

# Willow Road Context-Sensitive Enhancement Plan

Community Workshop #3

November 29, 2007

## Core Design Principles

### SAFETY

Provide new roadway solutions that are equal to or better than existing vehicular and pedestrian safety conditions.

### TRANSPORTATION LINKAGES

Create, enhance and promote safe and secure new and future unified pedestrian and bicycle linkages, routes and crossings.

### ACCESS POINTS

Provide safe traffic patterns and access to and from adjacent neighborhoods and businesses.

### ENVIRONMENTAL CONTEXT

Reduce and improve environmental impacts through sound sustainable design and best management practices.

### OPEN SPACE

Enhance area character through aesthetically pleasing landscape solutions and other "green" open space practices.

### A CONTEXT SENSITIVE APPROACH

Build upon and more clearly define IDOT's definition and guiding principles for **Context Sensitive Solutions** to individual community character, roadway design and planning.

## Study Area



## Workshop #2 Consistent Themes

- Concerns for cost /maintenance of improvements
- Safety major concern, need to maintain existing safety, and improve where possible
- Generally liked underpass park connection
  - Concerned about flooding
  - Concern for height of road
  - Concern for cost and maintenance
  - Concern for bridge freezing
  - Concern for preventing graffiti and bad behavior in underpass
- Like River Bridge concept
  - Felt railing between vehicles and pedestrians needed to be higher
  - Suggested textured median on bridge, not striping, to create a barrier between oncoming lanes
  - Thought reflective elements needed on railings
- Mixed reaction to Skokie Valley Trail underpass
  - Should be used for pedestrians too
  - Concerns that it would be dark and damp
- Sunset Ridge intersection/Wagner Road intersection
  - Support for separate left turns arrows
  - Most liked visual road markings and bollards
  - Some disliked medians in these locations
  - Concerns for width of pedestrian crossing
- Differing opinions on width of lanes
  - Some open to narrower lanes if it will actually slow traffic
  - Some thought narrow lanes should be used near schools
- General support for further study of Edens off-ramp modifications/consolidation
  - Concerns that State may have issues with changes
  - Liked how improvements created better pedestrian/ bicycle crossings
  - Concerns that changes to ramps would cause back-ups onto Edens
  - Suggestion to block off streets close to the Edens ramps
  - Southbound on-ramps should be studied also
- General support for signal at Forestway
  - Concerned that an additional light at Forestway would cause back-ups
  - Need dedicated left turn lanes
- Generally liked alternate Robin Hood Lane access
- Supported creating cul-de-sacs at Eaton, Dickens, and Churchill
- Liked cul-de-sac landscape treatment
- Liked Winnetka Park concepts
- Liked textured surfacing in front of Crow Island
- Liked buffer zones between roads and pedestrians
- Mixed reaction to medians
  - Placement critical, maybe not at school crossings
  - Preference for lower vegetation
  - Liked medians that will block lights of oncoming traffic along the S-curve
  - Concern for how much space they take up
- Some concerned that Willow Road will be an arterial for communities outside of Winnetka/Northfield
- Liked bike path connections on north side of Willow
- Public transportation/buses need to be figured in
- Main Street crossing timing needs to be sufficient length
- Willow somewhat unsightly, needs to be improved, but at what cost?
- Concerned about tree removals that may be required by improvements
- Bosworth should not be connected to Northfield
- How to control traffic on Bristol and Bosworth if traffic increases as streets are turned cul-de-sacs
- Concerned about costs of improvements
- Plan should address regional problem of bottle-neck, might help get state funding
- Need to improve conditions for bike traffic, and to accommodate increased bike traffic
- Need engineering studies of how traffic flows would be affected by these concepts
- Do not want to see Bosworth opened to Northfield
- Idea to create back access to Bracken Lane so that it
- Concerns about more gravel, preferred curbs and gutters
- Thought additional signalized intersections increased safety, but timing was critical
- Cross-walks needed on all four sides of Wagner/Willow intersection
- Liked decorative pedestrian lights

