

COMMENTS

Received before Meeting

Jenny J. Gantumur

To: James R. Woods, P.E., PTOE
Subject: RE: Rockland Road Improvements

From: Highway Department [<mailto:HighwayDepartment@libertyvilletownship.us>]

Sent: Monday, May 22, 2017 11:05 AM

To: [REDACTED]
Cc: [REDACTED] James R. Woods, P.E., PTOE
<JWoods@civiltechinc.com>

Subject: RE: Rockland Road Improvements

Mr. [REDACTED]

Thanks for the comments. They will be added to the public record.
After tomorrow night's meeting the public comment blank forms will be posted on the Libertyville Township website.
If you know of other residents that would like to comment, we will be accepting them until June 6, 2017.
All of the project information is also available on the website.

<http://libertyvilletownship.us/highway-commissioner>

Thank you,

Marty

Martin J. Neal
Highway Commissioner
Libertyville Township Highway Department
343 Merrill Ct
Libertyville, IL 60048
847-362-3350

From: [REDACTED]
Sent: Monday, May 22, 2017 10:45 AM
To: Highway Department <HighwayDepartment@libertyvilletownship.us>
Cc: [REDACTED]
Subject: Rockland Road Improvements

Mr. Neal,

I'm a resident of Green Oaks and I wanted to voice my support for adding additional shoulder space for biking and running on Rockland Road between the bridge and St. Mary's Rd. Unfortunately I will not be able to attend as my wife will be chairing the Rondout School PTSA tomorrow night.

The road provides an important connection for bike traffic traveling between St. Mary's Rd and the entire western half of Lake County. It is one of the few straight east-west passages in Libertyville that is remotely appropriate for bike or pedestrian traffic. Additionally the stretch provides access to the Des Plaines Trail when the 176 underpass is flooded, which is increasingly common.

As I'm sure you are aware the lack of shoulder on that stretch of road is dangerous. The proposed improvements to the road's surface (which are also sorely needed) coupled with a minor change to the road layout to provide safe passage for pedestrian and bike traffic offer a low impact change and a much needed improvement to that corridor.

Thanks,



Received at Meeting

Comment Form

BY JUNE 6TH

Special Meeting | May 23, 2017

SUPPORT ALTERNATIVE #2. TIME TO

ADDRESS SAFETY ISSUES OF

RESIDENTS WALKING, CYCLING, AND RUNNING

Optional (to be added to the project mailing list):

Name: _____

Address: _____

City/State/Zip: _____

Phone: _____

Email: _____

Project information and updates will be posted to the Libertyville Township website. Please visit <http://www.libertyvilletownship.us>.

Thank you for your time and the information provided. This completed form may be submitted during the Special Meeting or submitted to Libertyville Township by mail or email via the contact information below. Please return your completed form by June 6, 2017.

Marty Neal

Highway Commissioner

343 Merrill Court

Libertyville, IL 60048

Phone: 847-362-3350

Fax: 847-816-0861

HighwayDepartment@libertyvilletownship.us



LIBERTYVILLE TOWNSHIP
HIGHWAY DEPARTMENT

Comment Form

Special Meeting | May 23, 2017

I prefer option 2 for safety
reasons.

Optional (to be added to the project mailing list):

Name:

Address:

City/State/Zip:

Phone:

Email:

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LIBERTYVILLE TOWNSHIP
HIGHWAY DEPARTMENT

Comment Form

Special Meeting | May 23, 2017

I am a proponent of
option #2. Thanks for
your patience & willingness
to listen to the residents.

Optional (to be added to the project mailing list)

Name: _____

Address: _____

City/State/Zip: _____

Phone: _____

Email: _____

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LIBERTYVILLE TOWNSHIP
HIGHWAY DEPARTMENT

Comment Form

Special Meeting | May 23, 2017

OPTION I

T.Y.

Optional (to be added to the project mailing list):

Name:

Address:

City/State/Zip:

Phone:

Email:

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LIBERTYVILLE TOWNSHIP
HIGHWAY DEPARTMENT

Comment Form

Special Meeting | May 23, 2017

I AM REVISING MY DECISION PRESENTED
EARLIER. I AM NOW IN SUPPORT
OF ALTERNATIVE 1.

Optional (to be added to the project mailing list):

Name:

Address:

City/State/Zip:

Phone:

Email:

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LIBERTYVILLE TOWNSHIP
HIGHWAY DEPARTMENT

Comment Form

Special Meeting | May 23, 2017

① I AM IN FAVOR OF OPTION #2 BECAUSE OF INCREASED SAFETY FOR MY FAMILY, BETTER ACCESS TO THE FOREST PRESERVE, & INCREASED PROPERTY VALUES.

② I RESPECT & APPRECIATE MY NEIGHBORS' CONCERN FOR MAINTAINING A PAVIC ROADWAY, CONCERN FOR INCREASED TRAFFIC & SPEED, AND CONCERN FOR LOSS OF TREES & BUFFER.

③ I APPRECIATE THE VILLAGE/TOWNSHIP/COUNTY PROCESS VERY MUCH - HARD WORK, TRANSPARENCY, OPTIONS & CARE.

Optional (to be added to the project mailing list):

Name:

Address:

City/State/Zip:

Phone:

Email:

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HighwayDepartment@libertyvilletownship.us



LIBERTYVILLE TOWNSHIP
HIGHWAY DEPARTMENT

Comment Form

I like Alternative 2

Special Meeting | May 23, 2017

Thank you for listening to the residents
and the need for a safe bike
lane & walking space for residents!!
The needs of the residents are changing
and you have listened... THANKS!!! But
I am sad to hear that the 4' foot
pedestrian space will not connect to
the bridge. Would love to walk safely
over the bridge to Copeland School or
to our friends or Dairy Queen!!

Optional (to be added to the project mailing list)

Name: _____

Address: _____

City/State/Zip: _____

Phone: _____

Email: _____

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LIBERTYVILLE TOWNSHIP
HIGHWAY DEPARTMENT

Comment Form

Special Meeting | May 23, 2017

Option 2 please -

would love to walk to F.P. path.

My kids would love to ride their
bikes to DD or to see me @ work or
to LHS

Optional (to be added to the project mailing list):

Name:

Address:

City/State/Zip:

Phone:

Email:

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LIBERTYVILLE TOWNSHIP
HIGHWAY DEPARTMENT

Comment Form

Special Meeting | May 23, 2017

Plan "2" is By Far The Best
Solution - !

ONLY Having a 2' paved shoulder as
in Plan "1" is Not Enough Room to
Get Pedestrians off at Highway -

Plan "2" Makes the Most Sense
Safety wise

Optional (to be added to the

Name: _____

Address: _____

City/State/Zip: _____

Phone: _____

Email: _____

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LIBERTYVILLE TOWNSHIP
HIGHWAY DEPARTMENT

Received after Meeting

Jenny J. Gantumur

To: Highway Department
Subject: RE: Rockland Road Phase I - Pedestrian/Bicyclist Safety Considerations - Info for J. Woods at Civiltech

From: [REDACTED]
Sent: Wednesday, May 24, 2017 6:33 PM
To: Highway Department <HighwayDepartment@libertyvilletownship.us>
Subject: Rockland Road Phase I - Pedestrian/Bicyclist Safety Considerations - Info for J. Woods at Civiltech

Marty,

Thanks for another well-run and informative meeting last night. Afterward, I spoke briefly with one of the Civiltech engineers, James Woods, about the studies I cited in my comments regarding vehicle speeds and the likely impact of shoulder widening (which might be expected to result in an increase of about 10% in average speed).

It seemed Mr. Woods was interested in and/or familiar with some of those studies. In case they're of potential use, I thought I'd provide some specifics. Would you be so kind as to forward this to him?

Shramm et al (2009): "Effect of road lane width on cyclist safety in urban areas"
Centre for Accident Research and Road Safety (Australia)

Speed a major safety factor for bicyclists; overall road width may increase speeds. [My comment: Nothing too surprising]

Zegeer et al (1994): "Report 362: Roadway widths for low-traffic-roads"
National Cooperative Highway Research Program (collaboration between UNC Highway Safety Research Center and CH2M Hill)

Narrower lane width (e.g. 9 or 10 versus 11 or 12 feet) reduces speed and accidents; also, 9-foot lanes with wide shoulders may be preferable to 10-foot lanes with narrow shoulders.

"Lane widths should produce operating speeds compatible with the selected design speed. Wider lane widths (say, 11- or 12-foot) on roadways designed with lower design speeds (say, 40- or 50-mph) may be undesirable. Such widths may promote operating speeds above those for which the alignment was intended to accommodate." (p. 4, emphasis added)

[My comment: Although the focus of the report is on higher-speed rural 2-lane highways, the effect of lane width is considerable. It's unfortunate that Federal funding for this project requires, as I understand it, that the current 11-foot lanes on Rockland Road be maintained. Were this not the case, I could imagine a modified Alternative 2 design that combines 4-foot bike/ped shoulders with lanes that have been narrowed to 9 or 10 feet. Such a modified design would (a) reduce vehicle speeds, (b) make bike/ped traffic safer, and (c) reduce impact on trees (an important consideration for proponents of Alternative 1) by giving the overall roadway a narrower footprint.]

Federal Highway Administration (current website): "Mitigation for design exceptions"

Reductions in free-flow speed on 2-lane highways are consistent and quantifiable. Speeds are reduced by approximately 10% in going from 12- to 10-foot lanes, and are increased by approximately 10% in going from no shoulder to a 4-foot shoulder. [My comment: The tabulated changes in free-flow speed were observed in rural highway (i.e. higher-speed) settings. However, similar effects might well be expected on Rockland Road.]

Liu et al (2016): "Effects of lane width, lane position and edge shoulder width on driving behavior in underground urban expressways: a driving simulator study"

International Journal of Environmental Research and Public Health

Lane and shoulder widths have significant effects on driving speed. "While both narrower lanes and shoulders result in reduced speed and lateral lane deviation, the effect of lane width is greater than that of shoulder width." [My comment: The conclusions are based on simulator studies in a multi-lane setting, but are echoed by other research.]

Mr. Wood also seemed interested in the passive lane-departure warning feature -- so-called lateral "rumble stripes" placed just outside of the right lane marking -- that I've mentioned to you previously. If consistent with state/Federal standards and local expectations, it would be great to add such a feature to the project; sounding an audible warning when a car has drifted out of its lane and into the bike/ped space might save lives. Inclusion of rumble stripes would add little to project cost, since forming them into hot asphalt is even more economical than milling them into an existing road surface.

Thank you, and good luck with next steps. We look forward to hearing about a transition to Phase II sometime soon!

Best,

[REDACTED]

[REDACTED]

[REDACTED]

Jenny J. Gantumur

To: Highway Department
Subject: RE: West Rockland Road Project

From: [REDACTED]
Sent: Thursday, May 25, 2017 6:23 PM
To: Highway Department <HighwayDepartment@libertyvilletownship.us>
Subject: West Rockland Road Project

Marty,

Just wanted to comment on the road project.

I think you have done an excellent job of presenting the information to the homeowners along Rockland Road. Dwayne and I have attended 3 of the 4 meetings and everyone involved have been very helpful in answering our questions.

That being said...Option #1 is the option that I would prefer.

I think Option #2 gives a false sense of safety. Speaking for myself and Lily, we would not use the expanded lane to bike or walk along as we feel it is too close to the traffic.
Cars go too fast along Rockland Road. A lot of those drivers are aggressive and inattentive and they could easily swerve into the 4 foot lane.

The widened shoulder does not continue from the Des Plaines trail crossing going west toward the Bridge, so children who want to bike or walk to school would not be safe along that portion of the road.

Keeping the road narrow does present problems with garbage trucks, mail trucks, bikes, etc., but I do not want Rockland Road to become known as an open, easy and quick cut through. I think it is better that people see Rockland Road as a rural road and they can use Route 176 for cars and the many, many trails already available to them for biking.

The money for widening the road could be put to better use by fixing the drainage problems we have and improving the right of way landscaping.

Thank you,

[REDACTED]

Jenny J. Gantumur

To: Highway Department
Subject: RE: Comment Form RE: 5/23/17 - THANK YOU1

-----Original Message-----

From: [REDACTED]
Sent: Saturday, May 27, 2017 12:05 PM
To: Highway Department <HighwayDepartment@libertyvilletownship.us>
Subject: Comment Form RE: 5/23/17 - THANK YOU1

Hi Marty — hope you had a good holiday weekend...for the record — :...I agree that in conjunction with paving, the road should be redone with the bike lanes (walking corridor edge) - on both sides...

Now the next areas of note: Appearance is foremost on all sides of the project...a substantial allocation should be included for appropriate shrubbery, or trees, and plantings that will enhance the natural scape look of this Township Road section...Great attention should be paid to the swales...they should be enhanced (and grassy,) wherever possible...to maximize flow to the river .

Lastly, the bump-outs for the mailboxes and boxes should be consolidated where possible, to minimize the pigeons on a phone line look —

Got all that??? oh, and yes, more prominent marking for the trail crossing —but not bells, whistles AND blinking lights!!

Bravo to you for using the theater presentation format...I DO think a lot of “stuff” is avoided that way — hope future planning proves that right! and thank you for administering your job so seriously and responsibly.....I am so pleased at the quality and effort exercised in the name of government at the LOCAL level!!!

Best regards [REDACTED]

Jenny J. Gantumur

To: Highway Department
Subject: RE: Rockland Road roads

From: [REDACTED]
Sent: Tuesday, May 30, 2017 10:15 AM
To: Highway Department <HighwayDepartment@libertyvilletownship.us>
Subject: Rockland Road roads

Please see attached.

--

Many thanks,

[REDACTED]

Comment Form

Special Meeting | May 23, 2017

Rockland rd. would benefit from any
sort of shoulder expansion to allow
pedestrians + cyclists a safe road to ride.
I can speak from experience with
our Tuesday + Thursday 5:30am rides
we interfere with traffic - due to
bad road conditions + no shoulder.

Optional (to be added to the project mailing list):

Name:

Address:

City/State/Zip:

Phone:

Email:

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Please return your completed form by June 6, 2017.

Marty Neal

Highway Commissioner

343 Merrill Court

Libertyville, IL 60048

Phone: 847-362-3350

Fax: 847-816-0861

HighwayDepartment@libertyvilletownship.us



LIBERTYVILLE TOWNSHIP
HIGHWAY DEPARTMENT

Jenny J. Gantumur

To: James R. Woods, P.E., PTOE
Subject: RE: Comments from Special Meeting, May 23rd, 2017

From: [REDACTED]
Sent: Monday, June 05, 2017 9:19 AM
To: Highway Department <HighwayDepartment@libertyvilletownship.us>
Cc: Kathleen O'Connor <KOConnor@libertyvilletownship.us>
Subject: Comments from Special Meeting, May 23rd, 2017

Dear Mr. Neal,

I attended the above meeting and left extremely disappointed by what I heard.

I listened very carefully to your 45 minute opening statement and knew right then and there my comments have not and ultimately will not matter one iota. But nonetheless, I am going to share my comments as that is proper protocol.

I want to clearly state *again* that I am *for Option 1* and strongly against Option 2, "your preferred option".

I say "your preferred option" as I don't understand how there could be ANY "preferred option" based on your statements from the prior three meetings you held. I specifically asked you at the Mar. 2nd meeting that it seemed then your decision had already been made *based on one single meeting* (Nov. 16th, 2016) and you said no, no decision had been made - that we were still in Phase 1 of the project: the gathering of information phase.

Then I attended the May 23rd, 2017 meeting. I heard you very clearly state at this meeting, *which I think is especially important*, that Option 2 is the preferred option and that our comments *are not votes - that this was solely your decision*.

That begs the question, **Why did you even ask for our comments??**

This is what I believe is really going on: You wanted Option 2 from the very beginning, even before you held any meetings. You scheduled a meeting in Nov., right before the holidays which ensured it would be poorly attended, with enough of your friends attending that agreed with you. That was how Option 2 became the preferred method. You held the next meetings because by law you had to. You never had any intention of ever changing your mind.

There were a group of people that went door to door asking everyone that lives in the affected area of this project their opinion. I have seen the map of the results. 60%-70% are AGAINST Option 2. Yet, you are moving forward with "your preferred option", Options 2.

That is why I say your decision was made before you ever held any meetings and that my comments fall on deaf ears.

Nevertheless, I want my "vote" on the record as against Option 2 and in favor of Option 1.

Thank you for your time.

Sincerely,

[REDACTED]

Comment Form

Special Meeting | May 23, 2017

Dear Marty,

Optional (to be added to the project mailing list):

Name:

Address:

City/State/Zip:

Phone:

Email:

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Highway Commissioner
343 Merrill Court
Libertyville, IL 60048
Phone: 847-362-3350
Fax: 847-816-0861
HighwayDepartment@libertyvilletownship.us

also Kocconnor@libertyvilletownship.com



Jenny J. Gantumur

To: James R. Woods, P.E., PTOE
Subject: RE: Letter

From: [REDACTED]
Sent: Monday, June 05, 2017 1:36 PM
To: Highway Department <HighwayDepartment@libertyvilletownship.us>
Cc: Kathleen O'Connor <KOConnor@libertyvilletownship.us>
Subject: Letter

Dear Marty,

It is with great sadness, frustration, and passion that I sit down and write you on this comment sheet. It makes no sense to have a community that strives itself on obtaining open space, a tree as a logo, and yet one man has the authority to take out 60-80 mature trees and change the character of an entire neighborhood. It's speaking out of both sides of your mouth.

It seemed like a very reasonable request to have you mark the corridor on what trees would be taken out and the layout of the road. Also I stated more than once, many to most people cannot visualize physical change. I am sure once the project is over, I will hear more than once "we didn't know it was going to look like this". You coming up and putting out a few stakes several hundred feet apart does not give anyone a visualization of what the project would entail. Obviously I hit a nerve when I asked you at the early may meeting if you could bring an engineer out to clearly mark the road that my husband and I were willing to pay for those services. You got right up in my face in anger and said that was NEVER going to happen. This does not sound like a public official that wants to work with and for the people. I feel that this road was a project to prove something, not just to repair a road that rated at 51% quality. And very politically driven by money. But only you, Marty, will be able to put your head down at night and know the truth. You use safety as a scapegoat term when you also said out of the other side of your mouth, that no accidents have occurred for the past 20 years. Coming from a family that has law enforcement and myself working with technology for law enforcement, I've posed the question to several law authorities about a road that has not much shoulder and a ditch versus a road that has wide shoulders. The majority, if not all, said that the "text weave" happens more often when a driver feels they have space to the right versus when they think they are going to go into a ditch. This change will open up a safety hazard.

It's interesting that you repeatedly told us that the comments did not count as votes. I believe that the comments are just one more step in the protocol you must follow having us fill out these comment sheets. The comment sheets should have been taken seriously along with all the different factors that make a township great (the voter makes the township great).

Results of the road change:

- Forever the new road will take away the picturesque area of Libertyville that realtors and residents drive down all seasons to see a winding road with trees that calm the hearts of many.
- Taking down mature trees, which a recent Chicago tribune article said is against.
- The road will look straight and narrow with uniform mailboxes.
- The cars will travel faster, it will be more difficult for residents to travel in and out of their roadways, by watching for bikers, pedestrians, and many more cars.
- Bikers rarely use bike lanes when they are not designated only for bikes. Bikers travel 25 MPH at least.
- Phone usage in cars will be more laid back. The current road deters motorists from being distracted using their phone.
- More trucks will cut through this road where you already stated there are not enough police to patrol.
- Noise will go up as trees are like carpet in a room. They absorb noise.

- The road will crack and need help over the years. Where will the funds be for repairs when those days are upon us? The future will only tell if you have decreased our property value and that should be on the township if it does.

You, Marty, are a voted official and whether you are voted back in or your time is up with the township, someone else will be making decisions and no one will know what the Libertyville community will look like in 10-15 years. How sad one man can make that decision that will be a lasting decision for our community. I'd like to know where these final comment sheets will be heard. Will you present them to the entire township board?

Best regards,

[REDACTED]

Sent from my iPad

Highway Department

From: [REDACTED]
Sent: Tuesday, June 06, 2017 1:19 PM
To: Highway Department
Cc: Kathleen O'Connor
Subject: Comments - Rockland Road Phase I Study

From [REDACTED]

I live off of the portion of Rockland Road subject to this project, on Oak Lane.

I support Option 1 for several reasons.

Large trees should be valued. I do not understand why so many trees should be taken for this road project. No matter the option selected, a key goal of this project should be to minimize the number of trees taken. The reconstructed road should be placed to minimize tree loss. A narrower paved surface (i.e. Option 1) will be easier to snake through the corridor with less trees cut down.

The proposed bike lane is not a thoroughfare, and as a "bike lane to nowhere" it is a waste and creates new safety issues. Creating a thoroughfare bike lane along the reconstructed portion of Rockland Road does nothing but create a bike lane that is not connected on the East end to another bike lane or bike trail. At the West end of the project, presumably the bridge project can fully solve the West end issue with future bike lanes over or near the bridge. But that decision has not been made yet. At least on the West end of the project, the proposed bike lane will connect to the Des Plaines River Trail. However, that is not necessarily good thing if that means bike traffic will be encouraged to travel from the river trail to go East on the bike lane to St. Mary's Road, increasing the bike safety issues with that intersection.

The East end of the proposed bike lane is a serious problem. There are no bike lanes at the Rockland Road intersection with St. Mary's Road. Bike traffic at the East end will be forced to merge with automobile traffic just before entering a busy intersection with St. Mary's Road. At the May Special Meeting, the project was described as not reconstructing any of the current roadway at the intersection, nor reconstructing any of the current roadway (currently existing with concrete curbing) going East from the intersection for some 500 to 600 feet. There is no room at the intersection to add bike lanes within the current concrete curbing. Encouraging more bike traffic on Rockland Road as a thoroughfare without safe bike lanes at the St. Mary's Road intersection is ill-conceived. While adult bike riders may have the ability to assess risk and act accordingly upon merging out of a bike lane into car traffic, children riding bikes in this bike lane will be exposed to too much risk. The bike lane should not be built.

Also problematic is creating new safety issues with only a minimal consideration of the current and future needs for bike traffic in the area and a thorough consideration of all safety factors. At the May Special Meeting, only anecdotal evidence of a handful of conversations was given as the rationale for a bike lane to nowhere. There was no reliable data on current bike traffic. There was no thorough predictions on possible future bike traffic...age of bike riders, reason for biking this route, origin of bike trip, destination of bike trip. Positioning the proposed bike trails as a safety measure falls quite short, when that positioning is done without considering the East end intersection issue with St. Mary's and without any real data to characterize

current bike traffic and any predictions of future use. Cutting down trees from this corridor is a real cost. Damaging the rural character of this corridor is a real cost. These costs are too much to bear where we are creating a bike lane to nowhere, with no real idea on who might use the lanes and how frequently they might be used.

Lastly, widening of the road will likely encourage increased auto traffic going through the corridor, with increased speeds likely and increased risk of traffic accidents. The current 30 MPH signs appear to me to be only "suggested" speeds for the thoroughfare traffic. A more open and widened corridor will not encourage obeying the current speed limit, which seems to be "more honour'd in the breach than the observance." Increased auto speeds also of course increases risks for bike traffic in the lanes.

Thank you for this opportunity to comment.

The Libertyville Township Highway Department should proceed with Option 1.

Jenny J. Gantumur

To: James R. Woods, P.E., PTOE
Subject: RE: Rockland Rd. Project-Residents Response

From: [REDACTED]
Sent: Tuesday, June 06, 2017 7:04 AM
To: Highway Department <HighwayDepartment@libertyvilletownship.us>; twepppler@libertyville.com; Kathleen O'Connor <KOConnor@libertyvilletownship.us>; ccalabresa@lakecounty.gov; amaine@lakecounty.gov; fchung@libertyville.com; djohnson@libertyville.com; rich.moras@att.net; jjustice@libertyville.com; sadams@libertyville.com; pgarrity@libertyville.com; pcarey668@gmail.com
Subject: Re: Rockland Rd. Project-Residents Response

Dear Mr. Neal, Ms. O'Connor, and Representatives,

I am writing this email as a follow-up to the two comment cards I have already submitted to express my strong opposition to any changes to Rockland Rd. other than resurfacing. I have tried for 3 months to get answers to specific questions about construction from all of you but these efforts have been completely futile. None of you except Mr. Neal have responded. In Mr. Neal's case, he sent a letter to my husband and I in which he gave politically vague answers to our questions. In addition, he promised to come to our home to mark the trees that would be cut down and a line where construction would end. He did not follow through on this promise. I can only conclude that all of you have made a conscious choice to turn a deaf ear to my and my neighbors concerns. I have attended several township board meetings but please do not construe my absence from the 5/23 meeting as apathy. I am compelled to travel for my job and I cannot make every scheduled meeting. You should know that I will not forget your unwillingness to provide clear, concise, and transparent answers to my questions.

Sincerely,

[REDACTED]

On Mon, Mar 13, 2017 at 8:46 PM, [REDACTED] wrote:

Dear Mr. Neal, Mr. Chung, and Colleagues,
Please find attached a letter of request for meetings to discuss the Rockland Rd. project with us and our neighbors. We may be the most likely to be adversely affected by this project given the close proximity of our house to the street.

We look forward to hearing from you in the near future.

Sincerely,

A large black rectangular redaction box covering the signature area.A black rectangular redaction box covering the contact information.

847-816-8464

Comment Form

Special Meeting | May 23, 2017

I have lived on old Rockland Road for 57 years & seen
traffic increase to continuous certain times of the day. I think
widening the road would only make it worse. I think
cutting down a lot of trees would be sad. I think the
least amount of work on the road would be best.

Optional (to be added to the project mailing list):

Name:

Address:

City/State/Zip:

Phone:

Email:

Project information and updates will be posted to the Libertyville Township website. Please visit
<http://www.libertyvilletownship.us>.

Thank you for your time and the information provided. This completed form may be submitted during the
Special Meeting or submitted to Libertyville Township by mail or email via the contact information below.
Please return your completed form by June 6, 2017.

Marty Neal
Highway Commissioner
343 Merrill Court
Libertyville, IL 60048
Phone: 847-362-3350
Fax: 847-816-0861
HighwayDepartment@libertyvilletownship.us



Comment Form

Special Meeting | May 23, 2017

I vote for the least amount of change to Rockland Rd.
I believe widening the road will increase traffic and
the speed of traffic. If Alternative 1 is the least we
can choose, it would still cause significant change to
the road with two feet of paved shoulder and two
feet of aggregate on each side plus the swale on one
side. That's huge. It's plenty of room to walk & bike.
Any more is excessive. Use the parallel bike trails
instead.

Optional (to be added to the project mailing list):

Name: _____

Address: _____

City/State/Zip: _____

Phone: _____

Email: _____

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<http://www.libertyvilletownship.us>.

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Marty Neal

Highway Commissioner

343 Merrill Court

Libertyville, IL 60048

Phone: 847-362-3350

Fax: 847-816-0861

HighwayDepartment@libertyvilletownship.us

also

Koconnor@libertyvilletownship.com





June 3, 2017

Kathleen M. O'Connor
Supervisor
Libertyville Township

Dear Ms. O'Conner,

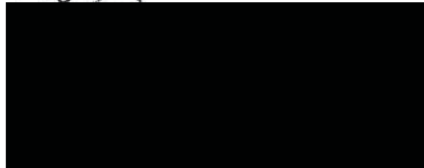
Rockland Road Phase 1

The apparent decision to favor option 2 on the Rockland Road project would have an irreversible and disastrous effect on the area. It is felt that a decision of this magnitude should not be left to one person without further debate and expert technical, business and political support.

We request to call a special meeting with representatives from each interest group to review options, data and solutions, with a possible compromise. This is an existential issue for this entire section of the township and Libertyville community.

A proposal for "SAFE" connectivity to the Forest Preserve with minimal environmental destruction is attached.

Regards,



Note:

The Green Bridge, a major Libertyville icon should be included in future discussions

cc. Marty Neal
Fred Chung

Lake County, Illinois

PROPOSAL

6 / 5 / 17

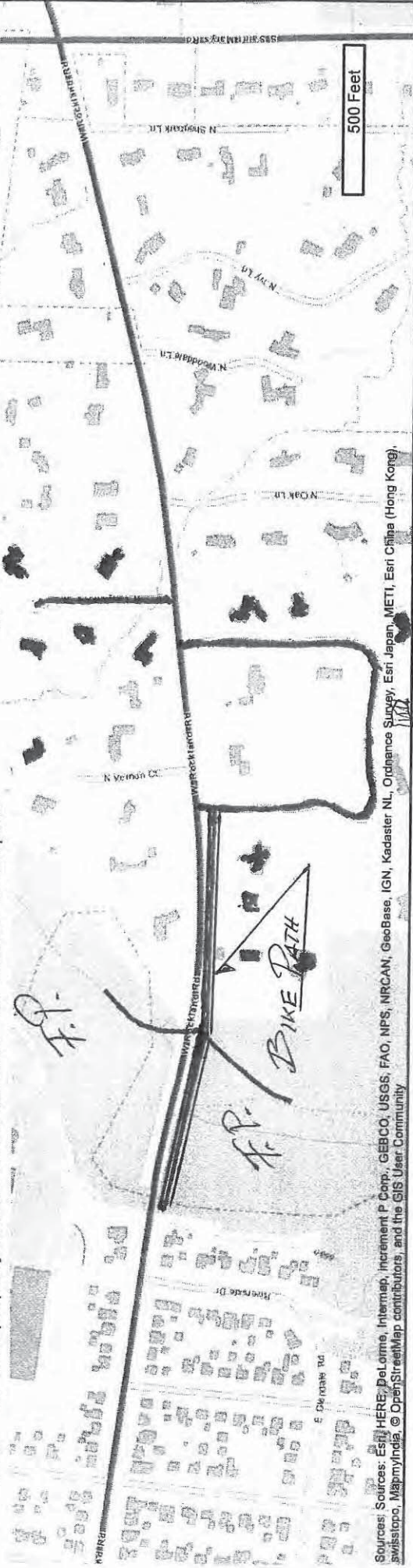
Rockland Road Phase 1 Study "OPTION 4"

The purpose of this proposal is to provide "SAFE" connectivity for most "Option 2" proponents to the Forest Preserve without destroying the Rockland Road (R.R.) environment

- 1) Repair and improve R.R. as stated in Phase 1 study, "Option 1"
- 2) Do not cut trees unless approved by border property owners
- 3) Construct bike path from green bridge to Rockland Lane (west). Thus connecting Tanglewood through Rockland Lane to the F.P. and into Libertyville

There are 64 properties in the R.R. corridor between the bridge and StMary's Road

- 34 want to improve R.R. without environment destruction
 - 21 choose option 2 to accommodate sports activities (bikers, runners)
 - 9 did not participate in survey
 - 13 option 2 proponents would benefit from point 3) above, ei. "SAFE" access to F.P. and Libertyville
- 73% of R.R. property owners would benefit if "OPTION 4" is adopted



Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), Swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community



LakeCounty
Geographic Information System

Lake County
GIS Division
18 N County St
Waukegan IL 60085
(847) 377-2388

Map Printed on 3/31/2017

Legend



Disclaimer:

The selected feature may not occur anywhere in the current map extent. A Registered Land Surveyor should be consulted to determine the precise location of property boundaries on the ground. This map does not constitute a regulatory determination and is not a base for engineering design. This map is intended to be viewed and printed in color.

Jenny J. Gantumur

To: James R. Woods, P.E., PTOE
Subject: RE: May 23 meeting comments - West Rockland Road

From: [REDACTED]
Sent: Monday, June 05, 2017 1:44 PM
To: Highway Department <HighwayDepartment@libertyvilletownship.us>
Cc: Kathleen O'Connor <KOConnor@libertyvilletownship.us>
Subject: May 23 meeting comments - West Rockland Road

Marty,

I was out of town and unable to attend the special meeting. Thank you for conducting this and I have attached my comment form.

Under separate cover , I will forward to you the results/recap of the survey that was done in our neighborhood which shows the others that feel as I do.

We are not just talking about a handful of people or a few squeaky wheels. There are many resident tax payers and voters who do not want West Rockland Road changed in the manners that you are proposing.

Thank you.

This email message and any file or attachment transmitted with it (this "Email") is the property of Terlato Wine Group and may contain confidential and privileged information. Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient(s), please immediately contact the sender by reply email and destroy all copies of the Email.

Comment Form

Special Meeting | May 23, 2017

Thank you for holding this special meeting and allowing additional comments. I continue to be opposed to any widening of West Rockland Road and do not want to see any trees cut down. Repair + Repave is the option I have never been presented and that is the only option I would support. Please do not alter the visual appeal + privacy of this road. It is unique and needs to stay this way.

Optional (to be added to the project mailing list):

Name: _____

Address: _____

City/State/Zip: _____

Phone: _____

Email: _____

Project information and updates will be posted to the Libertyville Township website. Please visit <http://www.libertyvilletownship.us>.

Thank you for your time and the information provided. This completed form may be submitted during the Special Meeting or submitted to Libertyville Township by mail or email via the contact information below. Please return your completed form by June 6, 2017.

Marty Neal

Highway Commissioner

343 Merrill Court

Libertyville, IL 60048

Phone: 847-362-3350

Fax: 847-816-0861

HighwayDepartment@libertyvilletownship.us



LIBERTYVILLE TOWNSHIP
HIGHWAY DEPARTMENT

Comment Form

Special Meeting | May 23, 2017

I am vehemently opposed to a bike lane or swales being placed on W. Rockland Rd. The road would be fine if it was resurfaced. I think there is no justification for removing 70 mature trees that cannot be replaced. I have begged Mr. Neal and the Township Board for answers to why any of this needs to be done but have not received one single rationale answer. Three times Mr. Neal promised to come to our house

Optional (to be added to the project mailing list):

Name:

Address:

City/State/Zip:

Phone:

Email:

with an engineer to walk our property & mark the trees that will be cut down. He has never come!

(over)

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Marty Neal

Highway Commissioner

343 Merrill Court

Libertyville, IL 60048

Phone: 847-362-3350

Fax: 847-816-0861

HighwayDepartment@libertyvilletownship.us

also

Koconnor@libertyvilletownship.com

I am deeply disappointed that Mr. Neal + the Township Board refuse to answer simple, direct questions:

1. Why is this project necessary?
2. What changes are required to receive federal dollars?
3. Scores of trees were removed on the south side of the road years ago: why not move the road to the south and save the trees on the north side?!
4. Why deny that traffic speeds will increase when the trees are removed + the pavement is widened? That's denying the facts of other traffic data.
5. You can deny that our property value will plummet when you take away the tree screen (which provides privacy + noise mitigation) but that doesn't make it so.
6. Mature trees can never be replaced.

ROCKLAND ROAD PROJECT

Major Issues:

- Widening of Rockland Rd destroying picturesque nature of the road
- Increased speed of vehicular traffic. It is quite disingenuous to say there will be no increase in the speed of traffic when the road is widened and 70 mature trees are cut down.
- Dramatic increase in noise with additional traffic and speeding cars.
- I saw an 18 wheel semi drive down Rockland Rd. on 6/1. The truck had a green trailer marked "Evergreen." Trucks are already using Rockland Rd. in violation of weight limits. This will get worse when the Rd. is widened.
- Safety will be a *new* problem. Increased vehicular and bike traffic and excessive speed will lead to more not fewer accidents.
- It is likely that Rockland Rd. will be reopened at the East End by the Assisted Living Facility despite reassurances to the contrary. Do you think that emergency responders will want to drive around to 176?
- Why do you refuse to talk about the bridge?
- Effect of the new senior housing development on Rockland Rd traffic (especially first responders)
- The loss of 70 or more mature trees can never be changed!! You will permanently damage the environment to what end? To gain federal dollars? It's shameful that you would do this unnecessarily. The oak forests of Illinois have virtually disappeared because of development and you see no problem doing this in the name of a road shoulder. This issue alone should stop the project.



Comment Form

Special Meeting | May 23, 2017

First of all, I am 100% against any project other than simply repaving the road. To cut down 70-80 mature trees in such a small stretch is totally unacceptable. "Safety" has been mentioned as the reason for this project, yet NO auto or pedestrian accidents have ever occurred here. This project will result in traffic speeding even faster than they do now. If street is moved South, fewer trees would be sacrificed. It appears more residents are opposed to the project than those in favor. Use the "Funds" where they are truly needed (not here).

Optional (to be added to the project mailing list):

Name:

Address:

City/State/Zip:

Phone:

Email:

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Marty Neal

Highway Commissioner

343 Merrill Court

Libertyville, IL 60048

Phone: 847-362-3350

Fax: 847-816-0861

HighwayDepartment@libertyvilletownship.us

also

Koconnor@libertyvilletownship.com



**Rockland
Phase I Study**Des Plaines River Bridge
to St. Mary's Road

Comment Form

Special Meeting | May 23, 2017

Dear Mr. Neal,

Sir, I am strongly in favor of the widening and reconstruction of Rockland Rd from bridge to St Mary's Rd to please include widened shoulders that allow for bike lanes. The current road is unsafe for pedestrians, cyclists, and children. I feel the township cannot miss on this opportunity to receive substantial federal funding for this project. As to the venomous behavior of the residents living along Rockland Rd - this is not their private road. Thank you for your time and consideration. Rolf Lundmark

Optional (to be added to the project mailing list):

Name: _____

Address: _____

City/State/Zip: _____

Phone: _____

Email: _____

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Thank you for your time and the information provided. This completed form may be submitted during the Special Meeting or submitted to Libertyville Township by mail or email via the contact information below. Please return your completed form by June 6, 2017.

Marty Neal

Highway Commissioner

343 Merrill Court

Libertyville, IL 60048

Phone: 847-362-3350

Fax: 847-816-0861

HighwayDepartment@libertyvilletownship.us



Comment Form

Special Meeting | May 23, 2017

Do Version 1 and take all possible/
alot of allowable measures to bring avg speed on road
way down - lets go to 25 mph and yellow flashing
lights and other traffic calming devices. The overriding
wish ~~for~~ by those wanting #2 was for safety
Not bike path (although ~~they~~ it was represented) we
can accomplish much safety by even getting the road
speed to ^{19 or} 15 mph which would probably result in true
speeds of 25ish

Optional (to be added to the project mailing list):

Name: _____

Address: _____

City/State/Zip: _____

Phone: _____

Email: _____

> No need
to contact
me on
this

Project information and updates will be posted to the Libertyville Township website. Please visit
<http://www.libertyvilletownship.us>.

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Special Meeting or submitted to Libertyville Township by mail or email via the contact information below.
Please return your completed form by June 6, 2017.

Marty Neal

Highway Commissioner
343 Merrill Court
Libertyville, IL 60048
Phone: 847-362-3350
Fax: 847-816-0861

HighwayDepartment@libertyvilletownship.us



LIBERTYVILLE TOWNSHIP
HIGHWAY DEPARTMENT

Comment Form

We live on Wood Dale Ln now but we lived on W Rockland Rd for almost 25 years. We always thought it would be nice to have a gentle path along one side of Rockland Rd for walking and biking since there is really no where to do either without being in danger of auto traffic.

That being said, the Rockland Rd community between the old bridge and St Mary's Rd has a unique quality and it is due to the beautiful trees that we have running along the road. Widening the road and adding a bike path and in the future widening the bridge will increase traffic, especially truck traffic. It will essentially turn our neighborhood into an industrial appearing Hwy 176. For all those whom live directly on Rockland Rd, they will suffer the most, losing trees and also privacy and disruption of their daily lives for an extended period. It will also affect property values. Why can't Rockland Rd just be repaired and why couldn't a gentle park like path be put on one side of Rockland which could weave around trees without removing them which would address the safety issue?

We understand the money for this project is coming from the federal government. Why are we spending all this money on this small insignificant road when our federal and state governments are bankrupt? Also our property taxes are insane. This project should be voted upon. We are all tax payers and should have a voice on this project.

Optional (to be added to the project mailing list):

Name:

Address:

City/State/Zip:

Phone:

Email:

Project information and updates will be posted to the Libertyville Township website. Please visit <http://www.libertyvilletownship.us>.

Thank you for your time and the information provided. This completed form may be submitted during the Special Meeting or submitted to Libertyville Township by mail or email via the contact information below. Please return your completed form by June 6, 2017.

Marty Neal
Highway Commissioner
343 Merrill Court
Libertyville, IL 60048
Phone: 847-362-3350
Fax: 847-816-0861
HighwayDepartment@libertyvilletownship.us

also see www.libertyvilletownship.us

Comment Form

Special Meeting | May 23, 2017

After listening to all the comments and evaluating each plan, I would like to see Plan I used for Rockland Rd. Safety is a concern, but with the smaller extensions on each side of the road, it will be much safer than what we have now. It is very important to keep the "rural" feeling of our road.

Optional (to be added to the project mailing list):

Name:

Address:

City/State/Zip:

Phone:

Email:

Project information and updates will be posted to the Libertyville Township website. Please visit <http://www.libertyvilletownship.us>.

Thank you for your time and the information provided. This completed form may be submitted during the Special Meeting or submitted to Libertyville Township by mail or email via the contact information below. Please return your completed form by June 6, 2017.

Marty Neal


Highway Commissioner
343 Merrill Court
Libertyville, IL 60048
Phone: 847-362-3350
Fax: 847-816-0861

HighwayDepartment@libertyvilletownship.us



Comment Form

Special Meeting | May 23, 2017

SAFETY FIRST, I'M IN FAVOR OF
THE FOUR FOOT SHOULDER.
I TRAVEL THIS ROAD DAILY. THERE
HAVE BEEN MANY TIMES THAT I'VE
HAD TO SLOW DOWN OR STOP FOR A
PEDESTRIAN OR A BICYCLIST.
THANKS FOR YOUR CONSIDERATION
OF MY INPUT


Optional (to be added to the project mailing list):

Name:

Address:

City/State/Zip:

Phone:

Email:

Project information and updates will be posted to the Libertyville Township website. Please visit
<http://www.libertyvilletownship.us>.

Thank you for your time and the information provided. This completed form may be submitted during the
Special Meeting or submitted to Libertyville Township by mail or email via the contact information below.
Please return your completed form by June 6, 2017.

Marty Neal
Highway Commissioner
343 Merrill Court
Libertyville, IL 60048
Phone: 847-362-3350
Fax: 847-816-0861
HighwayDepartment@libertyvilletownship.us



Comment Form

JUNE 5
~~May 23, 2017~~
Neighborhood Meeting | ~~November 16, 2016~~

RECEIVED

JUN - 5 2017

LIBERTYVILLE
TOWNSHIP

PREFERRED CHOICE -

1) REPAVEMENT ONLY

*2) OPTION 1 WITH ENVIRONMENTAL
CONSIDERATIONS*

Optional (to be added to the project mailing list):

Name: _____

Address: _____

City/State/Zip: _____

Phone: _____

Email: _____

Project information and updates will be posted to the Libertyville Township website. Please visit
<http://www.libertyvilletownship.us>.

Thank you for your time and the information provided. This completed form may be submitted during the
Neighborhood Meeting or submitted to Libertyville Township by mail or email via the contact information
below. Please return your completed form by November 30, 2016.

Marty Neal

Highway Commissioner

343 Merrill Court

Libertyville, IL 60048

Phone: 847-362-3350

Fax: 847-816-0861

HighwayDepartment@libertyvilletownship.us



LIBERTYVILLE TOWNSHIP
HIGHWAY DEPARTMENT

Comment Form

Special Meeting | May 23, 2017

Option 1 with limited tree removal if
resurfacing and shoulder repair not feasible.

See attached comments!

Optional (to be added to the project mailing list):

Name:

Address:

City/State/Zip:

Phone:

Email:

Project information and updates will be posted to the Libertyville Township website. Please visit <http://www.libertyvilletownship.us>.

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Marty Neal
Highway Commissioner
343 Merrill Court
Libertyville, IL 60048
Phone: 847-362-3350
Fax: 847-816-0861
HighwayDepartment@libertyvilletownship.us



June 2, 2017

Marty Neal
Highway Commissioner
343 Merrill Court
cc Kathleen O'Connor
Fred Chung

Dear Marty,

We appreciated your willingness to listen to a few select Rockland Rd residents at the May 23 meeting, but are saddened by your lack of desire to preserve the last of a unique entrance road into historic Libertyville. Many of us who moved here still think of this as an "over the river and through the woods" neighborhood.

Hopefully, your idea of creating a bike path for the few, will not result in increased pedestrian traffic, greater speeds, and serious accidents...as the current safety record on Rockland is documented as very good. Is a white line protection enough for your emphasis on SAFETY?

We know, too, the effect of removing trees and shrubbery for residents living on Rockland Rd, and on the environment in general. There are at least 10 bur and white oaks that may be in jeopardy and are in need of protection in Illinois according to Lake County environmental groups.

The building of your "dream road" may be 80% federally funded, but MAINTAINING a wider road and bike path in the future is on the township and taxpayer. We seem to have problems enough with maintaining our Historic Bridge that was replaced not that many years ago.

On the other hand, our unique bridge may look a bit out of place with your new proposed thru fare! Perhaps you should inform all Libertyville residents of these irreversible losses or alternately, try listening to the folks we talked to who signed the petition NOT in favor of Option 2 road widening.

Thank you and Good luck.



NOTE: For the record, OPTION 1 with attention to limited tree removal is our choice—if just resurfacing and repair of shoulders is not feasible.

Comment Form

page #1

Special Meeting | May 23, 2017

June 2, 2017

Hello - We will start by stating that we are for Option 1. Here are our additional concerns regarding for Option 2. For all modes of travel on the north bike path, but especially cyclists, there is a very dangerous choice for those traveling east. When the bike path stops, a bicyclist has two unsafe choices - to continue illegally on the east bound half of Rockland Rd facing traffic that has just turned left, often going at high

Optional (to be added to the project mailing list):

Name: _____

Address: _____

City/State/Zip: _____

Phone: _____

Email: _____

Project information and updates will be posted to the Libertyville Township website. Please visit <http://www.libertyvilletownship.us>.

Thank you for your time and the information provided. This completed form may be submitted during the Special Meeting or submitted to Libertyville Township by mail or email via the contact information below. Please return your completed form by June 6, 2017.

Marty Neal

Highway Commissioner

343 Merrill Court

Libertyville, IL 60048

Phone: 847-362-3350

Fax: 847-816-0861

HighwayDepartment@libertyvilletownship.us

also

Koconnor@libertyvilletownship.com



Comment Form

page #2

Special Meeting | May 23, 2017

June 2, 2017

rates of speed to make the light or blinded by the evening sun, or cross two lanes of traffic to continue East, legally following bike rules.

The choice would often have to be made immediately, and places those individuals at great risk of harm, and leaves the township legally vulnerable if there is bodily injury. Option 2 does not provide the community safe passage down Rockland Rd. We encourage you to say no thank you to Federal Dollars

Optional (to be added to the project mailing list):

Name: _____

Address: _____

City/State/Zip: _____

Phone: _____

Email: _____

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Marty Neal
Highway Commissioner
343 Merrill Court
Libertyville, IL 60048
Phone: 847-362-3350
Fax: 847-816-0861

HighwayDepartment@libertyvilletownship.us

also

Koconnor@libertyvilletownship.com



Rockland Road Project Comments

Special Meeting | May 23, 2017

I am in favor of Alternate 2 because of improved safety. As someone who uses the road regularly, 3 to 5 times a week, as a pedestrian/runner to access the Des Plaines River Trail and the Libertyville Village streets, I have experienced the dangers firsthand of motorists and pedestrians not have enough room to safely pass each other. I have had to jump off the road shoulder to avoid being hit by oncoming vehicles several times a year. People may argue Rockland Road is safe because there have not been any fatalities, but these near misses like mine are not reported unless someone is injured.

The argument for maintaining a rural feel to our road is very secondary to safety. It's very hard to argue that Rockland Road is a rural road with over 5900 daily motorists. It is a major feeder road into Libertyville Village from the east side. We should not delude ourselves of this reality.

I am also I favor of improving the connectivity to the Lake County trail system. If we want people to enjoy the benefits of living here, improving connectivity is a must. When I started running eight years ago, I realized how difficult it is to navigate safely as a pedestrian. Things are improving but we can do more.

I would like to commend the township staff and the engineering firm for providing us with a fair and transparent process. I believe their jobs can be thankless at times. Providing a third meeting went beyond my expectations, but they did an excellent job of explaining the project goals, the process, and the road design. I am always amazed how we sometimes only hear what we want to hear, and how we can put our personal desires above community safety. Sure, the look of the road is important but safety is more important. If you think the road is safe, then I challenged you walk it with your child, grandchild or pet daily for a month and then you can tell me how safe it is.

Optional (to be added to the project mailing list):



Project information and updates will be posted to the Libertyville Township website. Please visit <http://www.libertyvilletownship.us>.

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Marty Neal
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Libertyville, IL 60048
Phone: 847-362-3350
Fax: 847-816-0861
HighwayDepartment@libertyvilletownship.us

Comment Form

Special Meeting | May 23, 2017

To Marty Neal,
As residents of Old Rockland Rd, -
third driveway from the bridge, on
the north side of the road, we wish
to say we are not in favor of
option 2.

Our questions, comments and
concerns are the following:

1) At the last meeting, May 23

Optional (to be added to the project mailing list):

Name:

Address:

City/State/Zip:

Phone:

Email:

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<http://www.libertyvilletownship.us>.

Thank you for your time and the information provided. This completed form may be submitted during the
Special Meeting or submitted to Libertyville Township by mail or email via the contact information below.
Please return your completed form by June 6, 2017.

Marty Neal
Highway Commissioner
343 Merrill Court
Libertyville, IL 60048
Phone: 847-362-3350
Fax: 847-816-0861
HighwayDepartment@libertyvilletownship.us

Comment Form

Cont 2

Special Meeting | May 23, 2017

we believe it was mentioned
Rockland Rd, at this time, is not quite
wide enough to be eligible for
Federal funding. By widening it
as in option 2 at least to ft on
each side, would it then qualify.
2) Option 2 seems to be a plan
that really doesn't connect with
anywhere to the east! It just stops.

Optional (to be added to the project mailing list):

Name:

Address:

City/State/Zip:

Phone:

Email:

Project information and updates will be posted to the Libertyville Township website. Please visit
<http://www.libertyvilletownship.us>.

Thank you for your time and the information provided. This completed form may be submitted during the
Special Meeting or submitted to Libertyville Township by mail or email via the contact information below.
Please return your completed form by June 6, 2017.

Marty Neal
Highway Commissioner
343 Merrill Court
Libertyville, IL 60048
Phone: 847-362-3350
Fax: 847-816-0861
HighwayDepartment@libertyvilletownship.us



Comment Form

3

Special Meeting | May 23, 2017

3) Do you have plans for Oak Spring Rd? Some mailboxes are not fresh, but the road east of the Cause hasn't been. Has very little of what option 2 has for Rockland Rd. It seems it needs it rework.

4) Why will there only be a two foot shoulder from the bridge to the River Trail? A six foot bike path for those coming from west would be better!

Optional (to be added to)

Name:

Address:

City/State/Zip:

Phone:

Email:

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LIBERTYVILLE TOWNSHIP
HIGHWAY DEPARTMENT

Comment Form

4

Special Meeting | May 23, 2017

5) The 22' to 42' Right-of-Way
has really concerned, environmentally,
Have you checked out how giant earth
moving will affect our shallow rooted
100 year oaks and other trees? Is an
environmentalist involved in the
plans for the road?

6) Do you have tree members of ecologists
and bios per day to warrant option 2 for our road?

Optional (to be added to)

Name:

Address:

City/State/Zip:

Phone:

Email:

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Comment Form

5

Special Meeting | May 23, 2017

We moved to Libertyville
50 years ago because it was a perfect
place to live. We bought our homes
because it was the perfect place
we wanted to live, with all the
trees and wildlife. "across the bridge."
Others might have nothing to lose and
everything to gain with option 2. We
have nothing to gain and everything to lose!

Optional (to be added to

Name:

Address:

City/State/Zip:

Phone:

Email:

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LIBERTYVILLE TOWNSHIP
HIGHWAY DEPARTMENT

Comment Form

6

Special Meeting | May 23, 2017

Please look at optional project
page the road. With a little of change
we can see it can work out well for
everyone interested!

I thank you for the May 23
meeting. It was nicely handled by all
of you and an "open" farmer.

Sincerely,

Optional (to be added to the project mailing list):

Name:

Address:

City/State:

Phone:

Email:

D.C.

Project information and updates will be posted to the Libertyville Township website. Please visit
<http://www.libertyvilletownship.us>.

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Comment Form

Special Meeting | May 23, 2017

I reiterate my support for Rockland Road Alternative #2. I don't want to ruin the rural "feel" of the road but strongly feel the addition of bike lanes for pedestrians and cyclists is critical. The addition of rumble strips could help enhance safety but designated ^{safe} space for cyclists/pedestrians should be mandatory.

P.S. Thank you for the full transparency with Phase I - much appreciated.

Optional (to be added to the project mailing list):

Name:

Address:

City/State/Zip:

Phone:

Email:

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LIBERTYVILLE TOWNSHIP

This last presentation was by far the best format for presenting this project. Please consider the format where the entire group is addressed and then given a chance to look at the project boards when presenting future projects – it was well received. It would probably require you to present the information twice (or you could use a DVD or PowerPoint format) for those who can't be there at 6:00pm. I usually don't get home from work until 6:45pm. The benefit for this project would have been clarification regarding the land acquisitions, 4 foot paved shoulder that was referred to as a bicycle lane, commentary that the roadway was going to be made narrower, and commentary that did not address the residents' concerns but actually made it worse. May I also suggest signs be posted indicating that meetings will be held to alert the residents – other communities use this method. A separate meeting could then be held to review the project and answer any questions.

That being said, I am still for Alternate 1.

I do not want to lose the trees and brush as they provide a noise deadening and visual screen to the homeowners. I do not want to lose the neighborhood feel of the area by having the extra wide road dissecting the area in two. We have friends on both side of Rockland Road and neighbors closer to St. Mary's who I often see conversing across the road when shoveling snow, gardening, taking out the trash, etc. I have been paying extra attention to other streets with the extra wide paved shoulder and it will change the feel of the neighborhood.

Our mailbox cluster on Rockland Road was struck three times in the almost 14 years we have lived here. One time a report was made because they knew who hit the boxes. The second time I called the police, but no report was made due to lack of witnesses/time of incident/evidence, etc. The third time I did not even call due to the prior response. The reason I bring this up is because they are slightly off the roadway, but still not protected. Having a 4 foot wide paved shoulder will encourage more residents and apparently their children, from the commentary at the meeting, to walk or ride along Rockland Road. These are not the experienced bicycle riders who are used to dealing with the traffic. A white line does not provide any protection to the pedestrians.

At our old residence, my children were bussed to school because the school district we lived in considered it a dangerous walking route even though the school was only 6 blocks away. Why? The reason was that the sidewalk was right at the street with no parkway between the curbed road and the sidewalk, and the speed limit on the street was 35mph. The vehicles go faster than that on Rockland Road. Having the wider road, especially with the foliage cut back, will encourage drivers to speed even more than they do now.

The experienced bicycle riders would be satisfied with just the road replacement since it would correct the issues with the cracks and "road snakes" crack filler. It is a very short distance of roadway with limited traffic, except during rush hour and school hours.

One last point Marty, I think more consideration should be given to the opinions of those whose houses are actually on Rockland Road.



Comment Form

Special Meeting | May 23, 2017

Thanks for all of your work in this process.
I prefer repairing the road with no bike
lanes. Its not necessary. Especially because
nothing is changing west of the green bridge
or on St Marys Road. You are spending this
money & changing the "parkway" for a
very short length of bike lane. I believe
the majority of people east of the bridge do
not want the bike lanes. That should count
alot!

Optional (to be added to the project mailing list)

Name:

Address:

City/State

Phone:

Email:

Thanks

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Preserve the Character of Rockland Rd. and the Rockland Rd. Bridge!

The Village of Libertyville and Libertyville Township have plans to widen Rockland Rd. from Milwaukee Ave. to St. Mary's Rd. The governing bodies plan to widen Rockland Rd. east of the bridge by 6-12 feet on each side for bike lanes, gravel shoulders, and "swales" (ditches). Also, there are no funds allocated to repair the bridge. 70-90 mature trees will be cut down changing the beautiful green space into a busy suburban roadway. The project is expected to take 2 years and make Rockland Rd **one way** eastbound during that time. **At risk:** *privacy, quiet, wildlife, moderate traffic flow, safety for drivers and pedestrians, property values, rapid response for fire and ambulance.*

Please add your signature in support of getting answers to; 1) what trees will be removed, 2) what road improvements are required for federal funding; 3) the extent to which properties will be encroached; and 4) the plans to preserve the bridge.

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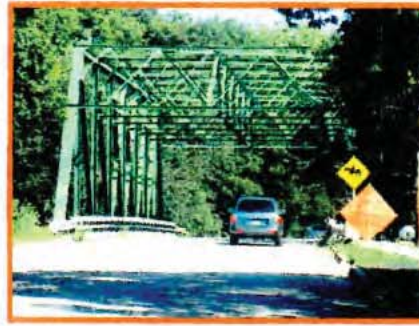
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Preserve the Character of Rockland Road!

The Village of Libertyville and Libertyville Township have been granted federal funds for a number of qualifying road projects. One of these projects is the repaving and possible reengineering of W. Rockland Rd. We are told the road is structurally unsound and has to be repaved. *Federal Funding can be secured to cover this cost only by adding wider gravel shoulders, pedestrian bike lanes, and additional drainage swales to both sides of the road.* This will effectively widen the road space by 12 feet per side, giving W. Rockland Rd. a broader shoulder and pavement structure than St. Mary's Rd. This additional road space will be achieved by Right of Way Acquisition of homeowners' lots and this plan, called Alternative 2, has now become the favored plan of the County Road Commissioner. If this happens, the county will cut down a minimum of 60-70 mature trees and there is the potential to impact wetlands and other vegetation that provide privacy and beauty to our roadway.

We are asking you to sign this petition urging the township to simply repave & repair W. Rockland Road and leave the shoulders and other associated roadway conditions as is. Together, we can preserve this beautiful neighborhood, keep traffic flow and speeds in check, and maintain the property values in our community. Thank You.

NAME

ADDRESS

EMAIL

PHONE

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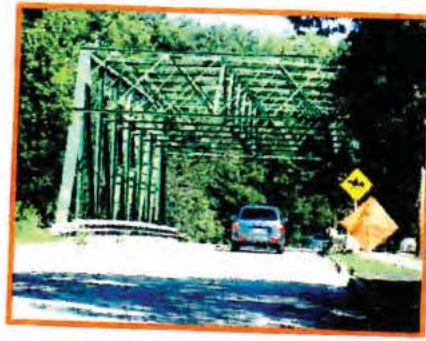
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Preserve the Character of Rockland Road!

The Village of Libertyville and Libertyville Township have been granted federal funds for a number of qualifying road projects. One of these projects is the repaving and possible reengineering of W. Rockland Rd. We are told the road is structurally unsound and has to be repaved. *Federal Funding can be secured to cover this cost only by adding wider gravel shoulders, pedestrian bike lanes, and additional drainage swales to both sides of the road.* This will effectively widen the road space by 12 feet per side, giving W. Rockland Rd. a broader shoulder and pavement structure than St. Mary's Rd. This additional road space will be achieved by Right of Way Acquisition of homeowners' lots and this plan, called Alternative 2, has now become the favored plan of the County Road Commissioner. If this happens, the county will cut down a minimum of 60-70 mature trees and there is the potential to impact wetlands and other vegetation that provide privacy and beauty to our roadway.

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NAME

ADDRESS

EMAIL

SIGNATURE

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COURT REPORTER TRANSCRIPT

1
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5 SPECIAL MEETING
6 FOR THE PURPOSE OF:
7 ROCKLAND ROAD PHASE I STUDY
8 PROPOSED IMPROVEMENT
9
10
11

12 TUESDAY, MAY 23, 2017, 7:00 P.M.
13 LIBERTYVILLE TOWNSHIP OFFICE, 359 MERRILL COURT
14
15
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20
21
22
23
24

1 PRESENT:

2 CIVILTECH ENGINEERING,

3 Two Pierce Place, Suite 1400,

4 Itasca, Illinois 60143,

5 630-735-3943:

6 Jon Vana

7 Mary Young

8 Jim Woods

9 Marty Neal

10 Fred Chung

11 Jenny Gnumur

12
13 LAW OFFICE OF RICHARD S. MITTLEMAN, P.C.,

14 4044 West Petronella Drive, Suite 1,

15 Libertyville, Illinois 60048,

16 847-367-2750.

17
18
19
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24 REPORTED BY KAREN ORENSTEIN, CSR, RPR.

1 (WHEREUPON, THE FOLLOWING
2 PROCEEDINGS WERE HAD IN THE
3 ABOVE-ENTITLED CAUSE ON THIS
4 DATE.)

5 MARTY NEAL: Good afternoon. I would
6 like to get this meeting started. Please stand
7 and join me in the Pledge of Allegiance.

8 (WHEREUPON, the Pledge of
9 Allegiance was recited.)

10 MARTY NEAL: I would like to welcome you
11 all to tonight's meeting. My name is Marty Neal
12 and I am the commissioner of the Libertyville
13 Township Highway Department. As perhaps all of
14 you know, the Highway Department, in partnership
15 with the Village of Libertyville is currently in
16 the process of completing a Phase I engineering
17 study for the improvement of Rockland Road
18 between Illinois Route 21 and St. Mary's Road
19 not including the Des Plaines River bridge.

20 Tonight's meeting is the third and
21 final public meeting that we will be holding in
22 Phase I, the preliminary engineering phase of
23 this study. Before the project heads into
24 Phase 2, which is the detailed design phase --

1 previously public meetings were held in November
2 of 2016 and March of 2017. And I'll summarize
3 those in a few moments. The purpose of
4 tonight's meeting is to hear comments and
5 questions from the public regarding the
6 Township's proposed plan to reconstruct Rockland
7 Road and provide four-foot bicycle shoulders
8 between the Des Plaines River trail and
9 St. Mary's.

10 I want to point out that while the
11 study of Rockland Road east of the river here in
12 the Township is being conducted concurrently
13 with the study west of the river in the Village
14 of Libertyville. And while the residents of the
15 Village west of the river are welcome to attend
16 this even's meeting, this meeting will focus
17 only on the proposed improvement east of the
18 river.

19 It is also important to point out
20 that this is an information meeting only and
21 that there will be no decisions made at this
22 meeting by me or any other public body.

23 We will get into more of the
24 project history and the specific of tonight's

1 agenda in a moment. But before we do that, I
2 would like to introduce our presenters and other
3 public representatives that are with us tonight.
4 First, we have several folks from Civiltech
5 Engineering, the consultant firm that is
6 performing the Phase I engineering study, Jim
7 Woods is the project manager for this project.
8 Mary Young is the head of the Phase I department
9 at Civiltech. And Jon Vana is the head of Phase
10 II or the design group at Civiltech. Jenny from
11 Civiltech is at the sign-in and written public
12 comments table.

13 Also present is Rick Mittelman,
14 Township attorney; Fred Chung, the senior
15 engineer from the Village of Libertyville. We
16 have Sergeant Struck here from the Lake County
17 Sheriff's Department; Kathleen O'Connor,
18 Libertyville Township supervisor. And we have a
19 few Libertyville Township trustees here, Terry
20 White and David Neal. I believe Dan Sugrue is
21 here, a trustee from the Village of Green Oaks;
22 Ben Metzler, a consulting engineer from the
23 Village of Green Oaks; and I believe we have
24 Paula Trigg here from the County Department of

1 Transportation.

2 Up on the screen you can see the
3 agenda. We are going to be turning to the right
4 quite a bit tonight. Our agenda tonight starts
5 off with introductions which we just covered.
6 In a moment I will give an overview of the study
7 to date. Then I will turn to over to Civiltech
8 who will describe the proposed improvement in
9 more detail. And then finally we will here
10 comments and questions from the public here this
11 evening.

12 Regarding the public comment
13 period, we will be adhering to the Township
14 Board's resolution regarding public comments.
15 In accordance with that policy, once we have
16 completed our overview of the project we will
17 ask that if you have a question or comment, to
18 please come forward to the podium. Each person
19 who would like to speak would be allowed to
20 maximum of five minutes to address the
21 preferences. So if you keep it to 30 seconds,
22 great. If you use the five minutes up, that's
23 up to you. We on the panel may then elect to
24 respond immediately to any questions or may

1 choose to defer responses as appropriate. So
2 that everyone here can have his or her
3 opportunity to speak, you will not be able to
4 cede your time to another person to allow him or
5 her to exceed five minutes. In the event that
6 you have more than five minutes worth of
7 questions or comments, if you would simply like
8 to restate your commentary in writing or if you
9 would prefer to submit your comments in writing
10 instead of speaking, we have a supply of blank
11 comment sheets for you to use just as we
12 provided at previous meetings. The comment form
13 will also be available on the Libertyville
14 Township website. We ask that you please submit
15 your written comments by June 6th so that they
16 can become part of the public record.

17 I would like to point out that we
18 do have a court reporter here who is preparing a
19 written transcript of tonight's meeting for the
20 record. So with the introductions and
21 housekeeping items out of the way, I would like
22 to start off by giving a little bit of project
23 background and summarizing the study process to
24 date. This is going to take a few minutes, so

1 please be patient.

2 Up on the screen you will see the
3 project location. Shown here are the limits of
4 Rockland Road project. Rockland Road is a
5 two-lane east/west collector street that runs
6 through the Village of Libertyville and
7 unincorporated Libertyville Township. The
8 overall project study limits begin at Milwaukee
9 Avenue and extends approximately 1.4 miles
10 easterly to St. Mary's Road. Under the
11 maintenance and jurisdiction of the Village of
12 Libertyville. And then the stretch from the
13 bridge nearly to St. Mary's Road is under the
14 jurisdiction of Libertyville Township. The St.
15 Mary's Road intersection actually falls one the
16 Village of Green Oaks, so we were coordinating
17 with them.

18 But, again, the focus on tonight's
19 meeting is in the stretch within the Township
20 east of the river only, which is approximately
21 three quarters of a mile in length. I want to
22 point out that we have gotten a lot of comments
23 about the future of the Des Plaines River
24 bridge. Just to be clear, the reconstruction of

1 the bridge is not included in the Phase I study
2 or reporting for the roadway project. It is
3 called a project omission.

4 Now, the Village of Libertyville
5 has completed what they call the Bridge
6 Condition Report or a BCR. That is strictly an
7 analysis of the existing conditions plus some
8 high-level considerations of reconstruction
9 options.

10 The Phase I study we are discussing
11 tonight strictly relates to the reconstruction
12 of Rockland Road only. We in the Village do
13 know that the bridge is reaching the end of its
14 design life and will eventually need
15 rehabilitation or replacement. For that reason
16 the Village and the Township will soon be
17 initiating a separate Phase I study to look at
18 improvement or replacement options for the
19 bridge.

20 The maintenance and jurisdiction of
21 that bridge is split 50/50 between the Village
22 and the Township, but in interest of time and
23 being able to focus on the roadway project this
24 evening, we are not going to respond to

1 questions or comments regarding the bridge at
2 this time.

3 Another major misconception that
4 has been circulating among some residents is
5 that the far east end of Rockland Road is going
6 to be reconnected to Illinois Route 176. This
7 is actually in the Village of Green Oaks where
8 the retirement facility is being constructed.
9 Just as was explained at the November and March
10 public meetings, that is and never was a
11 consideration nor does it fall within the
12 project limits. We have consulted with Green
13 Oaks staff, reviewed the site plan for that
14 development, and there is absolutely no
15 connection proposed.

16 I also want to point out that all
17 of these exhibits that we are projecting here on
18 the screen are also on display around the room.
19 We are not presenting anything new here this
20 evening. All of the content presented in one
21 Mormon form or another either at the Township's
22 neighborhood meeting in November, the first
23 public meeting I noted, or at the overall
24 Township public meeting this past March, the

1 second meeting I mentioned.

2 Onto the next exhibit, which is the
3 project purpose. There are four main project
4 needs that are identified in the overall study
5 corridor early in the study process. They are,
6 first, to improve safety. Roadway safety is
7 always the number one priority in any highway
8 project; second, to improve the existing
9 deteriorating pavement condition; third, the
10 project needs to improve bicyclist and
11 pedestrians connectivity. And, finally, the
12 project needs to correct any drainage
13 deficiencies associated with the roadway.

14 I would now like to touch on the
15 project schedule you'll see up on the screen.
16 Back in 2015 I met with the Village of
17 Libertyville engineering staff to explain that
18 they would soon be initiating a federal aid
19 improvement of Rockland Road between Milwaukee
20 Avenue and the eastern limit of their
21 jurisdiction, the Des Plaines River bridge.

22 The pavement on the Village side
23 has been resurfaced many times over the past
24 several decades and it was and is in poor shape.

1 The Village is also dealing with a badly
2 deteriorating water main under the pavement, so
3 they knew they needed to reconstruct the
4 pavement.

5 Coincidentally, Rockland Road east
6 of the river, the Township's jurisdiction, was
7 also reaching the end of its rehabilitation
8 cycle and also was and is deteriorating. The
9 Village obtained Federal Surface Transportation
10 Program or STP grant dollars, and we agreed that
11 this may be a good opportunity for the Township
12 to do the same. Securing federal STP grant
13 funding is not something that is common among
14 Township road districts. This is the path I
15 chose to pursue because I feel that seeking out
16 alternative sources of funding beyond our local
17 residents' tax bills, especially in times when
18 we don't have the local funds to maintain the
19 condition and safety of our roads, makes great
20 fiscal sense.

21 The federal grant portion covers
22 80 percent of the design engineering and
23 construction costs leaving only 20 percent to
24 pay out of the district's tax based road fund.

1 We are successfully using the federal aid
2 process on the Oak Spring Road are also
3 currently going through the process on a needed
4 improvement of Casey Road.

5 Now, the tradeoff is that if we
6 want to use federal dollars, we need to play by
7 the federal rules. In other words, we need to
8 plan, design, and construct the roadway in
9 accordance with federal standards and guidelines
10 which are administered through the Illinois
11 Department of Transportation. The fact that we
12 are here talking to you and engaging the public
13 is just one example of a requirement for using
14 federal dollars.

15 I have also heard some
16 misinformation out there that we are only
17 building the bicycle shoulders because we can't
18 use the federal grant unless we do. That is not
19 true. Federal dollars can be used for the
20 project without bike shoulders; however, we
21 still need meet a minimum shoulder width that is
22 slightly wider than today. That minimum
23 shoulder width is the cross-section that was
24 depicted as alternative one in the November 2016

1 meeting. We will show that former alternative
2 in a moment. The Libertyville Township highway
3 Department ensures public safety throughout
4 Libertyville Township by providing road
5 maintenance, road resurfacing, snow and ice
6 control, and drainage improvements for the
7 unincorporated roads in the Township.

8 After I was appointed to the office
9 of highway commissioner back in October of 2014
10 I was presented with a challenge. The proposed
11 Tanglewood/Rockland Road drainage project. The
12 purpose of this project was to address the
13 flooding issues in that area of Rockland Road
14 that were caused by the drainage of water from
15 the south through the O'Plaine area. The two
16 highway commissioners before me were unable to
17 move forward on the project because of a pending
18 easement agreement with a resident on Tanglewood
19 Court. After listening to and addressing the
20 resident's concerns, the agreement was signed
21 and the Road District was able to move forward
22 with this 60-inch box culvert project that runs
23 under both Rockland Road and Tanglewood.

24 The completion of this project was

1 a big relief for the residents on Oak Lane and
2 the south side of Rockland Road but was
3 disruptive and inconvenient for the residents of
4 Tanglewood Court who had to endure the three
5 months of construction. This project was done
6 for drainage and flooding issues and benefited
7 all the residents in the Rockland Road area.

8 The reason I tell that story is
9 because during the summer of 2015 I was working
10 on Rockland Road throughout the day, all week,
11 summer long. During that time I witnessed the
12 amount of vehicle traffic mixed with both
13 bicycle and pedestrians traffic on the road. I
14 also spoke with many of the residents in the
15 area and listened to their concerns about not
16 only bicycle pedestrian safety, but even
17 crossing the road to reach their mailboxes. One
18 resident told me he had to dive off the side of
19 the road to avoid being hit by a car as he
20 jogged his way to the Des Plaines River Trail.
21 Other residents told me about fearing for their
22 safety when trying get to their mailboxes. And
23 many residents from the Libertyville area are
24 concerned about driving on Rockland Road and

1 having to avoid bicycles and pedestrians while
2 dealing with oncoming vehicle traffic. This
3 project will address these safety issues by
4 allowing for safer bicycle/pedestrian mobility,
5 adding a buffer to the road when accessing mail
6 boxes, and allowing motorists to travel the road
7 more safely.

8 This past Saturday I received an
9 e-mail from the Libertyville Patch titled The
10 Lake County Division of Transportation Has Over
11 60 Miles of Bike Paths and Bike Lanes For Area
12 Residents to Check Out This Summer. This
13 article reinforced the need for bike shoulders
14 as cycling, a recreational activity, increases
15 in popularity.

16 Some will argue that there hasn't
17 been a bicyclist or pedestrian injury or death
18 in 20 years, so why is there is a safety issue
19 now. As your highway commissioner, when the
20 opportunity arises, specifically this
21 reconstruction project, I want to be proactive,
22 not reactive with regard to public safety. The
23 best solution, given all of the project needs
24 and after evaluating all of the environmental,

1 technical, and public benefits and impacts is
2 the construction a four-foot paved shoulders,
3 the minimum required width to safely accommodate
4 bicyclists and pedestrians.

5 So looking at the project schedule
6 shown here, in January 2016 the Village and
7 Township jointly initiated a Phase I study for
8 the improvement of Rockland Road. Aligning and
9 coordinating the two sides of the river has many
10 benefits, including cost efficiencies and
11 minimizing multiple successive disruptions to
12 the traveling public and adjacent residents.

13 This schedule shows the three-phase
14 process that is required for any project that
15 uses federal dollars. Phase I is the
16 preliminary engineering and public involvement
17 phase. Phase II is the preparation of the
18 detailed contract documents and plan sets. And
19 Phase III is the construction of the project
20 once it is bid and let.

21 These blue arrows on the lower part
22 provide a more detailed specific look at the
23 elements in the Phase I process. On a project
24 of this magnitude a Phase I study usually lasts

1 about 12 to 18 months. A Phase I study begins
2 with data collection and evaluation of existing
3 conditions and identification of the project's
4 purpose and need. Once the needs are
5 identified, a range of improvement alternatives
6 is typically developed and evaluated. All of
7 those steps were completed in early to mid-2016.
8 On the Township side three cross-section
9 alternatives when developed.

10 In a moment Civiltech will show us
11 diagrams or describe them in greater detail.
12 But briefly speaking, Alternative One would
13 reconstruct the pavement maintaining the same
14 11-foot lane in each direction that exists today
15 while providing a two-foot wide paved shoulder
16 and a two-foot wide gravel shoulder. This is
17 the minimum cross-section for reconstructing the
18 roadway using federal funds.

19 Alternative Two would be identical
20 to Alternative One except that two additional
21 feet of paved shoulder would be provided in each
22 direction in order to meet the minimum
23 requirements for safe bicycle travel.

24 Alternative Three would also

1 maintain the 11-foot lanes in each direction,
2 but would include the construction of a 5-foot
3 bicycle lane at the edge of the pavement plus
4 concrete curb and gutter and a storm sewer
5 system.

6 Once the range of these three
7 feasible alternatives was developed, the
8 Township held a public neighborhood meeting in
9 November of 2016. The purpose of that meeting
10 was to present and seek input on the range of
11 three alternatives for improving Rockland Road
12 between the river and St. Mary's Road. At the
13 conclusion of this meeting the Township would
14 select the preferred alternative from the three
15 presented.

16 For the first meeting direct
17 invitation letters were mailed to the nearly 90
18 residential properties with access to Rockland
19 Road or along one of the side streets
20 intersecting Rockland Road. The meeting was
21 advertised twice in local papers and was
22 well-attended by 56 people, almost all were
23 Township residents east of the river.

24 In addition to representatives from

1 the Village of Libertyville, the Township, the
2 Village of Green Oaks, Lake County Division of
3 Transportation and Lake County Forest Preserves,
4 approximately 28 written comments were received.
5 Of the approximately 21 and comments which
6 included a preference for a particular
7 alternative, over two thirds stated a preference
8 for Alternative Two.

9 All meeting materials were made
10 available on the Township Highway Department's
11 website. It is important to know that while
12 public comments are important, comment forms are
13 not, quote, votes. The decision on which
14 alternative to move forward with lies solely
15 with the Township Highway Department. Based on
16 a careful consideration of all technical
17 analysis, impacts, benefits, and public
18 feedback, the Township Highway Department staff
19 selected Alternative Two with the four-foot bike
20 shoulders as the preferred alternative after the
21 comment period closed. The commentary and
22 feedback from the November meeting was
23 consistent with resident requests for better
24 bike and pedestrian access to the trail that

1 I've heard over the years.

2 Once a preferred alternative was
3 selected, the other alternatives were dropped
4 from consideration. The next step was to
5 continue analysis and refine the preferred
6 alternative, and that's what we did. That took
7 place over the winter months of late 2016 and
8 early 2017.

9 The second public meeting was held
10 in March of 2017. The purpose of that meeting
11 was for both the Village and Township residents
12 to view and comment on the single proposed
13 improvement plan stretching from Illinois
14 Route 21 to St. Mary's road.

15 Once again, direct invitation
16 letters were mailed to plus approximately 300
17 residents within a three-block radius of the
18 project within the Village. The meeting was
19 advertised in advance twice in local newspapers.
20 The meeting was attended by 80 people in
21 addition to similar public agency
22 representatives as the previous meeting.

23 There were approximately 15 to 20
24 Township residents and 30 to 35 Village

1 residents. Others did not leave addresses over
2 public agency representatives. Approximately 22
3 written comments were received at the meeting
4 and 25 more comments through the close of the
5 extended comment period. The 47 comments were
6 from 36 individuals as some submitted multiple
7 comments. Of all commenters, approximately 5 to
8 10 could be classified as opposing the project.

9 Meeting materials were once again
10 made publicly available on the Village's and
11 Township Highway Department's website for those
12 among the nearly 400 directly invited could not
13 or chose not to attend the public meeting.

14 Based on request received from some
15 residents after the meeting, Village and
16 Township staff agreed to extend the comment
17 period after of the March meeting from
18 March 16th to March 31st as a courtesy.

19 Furthermore, the request for
20 additional formal meeting as some felt they were
21 not given enough information at the first two
22 meetings. That brings us to where we are now.
23 As a further courtesy to our residents, we have
24 chosen to offer this final public information

1 meeting so that all interested residents can
2 hear facts about the project at one time.

3 After tonight's meeting we will
4 provide another two-week comment period. At the
5 close of the comment period the project
6 development report, which is a large document
7 summarizing the Phase I study, will be finalized
8 and submitted to the Illinois Department of
9 Transportation for design approval.

10 Design approval signifies the end
11 of Phase I and allows for the start of the
12 preparations of detailed roadway plan sets and
13 specifications. We in the Village anticipate
14 that Phase II will be completed in 2017 and 2018
15 and then construction will be in 2019.

16 So that is the overall project
17 schedule. I'm now going to turn it over to
18 Civiltech who will explain more about the
19 engineering side of the project.

20 JIM WOODS: Thank you, Marty. Let me
21 flip to the next exhibit here. I am going to be
22 zooming and panning out so you can see it
23 clearly. So if you have attended one or both of
24 the previous meetings or if you viewed these

1 project website, you are familiar with these;
2 you have seen all of these exhibits. I'm going
3 to run through them fairly quickly.

4 I know we want to get to questions
5 and comments. I know we want to get to
6 questions and comments, so I'm just going to
7 point out the highlights here on these exhibits.
8 Again, the project is about three quarters of a
9 mile on the Township side. Again, we are just
10 looking at the Township half of the project
11 here.

12 Along the left side of the exhibit
13 is the Des Plaines River. Here is the bridge
14 and over on the right side is St. Mary's Road.
15 So, again, it's about three quarters of a mile
16 through the Township property here. The green
17 swath is Lake County Forest Preserve property;
18 that's the greenway.

19 Let me zoom in if I may. Right
20 here is the Des Plaines River Trail crossing.
21 Again, the bridge is just over to the left of
22 that crossing as most of you are probably
23 familiar with. As we look along the roadway
24 corridor, you will notice these dimensions here

1 and these yellow lines. This denotes the road
2 way right of way. And this is the corridor
3 which the Highway Department is responsible for
4 maintaining and just ensuring the safety and the
5 prognosis of the roadway corridor through this
6 width.

7 And that roadway right of way
8 varies from 66 feet -- let me zoom out a little
9 bit -- anywhere from 66 feet, in some areas it
10 bows outside to 73. Then at its widest, for a
11 small stretch east of Tanglewood, it's about
12 80 feet. But mostly about 66 feet.

13 So that's the roadway right of way.
14 There's a also a dedicated right of way along
15 some of the side streets including Vernon Court,
16 Tanglewood Court, Rockland Lane. All of those
17 have their own dedicated rights of way as well,
18 50 to 60 feet.

19 Some our elements, you might be
20 able to see if I zoom in really tight, are the
21 mailbox locations. We wanted to be sure to show
22 where those were because those were of public
23 interest as well. We showed the wetlands, the
24 floodplains. All of these are depicted on the

1 existing conditions exhibit. And it is up on
2 the wall if anyone wants to take a closer look.

3 One other item is near Tanglewood
4 Court here. Here is the box culvert improvement
5 that Marty referred to a little bit ago. We
6 wanted to make sure that was part of the
7 consideration of this study.

8 This next exhibit shows the average
9 daily traffic volumes along the entire corridor.
10 We are showing both sides of the river at this
11 point, but, again, focusing on the Township
12 side. We are showing both the existing average
13 daily traffic volumes and a year 2040
14 projection.

15 So today there are about 5,900 cars
16 on a normal weekday. And the Chicago
17 Metropolitan Agency for Planning predicts that
18 this will go up to about 6,000 vehicles. So
19 there's really not a lot of growth in the area.
20 The area is very well built out. And you will
21 find that this is pretty common for areas that
22 are well built out. We do many projects that
23 are out further to the west and you will see
24 some dramatic increases in traffic over the

1 20 years, but not here.

2 So 5,900 to 6,000 cars per day,
3 that's well within the maximum limits of what a
4 two-lane road can handle. Once a road starts to
5 see about 15,000 to 17,000 vehicles per day, at
6 that point, then you start thinking about adding
7 capacity or additional lanes. We are nowhere
8 near that. CMAP doesn't project it will be
9 anywhere near that in the next 20 years. So
10 there's definitely no capacity improvements
11 going on along Rockland Road.

12 The next exhibit that hopefully
13 most of you have seen is a crash analysis. As
14 part of any project, we do a five-year analysis
15 of the crashes along any corridor that we
16 analyze or that we look to improve. They are
17 some concentrations of crashes at some of the
18 intersections such as 21 and 4th Avenue and then
19 over at St. Mary's Road some concentrations.
20 Along Rockland Road east of the river in the
21 Township section there were only three crashes,
22 and I believe some of these were animal crashes
23 and I think one was a parked vehicle.

24 There's a potential detour map

1 that -- we coordinated with the Emergency
2 Services at Libertyville and they felt that --
3 Well, first of all, we will need a detour rotate
4 most likely if we are going to be
5 reconstructing. We can talk a little bit more
6 about that in the questions and comments.

7 But the Libertyville Emergency
8 Services said that they would prefer to have the
9 one-way direction. So we are going to maintain
10 one direction of travel throughout the project
11 duration. Emergency Services preferred the
12 eastbound direction because they are coming from
13 the Village side. They want to make sure that
14 they can get to an emergency as efficiently as
15 possible, hence the reason for the eastbound
16 traffic on Rockland during construction. The
17 westbound traffic would be rerouted along 176.

18 These are typical section exhibits.
19 Let me zoom into these. Hopefully many of you
20 have seen these. Just imagine taking a saw or a
21 knife and slicing right down the roadway. This
22 gives you a feel for what the lane widths and
23 different elements of a typical portion of
24 Rockland Road are. This is the existing

1 condition. We noted that there's one 11-foot
2 lane in each direction and those are depicted
3 here. The 11 feet is measured from the double
4 yellow centerline out to the white stripe that
5 you will notice along the roadway.

6 In today's conditions there are
7 also small shoulders out there, and those vary
8 one to two feet in width. This is the area
9 outside of the white stripe. It's a paved
10 shoulder. And beyond that there's a gravel
11 shoulder and that varies anywhere from zero to
12 two feet. In many cases it's been over there's
13 dirt and soil and everything that's washed up on
14 to though the gravel shoulders, so you might not
15 see them, but most likely they are out there.
16 So that's the existing condition.

17 Alternative One with the two-foot
18 paved shoulders -- and it's difficult to show
19 these at the same time, but we are maintaining
20 the same 11-foot Lane in each direction, but
21 that 1-to-2-foot shoulder here that's paved
22 outside of the white stripe will be a consistent
23 2 feet in width. And then we would establish
24 reestablish the gravel shoulder at 2 feet past

1 that. So really this is the only area that
2 changes when you go from alternative to
3 alternative.

4 I will slide up to Alternative Two.
5 I don't know if you can remember, we have two
6 feet right there. The only change is that
7 2 feet goes to 4 feet right here. And this is,
8 as Marty said, the minimum width that's required
9 to provide for safe bicycle travel. Let's see
10 if I missed anything. That pretty much covers
11 the typical sections. Again, the 2-foot gravel
12 shoulder would be over here (Indicating).

13 Now, you will see those ditches or
14 swales, these are present intermittently along
15 the corridor; sometimes they are on one side;
16 sometimes they are on both; sometimes the water
17 sheet flows away or sometimes it flows toward
18 the road. But this is just a typical section.
19 It may or may not be exactly what you might see
20 along any given point in the corridor.

21 So here is the preferred
22 alternative. This is Alternative Two with the
23 rural cross-section with 4-foot bike shoulder.
24 I also have the Alternative One, but it's so

1 similar, that I'm just going to go through this
2 one right now and if there are any questions on
3 Alternative One, we can zoom into that one.

4 But very briefly, I'm going to zoom
5 into one tight area here. And, again, this
6 exhibit is on the window over here that you can
7 look at if you would like. One of the items we
8 are going to do is upgrading the safety of the
9 crossing at the Des Plaines River trail. Right
10 now the signage out there and the markings, they
11 are not up to the latest standards. So we will
12 be upgrading those to the latest federal
13 standards which include the bright neon and
14 green signs with arrows pointing down, advanced
15 warning signs, just bring that up to current
16 standards.

17 We will also be adding ADA -- it's
18 hard to see here, but ADA detectible warnings at
19 this crossing. So just bringing this to the
20 latest standards. Here you can see -- I'm
21 zoomed in really tight here, but here's an
22 example of the yellow -- just one of those
23 typical cross-sections that I was showing
24 before. Again, the 11 feet is from the yellow

1 stripes to the white. Here is the 4-foot paved
2 shoulder and this dashed line depicts the 2-foot
3 aggregate shoulder that's outside the paved
4 area.

5 One thing I want to point out along
6 this corridor is that there's no need to -- you
7 know, we will need to do some draining outside
8 of the edge of the pavement, but none of that
9 grading is going to go into any property that is
10 outside of the roadway right of way. So we are
11 not encroaching on any private properties
12 outside of the roadway right of way.

13 Another element along here that we
14 depict are mailbox turnouts. Let me find one of
15 those that I can zoom into. Today the mailboxes
16 are pretty close to the roadway, and that
17 presents lots of challenges, one for the mail
18 delivery truck, it's hard for them to stay out
19 of the way of the through traffic. They are
20 kind of hanging half into the lane and half
21 outside the lane and it really makes -- if you
22 are coming up on these vehicles -- you probably
23 all have done this -- you try to decide, Well,
24 should I pass them? Should I wait for a break

1 in traffic and get around them or should I stay
2 behind the truck? These turnouts will provide
3 enough room for the truck to pull completely out
4 of the way of the through travel lanes.

5 These turnouts also provide more
6 range of motion for residents. It gets you out
7 of the way as you go to retrieve your mail so
8 that the cars aren't buzzing right behind you.

9 That's pretty much it. I'm sure we
10 will zoom into this when you have questions or
11 if you have any questions regarding these
12 alternatives. Here is a comparison exhibit that
13 we showed at the first meeting in November.
14 There's two differences compared to the one you
15 saw before.

16 Alternative Three has been removed.
17 That was the one that had a 5-foot bicycle lane
18 and then concrete curb and gutter along the
19 roadway with a drainage system, a storm sewer
20 system below the curb and gutter. That
21 alternative provided -- it had pretty much
22 exactly the same impacts and benefits as
23 Alternative Two. The only difference was the
24 price. The price to put in those curbs and

1 gutters and a storm sewer system, it ended up
2 being over \$1 million more than Alternate Two.
3 We also got some feedback at some of the
4 meetings that a curb and gutter section really
5 doesn't fit with the feel of the rural kind of
6 country feel that's out here today. So you
7 won't see Alternative Three. Then the only
8 other difference is we have upgraded the costs
9 because we have further refined the analyses, as
10 Marty says.

11 So looking at the Alternative One
12 and the preferred alternative, Alternative Two,
13 just to run through these.

14 UNIDENTIFIED SPEAKER: I have a quick
15 question: The layout, is that a concept layout
16 or is that an engineering drawing, the
17 horizontal boundaries?

18 JIM WOODS: The plan view?

19 UNIDENTIFIED SPEAKER: I will answer
20 your question -- and then I'm almost through,
21 but I will take this one.

22 It's what's called a Phase I kind
23 of a concept level. Preliminary engineering is
24 what it's called. It's not a design level.

1 It's not a detailed design. That comes in
2 Phase II.

3 JON VANA: It's pretty close.

4 JIM WOODS: What John was saying, it is
5 pretty close.

6 JON VANA: The design was based off of
7 an actual survey that was completed out there.
8 So it was drawn in CAD. It's not a sketch like
9 somebody might draw on a piece of paper. It's
10 actually drawn so that we are able to identify
11 the impacts and the costs very tightly in this
12 stage of the project.

13 JIM WOODS: The main thing we try to do
14 in Phase I -- well, one of the main things is
15 determine whether we need to encroach onto
16 private property or not outside the roadway
17 right of way. So the levels of analysis we do
18 are enough to give us confidence as to whether
19 or not we are going to have to do that.

20 So really briefly, again, here are
21 some of the comparisons between the two
22 alternates. Does Alternative One provide a
23 connection to the Des Plaines River Trail? It
24 does not. As we said, the 4-foot bike shoulders

1 are the minimum allowable to provide for safe
2 bicycle travel.

3 As far as property impacts go,
4 neither one impacts the forest preserves or
5 residential properties as we have noted.
6 Regarding increased impervious area -- and
7 that's just a fancy word for how much more
8 pavement is going to be out there -- we
9 calculated the acreage for Alternative One and
10 Two. And when you apply that to the Lake County
11 storm water orders, these are relatively small
12 numbers, neither of which requires detention
13 based on the strict Lake County ordinance.

14 Regarding some of the environmental
15 impacts, tree removals. I know these are a
16 significant concern of some residents. Either
17 one of these alternatives will require some tree
18 removal due to one to provide that the
19 additional necessary shoulder, either the 2-foot
20 shoulder or the 4-foot. Also, you know, we need
21 to reestablish proper grades and drainage and
22 make sure we are not causing any other drainage
23 problems that aren't out there today. And then
24 there are general just clear zone requirements.

1 We need to have a certain width to maintain --
2 just keep clear for safety reasons. As far as
3 wetlands go, very similar impacts, a tenth of an
4 acre for each alternative.

5 And finally, the cost estimates,
6 these are the preliminary cost estimates.
7 Again, these would be refined as the project
8 went into Phase II. But for Alternative One the
9 total cost, including engineering, would come
10 out to about \$2.6 million, and Alternative Two
11 would be about \$2.8 million.

12 So that's the high level overview.
13 Let me see if I missed anything.

14 Those tree removals, at this point
15 in the Phase I process, they are only estimates.
16 There's really no way for us to define exactly
17 which trees are going to go or which ones are
18 going to stay because, again, you determine that
19 when you get into the Phase II portion of the
20 project, because -- you know, John is a Phase II
21 expert. But they get more into the detail, I
22 mean they get it down to what, a tenth of a
23 foot?

24 JON VANA: We will have the opportunity

1 in the further design stages to look a lot more
2 closely at every -- all the way along the
3 corridor continuously. And then we have also
4 got so the options where we can actually try to
5 warp some of the grading to minimize the tree
6 root systems and preserve the trees to the
7 extent we can.

8 It's always one of our goals --
9 unless it's a tree that's not desirable -- we
10 try to maintain the trees as best we can. But
11 Jim is not to that level of detail that we will
12 get to in Phase II.

13 JIM WOODS: In Phase I we try to err on
14 the safe side. So 60 to 70 trees. We would
15 hope by the time it gets to Phase II that that
16 number would be lower than the number that we
17 are predicting in Phase I.

18 I think that is all I had.

19 JON VANA: The only thing that we can
20 mention -- and it's not -- this doesn't go
21 anywhere in replacing a 30, 40, 50-year-old
22 tree, but we are required to replace trees that
23 we impact at a one-to-one ratio as part of this
24 project.

1 MARTY NEAL: Now we will open the public
2 comment and questions. If you would like to
3 stand come up to the podium, give us your name
4 and your address and we will move on from there.

5 DAVE NIELD: Dave Nield, resident of the
6 Village. I also happen to be a Libertyville
7 Township trustee; however, I stand here as a
8 citizen.

9 I'm on Rockland Road probably about
10 ten times a week, either walking, bicycling, or
11 driving. I happen to be one of the people who
12 said I want a bike path. I like bike paths.
13 Who here doesn't like bike paths? However I did
14 not know it comes with a bit of emotional cost.
15 It may come with a cost with lose the rural
16 nature of the road. I think we all love the
17 rural nature of the road. I will retract my
18 comment and I don't want a bike path if we are
19 going to lose the rural nature of the road. And
20 I think that probably a lot of people would
21 retract their desire for a bike path if we are
22 going to lose much of the rural nature of the
23 road.

24 So whatever does come down, I just

1 simply ask that you do everything in your power
2 to remain the rural nature of the road.

3 I happened to be talking with the
4 guy who opened up the new bike shop on the south
5 side of town across from Fodrak's. I told him
6 about this and he said, Oh, my gosh, no, we do
7 want to lose the rural nature of that road; I
8 would rather be on a busy road underneath grape
9 trees than lose those trees and be on a bike
10 path. So this is a guy whose a Lance Armstrong
11 of the world.

12 So that's my two cents. Thank you
13 very much.

14 MARY CORKINS: My name is Mary Corkins.
15 I'm at 15469 West Rockland Lane. And I don't
16 care if there's a bike path or not. My concern
17 has been actual pedestrian safety. Buses, kids,
18 there's no place to walk. You talk about
19 drainage; you talk about gravel and encroachment
20 of the environment on to the old road and
21 everything else; try and walk it, you can't.
22 You cannot walk on either side of the road from
23 one end to the other without being in a ditch or
24 in the road. It's just that simple.

1 So before anyone -- a lot of people
2 bike, and that's great. More people are walking
3 and kids are on that road twice a day five, days
4 a week. My concern is them. I don't care what
5 happens with the bike path.

6 JIM FUTRANSKY: My name is Jim
7 Futransky, 2858 Ivy Lane. I have a couple of
8 questions. First of all, will you replace
9 shrubs that may have to be moved in order to do
10 this project as well as trees? And, secondly,
11 currently my understanding of the rule is that
12 if you want to try and park on Rockland Road,
13 all four wheels have to be off the pavement.
14 Will that continue? In other words, will people
15 be park in the bike lane?

16 MARTY NEAL: No.

17 JIM FUTRANSKY: Okay. And for my two
18 cents, I'm in favor of the bike lane.

19 MARTY NEAL: Thank you.

20 JIM FUTRANSKY: I don't think you
21 answered auto my question about the shrubs.

22 JON VANA: Shrubs are a tough one.
23 Shrubs that are -- Are you talking about shrubs
24 that property owners along Rockland Road have

1 perhaps planted within the right of way?

2 THE WITNESS: In my case, probably,
3 yeah.

4 JON VANA: Okay. I mean, typically the
5 answer is no. That's not to say that some sort
6 accommodations couldn't be made on a
7 case-by-case basis if that was extremely
8 important.

9 THE WITNESS: Okay. Thank you.

10 RICHARD MITTELMAN: For all of you,
11 there's a court reporter, so when you turn one
12 way or the other it's harder for her to hear.
13 So if you could please keep your voice up for
14 everybody to hear and for the record, that would
15 be great.

16 Thank you.

17 MARTY TAYLOR: Hi. I'm Marty Taylor,
18 15611 West Rockland Road. I am also owner of
19 Amphibian Multisport right there on the corner
20 by Dunkin' Donuts. That's how I geolocate, by
21 donut shops. Obviously I'm in favor of the bike
22 path. I have been hit by a car twice on my
23 bike, and it's all been in Illinois. Illinois
24 is not a cycling-friendly state yet. It would

1 be great if it was. I live right there on
2 Rockland Road. I live on the DTR; it's a great
3 place to be outside. Fred, the owner of the
4 other bike shop -- I hear what you are saying
5 I've ridden with the man dozens of times. We
6 have also both almost been hit by cars and taken
7 off the road.

8 St. Mary's is terrible for
9 cyclists -- and you guys see us on the road all
10 the time, right? We have got no where else to
11 go. State law requires 3-foot guidance or space
12 between us. Pedestrians too. Pedestrians don't
13 see cyclists. A lot of times automobiles don't
14 see cyclists. So as a cyclist, we trike to get
15 around a pedestrian walking in the bike lane, we
16 are into the flow of traffic. Legally we can't
17 go into the flow of traffic. If there's a bike
18 lane, we are supposed to be in it.

19 And the other gentleman asked: You
20 know, if somebody parks in the bike lane, that's
21 such a dangerous situation for us. We hope
22 nobody parks there if we get one. I'm from
23 central Texas, out in the country, and I love
24 living in a rural setting, but I don't want to

1 get hit by a car. I don't want our customers to
2 get hit by a car because it only takes one.
3 Nobody has died on that road yet, but I wouldn't
4 want to risk it. For the lives of a few trees,
5 I'm down with that.

6 You know, I love that road there.
7 To be honest, that road is so bad, if they just
8 repaved it, I would be happy.

9 UNIDENTIFIED SPEAKER: It's not designed
10 for bicyclists; it's designed for cars.

11 MARTY TAYLOR: It is, but cyclists also
12 use it.

13 UNIDENTIFIED SPEAKER: Why don't you put
14 your bike on a rack on the of the car and drive
15 to where it's safe?

16 MARTY NEAL: Peter, this is the public
17 comment period and questions for us. You will
18 have your turn.

19 MARTY TAYLOR: Most people don't ride
20 the way we do. Most people get on the DTR and
21 ride or they will ride on sidewalks, which you
22 are really not supposed to do. And there are no
23 other bike lanes. So for us to go ride a bike
24 somewhere, it's not always feasible for us to

1 get in a car and drive out away from where
2 there's vehicles because there's vehicles
3 everywhere.

4 That's all I got. But I'm
5 absolutely in favor of it. Thank you.

6 UNIDENTIFIED SPEAKER: Would you ride on
7 a 2-foot bike lane?

8 MARTY TAYLOR: I would. Like I just
9 said, if it was paved, I'd be happy. Would I
10 like to have a 4-foot lane? Absolutely.

11 KATE LUXON: My name is Kate Luxon and
12 I'm at it 28538 North Oak Lane. Actually,
13 Marty, I just want to say thank you. I was one
14 of the people you spoke to a year or two ago in
15 the middle of when you were doing all that
16 construction.

17 Now that I was hearing more people
18 talking about a bike lane, per se, how about
19 just -- like I know -- I pass a nice lady who
20 walks every day. Is it going to be technically
21 a bike lane where -- like my kids and I we can't
22 walk -- you know, what I'm trying to say versus
23 a sidewalk versus a bike lane -- and no offense
24 to cyclers, but they got a mind of their own

1 sometimes. And I know they are going fast like
2 we are. So I just was wondering is it going to
3 be like a technical bike lane or just a sidewalk
4 shared space for everybody? Because I go behind
5 the bus that drops off the Highland kids and
6 when you are in middle school, you don't get
7 dropped off right there, so I see those kids
8 going down to the ditch to walk.

9 So I was wondering how that space
10 would be shared or is it just kind of like
11 common...

12 JIM WOODS: We have heard people refer
13 to this as a bike lane. And I think you used
14 the word sidewalk. Really it's neither. It's a
15 4-foot paved shoulder that is the minimum width
16 required to safely accommodate bicycles. I know
17 it's a mouthful, but it's not going to be a
18 designated bike lane, per se. We are not going
19 to have marks on the pavement. I don't know if
20 anything is going to be signed along here as far
21 as bike routes.

22 KATE LUXON: You know like when you go
23 St. Mary's like riding three abreast, they have
24 all that like signage for the bicyclists.

1 JIM WOODS: It's a designated bicycle
2 route, I believe St. Mary's is, on the Lake
3 County system. On Rockland Road we are simply
4 providing 4 feet. People walk along there and
5 bike along there today and they have got 1 foot.
6 We are simply making it better for those bikes
7 and pedestrians and they would share the space.

8 KATE LUXON: Awesome. Thank you. I
9 love it. My kids will be happy to walk places.

10 BETTY-ANN MOORE: Good evening.
11 Betty-Ann Moore, 28328 Ivy Lane, Libertyville.

12 It's always good to have a public
13 meeting because you bring in all kinds of other
14 aspects to every project. And I have a couple
15 of sidebar questions here for you. Everybody
16 who has lived along Rockland or has enjoyed the
17 whole ambience of being close to the water,
18 since Rockland is a waterway, and I'm wondering
19 if there's an allowance. Since the road has
20 been engineered by nature, not really by
21 competent professionals, if there's a provision
22 for swaling on both sides. You said sometimes
23 it's one side; sometimes the other. Mother
24 nature has provided. The you mentioned the

1 Tanglewood Project, which was a result of
2 flooding need. And I just have a number of
3 comments about the Tanglewood project. It is,
4 to my view, kind of out of synch with Rockland
5 Road. We have all mentioned we like the lovely
6 rural nature. And let's face it, kind of a
7 slipshod -- you know, this is landscaped; this
8 isn't; somebody mows; somebody doesn't; and it's
9 got a really homey look, let's say.

10 But then we come to Tanglewood
11 which is like manicured and whatever. And maybe
12 even you could say a little out of character
13 with the rest of the road because it was so
14 carefully done.

15 And so I'm looking sort of for a
16 middle ground, first of all, with attention to
17 the drainage with swales on both sides and then
18 a provision in this 2.6 million with the
19 20 percent on the Township that there would be
20 some looks for landscaping. I know we are all
21 concerned about the appearance. I think that's
22 one of the fundamental problems here. Everybody
23 loves the kind of rural character. And here and
24 there there's been mention of the replacement of

1 trees. If you look at some of these trees, I
2 would love to see some of them replaced as well
3 as thinned out or pruned. My Lord, this kind
4 of, again, homey look is a little overdone. But
5 if there could be some forthcoming, some kind of
6 aspect that would address landscaping and
7 replacement, it might be reassuring to a lot of
8 people who are on the fence and concerned about
9 the appearance as well as the safety of the
10 project.

11 And I'm not looking -- I just want
12 to say I'm not looking for the kind of
13 landscaping that we have at Tanglewood with the
14 fruit trees or whatever it is that's blooming
15 out there. I think it's a little much. But
16 sometimes there can be a middle ground. And I
17 would just like to know that the project is
18 addressing that aspect of it. So thank you.

19 And in terms of tiptoeing along the
20 edge of that road, it's dangerous; we all know
21 it. And there are other roads in the area that
22 are as well. But if we can work out the
23 funding, the appearance, and improve the
24 drainage, I have been here long enough, so I

1 remember when Rockland was completely flooded
2 out. It wasn't just the trail you couldn't get
3 through; it was Rockland, unless you wanted to
4 float across the river. It is a hazard. And it
5 might improve the situation for various homes on
6 both sides of the river and both sides of the
7 road if the drainage were actively addressed. I
8 would just want to know if that's part of the
9 project. Thank you.

10 JIM WOODS: I think we can try to
11 address the drainage comment. The purpose of
12 the swales is really solely to collect water
13 that is generated from the roadway and carry
14 that water to a certain outlet point. And
15 obviously here everything pretty much moves
16 toward the river.

17 So I think you had asked can we put
18 drainage swales on both sides of the road where
19 they don't exist. In some locations I don't
20 think that would be possible, otherwise we would
21 be encroaching pretty substantially into outside
22 of the roadway right of way. There would be
23 substantial impacts to trees, much more beyond
24 what we are showing in our alternative here.

1 JON VANA: When the project is designed,
2 we will have the opportunity to review the
3 drainage that's out there right now and make
4 improvements to that. So like Jim mentioned,
5 the swale is to drain the road; it's also to
6 carry the water to the outfalls. And we will
7 have the opportunity to improve that through
8 some of the regrading of those swales.

9 JIM WOODS: So the goal is: We
10 definitely can't make things worse. I mean, I
11 think that's part of the ordinance if I'm not
12 mistaken. And we try to improve drainage
13 problems that are caused by the roadway when we
14 can.

15 JON VANA: Yes. Drainage, there are
16 limitation to what we can and can't do. The
17 Des Plaines River does have a bit of floodplain.
18 This probably will not solve the flooding
19 problems when the river rises. That's not
20 within the scope of what's going to happen here.

21 But we will improve the drainage of
22 the roadway and the system within the right of
23 way to be sure that it functions properly and
24 that there's no ponding of water along the

1 roadway right of way. Does that answer the
2 question?

3 BETTY-ANN MOORE: Thank you.

4 JUDD SARKHEIM: I'm Judd Sarkheim. I
5 have lived on Rockland Road for the last
6 50 years. I notice you had a car count on the
7 traffic going down the road. Have you ever done
8 a head count or a bicycle count to see how much
9 bicycle traffic or walking is actually done? As
10 I said, I've lived there for 50 years, and there
11 isn't very much. So I just wanted to have you
12 actually take an account to see how much traffic
13 foot traffic there is. I mean, Sunday I walked
14 up to the river to watch the boats and it was
15 me, so I just wondered if you had actually taken
16 a count or a potential count.

17 JIM WOODS: A projection?

18 JUDD SARKHEIM: Yes.

19 JIM WOODS: I don't think we have any
20 specific pedestrian or bicycle counts. Let me
21 zoom out here. We took a count at St. Mary's
22 Road, so there's probably some pedestrian and
23 bike counts down there. But we don't have any
24 counts of bikes or pedestrians along this

1 section.

2 JUDD SARKHEIM: Kathryn sat out there
3 for a while on Saturday and there was one walker
4 and two bicyclists.

5 KATHRYN SARKHEIM: It wasn't raining at
6 the time. It was between 9 and 10. There was
7 one walker going east and one biker going west
8 the whole time.

9 JIM WOODS: In a one-hour period of
10 time.

11 KATHRYN SARKHEIM: From 9:00 to 10:00 in
12 the morning.

13 JIM WOODS: Okay.

14 KATHRYN SARKHEIM: And then I quit
15 because it started raining and I didn't think
16 anybody would be doing anything.

17 FRED CHUNG: Lake County Highway
18 Department has the bike path data.

19 JIM WOODS: Fred informed that the Lake
20 County Department of Transportation collects the
21 bike and pedestrians counts on the trail.

22 FRED CHUNG: That's correct. On the
23 trail and on St. Mary's also.

24 JIM WOODS: Okay. But not along

1 Rockland Road because it's not a bike corridor.

2 UNIDENTIFIED SPEAKER: It will be.

3 LARRY CHOLEWIN: Larry Cholewin,
4 15130 Rockland Road.

5 As I think about the number of
6 months that we have been discussing this
7 project, it all comes down to, in my mind,
8 tonight of 2 feet of asphalt on either side of
9 the road, that's it. Doesn't seem like a lot?

10 UNIDENTIFIED SPEAKER: And THE trees.

11 LARRY CHOLEWIN: First of all, let me
12 say I'm for Alternative One. I've changed my
13 opinion based on the fact that I started to
14 value exactly what we are looking at. And in
15 my mind -- you know, you're an avid biker; my
16 son is a road biker. How anybody can ride their
17 road bike with a wheel that big on St. Mary's
18 Road is beyond me. Catching your wheel in an
19 rut and throwing you over the handlebars, I
20 can't understand how anybody would do that.

21 So my point is that to coordinate a
22 project involves a number of things. And we are
23 talking about roadways. We are talking about
24 St. Mary's -- I'm sorry, Rockland Road, which

1 is, from what you have said three quarters of a
2 mile. I went out and measured from in front of
3 my house which happens to be just west of
4 St. Mary's Road. And from that point east to
5 St. Mary's there is curb which is not going to
6 be a bike lane, there's not going to be a bike
7 lane for 615 feet which happens to be 15 percent
8 of this road. So for 15 percent of the road
9 there's no bike lane. And I'm just wondering is
10 that legal? Do we face any liability -- Do you
11 face any liability issues because of that? Are
12 we following the federal regulations by not
13 having a bike lane all the way through, which is
14 not going to happen as far as I know?

15 JIM WOODS: So that section that you are
16 referring to, I've blown it up on the screen
17 here. The stretch between where the curb and
18 gutter starts all the way to St. Mary's Road.
19 Today this curb and gutter, I believe, the
20 face-to-face width -- I can't remember the
21 width, but it's very narrow. It's substandard.
22 You need a 30-foot face-to-face of gutter,
23 imagine the faces of the gutters, the minimum
24 that's required.

1 LARRY CHOLEWIN: I guess what I'm
2 asking: There's not going to be a bike lane?

3 JIM WOODS: There won't be a striped
4 bike lane between that point and St. Mary's
5 Road. But we are pulling the curb and gutter
6 out to provide a minimum width for a shared bike
7 lane. 14 feet is the minimum width that you
8 need to provide. And the think the lane is --
9 pointing to the screen -- today right here are
10 11 feet or 12 feet to the face of the curb and
11 we are clearing this area out so that there's
12 14 feet, which is a bicycle standard. You need
13 a minimum of 14 feet to share the lane with a
14 vehicle.

15 So at this point there really
16 aren't any good design standards for carrying
17 bike lanes of this nature through an
18 intersection or through an area that has what's
19 called channelization, left and right turn
20 lanes.

21 LARRY CHOLEWIN: But I know when it was
22 built that intervention stretched out quite a
23 ways. It's actually two football fields from
24 the west side of the St. Mary's to the edge of

1 that turnout. That's two football fields. It's
2 a long way to drive without a bike lane if you
3 are planning on putting in a bike lane.

4 JIM WOODS: Well, we have widened it out
5 enough. And this meets the bicycle standards,
6 the Federal Aid Bicycle Standards by making
7 those lanes 14 feet wide.

8 LARRY CHOLEWIN: So back to what I kind
9 of alluded to, I guess, the coordination of the
10 project seems to involve a number of roadways.
11 St. Mary's Road, what's the plan for that road?

12 JIM WOODS: It's a Lake County Highway
13 Department road and it's got an a marked bike
14 route. I don't know if it's marked or not, but
15 is it a bicycle corridor.

16 MARTY TAYLOR: On the map it's marked as
17 a corridor, but it's not it's just got a wired
18 shoulder. Rockland there's no shoulder.

19 LARRY CHOLEWIN: So it just doesn't seem
20 that this is well-coordinated. And when we have
21 got a bike lane, a bike path from Lake County
22 Forest Preserve that runs parallel to this just
23 south of 17 of and the bike path that goes
24 through the forest preserve just east of the

1 bridge, it seems like we have got two bike paths
2 and we are competing with those. And I agree,
3 you know, it doesn't take into account the
4 people that walk down the Road, but those are
5 all the people that live on Rockland Road, and
6 I'm one of them.

7 Just one last question: How many
8 bike signs? Because there has to be signage.

9 JIM WOODS: There doesn't have to be
10 signage if we are not designating this as a bike
11 lane. This is -- it's, again, a four-foot
12 shoulder that is the minimum required to safely
13 accommodate bicycles.

14 LARRY CHOLEWIN: Thank you.

15 UNIDENTIFIED SPEAKER: So if it's 2 and
16 2, it won't accommodate the bicycle traffic, but
17 if it's 2 and 4, I guess, then on one side it
18 would accommodate 4 and 4?

19 JIM WOODS: Well, again, 4 and 4 is the
20 minimum standard. I mean, we are trying to
21 provide safe and efficient access for
22 pedestrians and bicycles. And 2 feet is too
23 small to do that per all of the engineering
24 guidelines and the literature.

1 UNIDENTIFIED SPEAKER: So 2 won't
2 support or accommodate, 4 would.

3 JIM WOODS: Correct. Well, I mean, 2
4 would be not much more than you have today. You
5 have 1 to 2 today.

6 UNIDENTIFIED SPEAKER: There's no
7 opinion. Here I'm just asking for
8 clarification.

9 Thank you.

10 JIM WOODS: Thank you. Mr. Zaun.

11 PETE ZAUN: Pete Zaun. I live on
12 Oak Lane. I've lived here for over 30 years,
13 35 years, something like that. And I have to
14 agree with the first speaker that was here: We
15 would like to protect the environment. We don't
16 like to make any changes and we recommend to
17 repave the road, Rockland Road, the way it is,
18 improve it, of course, maybe bring it up to
19 standards of the Number One option with
20 modifications and just make sure we don't cut
21 any trees down and maintain, as the former
22 president of the Township said, you know,
23 maintain the ambiance of the area.

24 The second item is here that I have

1 is the connectivity item that you talked to.
2 Your drawings did not show connectivity between
3 the bridge and Forest Preserve path. When you
4 bring it up on the chart there, the bike path
5 only goes to the trail, but it doesn't go to the
6 bridge. Is there a reason why that is not
7 included? Most of the traffic bike traffic and
8 returns traffic is from the town, from the
9 village, to the path. It generally doesn't go
10 beyond that.

11 JIM WOODS: So as Marty mentioned, there
12 will be a study of the bridge coming up and that
13 does.

14 PETE ZAUN: They will include that part.

15 JIM WOODS: Well, the study of the
16 bridge is going to extend all the way to the
17 trail over here, so this is kind of the break
18 point between the roadway study and the bridge
19 study. So as part of the roadway study, all we
20 are going to do is just put a new surface on
21 here all the way up to the bridge instead of
22 reconstruct it.

23 PETE ZAUN: So that is in the plan --

24 JIM WOODS: That's in the roadway plan.

1 PETE ZAUN: So your proposal only
2 includes the bike path on both sides up to the
3 trail, the rest is going to be taken care of by
4 the bridge project?

5 JIM WOODS: That's correct. And today
6 what you need to do -- Today if you are coming
7 across this bridge, you are on the south side of
8 the bridge. There's that walkway there and then
9 you come across and there's a wider shoulder
10 here that brings you to this kind of spur that
11 heads off to the trail.

12 THE WITNESS: I have gone that way many
13 of times. It just didn't show here and I
14 wondered how you wanted to address that.

15 JIM WOODS: Yeah, as part of the bridge
16 project there will be some better connections to
17 the trail, theoretically.

18 PETE ZAUN: Okay. And the other items
19 here is the drainage issue that was addressed.
20 And the thing is where are you going to drain
21 the water to? It only goes into the ditches
22 into or swales, whatever it is, but generally
23 ends up on the homeowners' properties because
24 cannot really drain from the road into the river

1 because that has been blocked and the Township
2 engineering blocked it by installing sewer
3 systems in the lower part of Rockland Road there
4 close to the bridge. And you really cannot
5 reduce the elevation and create a, you know,
6 streambed into the river.

7 So where would you go? You would
8 have to be underneath Rockland Road just like
9 they did on Oak Lane and do that. So drainage
10 is very impossible. If you want to correct it
11 with swales, you can't get it out of there. The
12 only place it drains is toward the river --
13 towards the homeowners' properties.

14 The next item here, as Mr. Sarkheim
15 made the statement there was no bicycle or
16 pedestrian traffic on Rockland Road, and I have
17 to definitely agree. For 35 years I have seen
18 very, very few people walk. Most of them are
19 homeless people that go from one place to
20 another if they walk or ladies that are looking
21 for their dogs. That's about all we see there
22 walking people. Bicycle traffic on weekends,
23 yeah, you see a few, but very few. Most of the
24 year there's nobody there.

1 In the wintertime the road is
2 empty. There are no bicycles in the summertime
3 during the week; there are no bicycles at all.
4 So I vehemently disagree with anybody who says
5 we have a lot of bicycle and pedestrian traffic,
6 definitely not very many returns. All right.
7 And the other one --

8 MARTY NEAL: Mr. Zaun, you have reached
9 your five-minute limit, so if you have more, you
10 can submit that to the comment forms.

11 PETE ZAUN: I just want to see that
12 (Inaudible) did a good job by suggesting that we
13 don't understand why we have to have bicycle
14 path on Rockland Road and jeopardize the
15 environment. It just isn't worth it.

16 Thank you.

17 MARTY NEAL: Thank you.

18 MICHAEL POWERS: I'm Michael Powers,
19 also on Oak Lane, just 20 years.

20 I was happy to hear this the that
21 the STB funds can be used for Alternative One or
22 Two. I did not hear any status, though, at the
23 end of the second meeting -- the first meeting
24 you said two-thirds of the people wanted

1 Alternative Two. You must have some sense of
2 the stats from the second meeting. All we heard
3 was five to ten people didn't want the project
4 at all, which it doesn't sound like that's in
5 the cards. But I wondered if you have any sense
6 of what percent of the homes do you believe want
7 Alternative Two versus Alternative One based
8 onto comments you've got?

9 MARY YOUNG: We don't have that
10 information yet.

11 MICHAEL POWERS: Is that something --

12 MARY YOUNG: We can provide that.

13 MICHAEL POWERS: We feel like we have a
14 large number of folks of homeowners that believe
15 that Alternative Two should be rejected and that
16 Alternative One, or some version of that, would
17 be a preferred approach for safety, their own
18 views on safety which; we have two different
19 views here on that.

20 But, also, the obvious
21 environmental issue and the tree issue, one
22 thing I did a little reading just to educate
23 myself. And you quoted 60 miles of bike paths.
24 There's 550 miles of trails in Lake County. As

1 a periodic biker, I guess I would say my view
2 would be there's probably ample places for
3 people who are avid bikers to get their bikes to
4 places that are safe.

5 And Alternative Two, I really don't
6 think is a connectivity as we talked about for
7 avid bikers to actually get through on a safe
8 basis. I'm just not personally convinced of
9 that.

10 I also looked at the Lake County
11 has a 2040 transportation plan with bicycle
12 priorities in there. I think you have probably
13 seen that as well. There was an interesting
14 part that said, Where possible the proposed
15 trunk system -- meaning the connectivity of the
16 roads -- recommends that the use of either
17 utility corridors -- that's not what we are
18 talking about -- abandoned rail lines -- we are
19 not talking about that either; and then, third,
20 those roadways carrying relatively lower traffic
21 volumes should be the primary place to ride
22 bikes throughout the county.

23 So I guess my question is: Do you
24 consider Rockland Road, the section of Rockland

1 Road with 6,000 cars a day, does that meet that
2 standard of a relatively low-volume road because
3 it seems like -- I don't know, a lot of the
4 residents certainly don't buy this number of 100
5 extra cars 20 years from now. It just doesn't
6 seem feasible, frankly.

7 So we are concerned that there's
8 going to be significant increase in volumes. If
9 we lose the road or part of the canopy even a
10 few feet on either side if the swales make it
11 look like the a place that you can use it to cut
12 through. And I think every resident of Lake
13 County realizes that the east/west thoroughfares
14 are a challenge, all of them. Route 60, 176, it
15 doesn't matter. And if this road looks like you
16 can go a lot quicker as a cut-through, that's
17 really our safety concern of just higher volume
18 than what you're showing.

19 But I guess suffice it to say I'm
20 more of a fan of a version of alternate of an
21 one than alternative two.

22 MARTY NEAL: Thank you.

23 NANCY POWERS: I'm Michael's wife,
24 Nancy, 28318 North Oak Lane. And I'm

1 representing a few other people that could not
2 be here, Chris Miller and Laura Jensen
3 (Phonetic) who took the time to talk to people
4 door to door and ask them their opinion of
5 what's happening with the road.

6 The biggest concern we have is what
7 preserving our neighborhood, what our
8 neighborhood residents and the beauty of the
9 neighborhood and safety too. I was on a road
10 today out in Marengo and I got out, got my
11 measuring tape, and it was our road and then it
12 was two feet on each side. And I took a picture
13 of it because I thought I could walk, I could
14 ride my bike, I could do all the things that we
15 want to do and with even the two feet on each
16 side. And I did take pictures if anybody wanted
17 to see them.

18 But we did go door to door. Some
19 of you were home; some of you weren't. Some of
20 you we knew you wanted Alternative 4, whatever,
21 and we thought we are not going to get into an
22 argument with you. We care about you, but we
23 don't want -- like tonight I saw smirking and
24 things like that and that's not adult because we

1 are a neighborhood and we make a community, all
2 of us. And when I went to Staples to make
3 copies of the petition that we had people sign,
4 the girl took it upon herself to read it. When
5 I asked her and she goes, Oh, no, Rockland Road,
6 that's my favorite road; I take the PACE bus on
7 Rockland Road and that's how I got the job in
8 Libertyville. She was a really nice woman. She
9 is one of the managers now at Staples in
10 Libertyville. So I thought that was a cute
11 story showing that our road has character. And
12 I don't want to lose the character. And no
13 offense to the people on Tanglewood, but I don't
14 like the character of your roads. Your roads
15 are wide. All of our roads are narrow. I know
16 they had to do it for certain purposes, but when
17 they went in and did that drainage, you know,
18 all that metal changed that section of the road,
19 kind of like what Ms. Moore was saying.

20 So it's about several things, the
21 character. And I think that all of these people
22 would like to see the road repaved and they
23 would all like to see 2 feet on each side.
24 There is not 2 feet on each side as you were

1 saying. There's a section where there's one;
2 sections where you got to walk off the road. So
3 I understand the safety. I'm a walker. I walk
4 early in the morning before most of you see me,
5 before of the cars are even out there.

6 But on our road alone, on our
7 Oak Lane, on our side, we had nine out of ten
8 homes on our side do not want to see that kind
9 of improvement. We want to see 2 feet, but we
10 don't want to see, really, Option One Or Two.
11 We want to see the alternative. We want you to
12 repair our road with 2 feet and swales. We
13 don't want to see all those trees go. We want
14 to see the canopy.

15 We have six homes that said they do
16 not agree with this. I have the petition. You
17 can see their addresses. Many are out of town.
18 I was supposed to be in St. Louis and I changed
19 my flight so I could be at the meeting. But I
20 want to submit that to you.

21 And, you know, everyone does -- I
22 respect everybody in this room and their opinion
23 and for their reasons. The biking gentleman
24 that owns the bike shop, it's hard going around

1 you guys on St. Mary's Road, and I think this
2 road is going to be wider than St. Mary's Road.
3 Is that a correct statement? Or almost as wide?

4 JIM WOODS: I don't think it will be
5 wider.

6 NANCY POWERS: Not wider, but almost as
7 wide.

8 JIM WOODS: I don't have good
9 measurements.

10 UNIDENTIFIED SPEAKER: St. Mary's is
11 28 feet and this is going to be 30 feet, the
12 pavement.

13 MARTY NEAL: St. Mary's Road, the lanes
14 themselves on St. Mary's Road to start with are
15 12 feet wide.

16 NANCY POWERS: And ours are 11.

17 MARTY NEAL: Ours are 11.

18 UNIDENTIFIED SPEAKER: So that's 2 feet.
19 The pavement itself on St. Mary's is 28 feet.

20 MARTY NEAL: St. Mary's is a long road.
21 It depends where you measure that road from.

22 NANCY POWERS: Anyway, I am going to
23 lose my two seconds here. But to the bikers, we
24 just there's also going to be safety issues for

1 people who are walking, people who are riding
2 their bikes, just like you were saying the
3 walkers, the bikers. And if you guides hit one
4 of us walking, that's also safety.

5 So it's all things we do need to
6 thing about. But those are the names. There
7 were 22 people on west side in the village and
8 there were I think 36 homes on the east side
9 that signed it. And they will all do comment
10 sheets. But my last what bothers me the most,
11 Marty, of what you said, who is your staff?

12 MARTY NEAL: Myself and Mike Zorn, our
13 operations manager.

14 NANCY POWERS: So you will make the
15 decision?

16 MARTY NEAL: I will make the decision.

17 NANCY POWERS: I wish you would just say
18 that, because when you write, Me and my staff --
19 I mean, I'm a company of three people, a tech
20 company, I don't try to say I'm 35 people, and
21 that's what that sounds like when say your
22 staff. Because at one of the meetings we said
23 we all felt bad for you; we said we wanted to
24 help you. And, whatever, Laura Jensen was like,

1 It's terrible he has to do all this work in
2 Lake County all by himself.

3 So you need to say you make the
4 decision. But when you tell us to fill out
5 these comment sheets, it's kind of BS in a way
6 when you say you are the staff; you are going to
7 make the decision no matter what we say in some
8 regard. But we did vote for you, so listen to
9 us of us on both sides and hear what we have to
10 say.

11 MARTY NEAL: Okay. The comment you just
12 made that the public comment forms are BS, what
13 do you mean by that?

14 NANCY POWERS: Well, I handed two in, we
15 did, and another lady handed hers in, never saw
16 any of her comments. I feel like you are taking
17 the comment sheets, saying they don't count as a
18 vote, but fill out your comment sheet.

19 MARTY NEAL: I tell you I don't agree
20 with you. You made these comments and that's
21 one of the reasons we are here, because I'm
22 trying to be responsive. I'm trying to be
23 transparent. And the comments that you made
24 and, you and some of your neighbors, at that

1 public annual meeting when we were here, that's
2 why we are here tonight.

3 NANCY POWERS: I'm glad we are here
4 tonight. But what will the comment sheets bring
5 to you? I mean, we felt -- many of those people
6 who signed they didn't want the road -- this
7 gentleman changed his mind; there was another
8 woman that changed her mind; I think one of
9 these people changed their mind from
10 November 16th. But you are taking that
11 November 16th comment sheet and you are telling
12 us there are ten, there are eight, kind of like
13 what Michael was saying, like what percentage?
14 There's no percentage there. There's no
15 numbers.

16 MARTY NEAL: We will get that
17 information for you.

18 NANCY POWERS: But you can't take his
19 comment sheet if he changed his mind. So which
20 meeting or how -- if we all know we are supposed
21 to fill out a comment sheet from this meeting,
22 then we will go hand those out to all those
23 homes so they can all give you a comment sheet
24 if that's what you want.

1 MARTY NEAL: A comment sheet from all
2 these people? Yes.

3 NANCY POWERS: Okay. His comment sheet,
4 how does he omit that and say -- It's already on
5 the internet.

6 MARTY NEAL: Is he on record,
7 Mr. Cholewin is, because he revised his comment.
8 I have that. And it's on the website, but it's
9 redacted. All of the comments that are on the
10 website are redacted. Nobody's contact
11 information is on there.

12 NANCY POWERS: But it's tough. What I
13 was saying before is: We voted for you or
14 didn't vote for you, whatever, if you went out
15 to vote. Our word is -- I mean, we want you to
16 hear our word. That's all. Whether you are for
17 it or against it, whether you want Option One,
18 Two, or an alternative, but all these people
19 want an alternative. They want it paved with
20 2 feet and then the swales.

21 MARTY NEAL: Thank you.

22 BARBARA WALTI: My name is Barbara Walti
23 and I live at 15110 West Rockland Road. I am
24 for Option Number One, but in following her

1 comment, I have kept all of the letters that
2 have been sent out, and nowhere in those letters
3 did it say you can write to this website. I
4 would like to know today what all of us here
5 what website or what e-mail address we would use
6 to make a comment to you, because in all of the
7 letters and literatures that we received there's
8 not been any kind of a paragraph to say, you
9 know, if you would like to contact Marty Neal
10 via e-mail, here is my e-mail address. What is
11 your e-mail address to be able to contact you?

12 MARTY NEAL: It's on the comment form.
13 It's been there the whole process.

14 BARBARA WALTI: I understand, but I was
15 at only one of those meetings because I was out
16 of town the others. So you are saying that
17 there's a comment form here? And then what do
18 we do with those we? Do we leave them or take
19 them and mail to you?

20 MARTY NEAL: You can leave them here;
21 you can fax it in; you can e-mail it in. It's
22 the same comment form at the November meeting,
23 same comment form from the March meeting. The
24 contact information on the bottom phone number

1 and e-mail address.

2 BARBARA WALTI: And I would like to say
3 that I would disagree that from the March
4 meeting there were five to ten people who were
5 opposed to it. The entire room here, there was
6 a gentleman who stood up and said, It is clear
7 that people in this room do not want Alternative
8 Two.

9 MARTY NEAL: That was at the annual
10 meeting, annual town meeting.

11 BARBARA WALTI: Right, but you didn't
12 address that meeting in your comments. That was
13 overwhelmingly against alternative two.

14 UNIDENTIFIED SPEAKER: That's because
15 Alternative One people didn't contact
16 Alternative Two people. They were gaming it.

17 BARBARA WALTI: We all got the
18 information about the meeting.

19 UNIDENTIFIED SPEAKER: The annual
20 meeting.

21 BARBARA WALTI: Yes. But the
22 Alternative One people when riling the troops --

23 MARTY NEAL: Next commenter, please.

24 PAUL KOMPARE: Hi. My name is Paul

1 Kompare. I live at 15334 West Rockland Road,
2 which is the infamous corner of Rockland and
3 Tanglewood where the fruit trees are planted.

4 I'm here on behalf of speaking in
5 support of Option Two. I find myself a little
6 uncomfortable that I'm speaking after some close
7 friends of mine that disagree with me. But, for
8 me, you laid out the purposes in the beginning
9 of the discussion and it was improving safety
10 and improving bicycle pedestrians connectivity
11 and you are not accomplishing that unless you go
12 at least with Option Two.

13 We live at the corner, like I said,
14 of Rockland and Tanglewood Court. My son,
15 Patrick, wanted to come tonight. It wasn't my
16 decision to bring him; he wanted to join me
17 because he has never been able to ride his bike
18 to school.

19 PATRICK KOMPARE: Can I speak for
20 myself?

21 PAUL KOMPARE: Sure. Go ahead.

22 PATRICK KOMPARE: Every day I get off
23 the bus and I have to walk in a ditch to my
24 house, which is to me is ridiculous when people

1 across the river can have a perfectly good
2 sidewalk that they can walk on while I walk in a
3 ditch. And when I go out to walk my dog with my
4 family, my parents tell me to -- we literally
5 run across the street just to not hold up
6 traffic and not get hit.

7 PAUL KOMPARE: I don't think I could
8 have said it better. Thank you.

9 And for those people who say they
10 don't see a lot of bicyclists and pedestrians,
11 the reason you don't see them is because I won't
12 let my son ride his bike to school. It's simply
13 not safe.

14 You know, I myself am a runner. I
15 like to use the trails. I have to navigate from
16 Tanglewood Court over to the Des Plaines River
17 Trail. I'm an adult and I don't feel safe
18 walking along that foot of asphalt. I don't
19 think two feet will make that much of a
20 difference. I would like to see it wired than
21 what you are proposing.

22 And I would also say that I think
23 overall the process has been very fair. I think
24 we had multiple meetings to hear people out.

1 And I understand that everybody is not going to
2 agree, but I think as far as the process has
3 been laid out, I think you have done an
4 excellent job.

5 CRAIG IRVITS (Phonetic): Hello. My
6 name is Craig Irvits.

7 I live at 2840 North Oak Lane.
8 It's right on the corner of Oak and Rockland, so
9 my wife and I and my daughter are pretty
10 impacted by this project. And I wanted to
11 reiterate what he just said, that I think
12 everything has been very clearly presented and
13 there's been a lot of opportunities to speak our
14 piece. And I think the process has actually
15 gone a little longer than it probably should
16 have. Initially my wife and I were in favor of
17 Alternative Two because we have a young
18 daughter. And as we just discussed, the kids
19 don't have anywhere to walk. We don't have
20 anywhere to walk. There's been a lot of
21 opposition to Alternative Two since. We are
22 kind of 50/50. We could go with either with
23 Alternative One or Two. We are happy that this
24 project is being pushed forward. We are happy

1 that there's going to be a shoulder at all. We
2 are happy that at least we will be able to get
3 down the road.

4 My question is a follow-up question
5 to a question that wasn't answered before about
6 the landscaping, not on the road, but in the
7 right of way. Right now -- it's almost June --
8 the right of way right now consists of a lot of
9 weeds, and those weeds are growing tall.

10 And nothing has been mowed on
11 either side of Rockland yet and I am sure this
12 project, when it takes place, they are going to
13 take out all of the landscaping, regrade
14 everything. And my question is: What are they
15 going to put in there? We don't want it to be
16 beautiful grass because it's a natural
17 landscape, but we want to make sure it's
18 maintained.

19 Visibility gets impacted when the
20 weeds grow tall. I don't know if or when it
21 will be mowed this year. That's my question.

22 UNIDENTIFIED SPEAKER: It was mowed
23 today.

24 PAUL KOMPARE: Okay. Well. I haven't

1 been home yet today. Anyway, what's going to be
2 placed there and how will it be maintained going
3 forward.

4 JIM WOODS: There will be areas of
5 grading. It's not going to be the entire right
6 of way that we are going to have to go in and
7 regrade everything. It's going to be up to a
8 certain point just to match in to the point
9 where drainage can either be maintained or
10 improved, as we said.

11 What gets put in its place, I
12 believe, it's topsoil and seeding.

13 JON VANA: That decision has not quite
14 been made yet. I think the way the decision
15 would be made is -- You would work with Marty
16 and his staff to figure out what type of
17 maintenance they want to do out there. There's
18 different options for different seed mixes, so
19 you could go with a more native-type planting or
20 a lawn which you don't want to lawn,
21 necessarily, there.

22 So that decision has not been made
23 yet. It's open for discussion.

24 PAUL KOMPARE: Well, I am glad it was

1 mowed today.

2 ANDY DANCKERS: I'm Andy Danckers at
3 15397 West Rockland Lane. First of all, I want
4 to thank you, the Township, for what, to me, has
5 been a model of how to do a planning
6 transparently and with very thorough
7 information.

8 I'm a strong proponent of
9 Alternative Two. But I would put that with an
10 asterisk. Marty, you and I have spoken about
11 this. I'm particularly concerned with vehicle
12 speed on Rockland Road. And I think that doing
13 what I feel would rightly invite pedestrians and
14 bicycle to use that 4-foot wide space would
15 place them in jeopardy if vehicles are going to
16 travel faster than they already do.

17 So just as a snippet of
18 information, a half hour period this afternoon
19 starting at 2:30 p.m., about people about
20 150 cars drove that stretch. 80 percent of them
21 exceeded the speed limit. About a third of them
22 were more than five miles an hour over the speed
23 limit. And roughly one in 12 were going more
24 than 12 miles over the speed limit. That's with

1 a radar gun. Widening both spaces shown to
2 increase vehicle speed. The effect of widening
3 the shoulder for a road with this lane width
4 from zero to 4 feet, for example, will increase
5 vehicle speeds, according to the Federal Highway
6 Administration website, by about ten percent, so
7 tack on another three miles an hour roughly.

8 So one of the things that I think
9 that one has to do is mitigate the risk to
10 pedestrians and bicycles, if we are going to use
11 that 4-foot lane for them, and I would say that
12 some sort of alert for lane departure, like a
13 rumble stripe would be something to be
14 considered, because otherwise I think motorists,
15 if they are distracted and driving faster, are
16 going to put pedestrians and bicyclists at great
17 risk.

18 MARTY NEAL: Thank you.

19 PATRICK CORKINS: I'm Patrick Corkins.
20 I live on Rockland Lane. We have been there
21 about 12, 13 years. When we moved in we were
22 the last house on Rockland Lane. Since then
23 they have extended the road to more of a
24 horseshoe-type of road. I don't know if you

1 have been down that road. If you can see the
2 difference between the old road and the new
3 road, I mean, it's a whole different environment
4 there. And that is my concern. We have kids,
5 obviously, that we never let ride to school
6 either because the road was so dangerous.

7 I'm not opposed to One or Two.
8 Actually, what I'm supposed to is the
9 environment and how it looks. I mean, it just
10 looks terrible, the new part of the road,
11 because it's just -- our water drainage has
12 gotten worse because they raised the road about
13 five feet, so, I mean, we sit in a lot of water
14 now and that has not been addressed. The
15 County's answer was putting a four-inch drain
16 pipe in front of my house. Obviously, that
17 doesn't do much.

18 So if it's going to look like that,
19 I hope we make some different efforts because it
20 just doesn't look like the setting that we
21 bought into. So that's really my concern there.
22 And, you know, we are all for the safety of the
23 kids and the bus stops. I hope we address that.
24 Our kids are teenagers now. They drive to

1 school, but it never was safe. I've seen cars
2 blow stop signs on the buses with my kids
3 standings there. Not a week ago I was standing
4 at the corner of the new Rockland Road where the
5 street light is and there was a car passing
6 another car, it must have been going 55 or 60,
7 just getting in in time before the other car
8 came the other way as it was honking at the car.

9 So I understand Andy's point about
10 speed about speed going up, and that is also a
11 concern. If you make it look wide open, they
12 are going to go wide open. And we know that
13 there no police on that road giving tickets
14 because I have never seen one. So those are my
15 concern. Whichever one you do, I hope it's with
16 that in mind.

17 MARTY NEAL: One thing I would like to
18 address in response to Mr. Danckers' and
19 Mr. Corkins' comments in regard to speed
20 enforcement, in the back we have Sergeant Struck
21 from the Lake County Sheriff's Department. And
22 the Township has contracted with the Sheriffs'
23 Department to provide speed enforcement on
24 Rockland Road. And, actually, I believe if not

1 today was there was a detail out there today.

2 Sergeant, could you give maybe a
3 little snippet of how things have gone out
4 there?

5 SERGEANT STRUCK: So far for the paths
6 month and in in late March and early April we
7 had contacted with Libertyville Township on
8 Rockland Road for an afternoon. Right now it's
9 for three hours a week, so it's one afternoon.
10 We average between three and eight tickets
11 during those three-hour shifts. I worked it
12 myself just to see what actually was going on on
13 Rockland Road.

14 We get most cars, like I believe
15 you were saying, were going over the speed
16 limit. I think our fastest one the day I
17 personally worked was 47 going through the 30.
18 So cars are speeding down that road. At times
19 it's difficult to get out on the road when you
20 are sitting on Tanglewood because you will have
21 two or three cars speeding down that road. I
22 mean, it's on Rockland Road; it's on every road
23 in Lake County. We are out there. In addition
24 to the detail cars, we do have other deputies

1 who do sit out there on Rockland Road. You
2 know, obviously we are not going to write cars
3 that are going 34 in a 30, we would be laughed
4 out of court. But the high speeders we do
5 absolutely get.

6 UNIDENTIFIED SPEAKER: What's the
7 highest speed?

8 SERGEANT STRUCK: I think 48.

9 UNIDENTIFIED SPEAKER: What about all
10 the tickets that were written in that time
11 period?

12 SERGEANT STRUCK: It's probably 50, but
13 that's not common. Most of them are ranging
14 from 42 to 49. Again, we are out there. The
15 details that we have set up have been from 3 to
16 6 when you are getting heavier traffic. So if
17 you sat out there between 11 and 2, you are
18 going to get less cars, but maybe higher speeds.
19 So it just kind of all depends. Again, that's
20 not just on Rockland Road it's everywhere.

21 MARTY NEAL: Thank you.

22 Another thing I would like to
23 mention -- and Mr. Cholewin brought this up at
24 the Township meeting -- something we have been

1 looking into are the radar feedback signs. You
2 may see them around Lake County or at the
3 Village of Libertyville, and the Township is
4 looking to purchase those. They run between
5 \$3,000 and \$4,000 a piece. They wouldn't stay
6 on Rockland Road all the time. They have a post
7 set and they can be moved to Casey or Diamond
8 Lake Road or Bradley Road. So we are also
9 looking into procuring those.

10 PETER ZAUN: Can I make one proposal
11 real quick?

12 MARTY NEAL: Yes, Peter.

13 PETER ZAUN: This is my thought to make
14 everybody happy here: We are using Option One
15 top connect the bridge to the path and then
16 continue on until you get to Rockland Lane and
17 just create a bike path to there. That's it.
18 And then you go over to Tanglewood and the
19 connect that to Rockland lane. So you go
20 Tanglewood to Rockland Lane; you do the U-turn
21 or the U-shaped road and create a bike path on
22 that road. And then there you turn left and you
23 go to the bridge as well as to the forest
24 preserve entrance. So you connect everybody on

1 Tanglewood to a bike path going to the forest
2 preserve and to the bridge and into
3 Libertyville. So nobody really has to do
4 anything more than cross the road to get on a
5 bike path to get to Libertyville and we
6 disregard the bike paths to St. Mary's Road,
7 which really doesn't go anyplace other than
8 to -- What is that road named there before --
9 the Township doesn't have responsibility after
10 that particularly road. What is that road
11 called?

12 UNIDENTIFIED SPEAKER: What about all
13 the people who live east of Tanglewood?

14 PETER ZAUN: You don't go there. Why
15 would you go there? Why do you want to go east?

16 MARTY NEAL: Peter, could you put that
17 into a comment form please. Thank you.

18 ANTHONY PERRY: Good evening. My name
19 is Anthony Perry. I'm at 15551 West Rockland
20 Road. I am a little late to the game. I just
21 want to say thank you for being here. It's my
22 first meeting, but I was able to read everything
23 online and thought it was very transparent and
24 well-documented. So thank you. And I am, for

1 the record, a proponent of Option Number Two
2 that you are going with, it sounds like it.

3 My question pertains to -- the last
4 thing I read online was Comment Number Four
5 about bringing water and sewer while we are
6 tearing up the road to making all this action --
7 I see you nodding your head no.

8 FRED CHUNG: The Village has no plans of
9 extending the water main.

10 ANTHONY PERRY: I read that an SSA would
11 need to be established. Could you explain what
12 that would look like?

13 FRED CHUNG: Per Libertyville's policy,
14 we would have no right to serve the water
15 outside of the water boundary limit. The limit
16 stops at the river. And the Village of
17 Libertyville have no plans of extending the
18 water main into your neighborhood unless we get
19 it approved by the Village board members, which
20 no one has made the initial comments yet. So
21 there has to be approved by the board. At this
22 time we do not have a contract with Civiltech of
23 extending the water main into east of the river.
24 Our water main stop at the bridge.

1 ANTHONY PERRY: I was referring to the
2 other side closer to St. Mary's.

3 RICHARD MITTELMAN: He said there's no
4 contract with Civiltech, these people, to extend
5 that.

6 FRED CHUNG: Because it has to be
7 carefully designed along with the pavement
8 project. But at this time we have no contract
9 with Civiltech of extending the water main
10 beyond Libertyville limit.

11 ANTHONY PERRY: Okay. I think I
12 understand. I know there's not any contract,
13 but you said that you laid out the first step
14 but didn't explain what the following steps
15 would be.

16 FRED CHUNG: The water main system only
17 serves the Village of Libertyville, which is
18 owned by the city of Libertyville. Per City
19 Code, if you are living out of Libertyville, it
20 has to be approved by the Village Board.
21 Sometimes you have an intergovernment agreement
22 in order that we will pull wider water service
23 to the outside of the Libertyville. At the time
24 the Village has no plans ever extending the

1 water main.

2 ANTHONY PERRY: Okay. I understand. I
3 think -- I'm not -- the closest water not being
4 west of the river, but east of St. Mary's. This
5 just not in the plans?

6 FRED CHUNG: No.

7 ANTHONY PERRY: Thank you.

8 MARTY NEAL: Anyone else?

9 UNIDENTIFIED SPEAKER: I used about
10 three of my minutes. One more minute.

11 Marty, it's 2017; we are all big
12 adults. Could we not accelerate a piece of
13 Phase II and just go out there and get the trees
14 marked for what would happen with Option One or
15 Two, pay for it? Is that a possibility? We
16 might be having all this debate for two trees.

17 UNIDENTIFIED SPEAKER: And Buckthorn is
18 not a tree.

19 JON VANA: We can go out and do whatever
20 anybody asks us to do. Our Phase II contract
21 utilizes federal money, and it will not be
22 authorized to proceed with until we receive
23 design approval. And then there's an
24 authorization process that it goes through down

1 in Springfield before we can start. But the
2 short answer is yes.

3 UNIDENTIFIED SPEAKER: We can maybe
4 front some money or maybe lose some money, but
5 we can look into that and if you want \$10,000 or
6 \$220,000 or whatever. I know those numbers of
7 60 or 70 to are -- winging it -- it could be 40.
8 And who knows if it really impacts a couple of
9 big giant ones. And keep in mind, whether we
10 are a proponent for One or Two, we can do other
11 things to slow down traffic. We can change the
12 miles per hour. We can put yellow flashing
13 lights. And like you mentioned, the radar-based
14 thing. There she good handful of things we
15 could do change that traffic. And yes or no:
16 We could lower the miles per hour on that road?

17 MARTY NEAL: No, not without the say-so
18 of the Lake County Department of Transportation.

19 UNIDENTIFIED SPEAKER: Right. But we
20 could invite that to a get underway, right?

21 MARTY NEAL: You can't go lower than 30.

22 JEFF WELSH: My name is Jeff Welsh. I
23 live on Tanglewood Court. I have been there
24 about 24 years. One of the things about the

1 trees -- I know everybody is concerned about the
2 trees. And I remember when we first moved there
3 we had the first large oak tree fall and I
4 thought it was going to be a disaster. One of
5 my neighbors said, Don't worry about it because
6 there are so many trees here, it just sort of
7 fills in anyways.

8 So I am a tree person. I plant 60
9 trees a year on my own property just the apron,
10 but trying keep the oak trees going and
11 everything. So that's just what I wanted to say
12 about the trees.

13 But I've been running on Rockland
14 Road for about eight years now. I've logged
15 close to 5,000 miles in this general area. And
16 that Rockland Road is the most dangerous part of
17 my trip. I run it about four times a week. The
18 difference between that we are talking about
19 2 feet of asphalt and 4 feet, to me, is a
20 difference between a basically getting the shit
21 scared out of me versus feeling relatively safe
22 with that extra little space because cars are
23 coming by, even on the sections where there's
24 almost 2 feet, some people don't see us and they

1 are riding on that line and they are literally
2 come within a foot of hitting me. And I'm one
3 of those guys that has had to jump in the ditch.
4 And there are more runners like us that have
5 done the same thing. So I am all for safety.

6 I mean, I would really appreciate
7 experience the benefits of safety on that road.
8 And like Patrick said, we have never let our
9 kids walk and bike on that road like we wanted
10 to when they were in elementary school. When
11 they got into junior high, yeah, but not when
12 they were little ones.

13 So, you know, I just really feel
14 like safety is our number one priority. That
15 really is where it's at. The argument that this
16 is a rural road is pretty weak in my mind when
17 you have 5,900 cars going down it each day.
18 It's not a rural road. It's a major feeder into
19 Libertyville. You got Rockland; you've got 176;
20 and you got Oak Springs. All that eastbound
21 traffic is coming through there.

22 So, yeah, I would love to preserve
23 the look, but widening it up 4 more feet of
24 asphalt is not going to kill us.

1 Thank you.

2 BRAD ANDERSON: Good evening. Brad
3 Anderson, 15355 West Rockland Lane. Just a
4 comment on -- We talked about the mailboxes.
5 For my clarity, to me that is probably the
6 biggest danger area that I feel going out to my
7 mailbox is the lack of space. So my question
8 is: Alternate One, Alternative Two, is the
9 mailbox in both of those in the same situation
10 where it will increase the distance and allow a
11 vehicle to be able to pull in there?

12 MARY YOUNG: Yes.

13 JIM WOODS: They both provide the same
14 distance between the white stripe and the
15 fronted of your mailbox. Alternative One and
16 Two provide the same distance, the same width,
17 they both address that.

18 BRAD ANDERSON: And just for the record,
19 I'm going echo a little bit of what Jeff just
20 said: To me the decision based on 2 feet versus
21 4 feet, to me, and comparing the volume of
22 traffic that goes down that road, I think is
23 just a moot point when you come back to the
24 safety. I mean, I have ridden on that road. I

1 have walked that road. I cross it every day to
2 get to my mailbox. To me it's silly that we are
3 arguing here of an additional 24 inches when we
4 are focused on the safety of the residents in
5 that area.

6 So, again, I appreciate the process
7 and the opinions on both sides. To me I think
8 if we just go back to focus on the safety, to me
9 Alternative Two is where I would like to see the
10 direction go.

11 MARTY NEAL: Thank you.

12 Anyone else?

13 ROB TROPPLER: I will say something
14 quick. It's just a math thing that will bother
15 me forever if I don't ask.

16 I'm Rob Tropple, 14632 West
17 Rockland. I drive it everyday; I don't live it
18 every day, but I've been a Lake County resident
19 my whole life.

20 I will go back 38 years ago -- and
21 I'm not proud of it, but I was a passenger in a
22 vehicle and we struck a pedestrian on Oak Spring
23 Road, same scenario, almost killed the young man
24 on a bicycle. It's not something I will ever

1 forgot. I was the passenger. I still see, to
2 this day, the pedestrian going over the hood of
3 the car. It's not something anybody wants to
4 experience. And Oak Spring is a direct
5 comparison shoulder-wise to what you are living
6 on Rockland Road.

7 That accident happens now. And you
8 only need one and this discussion wouldn't even
9 be here today. But to go over the math part of
10 it, it's like 2-foot shoulder -- I'm kind of a
11 wide guy anyway -- if I walk the center of a
12 2-foot piece of asphalt, my shoulder is still
13 going to be over the white line. You are not
14 going to walk -- if you are a pedestrian, you
15 are not going to walk -- either straddle the
16 gravel and the pavement you are going to walk
17 all the way on the gravel or you are going to
18 walk on the pavement. Most people walk on the
19 pavement, which is still going to leave their
20 shoulders into traffic.

21 So I don't think there's really a
22 decision. Safety-wise it's got to be a 4-foot
23 shoulder paved, my opinion, because you want
24 people off of the road. And if you can't get

1 them all the way off of the road, what's the
2 point? You are not really accomplishing the
3 safety stuff.

4 So, you know, living it, seeing a
5 pedestrian hit by a car because of a bad
6 shoulder width, it's not a nice thing. And,
7 yeah, it doesn't happen very often. But if it
8 happens once in your life, you will never forget
9 it. And that's a guarantee. And 4-foot only
10 makes sense to me because 2-foot doesn't get you
11 out of the traffic.

12 MARTY NEAL: Thank you.

13 MARC BERTAUD: I'm Marc Bertaud, 28429
14 Ivy. I would like to also commend you for the
15 process many opportunities to comment. And I do
16 feel it's been transparent. And you have always
17 given your contact info.

18 We have in favor of Option Two
19 mainly for safety reasons as many people said.
20 It makes me sad that I have three kids that have
21 never been able to ride or walk safely. We will
22 not let them go on Rockland Road until they are
23 driving a car. And this does have a chance to
24 alleviate that.

1 And to the prior comment, last fall
2 I actually found a lady who -- we never did
3 figure out what happened, but she had likely
4 been clipped and she was facedown unconscious on
5 the north side of Rockland Road. Multiple cuts
6 to her face, didn't know what was going on, and
7 cars were just literally zipping around her.

8 So without some measure of
9 safety -- if we can keep the speed in check,
10 Option Two is a wonderful thing from the
11 standpoint of our household.

12 Thank you.

13 MARTY NEAL: Thank you.

14 SUE LARAMEN (Phonetic): Sue Laramen,
15 15100 West Rockland Road. We have been there
16 13 years. When we moved there our daughter was
17 8. We knew when we bought that house she was
18 not going to walk to Copeland; she was not going
19 to ride along Rockland Road; it was too
20 dangerous. We knew that when we bought that
21 house.

22 Had we wanted her to be able to
23 safely walk to school bike to school, we would
24 have moved on the other side of the bridge where

1 they have sidewalks. I don't feel that a bike
2 lane right next to a road is what I consider
3 safe passage. When I think of a safe bike lane,
4 safe sidewalk, I always envision a road, quite a
5 bit of green space, and then a sidewalk. That
6 is what I feel is safe, but I'm not as daring as
7 some of the bikers and joggers here.

8 I'm not for either Number One
9 Option or Number Two Option. I think that it's
10 also odd that -- my husband and I have attended
11 the very first meeting, the second meeting, and
12 there was a very good turnout, but for some
13 reason in the last two months there's been an
14 uproar that it's not transparent by some people
15 who couldn't attend those meetings. I think
16 there's been plenty of opportunity to e-mail
17 make a comment as to what your preferred option
18 was. I don't think there's been any hiding. I
19 don't think there's been any government
20 conspiracy. I've heard that we are trying to
21 wind the road so that the ambulances can get
22 through to the new Green Oaks Nursing Home. I
23 think it's just a matter of -- And these trees
24 we are cutting down, I'm sorry, but Buckthorn is

1 not a tree. I don't think we are cutting down
2 large oak trees that have been magnificent
3 specimens for years and years. Some of them
4 maybe, yes, would have to be cut down, but it's
5 not a large amount.

6 A lot of the right of way -- quite
7 honestly, I'm one that prefers it to be a little
8 bit more clean and tidy. That's just how I
9 mean. I think some of that roadway is junk.
10 And to say that we need to preserve the rural --
11 we can still be rural, but still be have paving
12 and have things be neat and tidy.

13 That's all I have to say. And I
14 thank you. I do know that you have been very
15 forthcoming, being hones. I do hope that you
16 will take into consideration everybody's
17 opinions. I mean, do we need to do a revote?
18 Everybody takes a comment tonight and says
19 Option One, Option Two, and we get a count from
20 tonight from a quite a large group of people and
21 go from there? Or are you really set in that
22 this Option Two? Is the way that we are going
23 to go?

24 MARTY NEAL: Well, yes. I want public

1 comments from everybody that is here tonight.

2 SUE LARAMEN: And I know it's not a
3 vote.

4 MARTY NEAL: Right. It is not a vote.
5 So once all the public comments from tonight and
6 over the next two weeks are sent in, I will
7 review those and I will also look into the ones
8 that the Waltis and the Powers mentioned and the
9 history of those and I will evaluate all of that
10 with the assistance of the engineering firm
11 before a decision is made.

12 SUE LARAMEN: Have things progressed on
13 Option Two that to change it to Option One would
14 cost money?

15 MARTY NEAL: I don't believe so.

16 Will it?

17 JIM WOODS: Not a significant amount. I
18 mean, we have all we have done thus far are
19 compile all the comments from the previous
20 meetings and gotten them ready to submit with
21 the report, so I think I don't think it would be
22 a significant --

23 SUE LARAMEN: The first I'm learning of
24 no extra paving -- This is the first time I've

1 seen where it will not the widened from the
2 crosswalk to the bridge, correct? It's going to
3 go curb up by St. Mary's with no bike lane, bike
4 lane, back down to, after the crosswalk, 2 feet?

5 JIM WOODS: As a temporary condition,
6 yes, until the bridge eventually -- whatever
7 project happens there between the trail and the
8 bridge is simply going to have a new surface put
9 on it. There's no change in any width or
10 anything that's going to happen right there.
11 It's going to maintain the same path to get to
12 and from the trail. I have it up there if you
13 want to see it.

14 SUE LARAMEN: That was just the first
15 time I had seen that. I thought it was going to
16 be, if we do the bike lane, 4 feet all the way
17 to the bridge. No, it stops at the crosswalk
18 where you can then get on the Des Plaines trail?

19 JIM WOODS: Yeah. Eventually there will
20 be some sort of better accommodation between the
21 bridge and the trail crossing, but that's
22 something we evaluate in the Phase I study of
23 the bridge.

24 THE WITNESS: Okay. Thank you.

1 MARTY NEAL: Anyone else?

2 Okay. That's the end of this

3 meeting. So please grab a public comment form,

4 if you haven't yet, and submit it by June 6th.

5 Forms are also available on to the Township

6 website. And, please, everyone sign in on the

7 sign-in sheets.

8 (WHICH WERE ALL THE PROCEEDINGS

9 HAD IN THE ABOVE-ENTITLED CAUSE

10 ON THIS DATE.)

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1 I, KAREN ORENSTEIN, CSR No. 84-4693, a
2 Certified Shorthand Reporter of the State of
3 Illinois, and a Registered Professional
4 Reporter, do hereby certify:

5 That the foregoing deposition transcript
6 was reported stenographically by me, was
7 thereafter reduced to typewriting under my
8 personal direction and constitutes a true record
9 of the proceedings had;

10 That I am not a relative or employee or
11 attorney or counsel, nor a relative or employee
12 of such attorney or counsel for any of the
13 parties hereto, nor interested directly or
14 indirectly in the outcome of this action.

15 IN WITNESS WHEREOF, I do hereunto set my
16 hand at Chicago, Illinois, this 5th day of June,
17 2017.

18
19
20
21
22 KAREN ORENSTEIN, CSR, RPR,
23 CSR Certificate No. 84-4693
24