

# MEETING MINUTES

## WILLOW ROAD STEERING COMMITTEE MEETING

July 2, 2007

Attached are meeting minutes from the Steering Committee Team Meeting for the Willow Road Context-Sensitive Enhancement Plan held June 28, 2007 at the Village Hall in Northfield. These minutes represent our understanding and interpretation of the issues discussed at that meeting regarding the project.

<b>Steering Committee Members</b>	<b><u>Absent</u></b>	<b><u>Present</u></b>
Ken Behles, Village of Winnetka		<u>X</u>
John Birkinbine, Village of Northfield	<u>X</u>	
Peter Fischer, Village of Northfield		<u>X</u>
Fred Gougler, Village of Northfield		<u>X</u>
Becky Hurley, Village of Winnetka		<u>X</u>
Mark Kurensky, Village of Winnetka		<u>X</u>
Ian Sherman, Village of Winnetka	<u>X</u>	
Scott Turban, Village of Northfield		<u>X</u>
<b>Alternates</b>		
Carolyn Kurtz, Village of Winnetka	<u>X</u>	
<b>Staff Liaisons</b>		
Stacy Sigman, Village of Northfield		<u>X</u>
Steve Saunders, Village of Winnetka		<u>X</u>
Doug Williams, Village of Winnetka		<u>X</u>
<b>Consultants</b>		
Scott Freres, The Lakota Group		<u>X</u>
Daniel Grove, The Lakota Group		<u>X</u>
Kevin Clark, The Lakota Group		<u>X</u>
Mike Kerr, Christopher Burke Engineering		<u>X</u>
<b><u>Additional Participants</u></b>		
Ervin Hobson, Village of Northfield, Resident		

### **ADJUSTED PROJECT TIMELINE**

- An adjusted timeline for the project was discussed. The following dates were marked for meetings/workshops:
  - August 30, 7:30 am: Committee Update Meeting #3
  - September 19: Community Workshop #1 – Location TBD
  - October 17: Community Workshop #2 – Location TBD
- Linda Gittel and Moira O'Donovan to set up Focus Group/Stakeholder interviews in July/August. Create one to two days of time slots for interviews.

## **OVERVIEW OF PREVIOUS CONCENSUS PLAN-NORTHFIELD**

- Mike Kerr of Christopher Burke Engineering presented the previous geometric roadway plan that was approved by the Village of Northfield, providing background information on issues and the process. The plan contained the following components:
  - West of Sunset Ridge Road had a four lane cross-section with five lanes at the intersection.
  - East to the bridge had a three lane cross-section with limited access to residential streets.
  - An asphalt shoulder was recommended to replace the existing gravel.
  - The Sunset Ridge Road intersection added left hand turn lanes and larger turning radii.
  - A five-foot wide sidewalk was added as well as a curb and gutter around the larger intersections.
  - The Somerset Lane/Willow Road intersection was eliminated and Somerset Lane was connected to Old Willow Road.
  - Some of the residential streets including Eaton and Dickens were made into cul-de-sacs and Churchill was made into a right in/right out intersection.
  - Bristol remained open as the primary access to the residential neighborhoods to the south.
  - Stormwater improvements were not part of the IDOT budget, therefore curbs and gutters were not planned for the entire corridor.
  - A new bridge with additional lanes was planned east of Bristol.
  - The lanes were widened to 13 feet (instead of 12) to accommodate the Bike Federation's request for shared bike/traffic lanes.
  - Access to three single-family residences was rerouted from Willow Road to Bracken via a common private drive.
  
- Other issues/topics discussed pertaining to the Christopher Burke/Northfield plan included:
  - The Steering Committee conducted a detailed Accident Analysis, concluding that the most common type of accident was rear end collisions occurring at the Sunset Ridge taper and the bridge taper.
  - The goal of the project was not to increase capacity, but to improve safety, therefore intersection ratings remained at the D to F levels.
  - Pedestrian crossings between Clarkson Park and Willow Park remain an issue.
  - Pedestrian counts were not part of the original process.
  - An old Willow Road right-of-way exists behind homes, but was not used in previous plan; the right-of-way was a consistent 100 feet wide.
  
- For additional detail about the previous plan, refer to the geometric roadway drawings prepared by Christopher Burke Engineering and the notes distributed by Mike Kerr during Steering Committee Meeting #2.

## **WILLOW ROAD ISSUES-WINNETKA**

- The Village of Winnetka has plans to improve Willow from Forestway to Provident and to change the access and crossing at Crow Island in their fiscal 2009/2010 budget following the outcomes of this project.

- The Forestway/Willow Road intersection has a high accident rate.
- Willow Road has the following ADT (Average Daily Traffic):
  - Sunset to Happ: 35,000 cars
  - Forestway to Hibbard: 18,000 cars
  - Hibbard to Provident: 10,000 cars

#### **GENERAL COMMENTS/ISSUES**

- Willow Park in Northfield is undergoing a current Master Plan and Phase I renovation that includes the following improvements:
  - Regrading/reconstruction of the sports fields.
  - Drainage improvements.
  - Lighting enhancements.
  - Additional parking.
- If a dedicated multi-purpose trail is to be created as part of any road improvement project, IDOT requires a minimum width of eight feet.
- The Bike Federation is conducting a study to convert abandoned railroad rights-of-way to bike trails, including one through Downtown Northfield that a bike trail along Willow Road could tie into.
- The consensus is to have a separate bike path that connects to a regional system.
- The Core Principles were discussed by the Steering Committee and Lakota will refine them for review by the Committee the week of July 2.
- The Community Newsletter was discussed by the Steering Committee and will be updated by Lakota the week of July 2 for Committee review.