

MEMO

December 11, 2007

TO: Willow Road Enhancement Steering Committee
FR: Scott Freres, Lakota
RE: **Workshop #3 Summary – Break-out Tables**

The following are the summaries of the break-out tables from the November 29, 2007 workshop. Comments were recorded at the workshop as each table reported back to the group. Additionally, the notes from each table's "recorder" were collected where possible, and these notes have been used to clarify and supplement each table's comments. General consensus items relating to the preferred Prototypical Cross-sections and preferred Site Specific Solutions have been collected and summarized below along with any additional comments and input for each table.

Additionally, write-in comments and e-mails have been included from the public. These comments are generally focused on the opinions and concerns regarding the lanes and roadway capacity which were the focus of Workshop #3.

Table 1 Comments

- Preferred Prototypical Cross-sections:
 - Sunset Ridge to Wagner: 2 Lanes plus Median
 - Wagner to River: 2 Lanes plus Median
 - River to Edens: 4 Lanes plus Median
 - Edens to Hibbard: 4 Lanes/Existing Conditions
 - Hibbard to Provident: 2 Lanes/Existing Conditions
 - Minority support for four lanes.
- Site Specific Solutions:
 - Rumble Strips: No
- General Comments:
 - West of Sunset Ridge, consider moving taper further west and narrowing to two lanes sooner, potentially at/or west of Waukegan Road.
 - Mobility and capacity on the road was discussed, so therefore there was confusion between these two topics
 - It was recognized that there were frustrations with delays on the road, and that there is a problem that needs to be solved.
 - Would like to have studies and data on impact of proposed improvements to fully understand the trade-offs.
 - Some preference to try to address problem only through increased mobility, and not add lanes to increase capacity.

Table 2 Comments

- Preferred Prototypical Cross-sections:
 - None selected
 - Improved mobility through a three lane configuration would help alleviate issues.
- Site Specific Solutions:
 - Eaton/Dickens/Churchill Cul-de-sacs: Yes
 - Park Underpass: Yes
- General Comments:
 - Improvements to the road are needed
 - Mobility and capacity on the road was discussed, so therefore there was confusion between these two topics
 - Defined street edges by curbs preferred.
 - Modify signals to create a longer pedestrian crossing time if pedestrian button pushed.
 - Four-lanes were favored by several participants who identified themselves as Northfield residents and users of Willow Road.

Table 3 Comments

- Preferred Prototypical Cross-sections:
 - Sunset Ridge to Wagner: 2 Lanes plus Median
 - Wagner to River: 2 Lanes plus Median
 - River to Edens : 4 Lanes/Existing Conditions
 - Edens to Hibbard: 4 Lanes/Existing Conditions
 - Hibbard to Provident: 2 Lanes/Existing Conditions
 - Minority support for four lanes.
- Site Specific Solutions:
 - Park Underpass: Yes
 - Minority opposed to park underpass connection.
 - “Main Street” Intersections:
 - Textured Intersection Paving: Yes
 - Countdown Timers: Yes
 - Edens Off-ramp Consolidation: Yes
 - Forestway Drive Signalization: Yes
- General Comments:
 - Concern that trucks would favor Willow Road more than alternate routes if widened to four lanes.
 - Concerns for cost, and making sure that high quality design is not value engineered out.
 - Minority opposed to park underpass connection.
 - Liked Edens off-ramp consolidation, but consider allowing west bound free-flow off ramp.
 - Unclear if medians would cause drives to go faster or slower.

Table 4 Comments

- Preferred Prototypical Cross-sections:
 - Sunset Ridge to Wagner: 2 Lanes plus Median
 - Wagner to River: 3 Lane with Striped Median
 - River to Edens : 4 Lanes/Existing Conditions
 - Edens to Hibbard: 4 Lanes/Existing Conditions
 - Hibbard to Provident: 2 Lanes/Existing Conditions
 - Minority support for four lanes.
- Site Specific Solutions:
 - Sunset Ridge Intersection:
 - Left Turn Arrows: Yes
 - Textured Intersection Paving: Yes
 - Countdown Timers: Yes
 - Rumble Strips: Yes
 - Old Willow Road: Yes
 - Bracken Lane: Right-in/Right-out
 - Wagner Intersection:
 - Left Turn Arrows: Yes
 - Textured Intersection Paving: Yes
 - Countdown Timers: Yes
 - Rumble Strips: Yes
 - Eaton/Dickens/Churchill Cul-de-sacs: Yes
 - Park Underpass: Yes
 - Robin Hood Lane: Support alternate access
 - River Bridge Enhancements: Yes
 - “Main Street” Intersections:
 - Textured Intersection Paving: Yes
 - Countdown Timers: Yes
 - Edens Overpass Enhancements: Yes
 - Edens Off-ramp Consolidation: Yes
 - Forestway Drive Signalization: Yes
 - Pedestrian Path on North Side: Yes
 - Crow Island
 - Textured Intersection Paving: Yes
 - Rumble Strips: Yes
 - Reconfigured Intersection at School Entrance: Yes
- General Comments:
 - Curbs and gutters generally supported.
 - Need to create protected pedestrian zones at corners in Main Street area, consider bollards.
 - Concern for landscaping of medians because current landscape is considered unattractive and not maintained well enough.

Table 5 Comments

- Preferred Prototypical Cross-sections:
 - Sunset Ridge to Wagner: 2 Lanes
 - Wagner to River: 2 Lanes plus Median
 - River to Edens: 4 Lanes/Existing Conditions
 - Edens to Hibbard: 4 Lanes/Existing Conditions
 - Hibbard to Provident: 2 Lanes/Existing Conditions
 - Minority support for four lanes.
- Site Specific Solutions:
 - Sunset Ridge Intersection:
 - Left Turn Arrows: Yes
 - Textured Intersection Paving: Yes
 - Countdown Timers: Yes
 - Rumble Strips: No
 - Old Willow Road: Mixed Reaction
 - Wagner Intersection:
 - Left Turn Arrows: Yes
 - Textured Intersection Paving: Yes
 - Countdown Timers: Yes
 - Rumble Strips: No
 - Eaton/Dickens/Churchill Cul-de-sacs: Yes, but consider closing Bristol and opening Churchill
 - Park Underpass: Yes
 - Robin Hood Lane: Support alternate access, but only if impacted residents agree
 - River Bridge Enhancements: Yes
 - “Main Street” Intersections:
 - Textured Intersection Paving: Yes
 - Countdown Timers: Yes
 - Edens Off-ramp Consolidation: Yes, but may be too much work to accomplish
 - Forestway Drive Signalization: Yes
 - Pedestrian Path on North Side: Yes, but not a high priority
 - Crow Island
 - Textured Intersection Paving: Yes
 - Rumble Strips: No
- General Comments:
 - Concern for traffic on Bosworth and Bristol if cul-de-sacs on other streets.
 - Consider removing left from Willow onto Walnut.
 - Remove light from Lagoon if light put in at Forestway.
 - Liked asphalt shoulder for Sunset Ridge to Wagner.
 - Keep full access to Chapel Hill and Bracken.

Table 6 Comments

- Preferred Prototypical Cross-sections:
 - Sunset Ridge to Wagner: 2 Lanes plus Median
 - Wagner to River: 2 Lanes plus Median
 - River to Edens : 4 Lanes/Existing Conditions
 - Edens to Hibbard: 4 Lanes/Existing Conditions
 - Hibbard to Provident: 2 Lanes/Existing Conditions
- Site Specific Solutions
 - Old Willow Road: Mixed Reaction
- General Comments:
 - Safety primary concern.
 - Concerned about why areas on Willow by Middlefork and Sunset Ridge are not school zones.
 - Need to keep speeds down for safety to 35 mph or less.
 - Configuration and design of road needs to accommodate the ability for adequate snow removal.
 - Transition from 4 to 2 creates issues at Sunset Ridge intersection today.
 - Support pedestrian refuge/median with no planting at Sunset Ridge intersection for children/pedestrians.
 - Old Willow, if not closed, needs better signage for turning restrictions.
 - Need longer turn lanes/more stacking throughout the Corridor, especially in the “Main Street”.
 - Pedestrian refuges in medians within the “Main Street” area.
 - Concern for current transition from 4 lane to 2 lanes at Bridge, need better signage at a minimum.
 - Curbs are needed everywhere to reduce passing.
 - Cars coming off of Edens have a mindset for higher speeds. Need to find way to slow down drivers/change mentality.
 - Concern for countdown timers at school, that timing would become a contest.
 - Bristol should be a cul-de-sac.

Table 7 Comments

- Preferred Prototypical Cross-sections:
 - Sunset Ridge to Wagner: 2 Lanes plus Median
 - Wagner to River: 2 Lanes plus Median
 - River to Edens : 4 Lanes/Existing Conditions
 - Edens to Hibbard: 4 Lanes/Existing Conditions
 - Hibbard to Provident: 2 Lanes/Existing Conditions
- Site Specific Solutions:
 - Sunset Ridge Intersection:

- Left Turn Arrows: Yes
 - Textured Intersection Paving: Yes
 - Countdown Timers: Yes
 - Rumble Strips: No
- Old Willow Road: Close except for westbound exit
- Bracken Lane: Keep open
- Wagner Intersection:
 - Left Turn Arrows: Yes
 - Textured Intersection Paving: Yes
 - Countdown Timers: Yes
 - Rumble Strips: No
- Eaton/Dickens/Churchill Cul-de-sacs: Yes, but consider keeping Dickens open
- Park Underpass: Yes
- “Main Street” Intersections:
 - Textured Intersection Paving: Yes
 - Countdown Timers: Yes
- Edens Off-ramp Consolidation: Yes
- Forestway Drive Signalization: Mixed reaction – definitely create dedicated left-hand turn lane
- Pedestrian Path on North Side: Yes
- General Comments:
 - Safety is key.
 - Flow/mobility more important than capacity.
 - “Main Street” zone needs a dedicated bike path and more attractive medians.
 - Edens off-ramp consolidation would be good for bikers.