

**Quentin Road Phase I Study – Dundee Road to Lake Cook Road**  
**Summary of Public Hearing held on Nov. 6, 2025**  
**Summary Prepared April 28, 2026**

**INTRODUCTION**

Public Hearing No. 1 for the Quentin Road Phase I Study was held on Thursday, Nov. 6, 2025, at Cotillion Banquets in Palatine, Illinois from 5:30 to 7 p.m. The purpose of the public hearing was to provide a project update, present the identified preferred alternative and gather input and provide information to the community.

**NOTIFICATIONS**

Prior to the public hearing, display ads were published in the Daily Herald to announce the public hearing and provide details. The public hearing notice was published Oct. 22 and Oct. 30, 2025, 15 days and seven days before the public hearing, respectively. Invitation letters or post cards were sent to over 450 property owners along the project corridor including 14 property owners whose property is anticipated to require some type of acquisition. The hearing announcements were posted in the Village of Palatine's E-Newsletter Oct. 24 and Oct. 31, 2025. Additionally, posts to the Village of Palatine's Facebook page were also made Oct. 23, Oct 28 and Nov. 5, 2025. Lastly, two changeable message signs – one near the intersection of Quentin Road and Dundee Road and one near the intersection of Quentin Road and Lake Cook Road – were placed from Oct. 30 to Nov. 6, 2025, announcing the public hearing.

**DAY OF HEARING**

Attendees were greeted at a registration table and provided a project brochure. The project brochure provided a summary of the items in the presentation and on display. Attendees were first directed to a room which had exhibits on display providing information about the preferred alternative. Also on display were the summary of the Project's Purpose and Need, results of the updated crash analysis, a maintenance of traffic plan, comparisons of traffic volumes, a project schedule, the calculated impacts of the preferred alternative, forest preserve mitigation summary and an exhibit explaining Section 4(f) of the U.S. Department of Transportation Act of 1966. At 6 p.m. attendees were encouraged to go to the presentation room where Cook County leadership provided a PowerPoint presentation summarizing the project. A question –and answer session was then offered to anyone who wanted to ask their questions or make comments publicly during the hearing. Attendees were given a two-minute time limit for questions/comments to ensure maximum participation.

A total of 200 people signed in at the public hearing including: State Representative District 51 – Candidate, Jenny Levin; State Representative District 51 – Nabeela Syed's office – Staffer, Mudasser Qureshi; Village of Palatine – Director of Public Works, Matt Barry; Village of Palatine – Village Council, District 3, Doug Myslinski; Village of Palatine – Village Manager, Reid Ottesen; Village of Palatine – Village Engineer, George Ruppert; IDOT Central Bureau of Local Roads and Streets – Project Development Engineer, Stephen Letsky; IDOT District 1 Bureau of Local Roads and Streets – Area Engineer, Gerardo Fierro; two staff members from the Forest Preserves of Cook County, Daniel White and Colin Martinez; and Openlands Vice President of Policy and Land Conservation, Emily Reusswig.

**METHODS FOR MAKING COMMENTS AND PROVIDING INPUT**

A formal comment area was provided at the public hearing where written comments could be made on comment forms and left in a secure box. A court reporter was also available in the exhibit room where attendees could provide input or comments directly to them. Inside the presentation room, attendees were provided the opportunity to ask questions or give comments within a two-minute time limit which members of the Cook County leadership team answered live. After the hearing, comments were received through email and regular mail. The official public hearing record includes all comments received by Dec. 12, 2025.

During the comment period, Openlands created an email template in support of Alternative 3C and shared this via an email blast to all of their members and via their website. The project team received 341 comments in response to this campaign.

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**SUMMARY OF PROPOSED IMPROVEMENTS**

After the conclusion of the alternatives analysis process and based on input from various stakeholders as well as the public, Alternative 3C is recommended as the preferred alternative. Alternative 3C is a three-lane roadway with one 11-foot travel lane in each direction, a continuous 10-foot center median for left turns and curb and gutter on both sides. It also includes a 10-foot-wide multi-use path along the east side of the roadway and a traffic signal at the intersection with Ruhl Road. There is also a crosswalk with a pedestrian refuge island proposed south of the entrance to Camp Reinberg that connects the east and west sides of the forest preserve trail system.

**SUMMARY OF COMMENTS RECEIVED**

A total of 591 comments were received and were comprised of the following: 540 comments received by email, 46 written comments received and five comments recorded by the court reporter. Of the comments received, 341 comments were received from Openlands members in response to an action campaign by the organization. The following summarizes the key themes of comments received:

- Support of either Alternative 3C or Alternative 5C as the preferred alternative
- Questions or concerns regarding 2023 traffic count data and analyses conducted
- Comments regarding the project's Purpose and Need
- Concerns regarding pedestrian and bicyclist safety crossing Quentin Road
- Preference to preserve resources and land within the Deer Grove Forest Preserve
- Comments regarding the project duration and schedule

**PRESENTATION ROOM QUESTION AND ANSWER SUMMARY**

At 6 p.m. attendees were encouraged to move to the presentation room where Cook County leadership presented the preferred alternative as well as addressed commonly asked questions based on emails received prior to the public hearing. These questions included: (1) why 2023 traffic data was being used, (2) who will make the final decision on the preferred alternative (3) details on proposed pedestrian and bicycle accommodations and (4) how the project will affect water quality within the forest preserve.

After the panel discussion, attendees were given the opportunity to ask questions or give comments about the project. To maximize the number of questions to be answered, attendees were limited to two minutes. During this question – and answer session, key topics brought up included support for each alternative, pedestrian and bicycle safety concerns, forest preserve and environmental impacts, traffic congestion, emergency vehicle access and project funding and timeline. During the session, about 20 people spoke. It concluded at 7:05 p.m.

Cook County leadership explained that Alternative 3C is being recommended as the preferred alternative since it meets future traffic demands and addresses safety concerns while minimizing impacts to the environment. Several residents supported the balance between the project's safety considerations and reduced environmental impacts. Those opposed to the preferred alternative cited concerns over how the existing congestion will not be alleviated with three lanes. Pedestrian safety was brought into question by residents stating that the proposed pedestrian refuge island alone was not sufficient. Requests for placement of pedestrian activated traffic signals at the crossing were made. Concern also came from a homeowner of the Forest Glen Townhomes. This person expressed deep concern over losing portions of their property and opposed the addition of a bike path adjacent to their community.