

MEETING MINUTES

WILLOW ROAD STEERING COMMITTEE MEETING (Meeting #7)

November 19, 2007

Attached are meeting minutes from the Steering Committee Team Meeting for the Willow Road Context-Sensitive Enhancement Plan held November 5, 2007 at the Village Hall in Northfield.

Steering Committee Members	<u>Absent</u>	<u>Present</u>
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>
 Alternates		
Carolyn Kurtz, Village of Winnetka	<u> X </u>	_____
 Staff Liaisons		
Stacy Sigman, Village of Northfield	_____	<u> X </u>
Steve Saunders, Village of Winnetka	_____	<u> X </u>
Doug Williams, Village of Winnetka	_____	<u> X </u>
 Consultants		
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>
 Additional Participants		
Dick Kates, Resident, Village of Winnetka	_____	<u> X </u>
Jeffrey Liss, Resident, Village of Winnetka	_____	<u> X </u>
Ervin Hobson, Resident, Village of Northfield	_____	<u> X </u>
Vicki Lange, Representative, Crate & Barrel	_____	<u> X </u>

REVIEW AND APPROVAL OF MEETING MINUTES

- Lakota distributed meeting minutes for Steering Committee meeting #6. Scott Turban motioned to adopt, John Birkinbine seconded the motion. Vote was taken and motion passed.

ADDITIONS OR CHANGES TO CORE PRINCIPLES/APPROVAL OF CORE PRINCIPLES

- The Committee discussed adopting the Core Principles, therefore removing “Draft”. John Birkinbine motioned to adopt, Peter Fischer seconded the motion. Vote was taken and motion passed.

REVIEW/DISCUSSION OF WORKSHOP #2

- John Birkinbine indicated that the final designs of any berms at the ends of cul-de-sac streets would need to be designed in a way that maintained emergency access.
- The Committee discussed the closing off of Bracken and Robin Hood Lane from Willow Road. It was indicated that closing off of Bracken and creating a connection to Jeffries had been previously studied, and that it would be necessary to pursue easements from private home owners to make this connection.
- Ken Behles raised the topic of closing off Bristol next to Willow Park, and whether additional parking for the park could be accommodated. Scott Turban indicated that it had been previously studied and the decision was not to create parking. Other Committee members noted that if Bristol was closed off, and parking was added, it would have to be accessed from Willowview, which would be inconvenient and an extra burden on the adjacent residences.
- Fred Gougler mentioned that the visuals for the breakout tables were scattered, and as a result, made it hard for the whole group to focus on one individual image at a time. He suggested that the format of the tables and visuals should be organized differently for Workshop #3.
- Doug Williams suggested that there be a shorter presentation of concepts and a longer discussion period.

OVERVIEW OF PREPARATION FOR WORKSHOP #3

- The Committee discussed the approach for the presentation at Workshop #3, which would include:
 - An overall plan for issues/solutions
 - Alternate cross-sections for the different character zones
 - The evaluation matrix.
- Doug Williams said that he liked the approach, and that he wanted Steve Saunders and Mike Kerr to weigh in on the matrix from an engineering standpoint.
- Mark Kurensky pointed out that there were more cross-section options than shown. He indicated concern about preserving flexibility at the Workshop, and making sure participants were clear that they could mix and match to create their preferred overall solution.
- Fred Gougler said that the current format looks too much at aesthetics and that it doesn't focus on safety strongly enough. In the previous process, they looked at statistics and analytical data.
- Scott Turban indicated that two lanes are always safer than four, if all things are equal.

- Mark Kurensky suggested that eventually the system needed to be looked at as a whole to understand impacts of individual decisions.
- Steve Saunders said that safety is a broad issue, and that targeted improvements can be used to improve safety in specific situations.
- The Committee discussed separating safety into individual components, such as pedestrian safety and vehicular safety, and children and adults.
- Fred Gougler suggested the use of simulations of possible improvements and the effects of the Edens Expressway.
- Ian Sherman suggested using data on pedestrian safety from the schools along Lake Street or in Wilmette as comparable data for safety along Willow Road.
- The Committee indicated the need to have discussion at the Workshop about how to balance the issues of safety and capacity.
- Becky Hurley said that an engineering voice is needed at the Workshop.
- Committee members requested statistical data or information on the impacts of suggested solutions, such as count-down timers and narrowing of lanes, to help support them as recommendations.

NEW ITEMS/COMMITTEE DISCUSSION

- Becky Hurley discussed that any e-mails sent in to the project e-mail address now receive a standard response that the e-mail will be shared with the Committee, but that there will not be a response.
- The Committee discussed whether or not a mailer on the final Workshop should be sent out in both Villages. Both Northfield and Winnetka indicated that it was possible, but would need to be quickly produced and would be an additional unanticipated expense. The Committee indicated that because this was the critical workshop, one should go out. It was also suggested that the mailer include a map of North Shore Country Day School.
- Scott Freres indicated that he had discussions with MidAmerica, the owners of several large sites in the “Main Street” section of Northfield, and that they were open to improvements, reduction in curb-cuts, and possible reconfiguration of large parking lots to accommodate the potential multi-use trail connection.
- Vicky Lange discussed the growth of Crate & Barrel’s corporate headquarters, and the impact on Willow Road on commuting and the ability to recruit new employees. She indicated that there may be opportunities for private/public partnerships to help with landscaping and maintenance.

PUBLIC COMMENT

- Jeffrey Liss indicated that it was important for this study to maintain credibility, and suggested several points to ensure this. He thought the Core Principles should include the need for flow and added capacity; that the trade-offs between capacity, safety and costs need to be known, with data provided as support; that the increases and decreases of safety should be presented quantifiably; and that the priority and phasing of the improvements should be included with data.