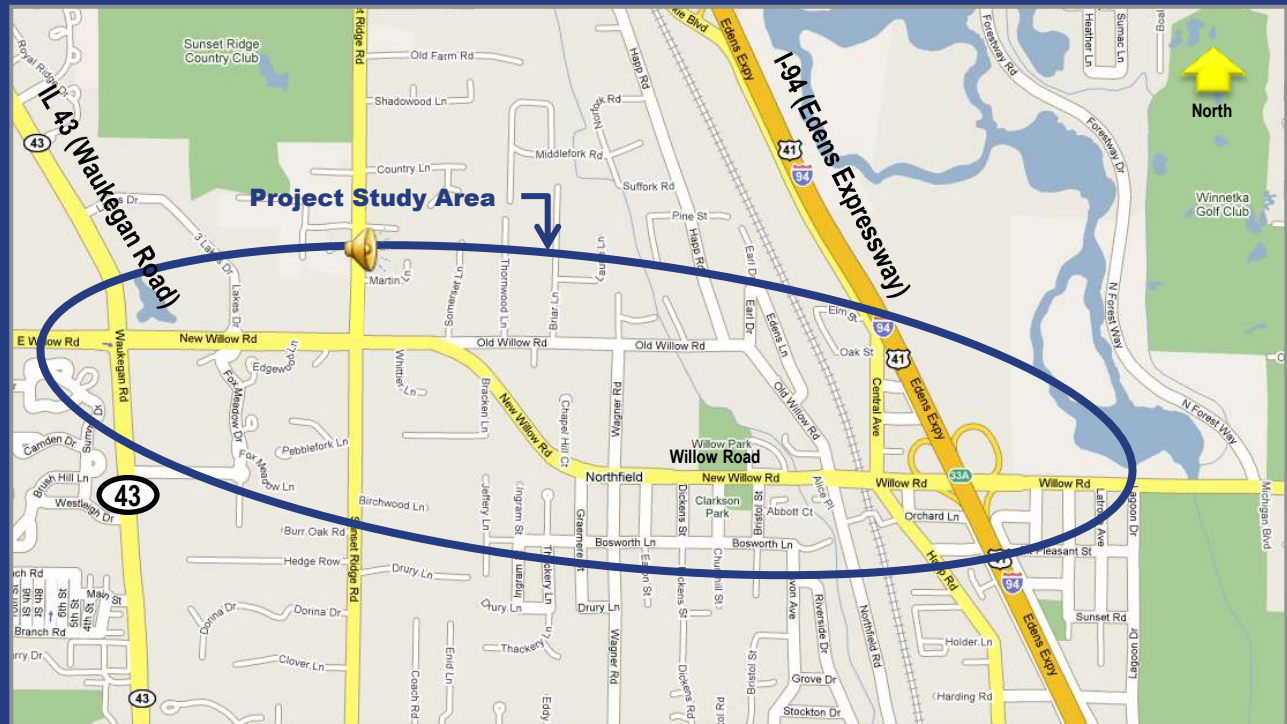


# Public Meeting #2

## Willow Road Study

Illinois Route 43 (Waukegan Road) to  
Interstate 94 (Edens Expressway)

May 16, 2011



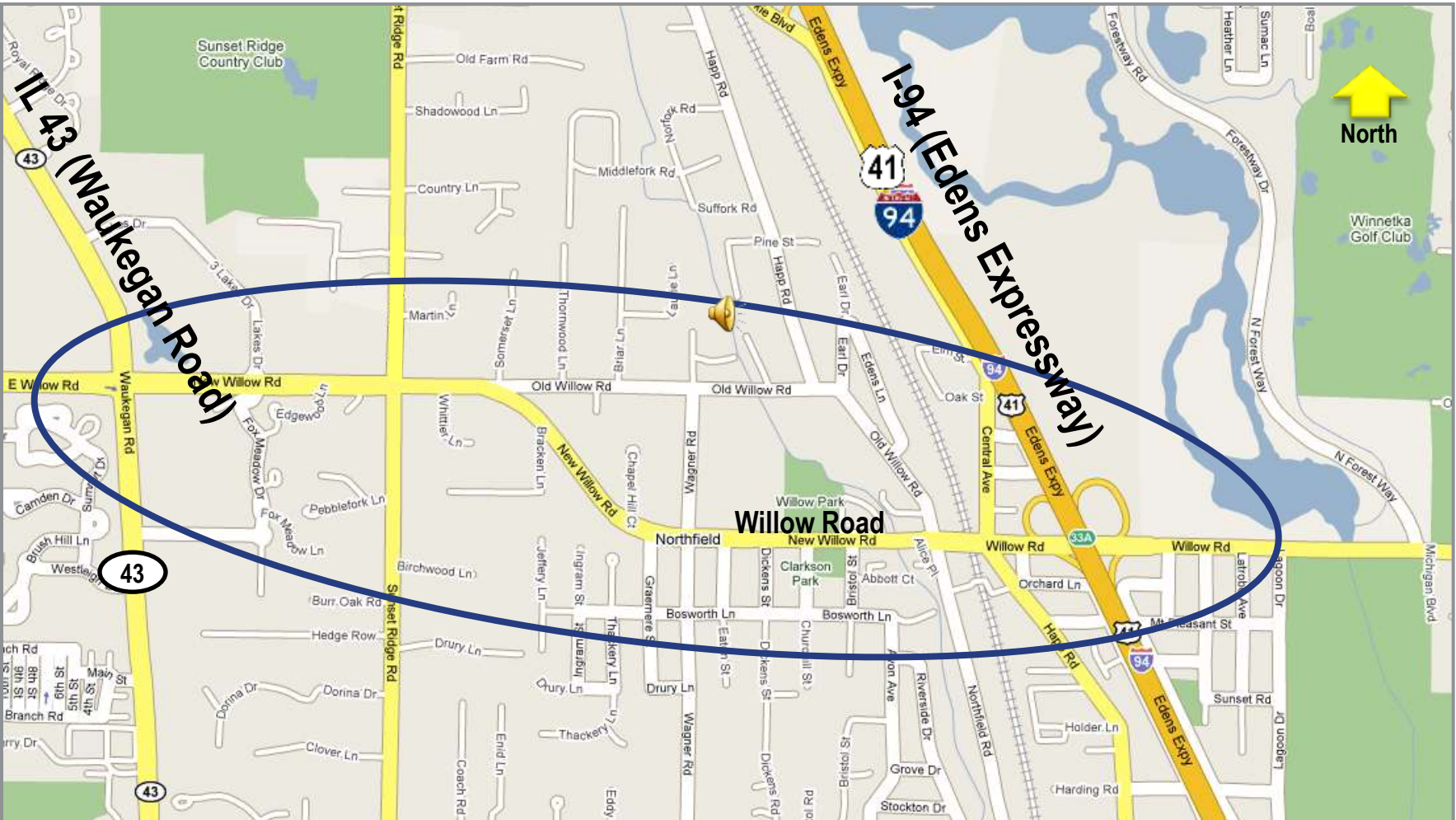
# Purpose of Tonight's Public Meeting

- Present Transportation Needs
- Present Alternatives studied to date
- Seek input

[www.willowroadfuture.org](http://www.willowroadfuture.org)



# Willow Road Project Study Limits

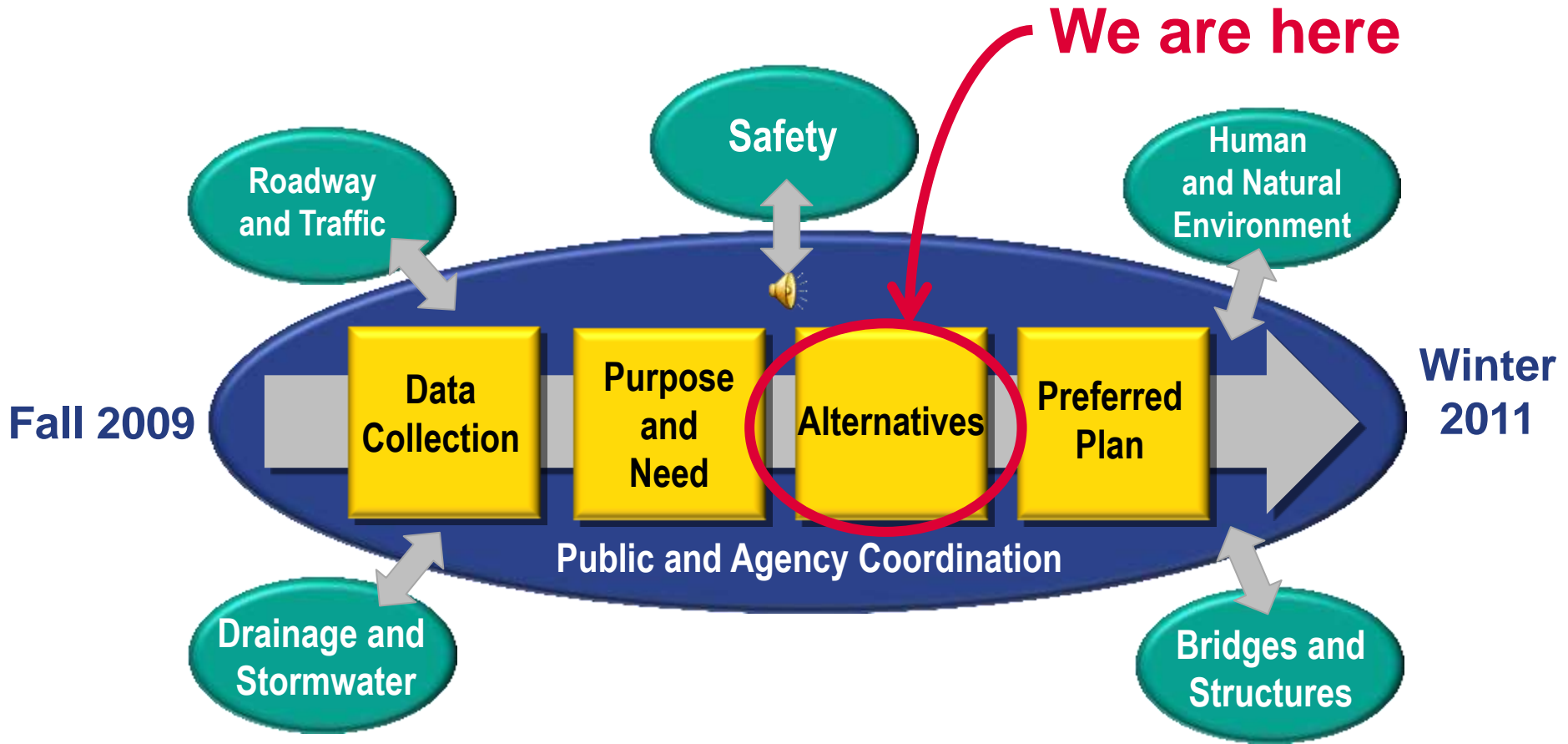


# Project Planning Process

- Identify long term solutions for Willow Road
- Process involves many steps



# Project Planning Process



# Stakeholder Involvement

- Community Advisory Group (CAG)
- Project Website  
[www.willowroadfuture.org](http://www.willowroadfuture.org)
- Newsletters
- Public Meetings
- Public Hearing
- Technical Advisory Committee



# Context Sensitive Solutions (CSS)

- Collaborative Interdisciplinary Approach
- Addresses All Facets
  - Safety and Mobility
  - Community and Environmental Issues



# Defining Project Needs

- Community Context Audit
- Problem Statement
- Crash Analysis
- Traffic Analysis
- Physical Inventory




# Community Context Audit Summary

- **Community Characteristics/  
Land Use**
- **Infrastructure Assessment**
- **Neighborhood Culture,  
Aesthetics and Street Amenities**
- **Economic Development**
- **Community Planning**



# Crash Analysis Summary

- **533 crashes over 3-year study period (2006-2008)**
- **3 injury crashes per month**
- **Rear End crashes are most common**
  - Accounts for over 70% of Willow Road crashes
- **Pedestrian Safety** 
  - No Recorded Pedestrian Crashes (2006-2008)
  - One Bicyclist Crash
- **About the same number of crashes occurred in the 2-lane and 4-lane sections**
- **Most recent available statistics will be included in the final report**



# Traffic Analysis Summary

- **Existing Operations/Capacity: 25,000 vehicles per day**
  - Failing Level of Service E or F at 4 of 6 signalized intersections
  - Failing Level of Service E or F for over half of roadway sections
  - Long queues
- **2040 Operations/Capacity: 30,000 vehicles per day**
  - No Build Scenario
  - Failing Levels of Service
  - Increased delays
  - Longer vehicle queues

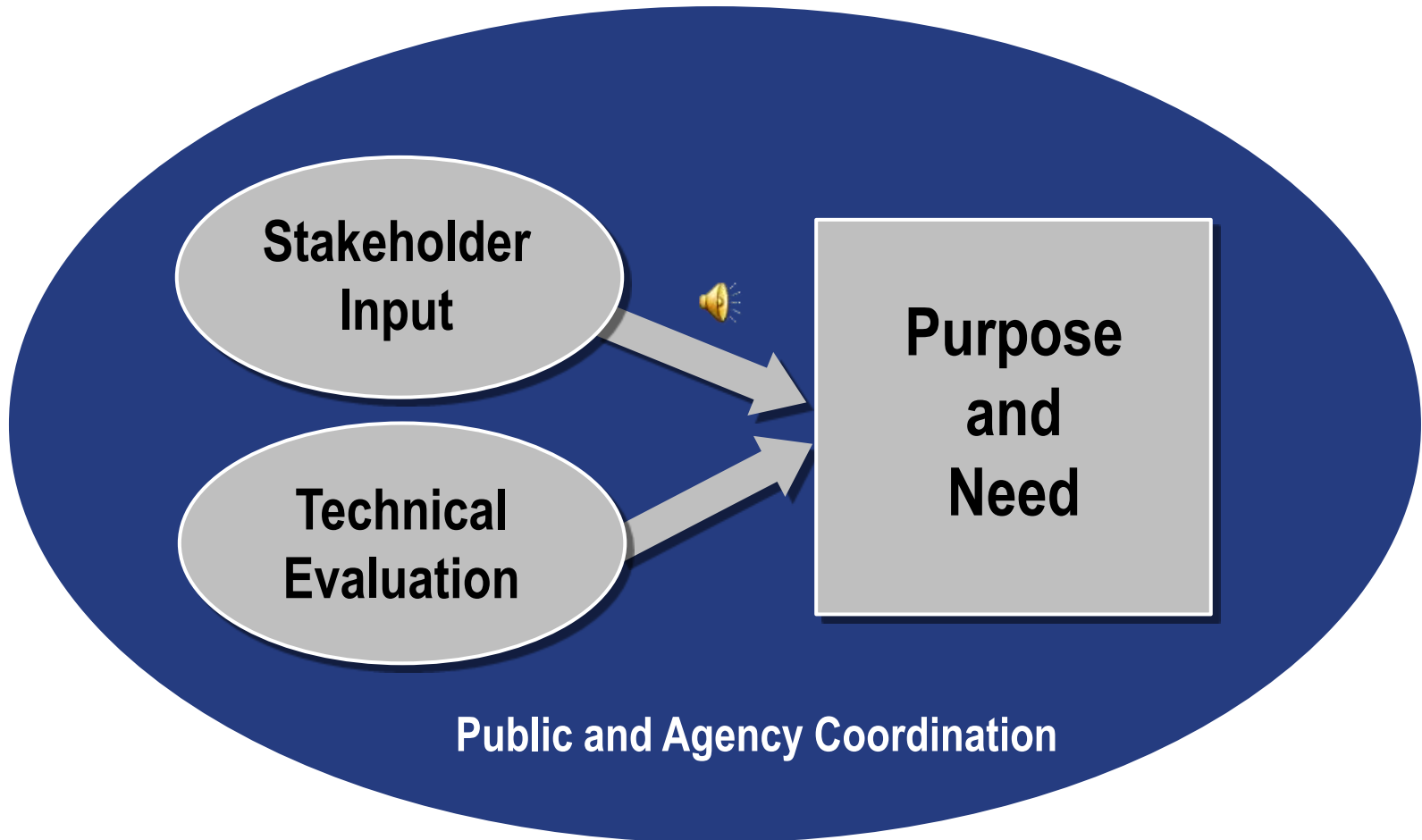


# Physical Inventory Summary

- Pavement and bridge is nearly 70 years old
- Roadway is flat and needs drainage improvements
- Sidewalk facilities have gaps
- 30-year old signal equipment needs modernizing
- Roadway features need upgrading
- I-94 interchange ramps do not meet current standards



# How was the Information Used



## ■ Purpose


The purpose of the project is to address the following transportation needs along Willow Road through either local, regional, or a combination of improvements.



## ■ Needs

- Improve and enhance safety for all users
- Improve mobility
- Improve roadway condition and design

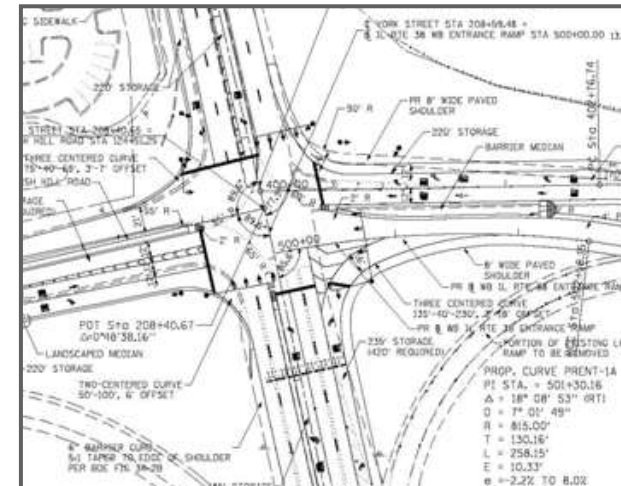
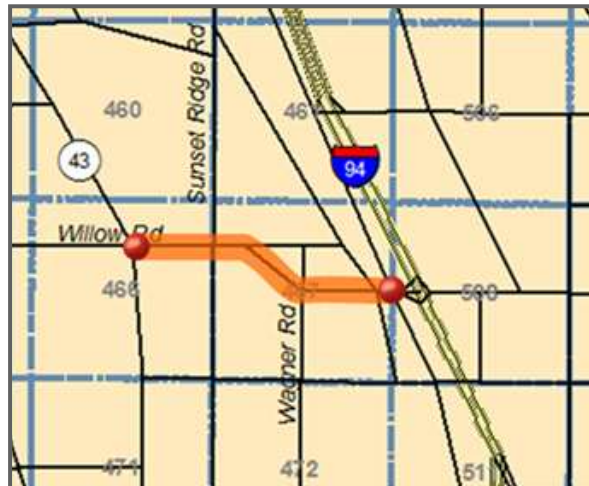
# The Alternatives Development & Evaluation Process

- Starting point – How well alternatives address project needs
- Continuous process
- Starts at a broad level of detail, adding more specific detail as the number of alternatives are reduced
- Multiple evaluation rounds 

**BROAD**

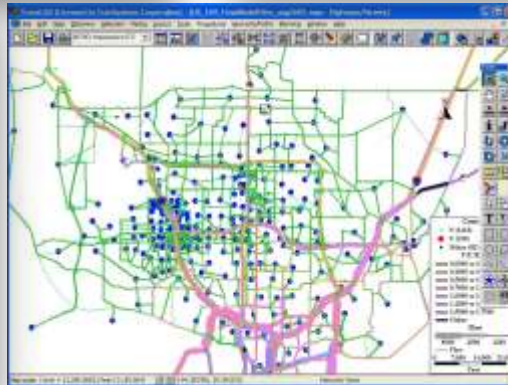


**DETAILED**



# Evaluation Rounds

- Round #1 considers transportation needs
- Rounds #2 and #3 consider transportation needs, additional pedestrian safety elements, environmental factors, community factors, and costs



# Pedestrian Safety Toolbox

## High Visibility Crosswalks



## Pedestrian Countdown Signals

## Multi-Use Bike Path



## Sidewalks and Walkways



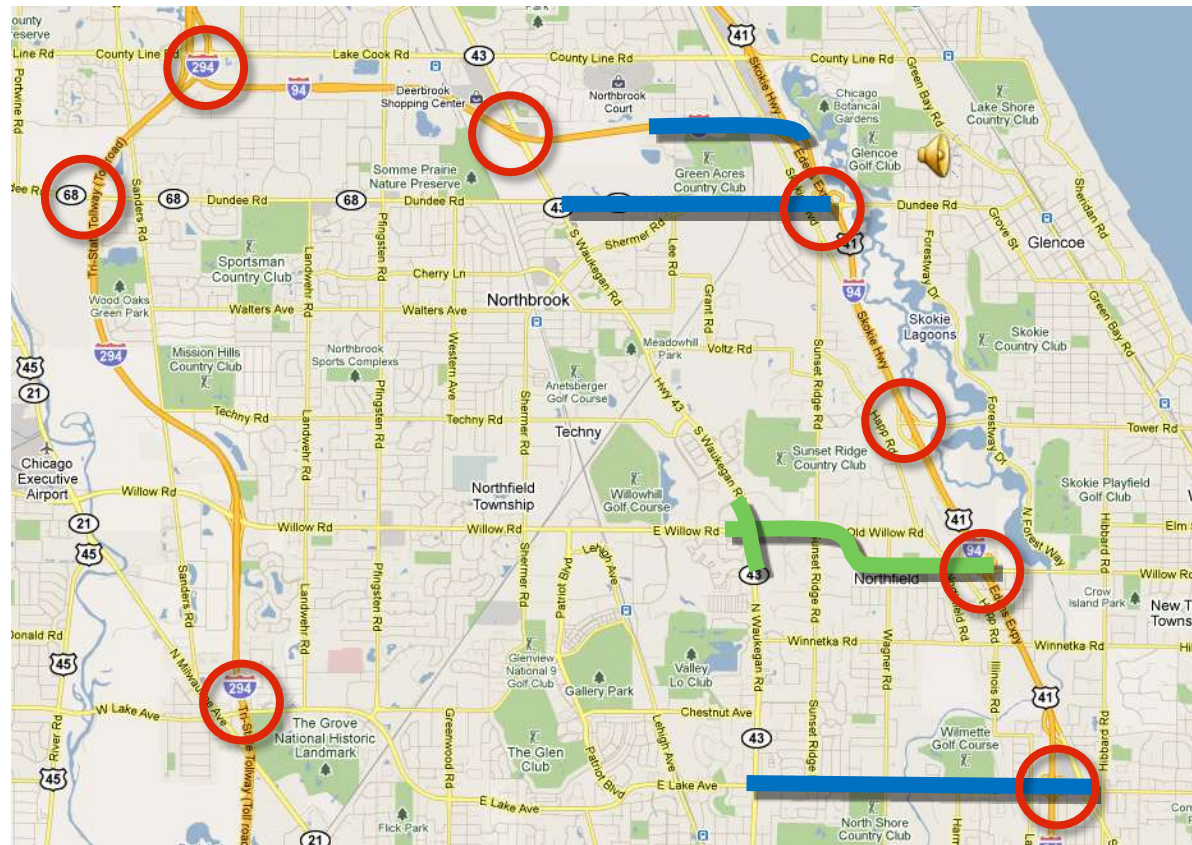
## Pedestrian Refuge Island



## Pedestrian Pushbutton

# Alternatives Developed

- 16 Build Alternatives and 3 Corridor Specific Options
- All alternatives are from stakeholder suggestions




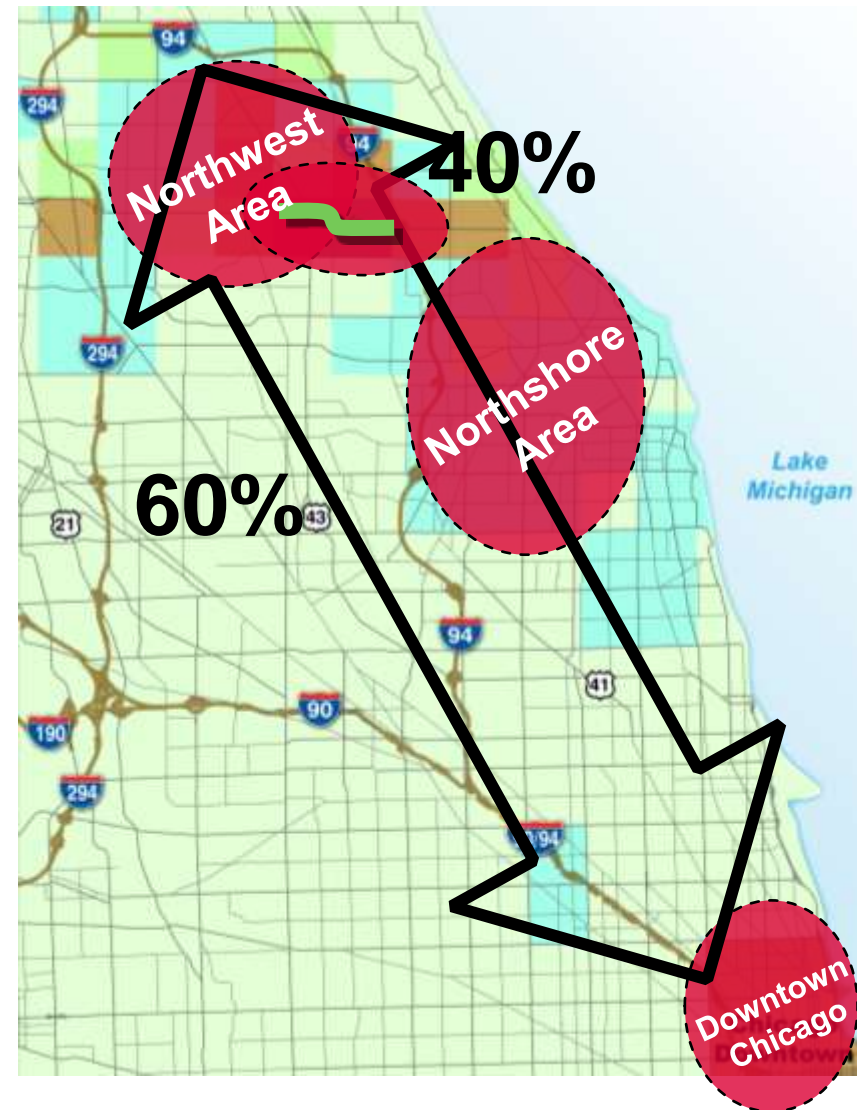
- ❖ *Local improvements*
- ❖ *New interchanges*
- ❖ *Improve other parallel routes*

# Measure of Effectiveness



# Findings of Evaluation Round #1

- **Regional Alternatives do not perform as well as the Local Alternatives**
- **Regional Alternatives did not serve a substantial portion of Willow Road users** 
  - About 40% of Willow Road users are local
- **Regional Alternatives did not serve the broader travel patterns**
  - About 60% of Willow Road users are regional
  - Predominant travel pattern is northwest-southeast direction




# Findings of Initial Evaluation Round #1



- **Regional Alternatives did not address the *Project Needs* as well as Local Alternatives**
- **Local Alternatives involved fewer impacts and lower construction costs compared to the Regional Alternatives**
  - Local cost range: up to \$21 million
  - Regional cost range: \$27 to \$133 million
- **Local Alternatives are better performing and lower cost**

# Evaluation Round #2

- **Expand safety analysis and traffic analysis for alternatives carried forward**
- **Add engineering details**
  - Additional Safety Toolbox items 
  - Make refinements
- **Assess environmental impacts and costs**

# Next Steps



# What will I see at this Public Meeting?

- **Summary of the technical studies**
- **Aerial exhibits of the alternatives**
- **Provide input**
  - Comment table
  - Court reporter
- **Close of comment period (May 31, 2011)**



# Thank You for Coming!

- Please view the exhibits in the main area
- Ask questions
- Provide comments



# **Willow Road Study Public Meeting #2 May 16, 2011**

- **5 Minutes until the next presentation**

# **Willow Road Study Public Meeting #2 May 16, 2011**

- **1 Minute until the next presentation**