variation of several conditions that change the flow of traffic. The capacity of an arterial roadway depends most heavily on the number of vehicles that can be accommodated at its signalized intersections (traffic lights), so a group of variables describe how long the average vehicle is stopped at each signal. The number of signals and

distance between them is included. Variables relating to the roadway and its operation, such as the number of through lanes in each direction, how many vehicles each lane can accommodate, the posted speed, how many vehicles are likely to make turns, and the characteristics of rush hour traffic, complete the information used in the analysis.

Desirable right-of-way criteria for SRA routes are included in the Design Concept Report completed at the beginning of the SRA project. Would acquiring the desirable amount of right-of-way be recommended in areas through which it would be difficult to obtain enough right-of-way?

Not necessarily. The desirable right-of-way width for a suburban SRA is at least 120 feet with a six lane roadway. However there are segments which are as narrow as 60 feet with buildings or cemeteries bordering the sidewalk. Recommendations for these segments will focus on improvements within the existing right-of-way. Additional right-of-way from developed properties to accommodate the desirable roadway should be acquired if redevelopment along the segment occurs.

Traffic counts, from the Cook County Highway Department and private engineering firms, show average daily and peak hour traffic volumes are on the order of 50 percent higher through this quarter mile segment than on the segments immediately north and south. Presumably this is because Sanders Road, a north-south arterial, ends at Milwaukee Avenue.

Is adding lanes to a road is the only way to reduce its congestion?

Not always. Such things as signal coordination (see October 1990 **Spotlight**), adding bays for turning vehicles, managing driveway and side street access, improving alley access to strip commercial areas, relocating on-street parking out of the right-of-way, upgrading alternate routes, varying work hours, and relocating parking can all reduce the amount of congestion in ways that add little or no additional pavement to the roadway.

Strategies that do not involve construction of additional lanes require the active cooperation of the local governments involved.

QA

Why is the segment between Sanders Road and Euclid/West Lake Avenue so crowded?

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MILWAUKEE AVENUE - LAKE COUNTY ADVISORY PANEL

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PROJECTIONS

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Please send us your questions in care of your Advisory Panel Coordinator. We will see that you receive an answer.

Was impact of the extension of the Illinois 53 Expressway included in the Year 2010 SRA system travel demand projections?

Yes, it was.

In the last Advisory Panel presentation, two suggestions for reliever routes were made. Were either of these relievers included in the travel demand projections?

Not as part of the SRA system. U.S. 45, Butterfield Road and St. Mary's Road are included in the projections as non-SRA arterial roadways.

Are there factors other than the Year 2010 SRA system travel demand projections that will go into the improvement plans?

Travel projections are important to the SRA planning process, but they will not determine the level of improvements proposed. As part of the roadway concept development, Harland Bartholomew and Associates, Inc. (HBA) is conducting roadway capacity analyses. The results provide some indication of the ability of proposed improvements to meet future travel demand.

A roadway capacity analysis estimates how many vehicles can be car-

ried on the roadway. The analysis allows variation of several conditions that change the flow of traffic. The capacity of an arterial roadway depends most heavily on the number of vehicles that can be accommodated at its signalized intersections (traffic lights), so a group of variables describe how long the average vehicle is stopped at each signal. The number of signals and distance between them is included. Variables relating to the roadway and its operation, such as the number of through lanes in each direction, how many vehicles each lane can accommodate, the posted speed, how many vehicles are likely to make turns, and the characteristics of rush hour traffic, complete the information used in the analysis.

Desirable right-of-way criteria for SRA routes are included in the Design Concept Report completed at the beginning of the SRA project. Would protecting the desirable amount of right-of-way be recommended, if projected travel demand did not warrant it?

Where right-of-way is available, it may be protected in amounts in excess of what is projected to be needed for the 2010 improvements, but not more than is consistent with the desirable improvements for the route type. The strategy will insure the feasibility of desirable improvements regardless of when they may be needed.

Will improvements necessary to meet these criteria always be recommended?

No. The desirable right-of-way width for a suburban SRA is at least 120 feet with a six lane roadway. However there are segments in older communities as narrow as 60 feet with buildings bordering the sidewalk. Recommendations for these communities will focus on improvements within the existing right-of-way. Additional right-of-way from developed properties to accommodate the desirable roadway should be acquired if redevelopment along the segment occurs.

Is adding lanes to a road is the only way to reduce its congestion?

Not always. Such things as signal coordination (see October 1990 **Spotlight**), providing bays for turning vehicles, managing driveway access, rerouting local traffic to parallel corridors, and varying work hours can all reduce the amount of congestion in ways that add little or no additional pavement to the roadway.

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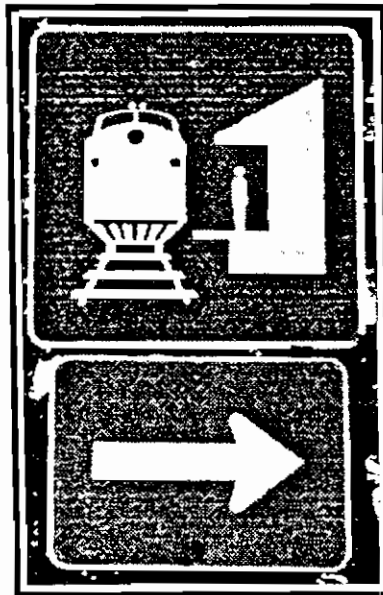
TRANSIT AND THE SRA SYSTEM

One of the goals of the SRA process is to examine ways to enhance public transportation. This goal supports the SRA system's primary function as a regional transportation network. The role of public transportation is also a function of the type of route. Each route has been designated as Urban, Suburban, or Rural. Some have been divided into more than one type.

For Milwaukee Avenue in Cook County as for all SRA routes, recommendations are made not only for relatively inexpensive improvements which might be completed in the short term, but for improvements which might ultimately be implemented by the Year 2010. Objectives such as increasing the capacity of the corridor, improving travel times, reducing demand and providing for better integration of the SRA with the expressway system, and other modes of travel are important in considering potential transit improvements.

Potential types of transit improvements to be considered may include:

- High occupancy vehicle (HOV) lanes which can include carpools and vanpools as well as buses;



The photo is an example of the sign system used in Lockport.

- Access to regional transit systems;
- Pedestrian access;
- The links between different transit routes and type, and between transit and the automobile;
- Transit stop safety, convenience and comfort; and

- Transit information systems visible from the roadway.

Specific characteristics for these types of improvements were developed as part of the **Design Concept Report** that was part of the first phase of the SRA study. Improvements appropriate to the type of route - suburban for Milwaukee Avenue in Cook County - were evaluated for application to the specific route. For example, turnouts are desirable for bus stops on rural and suburban SRAs, while urban stops are within the lane of traffic. For rural and suburban SRAs park and ride locations may be considered. For urban SRAs improved passenger facilities to link regional local transit routes may be considered.

A clear system of graphics identifying transit stops, and information and directions concerning transit is desirable for all routes. Extensive rail and bus systems are near or on most SRA routes, but, too often, the stations are poorly marked, and schedules and routes not widely known. Adoption of an attractive, uniform signing system and clear directions to the stations can go a long way toward improving transit use on SRAs.

ARTERIAL ANSWERS

*For this issue we are devoting the **Arterial Answers** column to a glossary of transit terms. Next issue we will return to our normal question and answer format. Please send us your questions in care of your Advisory Panel Coordinator. We will see that you receive an answer.*

Busway/Bus Lane - An HOV lane reserved exclusively for buses.

Bus Shelter - A small, roofed structure designed to protect waiting bus passengers from the elements. Shelters are normally adjacent to the sidewalk at a bus stop, but can be part of an adjacent building.

CTA - The Chicago Transit Authority operates buses in the City of Chicago and several adjoining suburbs, and the rapid transit system.

Demand Management - Techniques such as carpooling, staggered work hours, and controlled development which are employed to reduce the number of vehicles using the roadway at any one time.

Dial-a-Ride Bus Service - curb-to-curb bus service for the general public as well as those individuals having special needs such as elderly persons or persons with disabilities. (*Pace, Development Guidelines*, December 1989, p. VIII-1)

Diamond Lane - An HOV lane marked with painted diamonds.

Emergency Ride Program - Sometimes offered as part of a rideshare or regular transit user program;

workers without a personal vehicle are allowed a limited number of immediate trips in the event of emergency.

Headway - The amount of time scheduled between buses or trains leaving from a particular stop.

HOV/High Occupancy Vehicle - Usually refers to buses, vans, and other transit or service agency vehicles; some localities also include private vehicles carrying as few as two people.

HOV Lane - A lane in or next to the roadway which can be used only by HOVs.

Jitney - A privately-owned, unscheduled cab, van, or small bus that carries paying passengers along a specified route.

Kiss and Ride/Kiss-n-Ride - Passenger drop-off/pick up point for transit riders.

Light Rail - A railroad system (tracks and cars) that carries only passengers. Cars are typically an updated version of streetcars.

Metra - Operating agency for commuter rail service. Lines include the Chicago and North Western, Mil-

waukee Road, Burlington Northern, Metra Electric, Metra/Heritage Corridor, Norfolk Southern, Rock Island, and Chicago South Shore and South Bend lines.

Pace - Operating agency for suburban bus service.

Paratransit - Alternate transportation services for those not able to use conventional public transit. Vehicles used include buses, jitneys, taxis, and vans that are especially outfitted with seat belts, lifts, and often wheelchair anchors.

Parking Facility - A parking lot or garage.

Park and Ride/Park-n-Ride - A parking facility for transit riders.

Peak Hour/Peak Period - The hour or period of the day during which traffic is heaviest. This time is usually assumed to be that during which most people go to or from work.

Rideshare (Carpool, Vanpool) - Usually refers to a private arrangement between a driver and one or more others to share a ride to and from work. Driving responsibility may rotate in these arrangements.

(Continued on Page 3)

GLOSSARY

(Continued from page 2)

Rideshare may also include employer supported vanpools in which the van is owned by the employer who pays, or otherwise compensates, the driver.

RTA - The Regional Transportation Authority for the Chicago metropolitan region is an umbrella agency for the CTA, Pace, and Metra.

Transit-dependent - Anyone who cannot or may not drive a car, including those who would use paratransit (see **Paratransit**), children and those without a valid driver's license.

TMA (Transportation Management Association) - A group, composed of representatives from business and government, that is responsible for developing ways to manage the demand for roads in their jurisdiction. Usually, a TMA's area of responsibility covers a rela-

tively large area and may be centered about a particular roadway. Examples in the Chicago metropolitan region include the Lake-Cook Corridor TMA and the Illinois Corridor Transportation Management Association.

Transportation Center - A facility built at the intersection of two or more transit routes or modes. The facility includes parking, bus lay-over facility, cab loading areas, and passenger shelter, and may also include privately held space for convenience retail and service outlets.

Vehicle Occupancy Ratio - Number of people per vehicle. Transportation planners normally assume that the number of people and the number of trips made will remain constant; so as the number of people in each vehicle increases, the number of vehicles on the road at any one time will decrease.

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STRATEGIC REGIONAL ARTERIALS PLAN

ILLINOIS DEPARTMENT OF TRANSPORTATION

District One
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SRA SPOTLIGHT

MILWAUKEE AVENUE - LAKE COUNTY ADVISORY PANEL

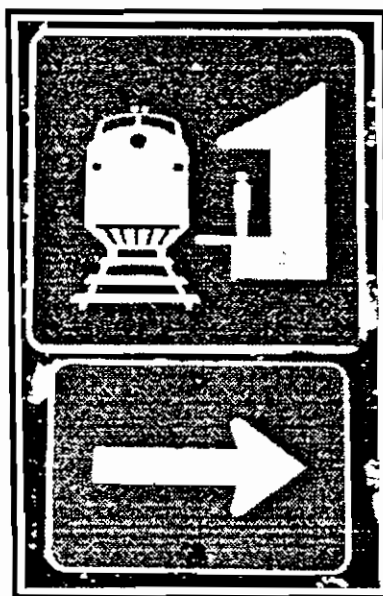
TRANSIT AND THE SRA SYSTEM

One of the goals of the SRA process is to examine ways to enhance public transportation. This goal supports the SRA system's primary function as a regional transportation network. The role of public transportation is also a function of the type of route. Each route has been designated as Urban, Suburban, or Rural. Some have been divided into more than one type.

For Milwaukee Avenue in Lake County, as for all SRA routes, recommendations are made not only for relatively inexpensive improvements which might be completed in the short term, but for improvements which might ultimately be implemented by the Year 2010. Objectives such as increasing the capacity of the corridor, improving travel times, reducing demand and providing for better integration of the SRA with the expressway system, and other modes of travel are important in considering potential transit improvements.

Potential types of transit improvements to be considered may include:

- High occupancy vehicle (HOV) lanes which can include carpools and vanpools as well as buses;



The photo is an example of the sign system used in Lockport.

- Access to regional transit systems;
- Pedestrian access;
- The links between different transit routes and type, and between transit and the automobile;
- Transit stop safety, convenience and comfort; and

- Transit information systems visible from the roadway.

Specific characteristics for these types of improvements were developed as part of the **Design Concept Report** that was part of the first phase of the SRA study. Improvements appropriate to the type of route - suburban for Milwaukee Avenue in Lake County - were evaluated for application to the specific route. For example, turnouts are desirable for bus stops on rural and suburban SRAs, while urban stops are within the lane of traffic. For rural and suburban SRAs park and ride locations may be considered. For urban SRAs improved passenger facilities to link regional local transit routes may be considered.

A clear system of graphics identifying transit stops, and information and directions concerning transit is desirable for all routes. Extensive rail and bus systems are near or on most SRA routes, but, too often, the stations are poorly marked, and schedules and routes not widely known. Adoption of an attractive, uniform signing system and clear directions to the stations can go a long way toward improving transit use on SRAs.

ARTERIAL ANSWERS

*For this issue we are devoting the **Arterial Answers** column to a glossary of transit terms. Next issue we will return to our normal question and answer format. Please send us your questions in care of your Advisory Panel Coordinator. We will see that you receive an answer.*

Busway/Bus Lane - An HOV lane reserved exclusively for buses.

Bus Shelter - A small, roofed structure designed to protect waiting bus passengers from the elements. Shelters are normally adjacent to the sidewalk at a bus stop, but can be part of an adjacent building.

CTA - The Chicago Transit Authority operates buses in the City of Chicago and several adjoining suburbs, and the rapid transit system.

Demand Management - Techniques such as carpooling, staggered work hours, and controlled development which are employed to reduce the number of vehicles using the roadway at any one time.

Dial-a-Ride Bus Service - curb-to-curb bus service for the general public as well as those individuals having special needs such as elderly persons or persons with disabilities. (Pace, *Development Guidelines*, December 1989, p. VIII-1)

Diamond Lane - An HOV lane marked with painted diamonds.

Emergency Ride Program - Sometimes offered as part of a rideshare or regular transit user program;

workers without a personal vehicle are allowed a limited number of immediate trips in the event of emergency.

Headway - The amount of time scheduled between buses or trains leaving from a particular stop.

HOV/High Occupancy Vehicle - Usually refers to buses, vans, and other transit or service agency vehicles; some localities also include private vehicles carrying as few as two people.

HOV Lane - A lane in or next to the roadway which can be used only by HOVs.

Jitney - A privately-owned, unscheduled cab, van, or small bus that carries paying passengers along a specified route.

Kiss and Ride/Kiss-n-Ride - Passenger drop-off/pick up point for transit riders.

Light Rail - A railroad system (tracks and cars) that carries only passengers. Cars are typically an updated version of streetcars.

Metra - Operating agency for commuter rail service. Lines include the Chicago and North Western, Mil-

waukee Road, Burlington Northern, Metra Electric, Metra/Heritage Corridor, Norfolk Southern, Rock Island, and Chicago South Shore and South Bend lines.

Pace - Operating agency for suburban bus service.

Paratransit - Alternate transportation services for those not able to use conventional public transit. Vehicles used include buses, jitneys, taxis, and vans that are especially outfitted with seat belts, lifts, and often wheelchair anchors.

Parking Facility - A parking lot or garage.

Park and Ride/Park-n-Ride - A parking facility for transit riders.

Peak Hour/Peak Period - The hour or period of the day during which traffic is heaviest. This time is usually assumed to be that during which most people go to or from work.

Rideshare (Carpool, Vanpool) - Usually refers to a private arrangement between a driver and one or more others to share a ride to and from work. Driving responsibility may rotate in these arrangements.

(Continued on Page 3)

GLOSSARY

(Continued from page 2)

Rideshare may also include employer supported vanpools in which the van is owned by the employer who pays, or otherwise compensates, the driver.

RTA - The Regional Transportation Authority for the Chicago metropolitan region is an umbrella agency for the CTA, Pace, and Metra.

Transit-dependent - Anyone who cannot or may not drive a car, including those who would use paratransit (see **Paratransit**), children and those without a valid driver's license.

TMA (Transportation Management Association) - A group, composed of representatives from business and government, that is responsible for developing ways to manage the demand for roads in their jurisdiction. Usually, a TMA's area of responsibility covers a rela-

tively large area and may be centered about a particular roadway. Examples in the Chicago metropolitan region include the Lake-Cook Corridor TMA and the Illinois Corridor Transportation Management Association.

Transportation Center - A facility built at the intersection of two or more transit routes or modes. The facility includes parking, bus lay-over facility, cab loading areas, and passenger shelter, and may also include privately held space for convenience retail and service outlets.

Vehicle Occupancy Ratio - Number of people per vehicle. Transportation planners normally assume that the number of people and the number of trips made will remain constant; so as the number of people in each vehicle increases, the number of vehicles on the road at any one time will decrease.

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MILWAUKEE AVENUE - COOK COUNTY ADVISORY PANEL

SUBURBAN TOWN CENTERS

A suburban town center is a long-established business district in a suburban community. Many were market centers begun in the 1800s. Buildings are very close together. Doors open onto sidewalks which abut on-street parking. Town centers often are quite congested, particularly during the rush periods.

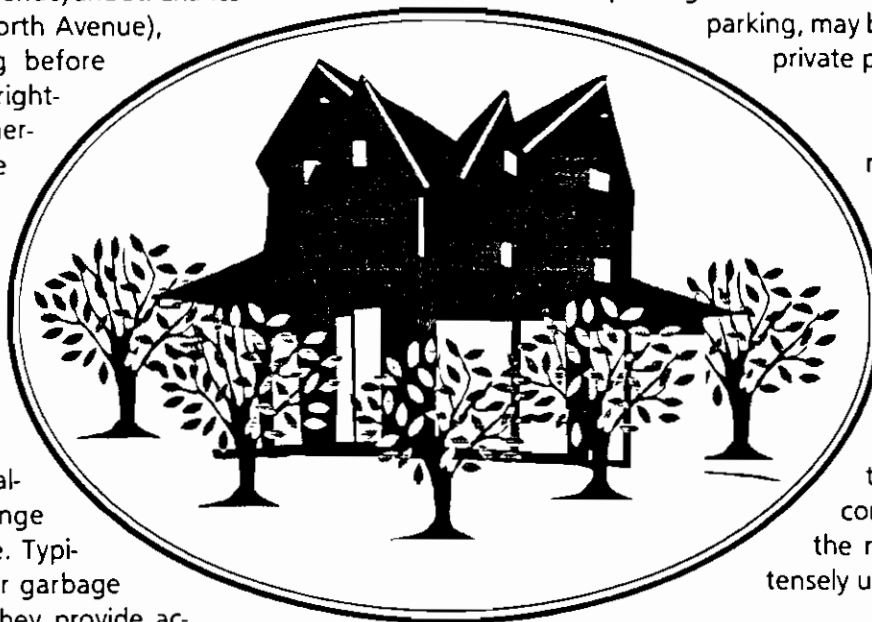
Some of these districts, such as Libertyville on Illinois Route 21 (Milwaukee Avenue) and St. Charles on Illinois Route 64 (North Avenue), were established long before standards for arterial right-of-way widths were generally accepted, so the rights-of-way can be as little as 60 feet wide.

Because these centers have usually been developed in a grid-like pattern, the properties lining them often are served by alleys. These alleys range from 16 to 24 feet wide. Typically, they are used for garbage collection and often they provide access to rear parking lots and loading areas.

The SRA study has recognized suburban town centers as urban-like areas and is applying urban design criteria to them. The major differences between urban and suburban route characteristics are right-of-way width, 72 to 86 feet

where bus/HOV lanes are not provided versus 120 to 150 feet; median width, 12 feet versus 18 to 30 feet; and a lower design speed for urban routes than for suburban.

Since it is desirable that through traffic lanes be 12 feet wide, 60 feet will accommodate five lanes but no sidewalks. In some centers, 60 to 66 feet of right-of-way has been developed into four 11-foot-wide through lanes and parking. The sidewalks, and even some of the parking, may be partially or wholly on private property.



Because there is less right-of-way to accommodate traffic and it is difficult to add right-of-way, improvements to the way the route operates are most important. Such improvements can be more significant than in newer suburban commercial areas, because the right-of-way is more intensely used.

Parking is important, because it can take up as much space as two through lanes of traffic. Optimally, parking can be relocated to scattered lots throughout the district or, where relocation of parking is not feasible, prohibited during rush hours. Where there are alleys, loading areas can be moved to the rear.

(Continued on Page 3)

ARTERIAL ANSWERS

Is there a suburban downtown on Illinois 21 in Cook County?

Yes. The Villages of Niles and Wheeling have areas in which the roadway is very narrow and buildings are relatively close to the street.

In Niles, would a third through lane in each direction help to accommodate the traffic expected to use the roadway by the year 2010?

Yes, but a third through lane in each direction is not recommended.

Why is this cross section not being recommended for Niles?

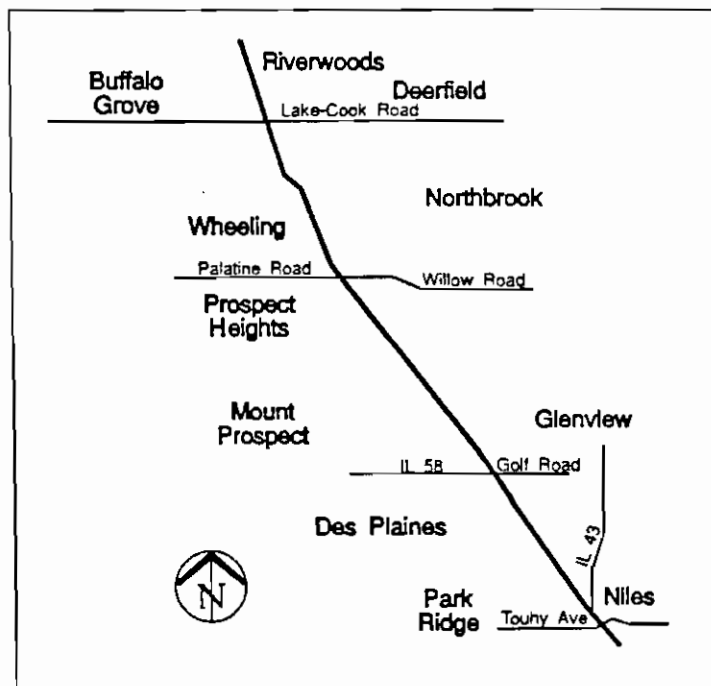
Protection of sufficient additional right-of-way to accommodate six through lanes is not feasible. Not only are the buildings in downtown Niles at the right-of-way, but Maryhill Cemetery, north of Main Street, is very close to the existing pavement. Even if, within the next 20 years, downtown Niles were to redevelop in a way that allowed an additional through lane in each direction, the Cemetery is not likely to do so as well.

In Wheeling, would a third through lane in each direction help to accommodate the traffic expected to use the roadway by the year 2010?

A third through lane in each direction is not expected to be necessary to accommodate the traffic projected to use the roadway by the year 2010.

There are studies now underway for the segment of Illinois 21 beginning at Willow Road and ending north of Lake-Cook Road. How does the SRA project coordinate with their recommendations?

The results of an on-going design study are assumed to be existing conditions of the right-of-way. Because the SRA study is to plan for the roadway over the next twenty years, SRA recommendations should meet or exceed those of a current design study. In particular, the SRA study assumes the preliminary design for the intersection with Illinois 68 (Dundee Road) will be constructed.



SUBURBAN TOWN CENTERS

(Continued from page 1)

Where there are no turning lanes, turning vehicles, especially left turning vehicles, can substantially reduce the amount of traffic that can be accommodated. There are at least two approaches to reducing delays caused by vehicles waiting to turn left: provide left-turn lanes and prohibit left turns during the peak periods.

Both alternatives work best when parking that is near the corners is relocated. The right-of-way used by parking is usually needed to provide left turn bays. When left turns are prohibited, vehicles which would otherwise turn left can circle the block past a signalized intersection and cross the arterial via the cross street at the signalized intersection. A right-turn bay at this first intersection past the signal allows some space for vehicles to slow before their turn.

Relocating transit stops to the far sides of intersections in areas currently used for parking can help to relieve any congestion buses might cause during peak periods. This reserves the near-side corner for vehicles turning right

and, where no stopping area is provided, prevents a current practice of stopping in the through lane.

Occasionally, a suburban town center is undergoing a redevelopment phase. This is a particularly opportune time for right-of-way protection.

When these improvements cannot provide the SRA with capacity adequate to meet the projected Year 2010 demand, a bypass or reliever route may be considered. A bypass completely eliminates the need for the SRA designation through the suburban town center. Whether a new or existing road, the SRA designation would be transferred from the existing route to the bypass.

A reliever route is designed to accommodate some, but not all, of the SRA traffic. Relievers are particularly useful where a significant portion of the traffic through a suburban town center has an off-the-route destination. Where this traffic can be provided with a more direct route, the SRA is likely to experience a lessening of congestion.

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ARTERIAL ANSWERS

Are there suburban downtowns on Illinois 21 in Lake County?

Yes. The Villages of Lincolnshire and Libertyville have areas in which the roadway is very narrow and buildings are relatively close to the street.

In Libertyville, is a third through lane in each direction needed to accommodate the traffic expected to use the roadway by the year 2010?

No.

Is this why the suburban cross section is not being recommended for downtown Libertyville?

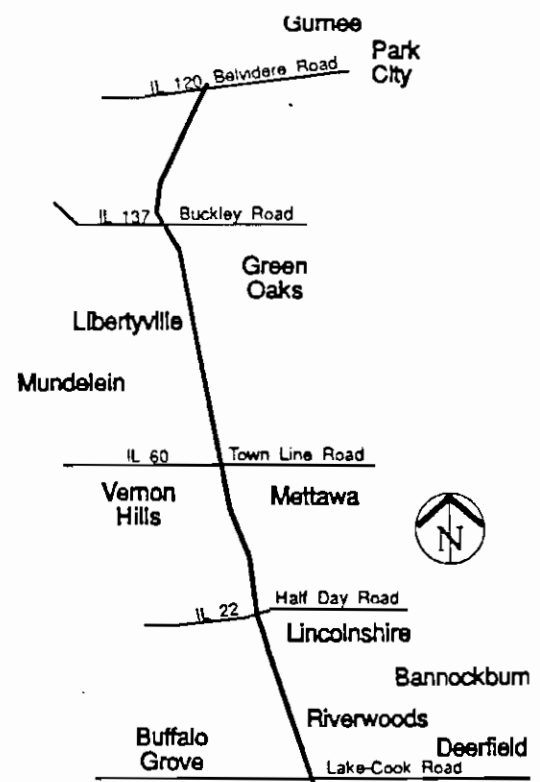
Protection of sufficient additional right-of-way to accommodate six through lanes is not feasible. Downtown Libertyville is not likely to redevelop the properties abutting the right-of-way in their downtown. The Village has plans to improve mobility for local traffic within the downtown by developing routes other than Illinois Route 21.

In Lincolnshire at Half Day Road, would a third through lane in each direction help to accommodate the traffic expected to use the roadway by the year 2010?

A third through lane in each direction is expected to be necessary to accommodate the traffic projected to use the roadway by the year 2010.

Is the right-of-way wide enough to accommodate six through lanes?

No, but Lincolnshire has adopted a Tax Increment Financing District which includes most of the area around the intersections of Illinois Route 21 with Illinois Route 22 and U.S. Route 45 — the area commonly known as Half Day. It is possible that an adequate right-of-way could be available as redevelopment occurs within the next 20 years.



SUBURBAN TOWN CENTERS

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