

**Rebuild of Quentin Road  
in Cook County  
between Lake Cook Road and Dundee Road**

**Stakeholders - Issues - Needs**

**Summary**

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# 1 Introduction and Context

This document focuses on the stakeholders, issues, and needs as they relate to the Quentin Road rebuild project. It is important, though, to understand the context of the project and to consider the special circumstances of this segment of the road.

This chapter gives a short introduction to the issues and context.

## 1.1 The context

The segment of Quentin Road between Lake Cook Road and Dundee Road in Cook County dissects Deer Grove Forest Preserve, provides access to a few neighborhoods on the east side of the segment, and serves as a through street for commuters traveling the north-south corridor.

The road has been identified by the Cook County Highway Department for a significant rebuild primarily due to the decaying bridge over Salt Creek just north of Dundee Road. Plans for such a rebuild have been worked upon on and off for about 20 years, but many aspects of the road have changed over time:

- Players on all levels of local and regional government organizations changed
- Some housing developments took place in neighborhoods on the east side
- Neighborhoods in the north-east corner were involuntary annexed by the Village of Palatine
- Some properties were voluntarily annexed by the Village of Deer Park in Lake County
- The population in general as well as the local residents specifically put much more emphasis on non-vehicular transportation and recreational activities such as walking, running, and biking.

Quentin Road is a designated Strategic Regional Arterial (#414) but the regional plan for this road has never been completed, approved, and published. Being a series 400 SRA means that Quentin Road is only a minor SRA, giving planners significant freedom in how to layout the road.

Most of the road directly borders the Forest Preserve so that the segment of the road between Lake Cook Road and Dundee Road has a very special profile compared to typical suburban SRAs. In fact, the segment shows more properties of a two-lane rural SRA than those of four lane sub-urban SRAs:

- The typical suburban SRA route has up to five traffic lights and up to ten cross roads per mile. This segment has none.
- The typical suburban SRA route is surrounded by residential, commercial, and industrial users. The entire west side of this segment borders the Forest Preserve and has no users. Most of the east side also borders the Forest Preserve, has only very little residential use and no commercial or industrial use at all.
- The building/land ratio is that of a "rural route"
- The development density is that of a "rural route" (less than 0.5 households per acre)
- Planners have the certainty that these attributes of the segment will not change in the future, since development within the Forest Preserve is prohibited.

Most of the traffic volume carried by the road takes place during brief periods in the morning and evening rush hours. Traffic projections show an increased traffic load for 2030, but assume that the extension of IL-53 into Lake County is not being built. That extension has the potential of reducing local traffic considerably.

One possible impediment to cohesive planning for the Quentin Road rebuild project is the fact, that the Road and the surrounding areas are managed by a patchwork of jurisdictions:

- The road is partially located in Lake County and partially in Cook County
- All major east/west intersections are state streets and traffic lights are operated by the Illinois Department of Transportation
- Most of the east side of the segment is located in the Village of Palatine, except for a small section in the north-east that is located within the Village of Deer Park
- Deer Grove Forest Preserve is dissected by the road and is managed by the Forest Preserve District of Cook County.

This segment of Quentin Road has a very rural character and meets all major criteria for a rural route under SRA rules. The rebuild impacts many stakeholder and faces complex issues.

On the other side, the special attributes of the segment combined with the certainty that no development can take place along the segment gives planners significant freedom to employ solutions not possible for typical sub-urban routes.

## 1.2 About Us

Build Quentin Right is a non partisan, grassroots organization whose mission is to promote a safe, efficient, environmentally friendly, and fiscally responsible design solution for the re-build of Quentin Road that cuts through Deer Grove Forest Preserve between Lake Cook Road and Dundee Road in Cook County.

Our goal is to insure that all stakeholders in this road have a voice in how this re-build happens:

- neighbors who live along the road,
- citizens who use and care for the Deer Grove Forest Preserve,
- communities that surround the Forest Preserve and
- commuters who frequently travel on this road in their vehicles, bicycles, or on foot.

## 1.3 Who We Are

We are people who live off Quentin Road, friends of Deer Grove (conservationists and environmentalists), residents of the neighborhoods surrounding the Deer Grove Forest Preserve, users of the Deer Grove Forest Preserve, and even commuters. We are a broad alliance of concerned citizens being led by neighbors who live along Quentin Road across from Deer Grove.

We include bikers, commuters, forest preserve users, and Cook County taxpayers who want to see their local county forest preserve and the semi-rural character of the area protected.

## 1.4 Our Supporters

We have broad support by virtually all residents living in the communities along Quentin Road between Lake Cook Road and Dundee Road and the businesses at Dundee Road.

We also have the support of several key environmental groups in the area including Friends of the Forest Preserves, Sierra Club, Prairie Woods Audubon, Citizens for Conservation, and Deer Grove Natural Areas Volunteers.

## 1.5 Our Process

Build Quentin Right! was formed in November 2009 and we initially used our own expertise and experience to research the issues and needs around the road rebuild project. We strongly believe that any road project must take the unique local needs and requirements into consideration and that all stakeholders must be actively involved in the planning process.

We came to the conclusion, that the most important issues are clustered around four major topic areas and we have formed working groups around those topics during the first quarter of 2010:

- Work Group 1: Road safety
- Work Group 2: Traffic and capacity
- Work Group 3: Bike path and walk way
- Work Group 4: Deer Grove Forest Preserve

In order to complete the picture of stakeholders, issues, and needs for the road, Build Quentin Right organized a stakeholder conference that took place 10 April 2010 at the Senior Center in Palatine. A broad group of stakeholders attended: from neighbors, commuters, forest preserve users, bicyclists, environmentalists to politicians and Cook County representatives from the Highway Department and Forest Preserve District.

## 1.6 Definitions and Nomenclature

In order to make the information in this document as compact as possible without losing any precision, the following terms are used and defined as follows:

- "Quentin Road" means the section of Quentin Road between Lake Cook Road and Dundee Road being rebuilt as part of this project.
- "Forest Preserve" means "Deer Grove Forest Preserve".
- "Deer Grove West" refers to the portion of Deer Grove Forest Preserve west of Quentin Road.
- "Deer Grove East" refers to the portion of Deer Grove Forest Preserve east of Quentin Road.
- "Neighborhoods along the east the of Quentin Road" or "Quentin neighborhoods" refer to all properties located ...
  - directly on the east side of Quentin Road
  - on Hillcrest Road, Woodland Street, Center Road, South Road, Ruhl
  - on all streets connected to these roads

The apartment community in the north-east corner of Quentin Road and Dundee Road as well as the businesses in the same area are included, too.

## 2 Stakeholders In The Quentin Road Project

This chapter defines the term "stakeholder" as it relates to the Quentin Road rebuild project and lists the groups of stakeholders we have identified.

### 2.1 Definition of "Stakeholder"

We define "stakeholder" to be anyone or anything involved in or affected by the rebuild of Quentin Road between Lake Cook Road and Dundee Road. This includes (but is not limited to):

- Residents and businesses located on Quentin Road or in east side neighborhoods
- Commuters who use this segment of the road regularly in vehicles, on bicycles, or on foot
- Users, visitors, volunteers, and staff of the Deer Grove Forest Preserve
- Deer Grove Forest Preserve with all plants, trees, animals, and wetlands
- Recreational users of the road (such as bikers, walkers, runners, equestrians)
- Government organizations on local, regional, county, state, and federal levels
- Non-governmental organizations representing groups of stakeholders
- The tax payers who fund the rebuild and ongoing road maintenance

Stakeholders may represent themselves individually or collectively through various interest groups. Issues for and needs of animals, plants, and other non-people stakeholders are represented by individual experts or relevant and competent organizations. Our goal is to document all stakeholders, their needs and their issues in order to paint the most complete picture of the Quentin Road.

We will refrain from classifying or ranking the stakeholders or their needs, but we do acknowledge, that different stakeholders are impacted to different degrees. For example, the owner of a property located on Quentin Road who is required to give up land for the project may be considered more impacted than a non-local driver of a vehicle using the road only once.

### 2.2 Quentin Road Project Stakeholder Groups

While we do not classify or rank stakeholders, we do group them along common and shared issues and needs. Any given person or organization can be part of one or more stakeholder groups.

#### 2.2.1 Neighbors

Neighbors are defined as individuals and organizations located directly along Quentin Road or in the communities on the east side of the road. This includes all private properties located on the east side of Quentin Road, the Deer Grove Forest Preserve, and the businesses at Quentin and Dundee.

Description		Examples
S1	Neighbors	
	S1.1 Neighbors living along Quentin Road between Lake Cook Road and Dundee Road	<ul style="list-style-type: none"> <li>• Businesses and residents of the apartments located at Quentin and Dundee.</li> <li>• Residents living on the north-east side of Quentin Road.</li> <li>• Deer Grove Forest Preserve</li> </ul>
	S1.2 Neighbors living on streets off of Quentin Road	<ul style="list-style-type: none"> <li>• Residents living on Hillcrest, Woodland Street,</li> </ul>

Description	Examples
between Lake Cook Road and Dundee Road	Center Road, South Road, and Ruhl. <ul style="list-style-type: none"> <li>Residents living on streets connected to these.</li> </ul>

### 2.2.2 Residents

In addition to neighbors living directly on or off of the segment of road to be rebuilt, residents living in close proximity to the segment are impacted as well.

Description	Examples
S2 Residents	
S2.1 Residents living in close proximity and around Deer Grove Forest Preserve, but not directly off of Quentin Road between Lake Cook and Dundee.	<ul style="list-style-type: none"> <li>Residents living in Barrington Woods, Palatine, and Deer Park</li> <li>Residents living on Dundee Road at the intersection with Quentin Road</li> </ul>
S2.2 Residents of the Village of Palatine	
S2.3 Residents of the Village of Deer Park	<ul style="list-style-type: none"> <li>Those living north of Lake Cook Road</li> </ul>

### 2.2.3 Commuters

Commuters are defined as users traveling through this section of road. They travel in vehicles, on bicycles, or on foot. Neighbors and residents are considered commuters when they use Quentin Road.

Description	
S3	Commuters who travel through the segment of Quentin Road between Lake Cook Road and Dundee Road.
	S3.1 Commuters traveling in vehicles
	S3.2 Commuters traveling on bicycles
	S3.3 Commuters traveling on foot

### 2.2.4 Deer Grove Forest Preserve

Most of Quentin Road borders directly with Deer Grove Forest Preserve. The road dissects the forest preserve and is on both sides in direct contact with mature oak forests, wetlands, and a variety of vegetation and animals. Animals frequently cross Quentin Road when they migrate between the east and west portion of the preserve.

Deer Grove Forest Preserve is also an important regional recreational area. A wide range of users take advantage of the amenities provided by the forest preserve. Users arrive at the preserve by vehicles, on bicycles, on horses, or on foot.

A large group of volunteer caretakers perform conservation and restoration tasks in the preserve on a daily basis. Stewards and volunteers working at the preserve on a regular basis are considered users of the Forest Preserve.

Description	
S4	Deer Grove Forest Preserve
S4.1	Users of Deer Grove Forest Preserve
S4.1.1	Users walking or running in the Forest Preserve
S4.1.2	Bicyclists
S4.1.3	Equestrians
S4.1.4	Users of Camp Reinberg
S4.1.5	Conservation volunteers
S4.2	Deer Grove Forest Preserve
S4.2.1	Trees and vegetation
S4.2.2	Animals within the preserve
S4.2.3	Animals crossing Quentin Road
S4.2.4	Wetlands along Quentin Road
S4.2.5	Wetlands within Deer Grove East currently being restored as part of the Openlands O'Hare Airport expansion mitigation project.

### 2.2.5 Non-governmental organizations

Several stakeholder groups are organized within non-governmental organizations.

Description		Stakeholders
S5	Non-governmental organizations	
S5.1	Active Transportation Alliance	Bicyclists
S5.2	Citizens for Conservation	Conservation advocates
S5.3	Friends of the Forest Preserve	Users, stewards, and volunteers working in the Deer Grove Forest Preserve and citizens who care about the forest preserves.
S5.4	Openlands	Land trust, responsible for wetlands restoration in Deer Grove East
S5.5	Prairie Woods Audubon Society	Conservation advocates
S5.6	Sierra Club	Conservation advocates

### 2.2.6 Government Organizations

The Cook County Highway Department is the governmental organization responsible for all phases of the road project and the Cook County Forest Preserve District owns most of the land required for the expansion of the existing right-of-way.

Many other governmental organizations (local, regional, state, federal) are involved in or impacted by the Quentin Road project.

<b>Description</b>	
S6	Governmental organizations
S6.1	Local government organizations
S6.1.1	The Village of Deer Park
S6.1.2	The Village of Palatine
S6.1.3	The Palatine Park District
S6.2	Regional government organizations
S6.2.1	Cook County Highway Department (CCHD)
S6.2.2	Cook County Forest Preserve District (CCFP)
S6.2.3	Lake County Division of Transportation
S6.2.4	Chicago Metropolitan Agency for Planning (CMAP)
S6.3	State government organizations
S6.3.1	Illinois Department of Transportation (IDOT)
S6.3.2	Illinois Nature Preserve Commission
S6.4	Federal government organizations
S6.4.1	US Army Corps of Engineers
S6.4.2	Federal Highway Administration (FHWA)

### 2.2.7 Tax payers

Funding for the road project comes from several sources: local, county wide, and federal. Consequently, taxpayers contributing to the planning, construction, and maintenance of the road are stakeholders, too,

<b>Description</b>	
S7	Tax payers

## 3 Issues With Quentin Road And The Project

Documenting the issues with the current road as well as possible issues arising from the road construction project provides important context to better understand and justify the stakeholder needs we present in the next chapter.

Quentin Road has a diverse set of users - from residents living along the road, to commuters passing through, to recreational users, to animals migrating between the east and west portion of Deer Grove Forest Preserve it dissects.

Issues are grouped along the lines of the Build Quentin Right work groups. An additional "other" category captures issues that do not properly fit into the work group framework.

### 3.1 Issues related to Road Safety

This section focuses on the safety related issues with Quentin Road.

Issue	Description	Stakeholder
II.1	Residents and visitors driving southbound on Quentin Road have no safe left-turn facility for their vehicles. They have to block the southbound lane while waiting for a gap in the northbound traffic that permits a safe turn. Poor line of sight and speeds well above the posted speed limit lead to rear-end collisions.  The same issue exists for visitors of the Forest Preserve when facing north on Quentin and turning into Deer Grove West, or when facing south on Quentin and turning into Deer Grove East/Camp Reinberg.	
II.2	Residents and visitors trying to make a left turn out of Quentin neighborhoods to go south on Quentin Road have no safe left turn facility for their vehicles. Left turns have to be performed in one move requiring a gap in traffic in north and southbound lanes simultaneously.  Especially at Ruhl, several vehicles may wait in line to exit the neighborhood. Poor line of sight requires drivers to be very cautious and adds to the delay in exiting the neighborhood.  The same issue exists for visitors of the Forest Preserve when leaving Deer Grove West to the north, or Deer Grove East/Camp Reinberg to the south.	
II.3	Line of sight along the entire segment is sub-optimal and causes unsafe situations not only during turns into and out of the neighborhoods and the Forest Preserve.	
II.4	Dangerous situations arise from vehicles traveling at speeds significantly above the posted speed limit of 45 MPH. Compliance with the speed limit is not actively enforced.  Quentin residents, users of the forest preserve, and conservationists alike feel that the posted speed limit of 45MPH is too high for this segment of Quentin Road.	
II.5	Quentin Road does not allow for the safe passage of non-vehicular travelers such as walkers, runners, bikers, or users of motorized scooters and wheel chairs. No alternative north-south route exists anywhere in the region.	
II.6	Since Quentin Road dissects Deer Grove Forest Preserve, animals frequently cross the road causing accidents with vehicles on the road. These accidents are generally fatal for the animals but they are often very dangerous for vehicles and drivers as well, especially in case large animals or groups of animals are involved.  Deer Grove Forest Preserve does have a large population of deer who frequently cross the road in groups of several animals. The combination of poor line of sight, excessive speeds, and groups of large animals on the road pose significant safety issues for users of the road.	

### 3.2 Issues related to Traffic and Road Capacity

Quentin Road is designated a minor Strategic regional Arterial (SRA-414) and the majority of traffic on the road is caused by commuters driving through this segment during morning and evening rush hours. This sections captures the traffic and road capacity issues.

Issue	Description	Stakeholder
I2.1	Quentin Road needs to support the current traffic level (21,000 ADT with 6% trucks) at a reasonable level of service. <sup>1</sup>	
I2.2	Quentin Road needs to support the projected traffic level for 2030 (26,000 ADT with 6% truck) at reasonable levels of service. <sup>2</sup>	
I2.3	While the project is uncertain, extension of IL-53 into Lake County would cause the traffic volume on Quentin Road to be significantly lower than projected for 2030.	
I2.4	Quentin residents have consistently observed a significant reduction of traffic volumes during all times of the day since the economic downturn started to impact the region in 2009. Observation by residents is no substitute for scientific traffic volume measurements, but repeated observations from many residents exiting onto Quentin Road at the same time every day suggest, that the reduction in traffic volume is of a magnitude that would warrant a review of the current and projected values.	
I2.5	The traffic flow along the entire Quentin Road corridor is not managed actively. Traffic lights at the intersections with Rand, Lake Cook, Dundee, North West Highway, Palatine Road, Euclid, and Algonquin Road are not coordinated to dynamically adjust to actual traffic demand. Even under light load, traffic does not generally flow along the segment and drivers are often forced to stop and wait at red traffic lights at every intersection they cross.  The current traffic management system does not allow drivers to adjust their speed so that they flow through the corridor encountering only, or at least mostly, green traffic lights.	

### 3.3 Issues related to the Bike Path and Side-walk

Quentin Road currently has no safe facility for bikers and walkers to travel north/south between Dundee Road and lake Cook Road. In fact, no safe north-south non-vehicular travel is possible anywhere in the region.

Also, the neighborhoods in the north-east of the road segment have no connectivity amongst each other, to Deer Grove Forest Preserve, or the Villages of Palatine and Deer Park.

This section captures the needs of all non-vehicular users of Quentin Road.

Issue	Description	Stakeholder
I3.1	For decades, no planned development or infrastructure building took place in the neighborhoods on the north-east of Quentin Road since those areas had been unincorporated until very recently. These neighborhoods have no connectivity amongst each other - other	

- 1 We record here the "current traffic count" for Quentin Road as provided by the Cook County Highway Department. The count was performed several years ago and before the severe economic down-turn. Empirical observations made by many residents indicate a significantly lower traffic volume. Traffic dropped of so much, that the road is frequently empty (as in no vehicles) during morning and evening rush-hour traffic.
- 2 Since the actual current traffic load is significantly lower than measured a few years ago, long-term effects of the economic down-turn could very well result in a much lower projection for 2030.

<b>Issue</b>	<b>Description</b>	<b>Stakeholder</b>
	than Quentin Road. Properties just a block or two apart cannot be reached on foot or by bike since it is not safe for adults or children to travel along Quentin Road.	
13.2	Children living in Quentin neighborhoods cannot walk or bike to school, visit their friends, go to the library, go to Deer Park Mall, or get to the Villages of Palatine or Deer Park.	
13.3	Less than 1/2 mile away, residents of Quentin neighborhoods have no safe access to Deer Grove Forest Preserve other than by vehicle.	
13.4	The expansive bike path and walk-way system of Lake County ends right at the north side of Quentin and Lake Cook Road, but residents of Quentin neighborhoods have no safe access other than by vehicle.	
13.5	The expansive bike path and walk-way system in Palatine and Cook County ends right at Quentin and Dundee Road, but residents of Quentin neighborhoods have no safe access other than by vehicle.	
13.6	Residents of Quentin neighborhoods cannot safely reach the METRA Train station in Palatine other than by vehicle.	
13.7	Non-vehicular commuters do use Quentin Road on foot or bicycle but risk their lives by doing so on a daily basis. No safe alternative north-south passage exists anywhere in the region.	
13.8	Recreational bikers, walkers, or runners have no safe north-south passage and Quentin Road between Lake Cook Road and Dundee Road is the only missing link between the expansive walk-ways and bike paths in Lake County, Palatine, Cook County, and the Deer Grove Forest Preserve.	

### 3.4 Issues related to the Deer Grove Forest Preserve

Quentin Road dissects Deer Grove Forest Preserve and poses risks and issues to the Forest Preserve even in its current layout. The design and execution of any road construction project must specifically take this unique situation into consideration.

<b>Issue</b>	<b>Description</b>	<b>Stakeholder</b>
14.1	Forest Preserve land has been set aside "for the purpose of protecting and preserving the flora, fauna, and scenic beauties and to restore, restock, protect and preserve the natural forests for the purpose of the education, pleasure and recreation of the public." Use of any forest preserve land for the exclusive benefit of the road is not only offensive to conservationists but also against the governing laws of the forest preserve district.	
14.2	Quentin Road dissects the Deer Grove Forest Preserve into an east and a west portion. Users of the forest preserve frequently need to cross Quentin Road on foot, by bike, or on horses. No dedicated safe crossing area or traffic light facility exists.	
14.3	Users arriving at Deer Grove Forest Preserve by vehicle have no safe left turn facility when traveling southbound on Quentin and turning left into Deer Grove East/Camp Reinberg, or when traveling northbound on Quentin Road and turning left into Deer Grove West. This leads to lane blockages and rear-end collisions.	
14.4	Users leaving Deer Grove Forest Preserve by vehicle have no safe left turn facility when leaving Deer Grove East/Camp Reinberg to the south, or Deer Grove West to the north. This leads to extended wait periods, long queues, and accidents.	
14.5	Users of Deer Grove Forest Preserve sometimes need to travel between Deer Grove East/Camp Reinberg and Deer Grove West by vehicle. This is extremely dangerous since the	

Issue	Description	Stakeholder
	entrances of the two sections are not aligned. This maneuver of crossing Quentin Road also conflicts with non-vehicular users of the forest preserve needing to cross Quentin Road in order to move between the two sections of the forest preserve.	
14.6	Quentin Road borders wetlands located within Deer Grove Forest preserve. These wetlands represent habitat for frogs, salamanders, and turtles and will be severely impacted by road construction activities.	
14.7	"Openlands " is carrying out a multi-year \$4.5 Million restoration of expansive wetlands in Deer Grove East to mitigate the loss of wetlands during the O'Hare Airport expansion project. These restorations have been planned based on hydrology models of the area. Any significant change in the hydrological behavior of Quentin Road or increased pollution by run-off from the road could severely impact the quality and significance of the Deer Grove East wetlands. The approval of the O'Hare expansion project depends on the restored wetlands in Deer Grove East.	
14.8	Quentin Road, the Quentin neighborhoods, and the wetlands in Deer Grove Forest Preserve have a complex hydrology and face severe and fast running storm water. Developments north of Lake Cook Road such as the Deer Park Mall and the Continental corporate campus have increased surface water issues over the last few years. Additional development north of Lake Cook Road will make the problems worse in the upcoming years.	
14.9	The most valuable trees along Quentin Road are oak trees of various sizes and ages. Widening Quentin Road will make it necessary to cut down many of these trees. Activities during road construction will kill additional trees not directly located in the path of the wider road. Finally, increased pollution from a wider road will kill even more trees in the years after the construction is finished.	
14.10	The road project also endangers intact mature oak woods within the Deer Grove West Nature Preserve. Current plans <sup>3</sup> require oak trees to be endangered or cut down due to a bike path that would cut through mature oak woods in Deer Grove West.	
14.11	Quentin road dissects Deer Grove Forest Preserve so that animals naturally cross the road in order to migrate between the two portions of the preserve. A wider road and increased traffic volume will increase mortality of frogs, salamanders, turtles, deer, and other animals crossing the roadway. Mortality will be even higher, if the wider road is coupled with curbs and gutters.	
14.12	The bridge at Dundee Road crosses Salt Creek. The stream is already in non-attainment with the Federal Clean Water Act and cannot handle additional pollutant loading from increased runoff caused by a wider Quentin Road.	

### 3.5 Other issues

This section presents other major issues that do not properly fit into any single previous section.

Issue	Description	Stakeholder
15.1	The foundation of the bridge crossing the East Branch of Salt Creek just north of Dundee Road is over 100 years old and is deteriorating.	
15.2	Quentin Road is a minor Strategic Regional Arterial (SRA-414, 400 series arterial) but no Performance Criteria Analysis and Individual SRA Study has been approved or published.	
15.3	Depending on the final road design, the existing right-of-way may not be sufficient.	

<sup>3</sup> This is correct as of December 2009. The plan presented at that point contained a bike path to be cut through Deer Grove West from the entrance at Quentin Road approximately to Quentin and Lake Cook. Such a bike path does not sufficiently meet stakeholder needs and should be replaced by a path along the entire east side of Quentin Road.

Issue	Description	Stakeholder
	Additional land currently owned by residents along Quentin Road as well as the Forest Preserve District may be required. Expanding the road into these areas will have significant impact on vegetation and wild-life and many mature oak trees will have to be cut down.	
15.4	Widening the road will bring traffic closer to the residents along Quentin Road increasing their exposure to pollutants and noise.	
15.5	Quentin Road and the surrounding neighborhoods experience significant problems from large volume of fast running storm water. Any road construction project needs to take the high levels of storm water into consideration and must assure no negative impact on the neighborhoods and the forest preserve.	
15.6	The neighborhoods on the north-east side of Quentin Road have been unincorporated until very recently. No planned development took place in these areas, properties are not connected to the water supply or sewage systems, and infrastructure elements generally expected within the Village of Palatine (such as storm water canals) are insufficiently developed or non-existing.	
15.7	Due to the involuntary and hostile nature of the annexation of the north-east neighborhoods by the Village of Palatine, a few properties just south of Lake Cook Road on the east side of Quentin Road are part of the Village of Deer Park (Lake Country) causing a jurisdictional complication.	
15.8	Currently, no light infrastructure exists along Quentin Road or in the Quentin neighborhoods. Any light infrastructure introduced as part of this road project needs to assure no negative impact on the neighbors and wildlife in Deer Grove Forest Preserve.	
15.9	<p>Utility lines for several services are carried above ground on poles mostly on the east side of Quentin Road from Ruhl to Lake Cook Road. Utility lines are under ground south of Ruhl. The lines cross Quentin Road from east to west at Center Road just to cross back to the east at Woodland Road.</p> <p>Accidents and severe weather conditions frequently disrupt services in the region for extended periods of time. This infrastructure needs to be put underground as part of the road project to improve levels of service and the visual appeal of the road.</p>	

## 4 Stakeholder Needs

The previous chapters defined the stakeholders of the Quentin Road project and documented major issues with the existing road and upcoming road construction project. This chapter captures the needs (or requirements) stakeholders have articulated.

Similar to the previous chapter, needs are grouped along the lines of the Build Quentin Right work groups. An additional "other" category captures needs that do not properly fit into the work group framework.

### 4.1 Needs related to Road Safety

The following needs related to road safety have been identified. Safety related issues reach across all stakeholder groups.

Need	Description	Stakeholder
N1.1	Safe left-turn facilities are needed for vehicles facing south on Quentin Road trying to turn left into Quentin neighborhoods or Deer Grove East/Camp Reinberg and vehicles facing north on Quentin Road trying to turn left into Deer Grove West.  The facilities need to take the turning vehicles out of the traffic flow to avoid rear-end collisions and lane blockages.	
N1.2	Safe left-turn facilities are needed for vehicles exiting Quentin neighborhoods and Deer Grove East/Camp Reinberg to the south and Deer Grove West to the north.  The facilities need to provide enough space such that vehicles can make left turns in two moves (e.g., have the ability to pause in the center before merging into traffic).	
N1.3	Line of sight needs to be improved along the entire segment of Quentin Road, but specifically at the entrances to Quentin neighborhoods and the Forest Preserve.	
N1.4	Traffic on this segment often travels at speeds well above the posted speed limit of 45MPH. Peak traffic speeds need to be reduced by posting lower limits, or by strict enforcement of the adherence to posted levels.	
N1.5	Accommodation is needed for safe passage of non-vehicular users of Quentin Road. This includes walkers, runners, and bikers.	
N1.6	All road design parameters, including cross section width, need to be selected as to minimize accidents with large animals, such as deer.	

### 4.2 Needs related to Traffic and Road Capacity

The following needs related to traffic and road capacity have been identified.

Need	Description	Stakeholder
N2.1	Quentin Road needs to support the current traffic level (21,000 ADT with 6% trucks) at a reasonable level of service.	
N2.2	Quentin Road needs to support the projected traffic level for 2030 (26,000 ADT with 6% trucks) at a reasonable level of service.	
N2.3	Traffic management along the entire Quentin Road corridor needs to be improved to react more dynamically to changes in traffic patterns, to improve level of service, and to increase	

Need	Description	Stakeholder
	road capacity.	

### 4.3 Needs related to the Bike Path and Side-walk

No safe north-south travel path exists anywhere in the region for non-vehicular traffic. The Quentin Road rebuild needs to meet the following stakeholder needs related to a bike-path and walk-way.

Need	Description	Stakeholder
N3.1	A bike path and walk-way is needed on the east side of Quentin Road contiguously running the entire length between Lake Cook Road and Dundee Road.	
N3.2	The path needs to be away from the street so that it is safe for children and teenagers to use the path by themselves on foot or on bicycles.	
N3.3	The path needs to provide safe connectivity amongst Quentin neighborhoods on the east side of the road.	
N3.4	The path needs to give residents of Quentin neighborhoods access to Deer Grove Forest Preserve, the bike path and walk-way systems in Lake County and Palatine/Cook County, the the METRA Rail Station in Palatine, the Villages of Palatine and Deer Park, and Deer Park Mall.	
N3.5	The path needs to allow non-vehicular commuters to safely travel the north-south corridor between Lake Cook Road and Dundee Road on foot or bicycle.	
N3.6	The path needs to allow recreational walkers, runners, and bicyclists to safely travel the north-south corridor between Lake Cook Road and Dundee Road.	
N3.7	The path needs to be available to users 24 hours a day.	

### 4.4 Needs related to the Deer Grove Forest Preserve

Deer Grove Forest Preserve will be severely impacted by any road construction project, even if no additional forest preserve land is going to be used for the road. Extreme care needs to be taken to design and build a road that minimizes the impact on the preserve and the wildlife.

Need	Description	Stakeholder
N4.1	<p>Many environmental impacts on the forest preserve are directly proportional to the physical width of the road surface. The impacts that need to be minimized include:</p> <ul style="list-style-type: none"> <li>• Storm water runoff and other "non-point" pollution into forest preserve streams and wetlands</li> <li>• Salt spray from the road onto forest preserve land</li> <li>• Pollution resulting from snow and ice being pushed into the forest preserve during seasonal snow removal</li> <li>• Animal mortality due to collisions with vehicles</li> </ul>	
N4.2	Quentin road dissects the Deer Grove Forest Preserve into an east and a west portion. Users of the preserve need a safe facility to pass between the east and west portions. The facility needs to be equally suitable for walkers, bikers, and users with horses.	
N4.3	Assuming the facility for safe east-west crossing of forest preserve users is a tunnel underneath Quentin Road at Camp Reinberg, care must be taken to design the tunnel in a way, that it does not attract crime. Responsibilities for policing, cleaning, and maintaining the	

Need	Description	Stakeholder
	tunnel need to be established and acknowledged by the responsible parties.	
N4.4	Vehicles need to cross Quentin Road in order to move between the east and west portion of Deer Grove Forest Preserve. This crossing needs to be made safer for all participants and the conflict between vehicles and users crossing on foot, with bikes, or on horse needs to be eliminated.	
N4.5	In addition to humans and animals controlled by humans crossing at Camp reinberg, wild life crosses between the east and west portions of the preserve along the entire segment of the road. Animal mortality and serious accidents with large animals need to be minimized by proper selection of road cross section width and other design parameters.	
N4.6	Wetlands in the Deer Grove Forest Preserve, those adjacent to the road and those being restored by "Openlands" as part of the O'Hare airport expansion mitigation project, need to be protected. The final design of Quentin Road and the bridge over Salt Creek as well as all construction activities need to be conducted with this in mind.	
N4.7	Changes of the hydrology in the area caused by the rebuilt Quentin Road need to be projected and their impact on Quentin neighborhoods and the wetlands in the Deer Grove Forest Preserve need to be minimized.	
N4.8	Road width and construction methods need to be selected as to minimize the number of oak trees cut down or killed by the construction and operation of the road.	
N4.9	The design for the Quentin Road rebuild needs to preserve the aesthetics, rural character, and natural setting of the Deer Grove Forest Preserve.	
N4.10	Quentin Road borders the forest preserve. The edges of the road need to be designed so that the introduction of harmful invasive species into the forest preserve is avoided. During road construction, care needs to be taken so that invasive species from the existing right-of-way are not inadvertently introduced into Deer Grove Forest Preserve.	
N4.11	Damage to intact oak woods along Quentin Road and within the Nature Preserve needs to be avoided. Significant damage could arise from widening the road, equipment movements during construction, and a bike path cut through the oak woods in Deer Grove West.	

#### 4.5 Other needs

This section captures needs that do not properly fit into the previous sections or deal with subjects that reach across sections.

Need	Description	Stakeholder
N5.1	Planning, building, and maintaining Quentin Road needs to take place at the lowest possible cost to tax payers.	

## 5 Observations, Perceptions, Concerns

During our discussions with stakeholders, especially residents of Quentin neighborhoods, we have repeatedly heard certain concerns and observed certain perceptions held by stakeholders.

While these observations, perceptions, and concerns are not formal issues or needs, we feel that it is still important to document them in order to paint the most complete picture of Quentin Road.

Item	Description
OPC.1	Vehicles on Quentin Road often travel well above the posted speed limit of 45MPH.
OPC.2	A wider road will induce traffic from other streets.
OPC.3	Regional traffic will be reduced considerably and traffic volume specifically on Quentin Road will be reduced once IL53 continues into Lake County.
OPC.4	Since significant storm water issues exist in the entire area, neighbors are concerned about where run-off storm water from Quentin Road will be diverted to after the road project is finished.
OPC.5	Since the neighborhoods north of Ruhl are not connected to the Palatine water system, neighbors are concerned that a major road project will have a negative impact on the quality of their well water.
OPC.6	Residents of Quentin neighborhoods are concerned about the impact of a long construction process and would like to better understand how they will be able to get to and from their properties during construction. The neighborhoods can only be reached from Quentin Road.

## 6 The Stakeholder Conference on 10 April 2010

Build Quentin Right! organized a stakeholder conference on April 10, 2010 at the Palatine Senior Center. Under the guidance of trained facilitators, participants discussed all aspects, issues and needs for the road rebuild project.

Discussions were transcribed and participants had the opportunity to leave written feedback on forms provided or at <http://BuildQuentinRight.com>.

### 6.1 Principles

In order to be successful, complex projects must follow the “What – Why – How” principle:

- First it needs to be determined, WHAT is required or needed
- Then it is asked WHY is this needed and by WHOM.
- Only then can a successful solution (the HOW) be designed - when it is well understood WHAT is needed by WHOM and WHY.

The stakeholder conference focused on the documentation of:

- WHO are all the stakeholders impacted by the Quentin rebuild
- WHAT do they need from the rebuilt road
- WHY do they have these needs

### 6.2 Meeting Ground Rules

The goal of the conference was to determine a complete picture of stakeholders and their needs. All input from all participants directed to that goal was valued and considered.

Participants were asked to come with an open mind and participate openly and honestly. The facilitators assured that a civilized discussion without disruptions was possible. The basic rules were:

- Participants were required to treat each other with respect and dignity.
- Personal attacks would have not be accepted (and did not take place).
- Facilitators directed discussions to stay on topic if necessary
- We focused on WHO, WHAT, and WHY and did not want to discuss solutions (the HOW).

### 6.3 Attendance

The conference was attended by a broad set of individuals, non-governmental organizations, county departments, and various politicians including

- Residents and neighbors
- Bicyclists
- Stewards and volunteers working in Deer Grove Forest Preserve
- Cook County Departments
  - Cook County Highway Department and TranSystems
  - Cook County Forest Preserve District
- Organizations
  - Active Transportation Alliance
  - Friends of the Forest Preserve

- Openlands
- Sierra Club
- Local governments
  - Palatine Park District
  - Village of Palatine
- Politicians
  - Mayor of the Village of Palatine
  - Councilman Aaron Del Mar (District 1)
  - Cook County Commissioner Gregg Goslin (District 14)

## 7 Stakeholder Session Transcripts

Group discussions during the stakeholder conference were led by a professional facilitator. A note taker captured the essence of the discussion on two flip-charts and the resulting sheets were displayed along the walls of the meeting room.

The following table contains the transcription from these sheets. The lines are grouped by session and sheet number so that reading the entries top to bottom closely follows the sequence of discussion during the conference.

### 7.1 Stakeholder discussion session 1

The first session started at 10:30 and ran for a little more than an hour.

ID	Session	Sheet	Detail	Source
SC.1.1.1	1	1	needs assessment, CCHD: open-minded but solution will be a compromise	CCHD
SC.1.1.2	1	1	needs assessment, CCHD: bridge - aging and unsafe for heavy vehicles	CCHD
SC.1.1.3	1	1	needs assessment, CCHD: safety deficiencies for residents and forest - line of sight issues	CCHD
SC.1.1.4	1	1	needs assessment, CCHD: LOS and capacity is below future projections, currently 21,000 vehicles per day (VPD)/average daily traffic (ADT)	CCHD
SC.1.1.5	1	1	regional perspective (SRA) streamline would be preferred	CCHD
SC.1.2.6	1	2	list of stakeholders: 2 CCHD and consultant, 8 neighbors, 2 commuters, 13 forest preserve users, 1 advocate - bicyclists (pedestrians), 1 parks superintendent, 1 forest preserve, 1 mayor Palatine, 1 volunteer stewards for forest preserve, 7 cyclists, 2 commissioners	
SC.1.3.7	1	3	needs of stakeholders: bikes to the forest preserve without driving: - Hillcrest Road no facility - connectivity need for cyclists (Cook > Lake County trails)	?
SC.1.3.8	1	3	alleviate congestion of cars: commuter traffic ↓, making left onto Quentin from Ruhl is perceived as dangerous, no traffic break here, passing right and left in the oncoming lane	resident
SC.1.3.9	1	3	grading issues to eliminate water and ice	resident
SC.1.4.10	1	4	safety: 2nd St. south of Lake Cook Rd .trouble turning - need 2-step turning facility.	resident
SC.1.4.11	1	4	End destination (for turning) frustration; Hillcrest is used as detour often Boston left	resident
SC.1.4.12	1	4	speeding on Quentin	resident
SC.1.4.13	1	4	need storage lane that's more (that's all it says?)	resident
SC.1.4.14	1	4	Ruhl and Quentin sight line issue	resident
SC.1.4.15	1	4	turning timing is slightly off	resident
SC.1.4.16	1	4	school buses turn right only	resident
SC.1.5.17	1	5	conservation needs: minimize loss of trees	FP steward

ID	Session	Sheet	Detail	Source
SC.1.5.18	1	5	animal mortality (crossings)	FP steward
SC.1.5.19	1	5	wetlands	FP steward
SC.1.5.20	1	5	nonpoint specific pollution issue	FP steward
SC.1.5.21	1	5	preserve heritage oak trees	FP steward
SC.1.5.22	1	5	spray off road	open space advocate
SC.1.5.23	1	5	buffer maintain	open space advocate
SC.1.5.24	1	5	habitat of threatened and endangered species	open space advocate
SC.1.5.25	1	5	restore hydrology at Deer Grove Forest Preserve	open space advocate
SC.1.6.26	1	6	traffic	?
SC.1.6.27	1	6	induced travel concern	FP steward
SC.1.6.28	1	6	mobility concerns	?
SC.1.6.29	1	6	bicyclists; bike crossings	?
SC.1.6.30	1	6	roadside aesthetics; jurisdiction identification of power, phone, cable lines and what can be done to get them out of sight	resident
SC.1.7.31	1	7	path uses: Palatine bike path crossings - Palatine Park District > Deer Grove East; also wants parallel paths along Quentin Road	bicyclist
SC.1.7.32	1	7	high number of performance/commuter bikers; road riders, recreational users, kids	?
SC.1.7.33	1	7	minimizing crossings for children living on east side of Quentin	?
SC.1.8.34	1	8	bike path: 24 hour use for commuter	resident
SC.1.8.35	1	8	teen drivers and prior to driving cyclist	resident
SC.1.8.36	1	8	id where teens are going in terms of mode	resident
SC.1.8.37	1	8	no plan for walker connectivity	resident
SC.1.8.38	1	8	concern there might not be access to open space	resident
SC.1.9.39	1	9	storm water runoff is a problem, lots of it	resident
SC.1.9.40	1	9	fast moving storm water on Hillcrest	resident
SC.1.9.41	1	9	plowing needs	resident
SC.1.9.42	1	9	impermeable pavement increases causing flooding	open space advocate
SC.1.9.43	1	9	rising water table	resident
SC.1.9.44	1	9	worried about where the water will be diverted	resident
SC.1.10.45	1	10	storm water - everything north of Ruhl is on well & septic	resident
SC.1.11.46	1	11	Driver's concern - mobility	resident
SC.1.11.47	1	11	time to turn	resident
SC.1.11.48	1	11	safety	resident
SC.1.11.49	1	11	busing issues	resident
SC.1.11.50	1	11	Ruhl grading issues - too steep grade for line of sight	resident

ID	Session	Sheet	Detail	Source
SC.1.12.51	1	12	Funding (possible resources): Greener Community grant	open space advocate
SC.1.12.52	1	12	EPA \$5 million grant for storm water	open space advocate
SC.1.12.53	1	12	Legislation? 1) driver safety - distracted driving?	?
SC.1.12.54	1	12	2) Driving culture unsafe	?
SC.1.13.55	1	13	Transportation corridor: neighborhood connectivity	resident
SC.1.13.56	1	13	amenities connected to neighborhood	resident
SC.1.13.57	1	13	enhance property values	resident
SC.1.13.58	1	13	greater mental and psychological well-being	resident

## 7.2 Stakeholder discussion session 2

The second session started at about 12:00 noon and ran for a little more than an hour.

ID	Session	Sheet	Detail	Source
SC.2.1.59	2	1	Stakeholders: 4 residents - neighbors, 6 commuters/drivers, 12-13 forest preserve users, 1 Village of Palatine, 1 Friends of Forest Preserves, 1 Forest Preserve District	
SC.2.2.60	2	2	construction - what is the logistic plans while under construction for access of residences, business	resident
SC.2.2.61	2	2	Is there going to be connectivity in the neighborhood?	resident
SC.2.2.62	2	2	biking need for the residents	resident
SC.2.2.63	2	2	residence...child biking needs	resident
SC.2.2.64	2	2	jogging safety - poor visibility	resident
SC.2.2.65	2	2	senior needs biking and walking and tuning in and out of neighborhood	resident
SC.2.3.66	2	3	equestrian connectivity - east to west part of forest preserve	equestrian?
SC.2.3.67	2	3	same for cyclists and walkers	?
SC.2.3.68	2	3	main entrance to park is the car entrance also - reduce conflict of noises,people, cyclist and cars.	resident
SC.2.4.69	2	4	pedestrian crossing on the bridge? culture of crossing the bridge	resident
SC.2.4.70	2	4	danger of pedestrian/cyclist in traffic	resident
SC.2.4.71	2	4	lighting has to be appropriate if you put it in	resident
SC.2.4.72	2	4	intersections need lighting away from people's home	resident
SC.2.4.73	2	4	affect and effect on wildlife	FP advocate
SC.2.4.74	2	4	path lighting	?
SC.2.4.75	2	4	lighting power source buried	resident
SC.2.5.76	2	5	fears: that the project will be dropped	resident

ID	Session	Sheet	Detail	Source
SC.2.5.77	2	5	fears: that residents won't get heard of their needs and so puts their kids at risk; seniors	resident
SC.2.5.78	2	5	fears: history of not being heard or ignored on design needs	resident
SC.2.5.79	2	5	fears: preserve natural setting through construction	resident
SC.2.6.80	2	6	forest preserve: aesthetics and preserve the natural setting	FP advocate
SC.2.6.81	2	6	forest preserve: preserve the acreage	FP advocate
SC.2.6.82	2	6	Harper College? not a large population need	?
SC.2.6.83	2	6	equestrians? dropping need but worried about cross-section width	equestrian
SC.2.6.84	2	6	how will the tunnel be maintained and policed?	FP advocate
SC.2.7.85	2	7	line of sight on Center Road, hardly any gap; broadside safety problem	resident
SC.2.7.86	2	7	wetland mitigation swap	?
SC.2.7.87	2	7	crime problems in forest preserves	FP advocate
SC.2.8.88	2	8	connection: trees need to be preserved	?
SC.2.8.89	2	8	a need to see an open accounting of how the funds are used > no big delays	taxpayer
SC.2.8.90	2	8	minimize cost to taxpayers	taxpayer
SC.2.8.91	2	8	good use of funding	taxpayer
SC.2.9.92	2	9	honor the legacy of the forest preserve	FP advocate
SC.2.9.93	2	9	signage need for forest preserve	?
SC.2.9.94	2	9	safety: not as exposed of the trail on the west side > trail closer to the road is it safer?	resident
SC.2.9.95	2	9	need for the police department to be part of the solution	?
SC.2.9.96	2	9	larger cross section less safe for crossing pedestrians	?
SC.2.10.97	2	10	safety because of the context of the forest preserve, park, because of crossing pedestrian, animals, cyclist, horses	?
SC.2.10.98	2	10	line of sight is poor of oncoming traffic	?
SC.2.10.99	2	10	policing of speed, traffic calming	resident
SC.2.10.100	2	10	need for CMAP to come and talk about regional planning, grid direction	?

### 7.3 Additional in-person input

Lively discussions took place before, after, and between sessions. The following transcribes the input documented in those discussions.

ID	Session	Sheet	Detail	Source
SC.post .1.101	post	1	maintaining natural areas at the forest preserve (Deer Grove)	conservation advocate
SC.post .1.102	post	1	must be able to conduct prescribed burns, smoke from these burns may impact users of Quentin Road in event of a wind shift	conservation advocate

<b>ID</b>	<b>Session</b>	<b>Sheet</b>	<b>Detail</b>	<b>Source</b>
SC.post .1.103	post	1	prevent "habitat fragmentation" - some species require large tracts of habitat that is continuous, for example small opening in the forest can cause a large tract of land surrounding the small opening to be unusable for species requiring these large continuous tracts of habitat	conservation advocate
SC.post .1.104	post	1	also, fragmentation reduces the size of each individual piece of habitat	conservation advocate
SC.post .1.105	post	1	small areas of habitat can not support the number of species (diversity) that can be supported in large tracts of habitat	conservation advocate
SC.post .2.106	post	2	prevent "edge effects"; in addition to causing habitat fragmentation, edges (like roads or trails) are harbors for invasive species.	conservation advocate
SC.post .2.107	post	2	particular attention should be made to the potential for the right-of-way to be a safe haven for invasive species which will then continually re-infest the forest preserves needing ongoing control.	conservation advocate
SC.post .2.108	post	2	building the road adjacent to the forest may cause problems with trees falling on vehicles	conservation advocate
SC.post .3.109	post	3	enjoy air and light within preserve setting	resident, volunteer, cyclist
SC.post .3.110	post	3	get to work in timely manner	resident, volunteer, cyclist
SC.post .3.111	post	3	the need to ensure efficiency in planning with respect to the current environment	resident, volunteer, cyclist
SC.post .3.112	post	3	the need to protect those using trails	resident, volunteer, cyclist
SC.post .4.113	post	4	clean air, clean water	FP volunteer, Palatine resident
SC.post .4.114	post	4	open space, solitude	FP volunteer, Palatine resident
SC.post .4.115	post	4	old trees, history	FP volunteer, Palatine resident
SC.post .4.116	post	4	remnant ecosystem - diversity of plants/wildlife	FP volunteer, Palatine resident
SC.post .4.117	post	4	taxpayer money to benefit Cook County, not to destroy forest preserve and send business and shoppers to Lake County	FP volunteer, Palatine resident
SC.post .4.118	post	4	need natural areas for hiking, birdwatching, cross-country skiing	FP volunteer, Palatine resident
SC.post .4.119	post	4	need proactive forethought sustainable development, not afterthought planning for infrastructure improvements	FP volunteer, Palatine resident
SC.post .5.120	post	5	Complete Streets is a Cook County-approved initiative and must be part of the final design	conservation advocate
SC.post .5.121	post	5	ALL environmental concerns must be addressed with the final design. This includes minimizing tree removal, protecting the plants, wetlands, and animals.	conservation advocate
SC.post .6.122	post	6	minimize loss of FP land to permanent and temporary easement	FP steward
SC.post .6.123	post	6	minimize loss of oak trees of any size	FP steward

<b>ID</b>	<b>Session</b>	<b>Sheet</b>	<b>Detail</b>	<b>Source</b>
SC.post .6.124	post	6	minimize dumping of runoff into streams and wetlands of Deer Grove	FP steward
SC.post .6.125	post	6	minimize impact of construction on wetlands adjacent to Quentin	FP steward
SC.post .6.126	post	6	minimize flooding potential of Salt Creek	FP steward
SC.post .6.127	post	6	avoid damage to intact oak woods in the Nature Preserve	FP steward
SC.post .6.128	post	6	build a road that reflects some sensitivity toward nature and the semi-rural character of the Quentin Road corridor between Dundee and Lake Cook Roads	FP steward
SC.add1.1.129	add1	1	congestion of cars caused by bottleneck; between 7 and 10 and then 3:30 and 7:30 or 8 - 7-8 hours per day	resident
SC.add1.2.130	add1	2	culverts - build with wildlife in mind	conservation advocate