



# Waukegan Road Corridor Plan

FEBRUARY 16, 2010



# the Waukegan Road Corridor Plan

was created by the many willing residents of the Village of Glenview

## **Glenview Board of Trustees**

Kerry Cummings, President  
Scott R. Britton  
Pat Cuisinier  
Paul Detlefs  
Deborah Karton  
James Patterson  
Philip O'C. White

## **Waukegan Road Corridor Committee**

Deborah Karton - Chairperson  
Philip White - Chairperson  
Kathryn Arnold  
Steve Bucklin  
Michael Cho  
John Hedrick  
Jeff Howard  
Judy Hynes  
Nancy Jarmusz  
Cary Kalant  
Russell Reder  
Mark Rose  
Michael Shewchuck  
Bruce Skeggs  
Jim Smirles  
Matt Whipple

## **Village Staff**

Mary Bak, Director of Development  
Jeff Brady, Director of Planning  
Joe Kenney, Assistant Director Capital Projects  
Adriana Webb, Design Division Engineer  
Carla Sepe, Project Coordinator

## **Code Studio**

Lee Einsweiler  
Colin Scarff  
Scott Grantham

## **Third Coast Design Studio**

Keith Covington  
Lee Jones

## **Watkins Acy Strunk**

Chad Watkins

## **Charlier Associates**

James Charlier  
Victoria Jacobsen

## **Urban Advantage**

Steve Price

## **Christopher Burke Engineering**

Lee Fell

## **Gewalt Hamilton Associates**

Tim Doron  
Jim Mitchell

## **Goodman Williams Group**

Linda Goodman

## Table of Contents

1.0 What Makes the Place ?	1
2.0 Planning in Public	19
3.0 Foundations of the Plan	27
4.0 Focus Areas	41
5.0 Implementing the Plan	63
6.0 Appendix	67

The Waukegan Road study area runs from the Willow Road in the north to the Golf Road in the south.





# 1.0 WHAT MAKES THE PLACE ?

# INTRODUCTION

Waukegan Road is a north-south corridor which runs through the eastern portion of the Village of Glenview. The Illinois Department of Transportation (IDOT) classifies Waukegan Road as part of Illinois State Route 43 (IL-43).

In recent years, the Village has invested in downtown infill, and in the development of The Glen. In 2006 and 2007, the Village carried out a significant planning process for Milwaukee Avenue. Although Milwaukee Avenue is different in many ways from Waukegan Road, the broad public participation and successful adoption of the Milwaukee Avenue Corridor Plan set the precedent for a new effort focused on Waukegan Road.

IDOT has scheduled a resurfacing of Waukegan Road to occur in 2010 with design work slated to take place either late 2009 or early 2010. In February 2009, Village President Kerry Cummings appointed the Waukegan Road Committee to help guide and coordinate the project. The resurfacing project creates an opportunity to make agreed upon improvements to the corridor. While resurfacing is occurring and the street is torn up, it will be more efficient to make improvements as a package, rather than attempting them individually at some other point in time. Early priorities were identified as:

- Unified streetscape elements such as vehicular and pedestrian lighting, landscaping standards, pavement type, sidewalk, street furniture, and removal of gas lamps;
- Medians, curb cut reductions and potential cross access easement opportunities;
- Chestnut Avenue intersection improvements (Phase I engineering design report completed);
- Context sensitive roadway and safety improvements in the existing right-of-way; and
- Downtown improvements as recommended by the Downtown Revitalization Plan and Downtown Development Code.

The overall project goal is to generate a short and long term transportation plan for the Waukegan Road Corridor. Addressing the short term, the plan includes context sensitive solutions which incorporate Village recommendations to be given directly to IDOT prior to resurfacing design work. Addressing the long term, the plan includes policy and implementation recommendations on how to manage anticipated traffic impacts on the community and surrounding neighborhoods and integrate redevelopments along the corridor.



*Opened in 1927, the Glenview Bowl was a fixture along Waukegan Road. The building was destroyed by fire in 1987.*



*Glenview and Waukegan: 1965. Looking North.*

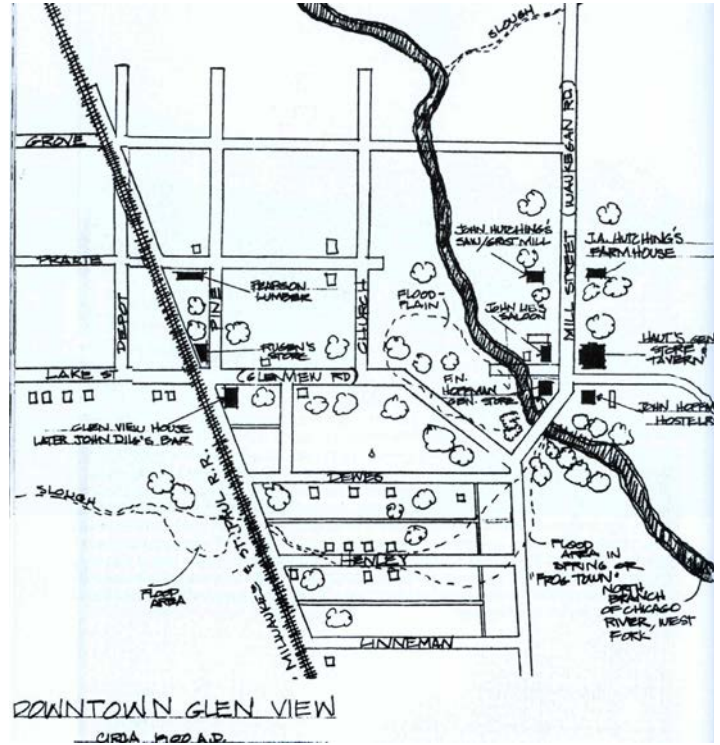
# HISTORY

The land that is today Glenview was once the territory of the Potawatami, Native Americans who farmed, hunted, and fished in the area. The land was marshy and swampy and the Potawatami made trails along the higher ground; one of these trails would evolve over periods in history into Waukegan Road. A log bridge crossed the western fork of the Chicago River as part of the trail, as witnessed by explorers Marquette and Jolliet in 1673.

A trading post was established near the present-day intersection of Glenview and Waukegan roads in 1833, but the area really had no identity of its own prior to the organization of Northfield Township in 1850. Most of modern day Glenview was in a district known as South Northfield.

The settlement was named Oak Glen in 1878 and changed to Glen View in 1895 to avoid confusion with another Oak Glen on the rail line. By convention, the two word name eventually became one: Glenview. Around this time Glenview Road was extended to reach a track which was then called Little Fort trail, later called Mill Street, later called Waukegan Road. In 1899, Glenview incorporated as a village, spurred to action by the need for sidewalks to traverse the muddy roads of the time period. Even in the early days Waukegan Road presented difficulties for pedestrians. In the mid 1920s, an underpass was built to ensure that children could cross to and from Glenview School.

In 1933, Baxter Laboratories, a company which manufactured intravenous solutions, opened a plant on Waukegan Road. Following World War II, Glenview experienced a population explosion, fueled by a booming economy and the a wave of first time home-buyers. Between 1950 and 1970, Glenview's population nearly quadrupled. Glenview's growth was paralleled by other vilages and suburbs of Chicago. This intense growth in the region had a huge impact on traffic volumes on arterial roadways such as Waukegan and Milwaukee. Suburban development patterns have also led to increased automobile reliance, exacerbating traf- fic problems.



Downtown Glenview as it appeared in 1900.



Baxter Laboratories.



## 1.0 WHAT MAKES THE PLACE?



*Arc Restaurant and Lounge opened in 1948, located at Waukegan and Chestnut. Demolished in 1984 and replaced by a strip mall.*



*Southwest corner of Glenview and Waukegan: Circa 1950.*



*Corner of Mill Street (now Waukegan) and Lake Street (now Glenview). Saloons are visible on both corners, Bill Haut's Place is on the right, a building which survived into the 1970s.*



THEN

NOW



Matty's Wayside Inn, originally a farmhouse built in 1890. It was converted in the early 1930s and sold meals as well as liquor during the late Prohibition era.



Koenig & Strey Real Estate Agency, founded in 1961 at the corner of Glenview and Waukegan. The business remains in this location today, although ownership has changed.



Looking north at the Intersection of Waukegan and Lake in the late 1950s and today.



## EXISTING CONDITIONS

Photos highlighting some major present day challenges of the corridor.

### Pedestrian Mobility



Narrow sidewalk. Matty's Wayside Inn looking north along Waukegan towards Chestnut.



No pedestrian crossing. Carillon Square looking west across Waukegan.



Inadequate pedestrian refuge. Bank of America looking south along Waukegan towards Lake.



Sidewalk through the parking lot -- missing landscaped parkway treatment. Children's Land Day Care Center looking north along Waukegan towards Burger King.



# EXISTING CONDITIONS

Photos highlighting some major present day challenges of the corridor.

## Access Management



Access too close to intersection. NAPA Auto Center entrance too close to Glenwood Ave.



Blocked driveway. Pizano's Pizza looking south along Waukegen towards Chestnut.



Cross-access coordination. Important adjacent property coordinate to ensure adequate cross-access. Carillon Square looking south towards Bank of America drive-thru and parking lot



No cross-access. 1920 Waukegen looking west towards Jefferson.

## EXISTING CONDITIONS

Photos highlighting some major present day challenges of the corridor.

### Traffic Conflicts



Left turns on to Waukegan. Burger King drive-thru looking east across Waukegan.



Traffic light issues. Matty's Wayside Inn looking north along Waukegan towards the Chestnut traffic light.



Dropping-off and picking-up children. Poko Loko Day Care Center looking east across Waukegan towards the Audi dealer.



Excessive speed and wide travel lanes. Harrison looking south along Waukegan towards Colfax.



# EXISTING CONDITIONS

Photos highlighting some major present day challenges of the corridor.

## Transit and Bike Facilities



Buses use the corridor. Route 422 looking east across Waukegan towards the Napa Auto Center.



Inadequate bus stop facility. Taco Bell looking north along Waukegan towards Chestnut.



Bikes use the corridor. Walker Bros. Pancake House looking north along Waukegan.



Sidewalks are too narrow for bikes, no bike lanes. Ford Auto dealer looking east across Waukegan towards Ammer Ridge residential development.



## EXISTING CONDITIONS

Photos highlighting some major present day challenges of the corridor.

### Stormwater Management



Inadequate drainage. Behind Loren Hyundai.



Pumping of standing water. Behind Loren Hyundai.



Aging infrastructure. Waukegan adjacent to Staples shopping center.



Impervious paving not working. Expo 2000 driveway.



# ANALYSIS MAPS

Using Geographic Information System (GIS) data from the Village and other geographic survey sources, a series of maps analyzing existing conditions were developed to help gain a better understanding of the existing character of the corridor.

### AERIAL PHOTO



Aerials shows the street pattern around the corridor as well as areas of development, open space, and open water.

### FIGURE GROUND

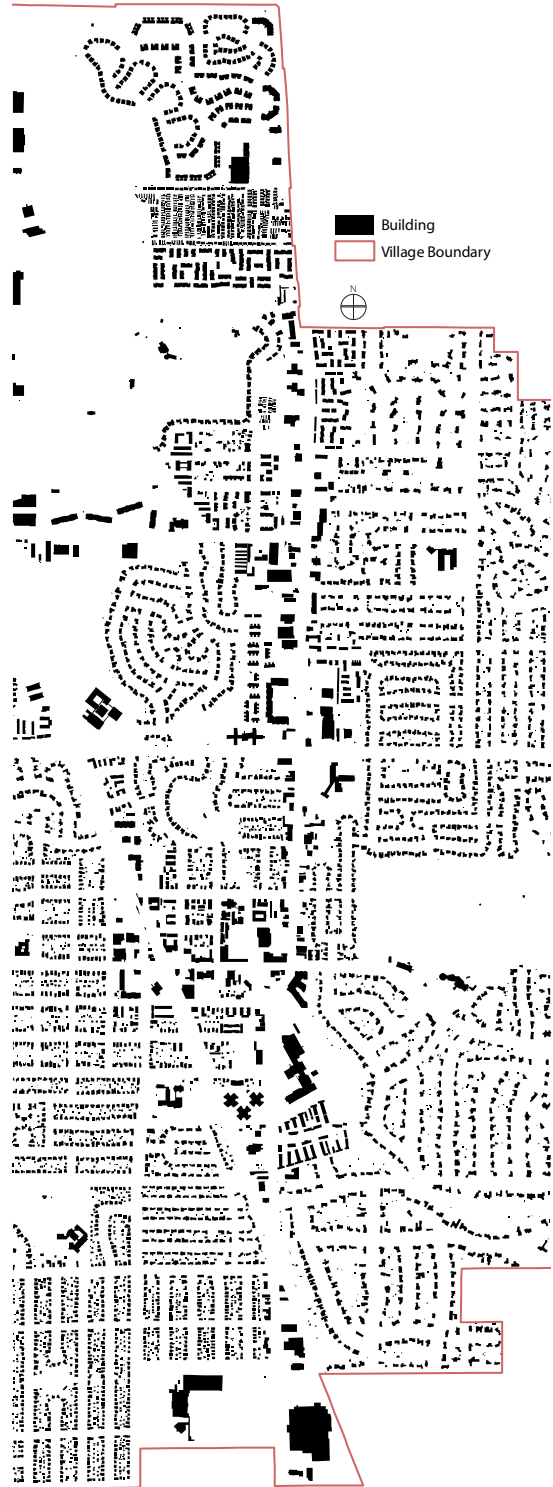


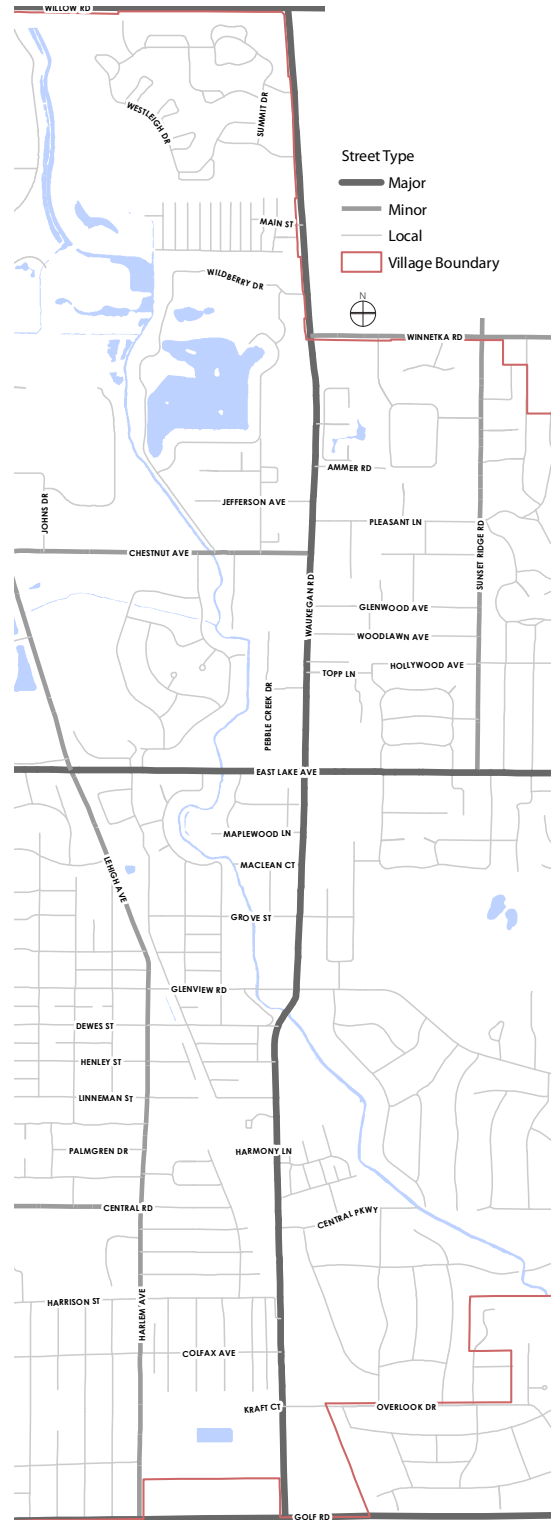
Figure ground shows existing building footprints

### BLOCK PATTERN



Existing block structure that defines the street network.

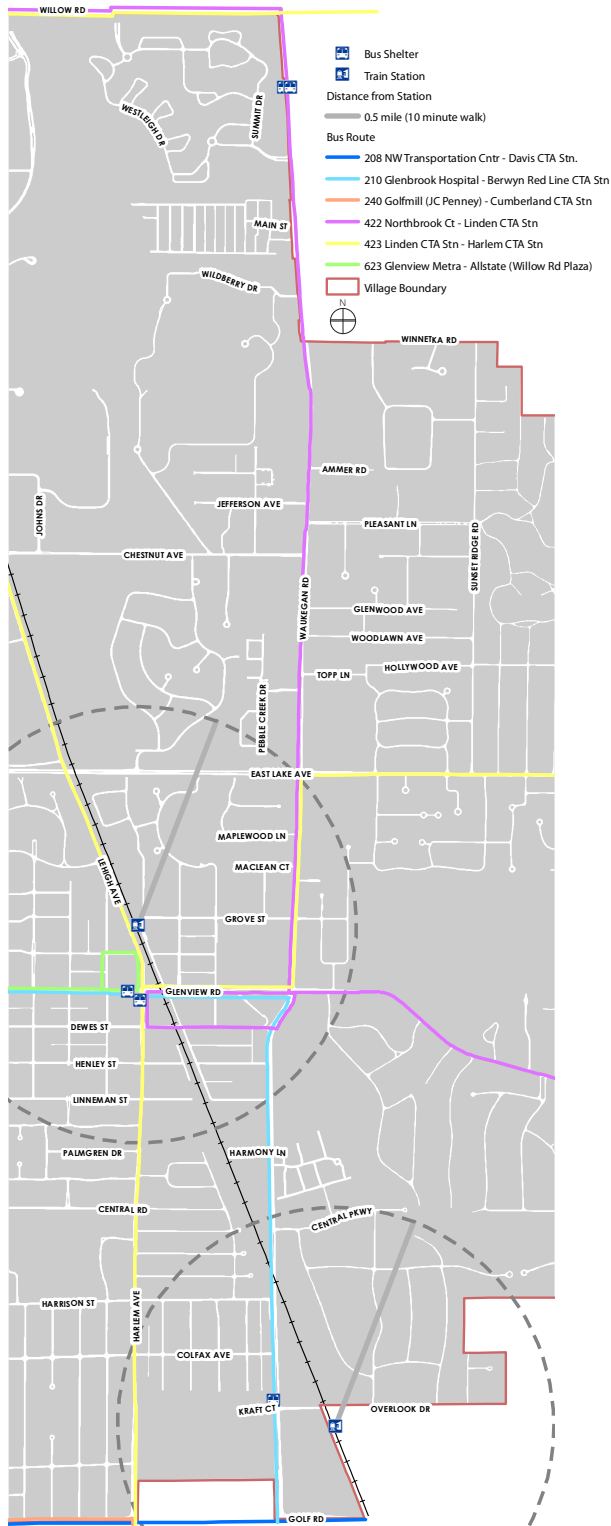
### STREET NETWORK



Existing street system showing major, minor and local streets.

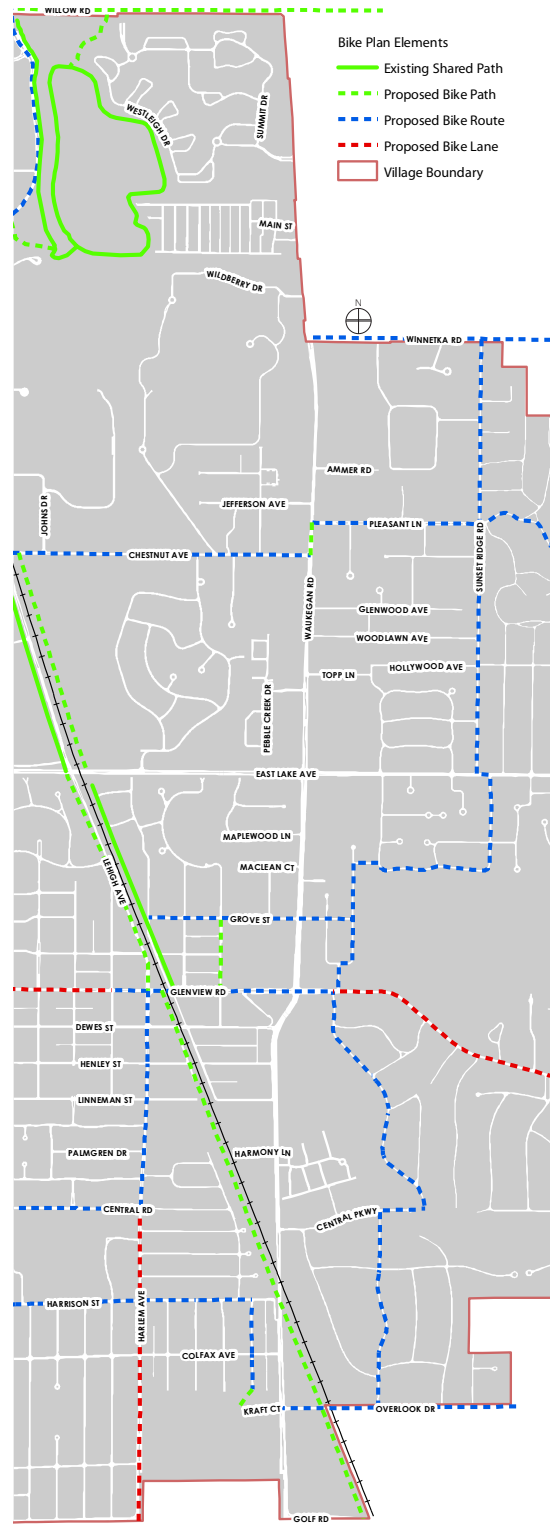


## TRANSIT NETWORK



Six bus routes service the study area, although only two actually run on Waukegan. Two train stations provide access to downtown Chicago.

## BICYCLE NETWORK



Bike paths are completely separated from motor vehicles. Bike lanes are designated lanes adjacent to travel lanes. Bike routes are signed and designated routes, used by both motorists and cyclists.

## TRAFFIC HOT SPOTS

### WINNETKA TO WILDBERRY

- Driveway too close to signal
- Southbound stacking makes left turn difficult

### JEFFERSON

- Multiple driveways
- Cut-thru traffic on Jefferson
- Awkward turning movements
- Northbound stacking to enter Burger King

### WOODLAWN & TOPP

- Multiple driveways
- Difficult northbound turns from Ace

### MAPLEWOOD TO GROVE

- Downtown transition zone
- Multiple driveways
- Street parking not clearly defined
- Poor sight lines for exiting vehicles

### VIADUCT TO HARRISON

- Narrow, old viaduct
- Poor sightlines turning from Harrison
- Poor pedestrian, bicycle environment

### WAUKEGAN AT WILLOW

- Excessive northbound vehicle stacking
- High traffic turns south onto Waukegan
- Willow is only two lanes through Northfield

### SUNSET VILLAGE

- Multiple driveways
- Left turns out of Sunset Village difficult

### DODGE, FORD, LEXUS

- Multiple driveways
- Poor way-finding and circulation patterns
- Difficult left turns from apartment complex

### CHESTNUT

- Multiple driveways
- Driveways close to Chestnut
- Chestnut Avenue three-phase signal

### LAKE AVENUE

- Heavy traffic flow at Lake Avenue
- Carillon, Bank of America cross-access
- Starbucks right turn close to intersection

### GROVE TO GLENVIEW

- Long walking distance across Waukegan
- Signal modifications needed per downtown plan
- Dominick's redevelopment, access control
- Streetscape improvements

### COLFAX AVENUE

- Day care drop-off, pick-up
- Trucks unloading vehicles in street
- Obstructed vision for left from Colfax
- Parking in neighborhood

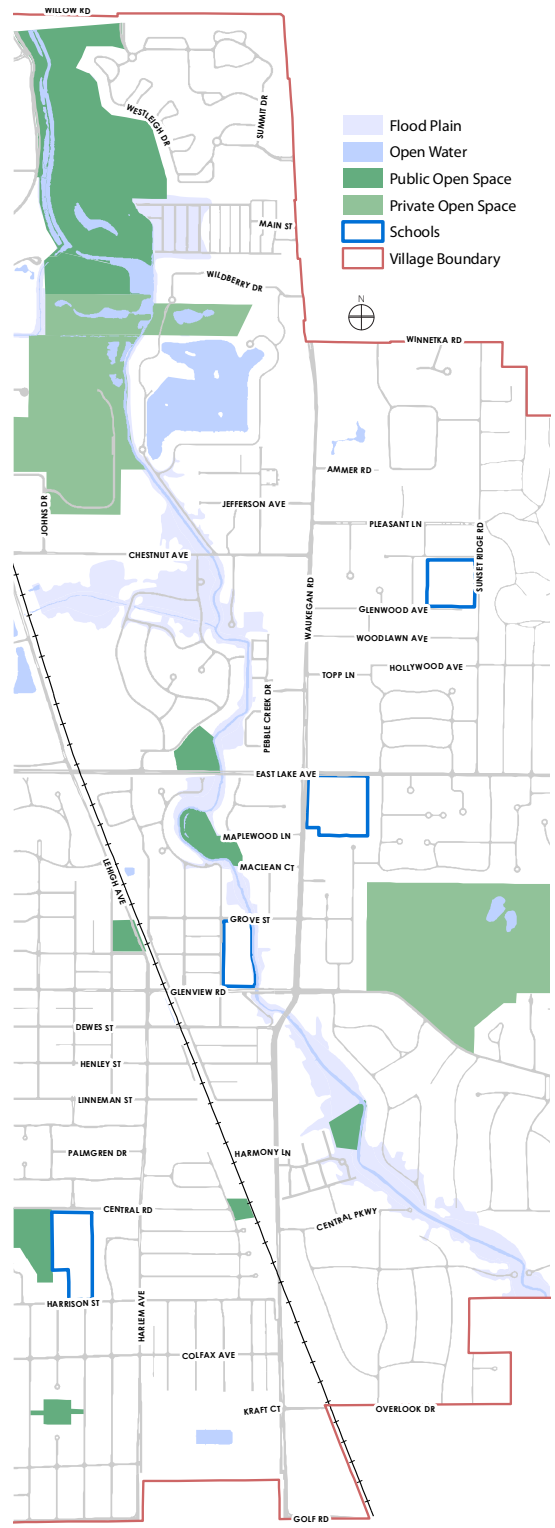


## FIVE-MINUTE WALK



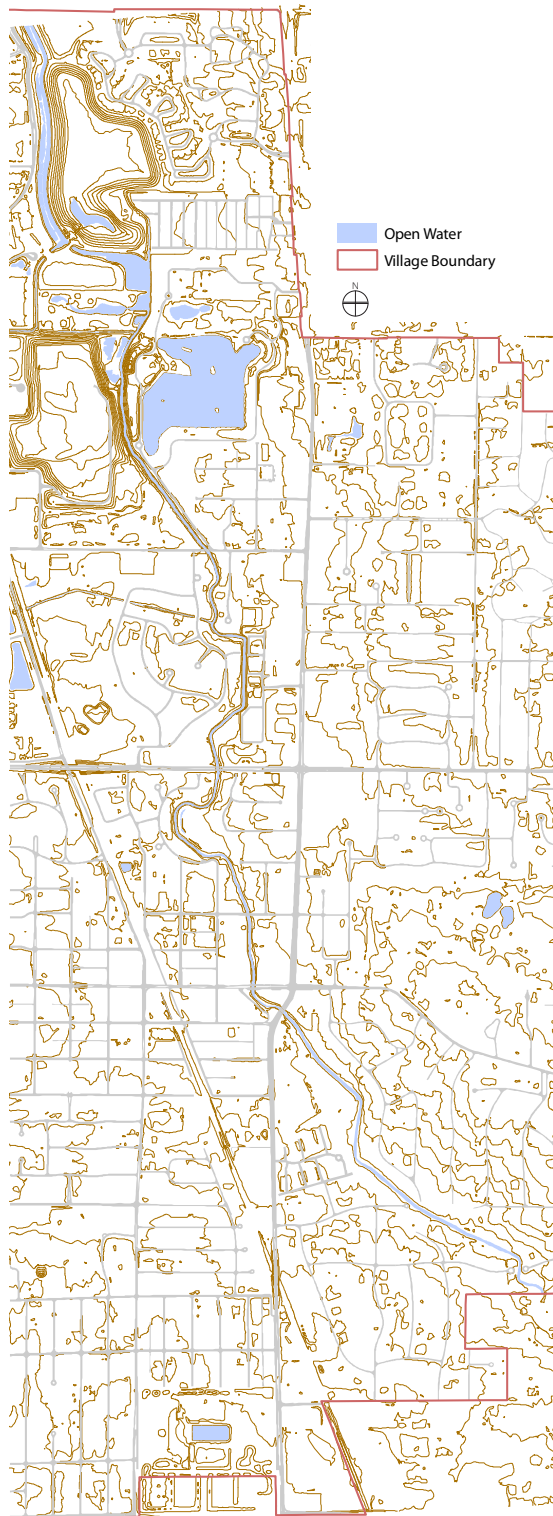
One commonly held idea is that people are generally willing to walk five minutes for a trip. On average, a person can walk a quarter of a mile in five minutes. A quarter of a mile radius is shown from key intersections along the corridor.

## PARKS & OPEN SPACE



Public open space is differentiated from private open space (public parks versus private golf courses and recreational facilities). Open water and floodplain have a relationship to the existing park system.

### TOPOGRAPHY



Contours at ten foot intervals give some impression of the area's topography. Elevation increases east of Waukegan Road and this area is slightly more hilly.

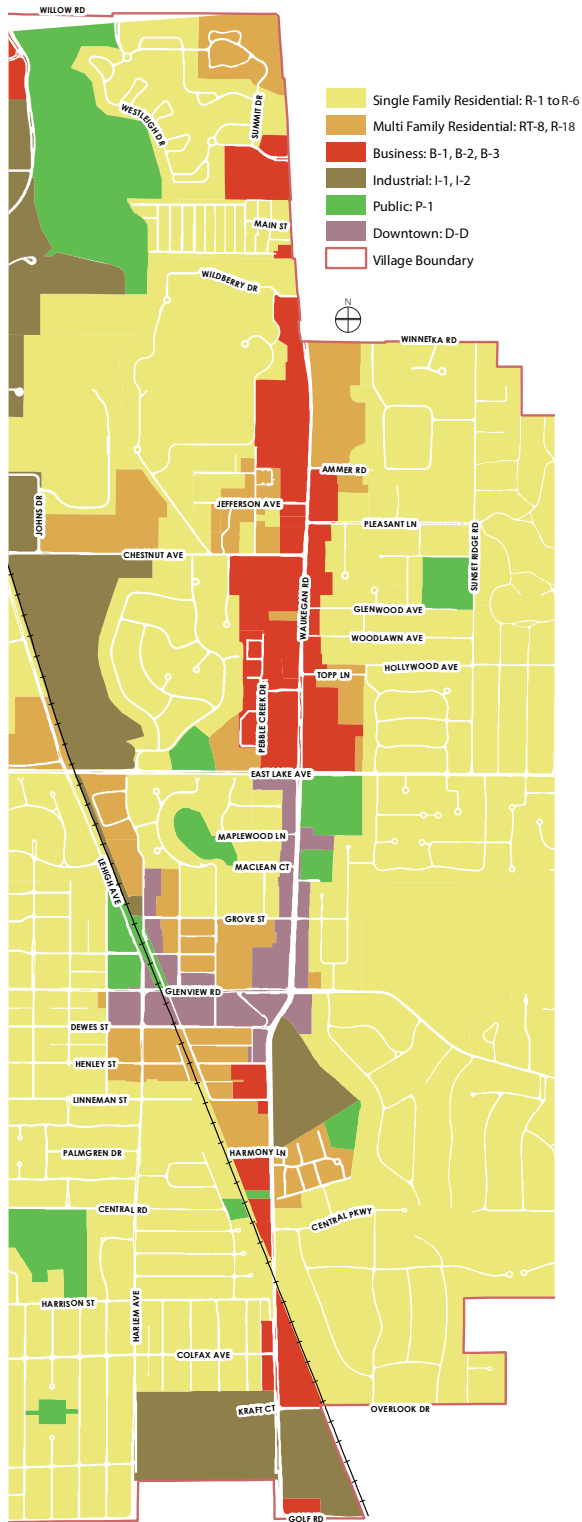
### DIGITAL ELEVATION MODEL



Elevation change is illustrated as a Digital Elevation Model (DEM). Areas of higher elevation are shown as darker and areas of lower elevation are shown as lighter. Streets are shown to provide context.

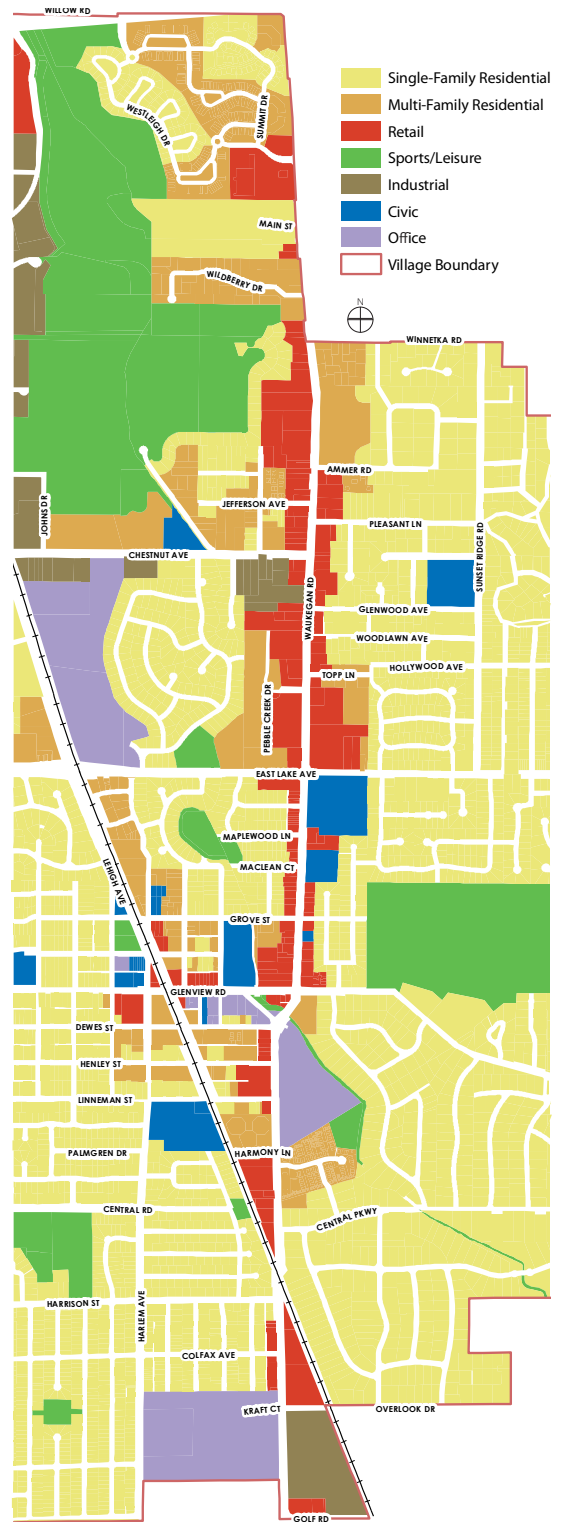


## ZONING



For the most part, properties along Waukegan Road are zoned commercial with some multifamily and industrial. The majority of the zoning just off the corridor is single-family.

## LAND USE



Existing land use on Waukegan is primarily commercial with some multifamily, office, and Civic uses mixed in. Much the area off Waukegan is single-family.

*this page left intentionally blank*



## **2.0 PLANNING IN PUBLIC**

# CHARRETTE PREPARATION

The Village began the outreach process for the corridor by establishing a 16-person steering committee (the Waukegan Road Corridor Committee) composed of a diverse set of local residents and business owners.

On March 19, key members of the consultant team conducted a preliminary site visit to Glenview. The purpose of the trip was to conduct a tour of Waukegan Road and to meet with key business owners, property owners, local residents, village staff, and others to get a sense of the objectives of the plan and to understand future ideas for the corridor. A bus tour of the corridor was arranged for committee members, the consultant team, and village staff. The aim of the tour was to increase everyone’s understanding of the corridor and see key places on the corridor firsthand and investigate details up close.

A public open house was held that night at the Glenview Police Station to kick off the project, describe the charrette process, and facilitate the first round of public input. The open house was a success with over 70 people in attendance. Following a brief presentation participants broke up into small groups to discuss the future of the corridor. Of the many ideas heard, some of the most widely shared included:

- Need to accommodate bicycles
- Pedestrian need wider sidewalks
- Traffic back up: Chestnut, Lake, Willow
- Issues with Colfax/Poko Loko
- Need more left turn lanes
- Traffic moves too fast down Waukegan

A project web site was prepared to provide background information and a calendar of project activities ([www.waukeganroad.com](http://www.waukeganroad.com)). The web site continues to serve as a way to distribute project documents, including meeting minutes and agendas, and the Plan document itself, to the general public. The Village’s monthly e-newsletter was used to promote charrette events, along with the hard copy newsletter mailed to all residents.

Prior to the charrette, the Village spread the word about the planning process by sending letters to property owners, distributing printed brochures, posting public notices, and advertising in the monthly e-newsletter. Large signs encouraging residents and passersby to stop by were posted for all public events.



## PUBLIC CHARRETTE

A public participation design charrette is a multi-day, collaborative, community-based planning effort that brings together residents, local stakeholders, business people, and government officials to collectively craft a vision for an area. Charrettes are inclusive by nature and are designed to build consensus from the outset, providing a collaborative forum to bring all parties together and focus on a common goal. The hands-on nature of the charrette, the opportunity to interact with differing perspectives, and the short feedback loops allow issues to be identified and resolved early on in the process. In addition, the charrette provides an educational opportunity for all participants.

Thought to originate from the École des Beaux-Arts in Paris in the 19th century, the word charrette is from the French for “cart” or “chariot.” It was not unknown for student architects to continue working furiously, at the last minute, on the illustrations for their design presentations, even while riding in the school cart (“en charrette”) through the streets of Paris en route to submit the projects to their professors. Hence, the term metamorphosed into the current design-related usage in conjunction with working right up until a deadline.

For six consecutive days (Friday May 1st through Wednesday May 6th), residents, business people, village staff, and local officials gathered at the Glenview Police Station for an intensive design charrette in order to develop a vision and streetscape plan for the corridor.





DAY 1: FRIDAY



**Study Area Tour.** On the Friday before the hands-on design session, the entire charrette team toured the study area, driving and walking up and down the corridor, noting existing conditions, the configuration of roadway, traffic conditions, natural features such as topography, and key infrastructure such as bridges, underpasses and rail lines, all of which will have a direct impact or effect on both short and long term opportunities for the corridor.

DAY 2: SATURDAY

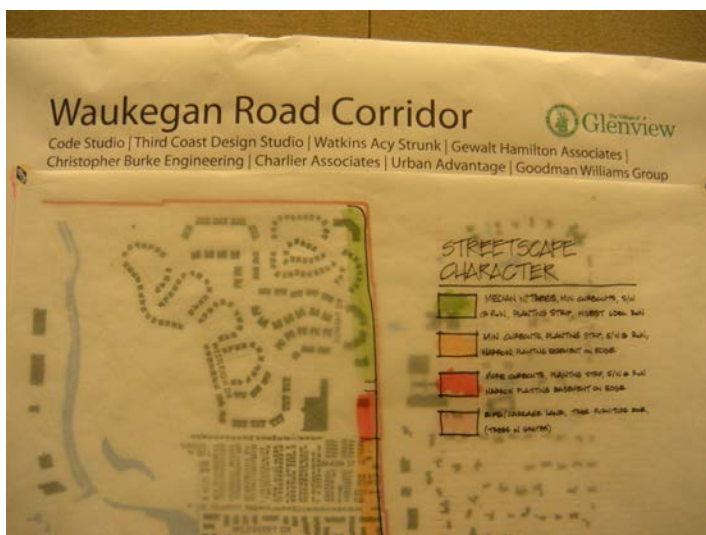


**Hands-on Design Session.** On Saturday morning, approximately 30 people gathered at the Police Station Community Room to roll up their sleeves and play planners for the day. Following a brief introductory presentation, participants gathered around tables, divided into groups of six to eight people each and assisted by a facilitator, to discuss what they would like to see happen to the corridor over the next 20 years. The groups worked on large maps of the study area, identifying special features, problem areas and issues, and targets of opportunity for redevelopment. They drew diagrams and sketches to convey the character of the area today as well as describe what they would like to see in the future (the results from each table are presented in full in the appendix to this document).

To conclude the public work session, each group selected a spokesperson, who then presented each table's ideas (and drawings) to the entire audience. Common themes included traffic congestion at major intersections, supporting local business, improving access between different uses, and adding landscape medians where possible. The team listened carefully, took notes, and asked questions to gather as much community input as possible. The information and ideas from the public hands-on session provided the foundation for the consultants to build on in the studio the following week.



## DAY 3: SUNDAY



**Brainstorming.** On Saturday afternoon and Sunday morning, the charrette team convened to work through the table drawings, consolidating issues into a single drawing and developing a set of streetscape characteristics that could be mapped at various locations along the corridor based on a set of common features. To test how well these characteristics would apply along the corridor a draft streetscape character area map was prepared. During discussions, a series of focus areas were selected. These included Ammer to Woodland, Maplewood to Grove, Henley to Central, Harrison to Colfax and Overlook to Golf.

## DAY 4: MONDAY

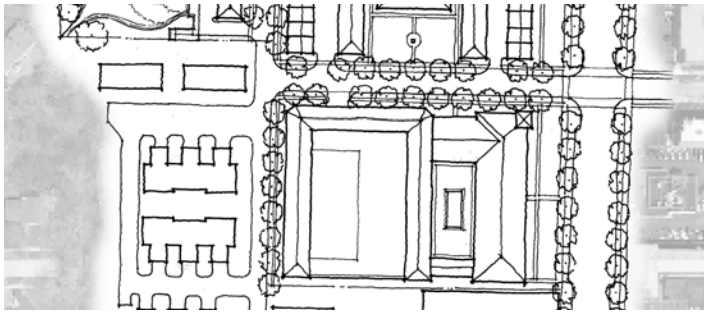


**Open Design Studio.** From Sunday through Tuesday, the charrette team worked on-site in the Police Station Community Room. Village residents were encouraged to drop in to the studio to see the charrette team's work in progress, discuss the project, and ask questions as well as bring up new ideas for the team to consider.

**Open House.** On Monday evening, the public was invited to a drop-in open house in the Police Station Community Room. The most current designs and drawings were pinned up, and an informal presentation was given, describing the work to date. Village residents had a chance to discuss the work with the charrette team, ask questions, and get up to speed on the latest ideas.



DAY 5: TUESDAY



**Technical Meetings.** In addition to the open design studio, members of the charrette team met with a variety of stakeholders throughout the week. Stakeholders included Village staff, local developers, property owners, business owners, and representatives from IDOT. These stakeholder meetings helped ensure that the ideas being developed by the team were achievable.

**Preparation.** Preparing the plan on-site allowed the charrette team ready access to the corridor at a moments notice. Day-to-day traffic patterns were observed and local businesses frequented. During the week many ideas were heard and synthesized. On Tuesday and Wednesday, a series of computer visualizations, diagrams, and illustrations were finalized to help convey initial concepts of the streetscape plan to the community.

DAY 6: WEDNESDAY



**Work-in Progress Presentation.** On Wednesday night, the charrette team presented the results of their work up to that point. About 50 people gathered at the Police Station Community Room for the presentation to see how the team fused the ideas presented at the hands-on session into an achievable streetscape plan for the corridor. Lee Einsweiler presented a summary of the weeks events, which included illustrative drawings of proposed street cross-sections and streetscape treatments. “Before” and “after” computer visualizations of proposed improvements were shown. A series of short-, mid- and long-terms goals were also presented. After the presentation, participants were encouraged to review and offer further suggestions or input on the draft plans, which were displayed throughout the room.



## EARLY IDEAS

The goal of the charrette was to identify issues and problems with the corridor today as well as opportunities for the future. During the public planning process, the charrette team paid careful attention to comments and design ideas expressed. From this input, the team noted patterns and commonalities which had been brought up frequently in the session. During the week and throughout the various sessions held, the response from participants produced was remarkably consistent. Of the many ideas expressed throughout the week, the most widely shared included:

- **Traffic Congestion.** High volume and build-ups (bottle-necks) at specific places; inefficiency of traffic flows.
- **Safety Concerns.** Not an environment conducive for walking and biking, inadequate crossings
- **Missing Connections.** Needed links to improve the network for cars, bikes and pedestrians.
- **Walking and Biking.** The need to create an environment more conducive to alternative transportation modes
- **Aesthetics and Greening.** Making the corridor more beautiful and sustainable, reducing environmental impact (carbon footprint) of the corridor
- **Local Business.** Reinvest and support local businesses up and down the corridor.



# CONSOLIDATED ISSUES

At the conclusion of the hands-on design session, results from each table were consolidated into a single drawing. Streetscape character areas were also identified.

### JEFFERSON TO WINNETKA

- Redevelop / reuse Dodge dealership
- Retain Lexus and Ford
- Poor wayfinding for auto dealers
- Slow cars down
- Connect all sidewalks
- Cut-through traffic @ Jefferson

### LAKE TO CHESTNUT

- Improve pedestrian crossings
- Better commercial access
- Maintain / enhance existing businesses
- Higher density residential opportunity
- Better storm water management

### WAUKEGAN AT WILLOW

- Traffic through the neighborhood
- Need additional left turn capacity
- Need ADA improvements

### JEWEL / SUNSET VILLAGE

### WAUKEGAN AT CHESTNUT

- Insufficient restaurant parking
- Concentrate retail @ Chestnut
- Reconfigure intersection
- Reduce traffic congestion
- Need left turn lane
- Improve connections

### GLENVIEW TO LAKE

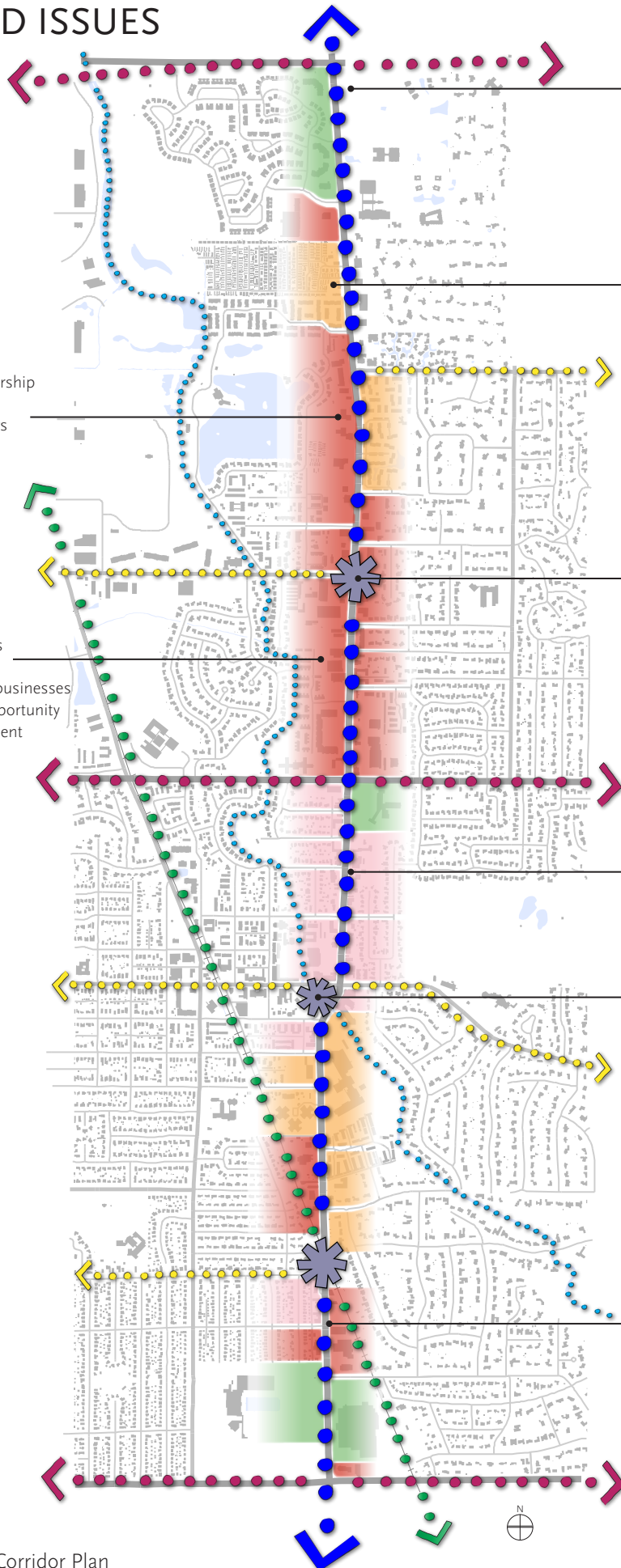
- Implement downtown plan
- Reuse / redevelop Dominicks
- Slow traffic down

### GLENVIEW AT WAUKEGAN

- Opportunity for downtown gateway

### HARRISON TO GOLF

- Narrow sidewalk under viaduct
- Reconfigure day care pick-up
- Traffic issues at Colfax
- Trucks loading / unloading in street
- Reuse old car dealer @ Golf



Key Intersection

Waukegan Road

Major Road

Minor Road

Rail

Creek

Village Boundary

### STREETSCAPE CHARACTER

Natural

Suburban

Auto-Suburban

Urban

## **3.0 FOUNDATIONS OF THE PLAN**

# PLANNING PRINCIPLES

The plan for Waukegan Road includes both a design component to guide physical improvements to the corridor and a policy component to guide incremental change to the corridor over time. The physical designs laid out in this plan will likely change based on ground testing the concepts. The planning principles, however, are intended to remain constant throughout the life of the plan.

Over a period of two months, the concepts and ideas developed during the charrette week were further refined. A series of planning principles to guide both public and private improvements along the corridor have been developed. Ultimately, the principles will be used to support decision-making regarding future improvements along the corridor. When an applicant approaches the Village with a concept for a site on the corridor, the Village should determine whether the concept is consistent with the planning principles laid out in this plan. The planning principles embody both the citizen endorsed vision for the corridor and the basics of sound planning. The team ultimately found seven planning principles which embodied the vision for the corridor. A summary of these principles is provided below.

### 1. REINVEST FIRST

Before investing heavily in major new improvements along the corridor, both the Village and local property owners must ensure that existing facilities already in place are in good repair and working order. Cracked sidewalks should be repaired, damaged trees replaced, inadequate crosswalks improved, insufficient landscaping supplemented, unimproved sites improved, and drainage problems fixed. Reinvesting in existing infrastructure should be the number one priority of this plan.

### 2. APPLY CONTEXT

Any potential changes to the roadway and the adjacent streetscape must address the context of adjacent development. Improvements must fit within the existing physical setting and preserve the social, economic and environmental resources of the roadway, while maintaining overall efficiency, safety and mobility.

### 3. BALANCE MODES

Although it is unrealistic that people will stop using cars any time soon, other transportation modes should still be considered and planned for. Enabling diverse transportation choices

will have positive effects for the corridor including the potential to use other modes for trips, greater participation by non-drivers such as youth and value added to the community itself. The existence of multiple transportation modes helps create a “complete street” with safe access for all users.

### 4. PRACTICE SUSTAINABILITY

Sustainability is a pathway towards development which considers environment, economics, and equity over the long term. Although part of a larger equation, sustainable practices can be viewed as methods of long term cost savings, and reducing negative impacts on third parties. In terms of the Waukegan Road Corridor, steps can be taken towards improving stormwater management, protecting and conserving water quality, and by adding and continually managing areas of natural vegetation.

### 5. FOCUS ACTIVITY

The Waukegan Road Corridor currently has a significant amount of single-story, single use development. People generally drive to destinations on the corridor, park their cars, and walk to buildings and then drive-off again. They do not linger longer than they have to, and why would they? There are currently few amenities and gathering spaces. Origins and destinations are far apart, and high density residential options are few and far between. Key intersections along the corridor should be considered for slightly higher intensity development.

### 6. MAKE CONNECTIONS

Key causes of congestion include lack of connections in the wrong places and too many curb cuts. The challenge is to have connections and curb cuts in the correct places to maximize efficiency and safety. Connections are needed for vehicles, but also for pedestrians and bicycles. Strategic connections should be made along the corridor when practical.

### 7. IMPROVE COORDINATION

To plan for corridor improvements effectively, many parties (agencies, municipalities, property owners, residents) must coordinate and be on the same page. The goal is to anticipate and avoid conflicts, get collective buy in, and ultimately clear the way towards adoption and implementation of the plan.



# 1. REINVEST FIRST

Reinvestment means identifying positive aspects, then deciding how best to improve upon them. Before investing heavily in major new improvements along the corridor, both the Village and local property owners must ensure that existing facilities already in place are in good repair and working order. Cracked sidewalks should be repaired, damaged trees replaced, inadequate crosswalks improved, insufficient landscaping supplemented, unimproved sites improved, and drainage problems fixed. Reinvesting in existing infrastructure should be the number one priority of this plan.

## Maintain Existing Infrastructure

As part of continued maintenance of the corridor, property owners should make sure existing parking lots, sidewalks, landscaping, trees, fences, and buildings on private property are in an adequate and safe condition. Likewise, the Village must do its part to ensure existing facilities on public property that make the corridor a functioning place, such as street and pedestrian lighting, street trees, sidewalks, and traffic lights are all kept in good repair and working order.

## Maintain and Improve Existing Sidewalks and Trees

Whereas infrastructure typically refers to the basic physical and organizational structures needed for the operation of a society, such as roads, water supply, sewers, power grids, telecommunications, pedestrian infrastructure refers to the physical aspects that make walking and cycling convenient and possible, such as sidewalks, trees, bike lanes, crosswalks, sidewalk lighting, and pedestrian islands. Pedestrian and cycling infrastructure is typically neglected during major road reconstruction and repair operations.

The corridor's beautiful, stately trees and functioning sidewalks should be improved. Sidewalks should be widened into a 8-10 foot multi-purpose path to accommodate both pedestrians and bicycles. Additionally, encroachments should be moved out of the right-of-way and some curb cuts closed. Many more trees should be planted along the corridor in tree grates, planting strips and center medians. Drought resistant species with full canopies should be selected. Trees should be spaced an average distance of 40 feet on center. Some existing trees are at full maturity and as they die off, they should be replaced by others.



*Sidewalks should be widened into a 8-10 foot multi-purpose path to accommodate both pedestrians and bicycle.*



*Many more trees should be planted along the corridor in tree grates, planting strips and center medians.*

*"Don't reinvent the wheel. Just realign it." - Anthony J. D'Angelo*



## 2. APPLY CONTEXT

Any potential changes to the roadway and the adjacent streetscape must address the context of adjacent development. Improvements must fit within the existing physical setting and preserve the social, economic and environmental resources of the roadway, while maintaining overall efficiency, safety and mobility. Context-sensitive street design looks to local conditions to determine the best possible street design solution that optimizes mobility and safety for all modes of travel, while preserving or enhancing community character. It contrasts greatly with the “one-size-fits-all” approach, which often had devastating effects on communities who had varying needs from varying sections of roads. It should also be recognized that certain road contexts can be changed.

### Understanding Context

It is important that context be understood in terms of transportation, economics, community, and environment. Relevant questions include: What role does the street play in the transportation network? How do vehicles and pedestrians use the corridor? What are the adjacent land uses? Are there employment centers? Are there places for public gathering? What are important natural features to be protected?

### Apply Context to Street Design

Once context is understood, design can be applied to the streetscape. Number and width of lanes is adjusted based on local traffic demand; roadways with excess capacity tend to promote speeding and have detrimental effects on non-vehicular and transit travel. Sidewalks will vary between commercial and more suburban areas. Landscaping is an important streetscape component in terms of aesthetics, provision of shade and local character. Bicycle facilities are designed based on bike travel demand. Streets are designed to support existing and future transit routes.

A series of varying streetscape cross-sections has been developed that represent the differing contexts of the corridor. These general cross-sections are applied more directly in the focus area designs.

*“Always design a thing by considering it in its next larger context - a chair in a room, a room in a house, a house in an environment, an environment in a city plan.” - Eliel Saarinen*



Potential changes to the roadway and the adjacent streetscape should address the various contexts of adjacent development along the corridor.

### 3. BALANCE MODES

Although it is unrealistic that people will stop using cars any time soon, other transportation modes should still be considered and planned for. Enabling diverse transportation choices will have positive effects for the corridor including the potential to use other modes for trips, greater participation by non-drivers such as youth and value added to the community itself. The existence of multiple transportation modes helps create a “complete street” with safe access for all users.

#### Accommodate Alternative Modes of Transportation

The corridor needs to do a better job at balancing and accommodating alternative forms of transportation. Waukegan must shift from an over-reliance on the automobile to more economical, energy-efficient and environmentally-friendly modes of transportation, such as bicycling, walking, and mass transit (rail and bus). Glenview residents want and deserve a first-rate, world-class, roadway that will serve both their immediate need and the need of future generations to come for low-cost, energy-efficient, health-promoting, safe, comfortable, and convenient modes of alternative transportation. People are more likely to see biking, walking, and transit as viable options if steps are taken to make these options safer and more comfortable.

#### Improve Bike, Bus and Pedestrian Facilities

Specific improvements include inserting missing links to provide sidewalk and bike access along the entire corridor; an 8-10 foot wide multi-purpose path which could be used by pedestrians and cyclists; alternating pedestrian lighting with vehicular lighting (spaced 40 feet on center), better signalized intersections; crosswalks in all directions; pedestrian refuges, sometimes known as “pork chops” where appropriate; and improved connections from buildings to the street. Additionally, formalized bus stops, walkway connections, and shelters should be added to the transit system.



The corridor needs to do a better job at balancing and accommodating alternative forms of transportation.

*“If people want bike and pedestrian facilities, they need to ask for them.” - Marjorie Ward*



## 4. PRACTICE SUSTAINABILITY

Sustainability is a pathway towards development which considers environment, economics, and equity over the long term. Although part of a larger equation, sustainable practices can be viewed as methods of long term cost savings, and reducing negative impacts on third parties. In terms of the Waukegan Road Corridor, steps can be taken towards improving stormwater management, protecting and conserving water quality, and by adding and continually managing areas of natural vegetation.

### Adopt Storm Water Management Best Practices

Various green technologies can be employed to increase natural water retention and reduce runoff. Rain gardens are depressed planted areas designed specifically to receive and thrive off stormwater. These can be turned into lovely landscaped amenities. Pervious pavement which effectively allows water to infiltrate the ground can be laid in parking lots. Lastly, on-site filtration devices can remove impurities from water close to the source.

### Plant More Trees

First and foremost, existing street trees and vegetation should be preserved to the greatest extent possible. Secondly, new street trees and vegetation should be added. Trees should be added only where they can be sustained. Not only will this enhance the aesthetic appearance of the corridor, it will improve air quality and increase natural retention of water. Native, drought-resistant plant species should be planted in planting strips. Native species will be able to survive with less maintenance over time.



*Various green technologies can be employed to increase natural water retention and reduce runoff.*

*“The Village of Glenview supports, manages, and maintains a variety of natural resources and open space, such as ... street parkways and medians.”  
-A Plan for Nature in Glenview Technical Report*



## 5. FOCUS ACTIVITY

The Waukegan Road Corridor currently has a significant amount of single-story, single use development. People generally drive to destinations on the corridor, park their cars, and walk to buildings and then drive-off again. They do not linger longer than they have to, and why would they? There are currently few amenities and gathering spaces. Origins and destinations are far apart, and high density residential options are few and far between. Key intersections along the corridor should be considered for slightly higher intensity development.

### Create Public Gathering Spaces

Private businesses are encouraged to establish and maintain clean and attractive front areas especially where the private interfaces with the public. Additionally, it is suggested that businesses add areas where people may sit, relax and gather. These spaces have potential to greatly enhance the public experience of the corridor.

### Promote Mixed Use Downtown

Including residential development as part of the mix of uses will make downtown more active, especially on evenings, nights and weekends when many businesses are currently closed. Many local businesses stand to benefit from the addition of residents who will no doubt visit the area's shops and restaurants. Potentially, residents may also work in the area's offices and work sites, and be able to use alternative transportation modes to get to work.

### Promote Higher Density Development Strategically

Residential uses should be added at major intersections along Waukegan especially close to downtown and to existing train stations. Proximity to transit will not only serve people who live and work in the area, it will increase ridership to some extent, thus benefiting the transit system at large.



*"You can't rely on bringing people downtown; you have to put them there." - Jane Jacobs*

## 6. MAKE CONNECTIONS

Key causes of congestion include lack of connections in the wrong places and too many curb cuts. The challenge is to have connections and curb cuts in the correct places to maximize efficiency and safety. Connections are needed for vehicles, but also for pedestrians and bicycles. Strategic connections should be made along the corridor when practical.

### Make Through Connections

A more connected street network will have some impact on reducing congestion. For instance, under current conditions, a driver may be forced to use Waukegan Road when she really just needs to get from Pebble Creek Drive to Chestnut. Opening this connection effectively removes some congestion pressure from Waukegan.

### Make Pedestrian and Bike Connections

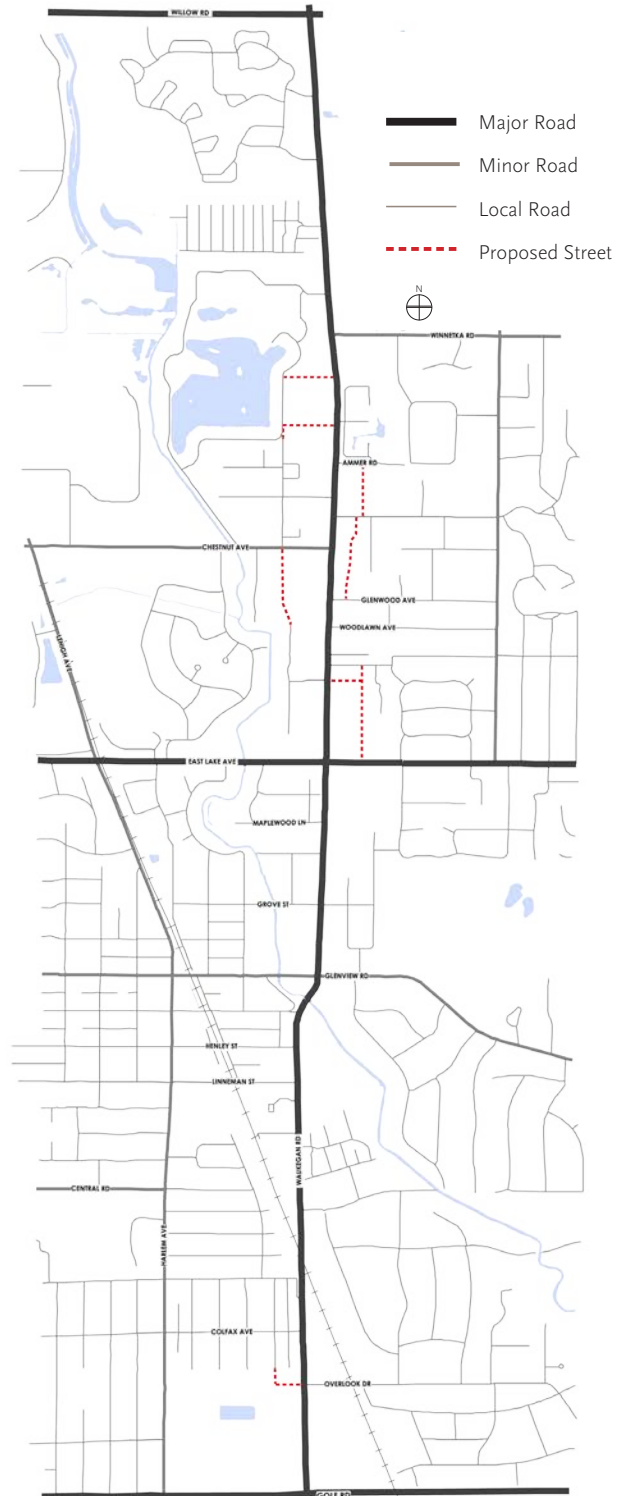
People are more likely to use alternative transportation modes if bike and pedestrian paths are more connected and have fewer dead ends.

### Control Parking

Strictly controlled parking also improves predictability of the system. For example, clearly defining on-street parking spaces, and limiting parking or other encroachments in the right-of-way ensures predictability for drivers.



*“Good connectivity does not necessarily mean eliminating every last cul-de-sac. The real purpose of connectivity is to provide a variety of routes for daily travel...” - Walter Kulash*





Northern Portion of Corridor  
Willow to Grove

Southern Portion of Corridor  
Grove to Golf

### Close Redundant Driveways

Reducing driveway connections (curb-cuts) will improve control of turning movements, making the driving, biking and walking experience less chaotic.

### Encourage Cross-access

Whenever possible, cross-access should be required in order to reduce the total number of curb cuts needed. Existing alley right-of-way should be preserved and rear access increased. One key to improving traffic flow, safety, and predictability along the Waukegan corridor is the reduction of driveway connections (curb-cuts). Closures will have the added benefit of making the pedestrian/cyclist experience safer. Maps at right show elimination of redundant driveways, narrowing or reconfiguration of others, and opening cross-access points.



#### Proposed Driveway Closures

- Close Driveway
- Modify Driveway  
(i.e. Narrow or Reconfigure)
- Open Cross-Access or Driveway



# 7. IMPROVE COORDINATION

To plan for corridor improvements effectively, many parties (agencies, municipalities, property owners, residents) must be carefully coordinated and be on the same page. The idea is to anticipate and avoid conflicts, get collective buy in, and ultimately clear the way towards adoption and implementation of the plan. Examples include:

### Synchronize with IDOT

The Illinois Department of Transportation will be crucial to the entire project. Project design and construction, speed limits and signal timing, the closure of redundant curb-cuts are all topics that IDOT will be able to address in cooperation with the other parties.

### Work Closely with Surrounding Municipalities

It is critically important to not be at cross purposes with surrounding communities (Northfield, Golf, Morton Grove, Northbrook) but rather to work together closely. Northfield is located across the street along the northern portion of the study area; mutual understanding and cooperation will prove extremely useful on the project, and this will play out in the implementation phase.

### Involve School and Neighborhoods

This will lend more valuable support to the project. School District #34 has a particular interest in making sure children will be served by the plan.

### Be Responsive to Business and Property Owners

These will be a large portion of the end users who will interact with the results every day. Business owners will need to come together to discuss the issue of cross-access and other issues raised in this plan.

*“Men often oppose a thing merely because they have had no agency in planning it, or because it may have been planned by those whom they dislike.” - Alexander Hamilton*

# STREETSCAPE CHARACTER

Streetscape zones have been developed to identify areas along the corridor that exhibit a common set of distinctive qualities. The streetscape zones attempt to capture variations in common characteristics that occur along the corridor today. Whereas the planning principles should be used to support over arching policy decisions with regards to future improvements along the entire corridor, the streetscape areas are intended to take these basic planning principles and implement them in more detailed locations based on a set of defining characteristics. Four distinct character areas have developed based on a series of attributes including land use, landscaping, tree plantings, curb-cuts, sidewalk width, on-site and on-street parking, lighting, lane widths, and medians, and are further described below.



## Natural

Focused on office, residential and institutional uses. Emphasizes vegetation and natural features through a large landscape buffer between buildings and the street.



## Suburban

Also focused on office, residential, and institutional use; however, no landscape buffer exists between buildings and the street.



## Auto-Suburban

Focused on commercial and retail uses, setbacks accommodate on-site parking between buildings and the street.

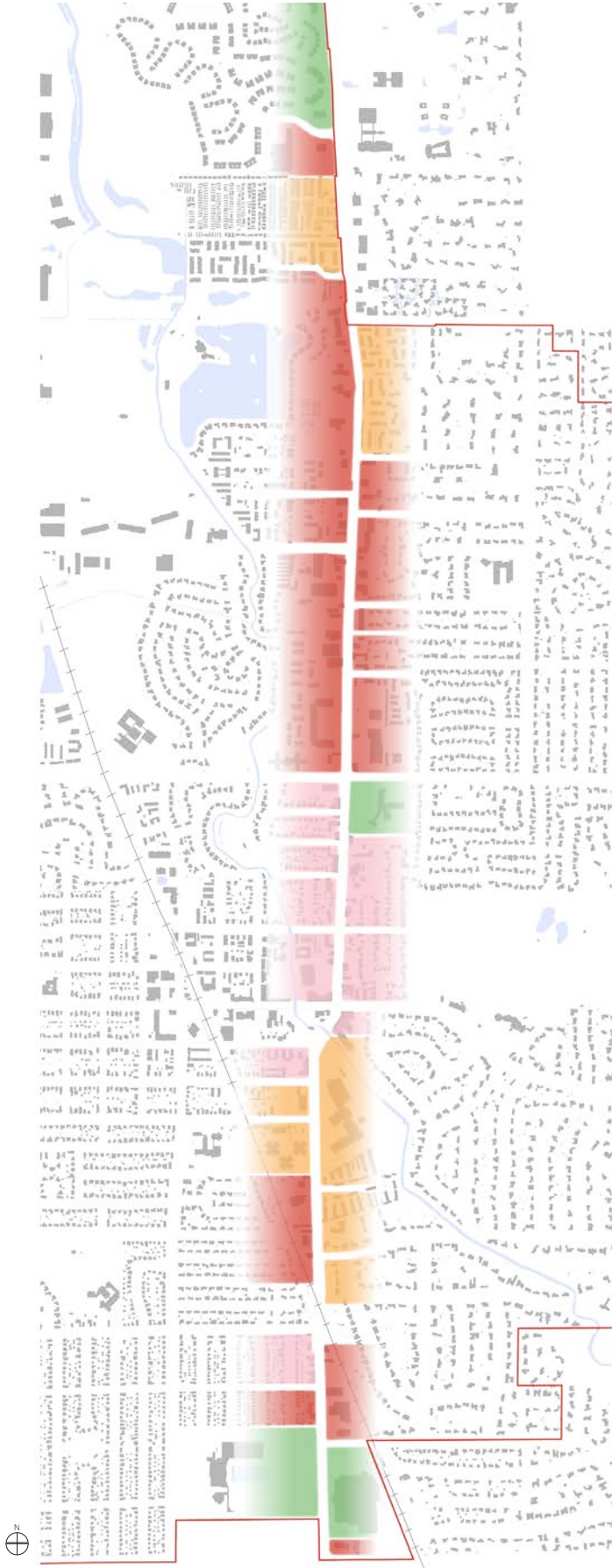


## Urban

Focused on downtown retail portions of the corridor with buildings pulled up to the street.

### PROPOSED STREETScape CHARACTER AREAS

Streetscape character areas are applicable to a single side of the street, character areas can be combined to create eleven possible cross-street combinations, shown on the following pages.



Natural



Suburban



Auto-Suburban



Urban



## Natural

Focused on office, residential and institutional uses. Emphasizes vegetation and natural features through a large landscape buffer between buildings and the street.

**Primary Uses:** Office, residential, institutional.

**Setbacks:** Deep setbacks with wide landscape buffer between buildings and the street.

**Parking:** No on-site parking between buildings and the street. No on-street parking.

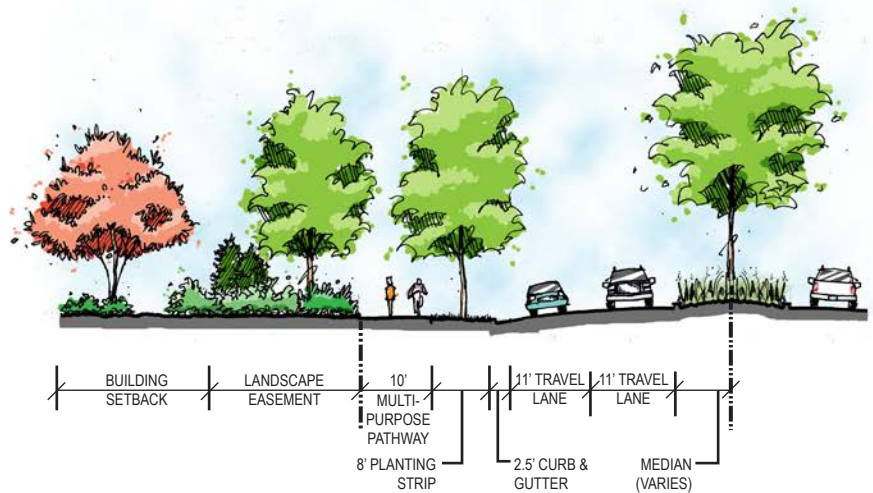
**Curb cuts:** Limited

**Landscaping:** Wide landscape buffer between buildings and the street, trees in 8-foot planting strip adjacent to roadway, trees in center median.

**Walkway:** Detached 8- to 10-foot multi-purpose path for pedestrians and bikes adjacent to planting strip.

**Travel Lanes:** 11-foot travel lanes.

**Lighting:** Alternate vehicular lighting and pedestrian-scaled lighting.



## Suburban

Also focused on office, residential, and institutional use; however, no landscape buffer exists between buildings and the street. Buildings are pulled up closer to the street with on-street parking and no center median.

**Primary Uses:** Office, residential, institutional.

**Setbacks:** Buildings are pulled up closer to the street.

**Parking:** Limited on-site parking between buildings and the street. On-street parking allowed if it fits within the right-of-way.

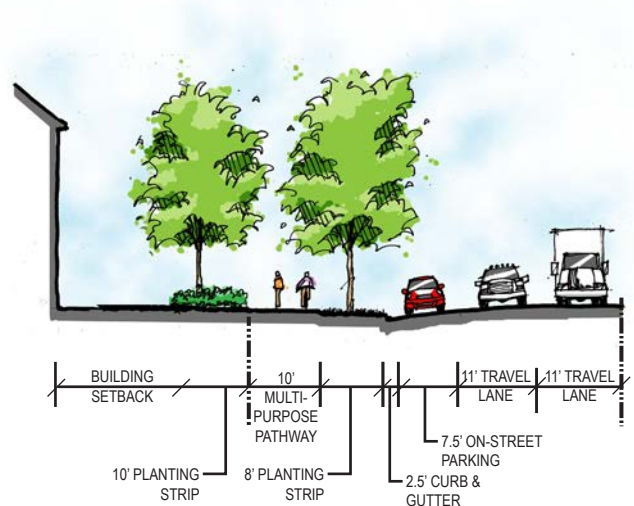
**Curb cuts:** Multiple

**Landscaping:** 10-foot planting strip between buildings and the sidewalk, trees in 8-foot planting strip, no center median.

**Walkway:** Detached 8- to 10-foot multi-purpose path for pedestrians and bikes in between the planting strips.

**Travel Lanes:** 11-foot travel lanes.

**Lighting:** Alternate vehicular lighting and pedestrian-scaled lighting.



## Auto-Suburban

Focused on commercial and retail uses, building setbacks accommodate on-site parking between buildings and the street. On-street parking is present.

**Primary Uses:** Commercial, retail

**Setbacks:** Buildings are set well back from the street edge to accommodate convenient automobile access.

**Parking:** Lots of on-site parking between buildings and the street. On-street parking allowed if it fits within the right-of-way.

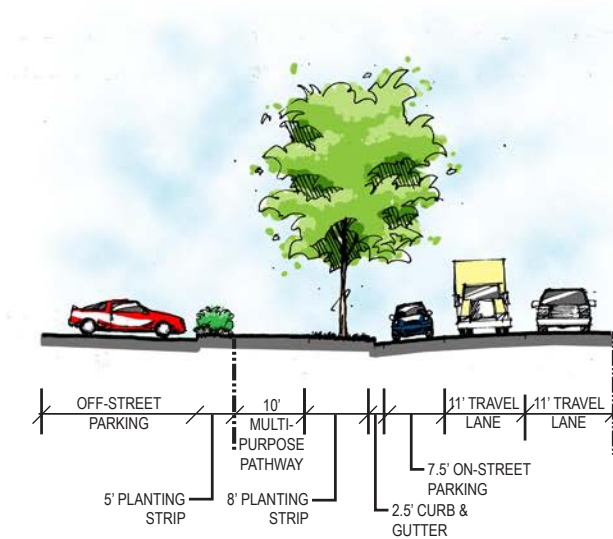
**Curb cuts:** Numerous

**Landscaping:** 5-foot planting strip with screening hedge between on-site parking and the sidewalk, trees in 8-foot planting strip, no center median.

**Walkway:** Detached 8- to 10-foot multi-purpose path for pedestrians and bikes adjacent to planting strip.

**Travel Lanes:** 11-foot travel lanes.

**Lighting:** Alternate vehicular lighting and pedestrian-scaled lighting.



## Urban

Focused on downtown retail portions of the corridor with buildings pulled up to the street, wider sidewalk, on-street parking

**Primary Uses:** Downtown, office and retail.

**Setbacks:** Buildings are pulled up close to the street.

**Parking:** No on-site parking between buildings and the street. On-street parking allowed if it fits within the right-of-way.

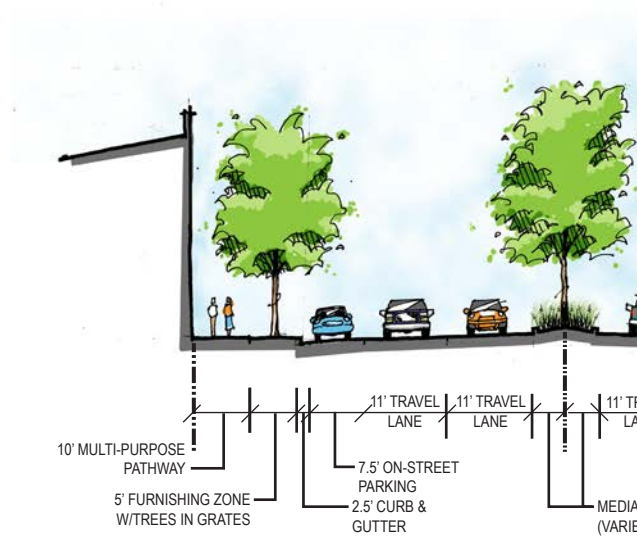
**Curb cuts:** Limited

**Landscaping:** 5-foot furnishing zone with trees in grates, trees in center median.

**Walkway:** Detached 8- to 10-foot multi-purpose for pedestrians and bikes in between the planning strips.

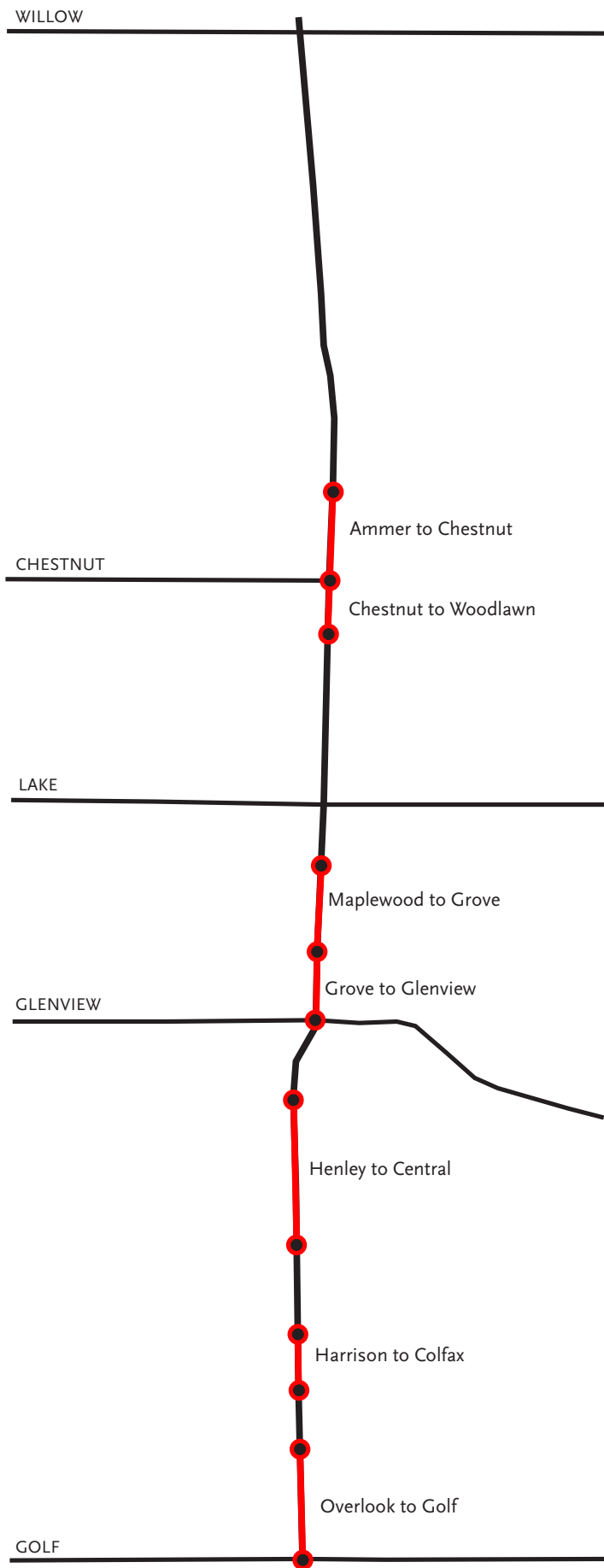
**Travel Lanes:** 11-foot travel lanes.

**Lighting:** Alternate vehicular lighting and pedestrian-scaled lighting.



## 4.0 FOCUS AREAS





### Focus Areas

Focus areas are key locations along the corridor that were chosen during the charrette based on input from Village staff, key stakeholders, and the consultant team. There are six focus areas:

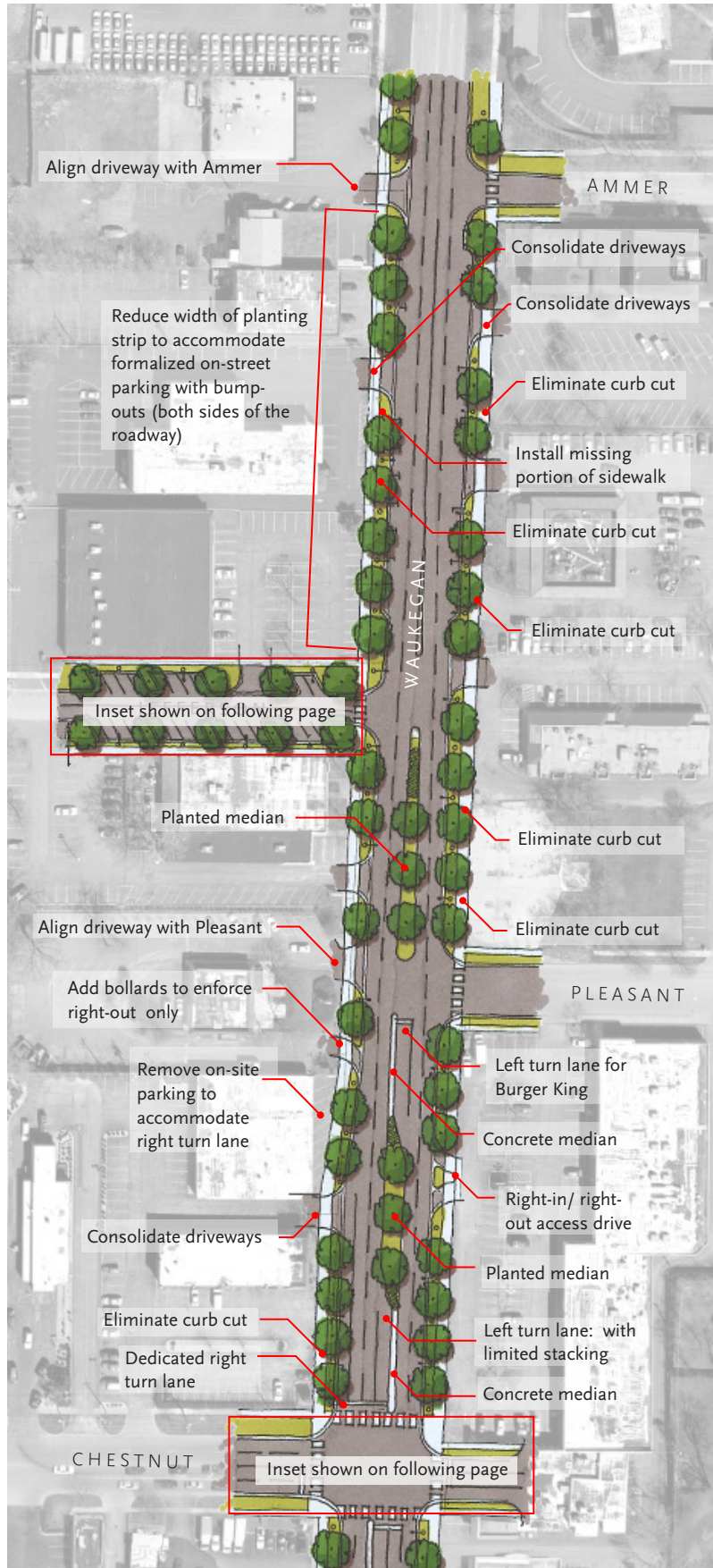
- Ammer to Chestnut
- Chestnut to Woodlawn
- Maplewood to Grove
- Grove to Glenview
- Henley to Central
- Harrison to Colfax
- Overlook to Golf

Some have unique characteristics which set them apart and others are regarded as typical of large parts of the corridor. In the section which follows, improvements are listed for each area. Examples of improvements include driveway closures, landscape elements, on-street parking placement, medians, and changes to turn lanes. For a few areas, short-term and long-term improvements are recommended, setting a rough timeline for these to occur. The focus areas are intended to support the planning principles and character areas and to show how planning concepts should be applied at the street level.

# Ammer to Chestnut: Long-term

## General notes:

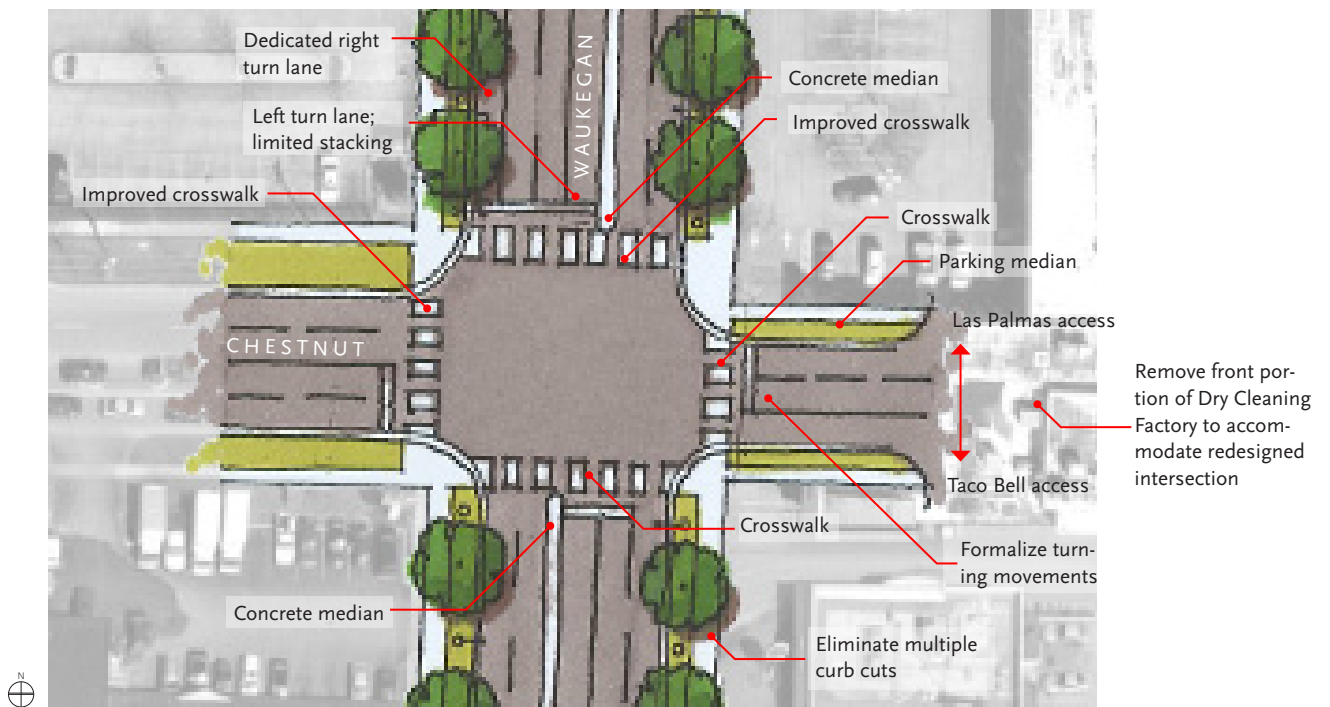
- Install a minimum 8- to 10-foot multi-purpose path along entire roadway segment.
- Install lighting, spaced 40 feet on center; alternate vehicular lighting and pedestrian-scaled lighting.
- Preserve existing trees wherever possible. Install street trees 40 feet on-center in planting strip adjacent to roadway and in all medians.



### Jefferson Avenue Inset



### Chestnut Avenue Inset





## Chestnut Avenue (before and after series)

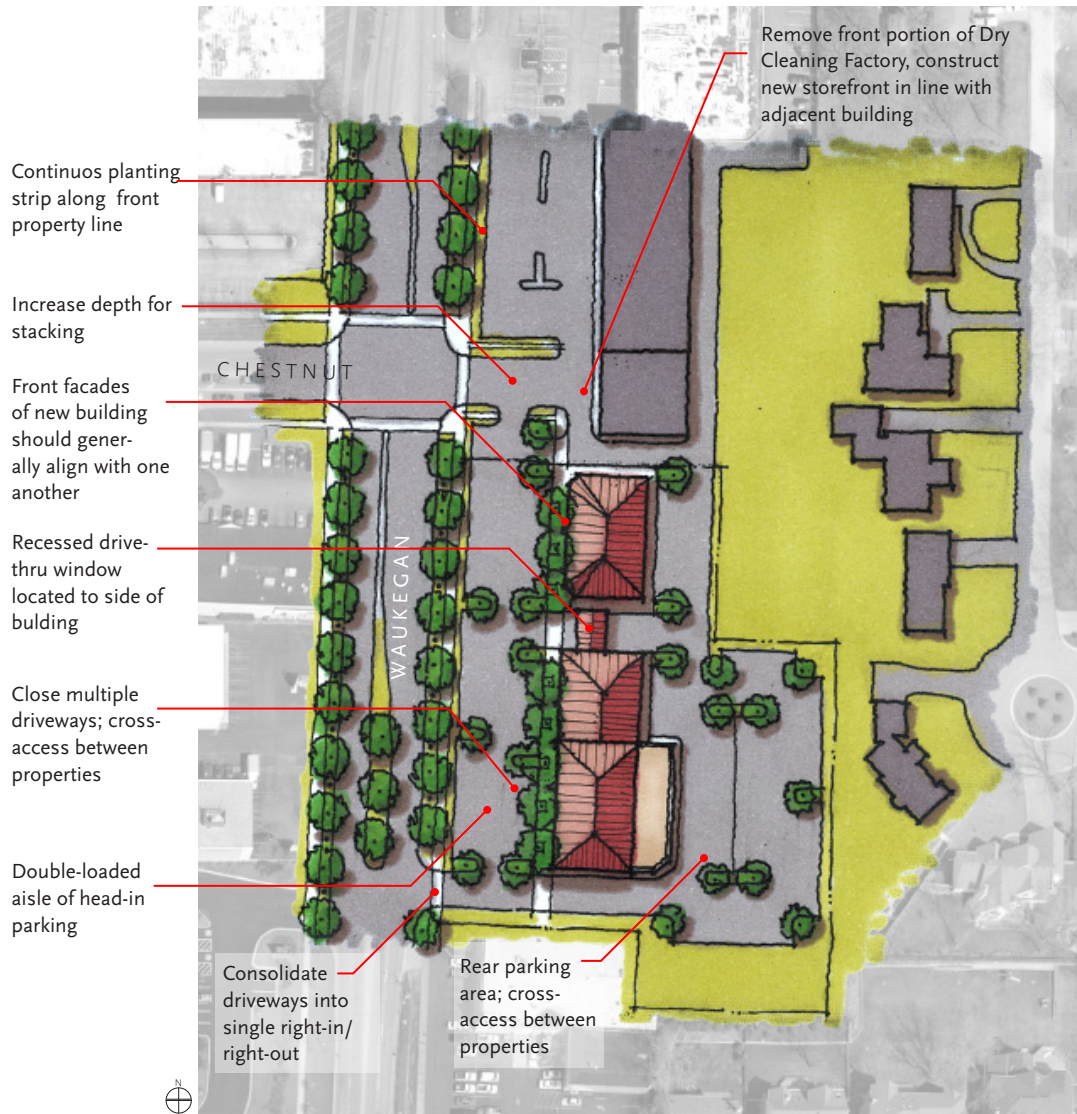


Existing Conditions. Looking north along Waukegan towards Chestnut.



Proposed improvements: 1) Widen existing sidewalk to accommodate 8- to 10-foot multi-purpose path; 2) Remove front portion of Dry Cleaning Factory to accommodate redesigned intersection; 3) Install improved pedestrian crossings; 4) Close multiple curb cuts and reconfigure parking lot; 5) Add low hedge to screen parking area; 6) Extend existing planting strip, add street trees and street and path lighting.

### Taco Bell / Matty's Wayside Inn

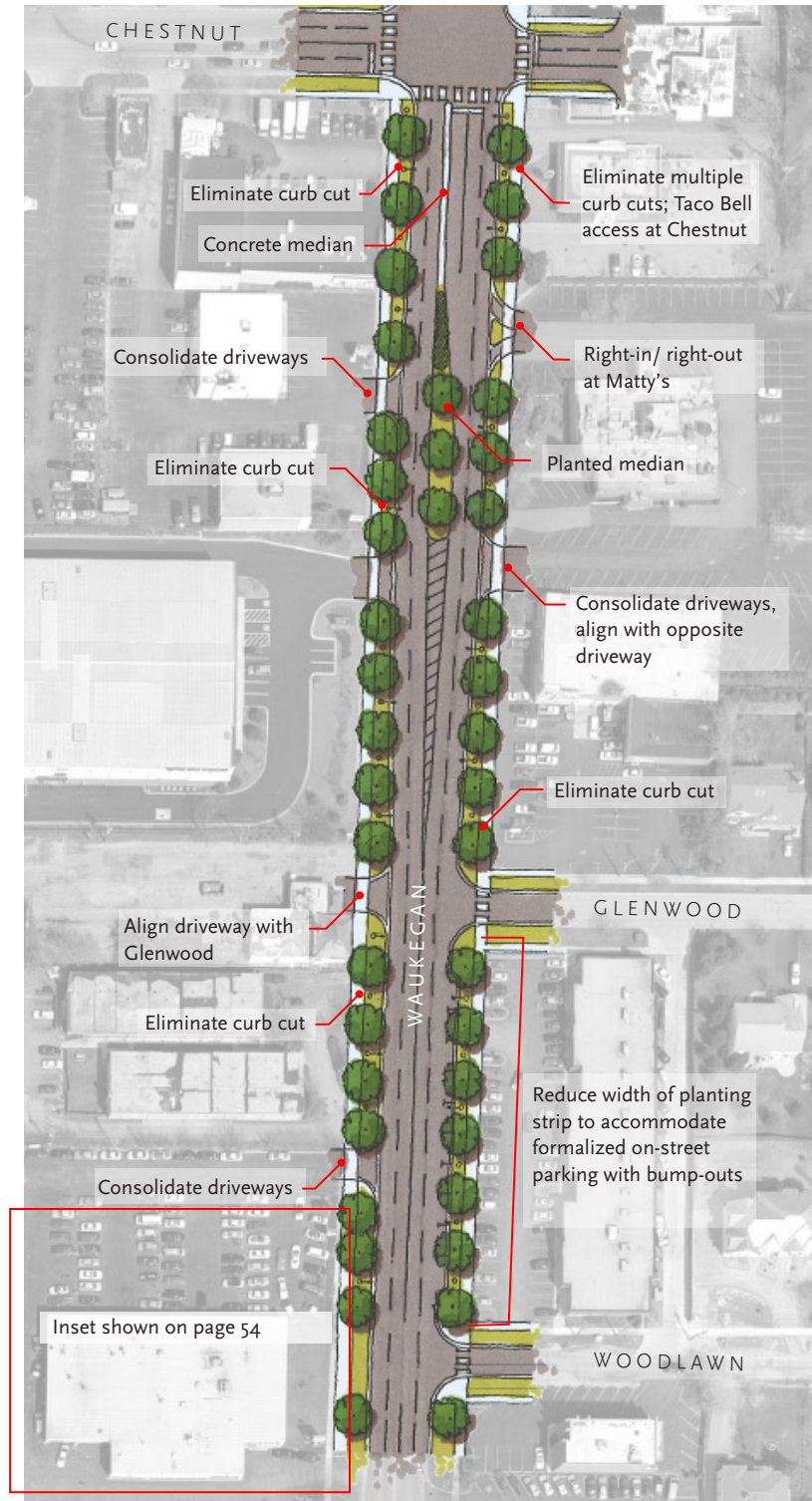




# Chestnut to Woodlawn: Long-term

**General notes:**

- Install a minimum 8- to 10-foot multi-purpose path along entire roadway segment.
- Install lighting, spaced 40 feet on center; alternate vehicular lighting and pedestrian-scaled lighting.
- Preserve existing trees wherever possible. Install street trees 40 feet on-center in planting strip adjacent to roadway and in all medians.





## Woodlawn Avenue (before and after series)



Existing Conditions. Looking north along Waukegan towards Woodlawn, Hyundai car dealer to the left.



Conceptual Scenarios: 1) Widen existing sidewalk to accommodate 8- to 10-foot multi-purpose path; 2) Alternate tree and street and pathway lighting; 3) Hyundai site improved with multi-story car showroom.



## Woodlawn Avenue (before and after series)

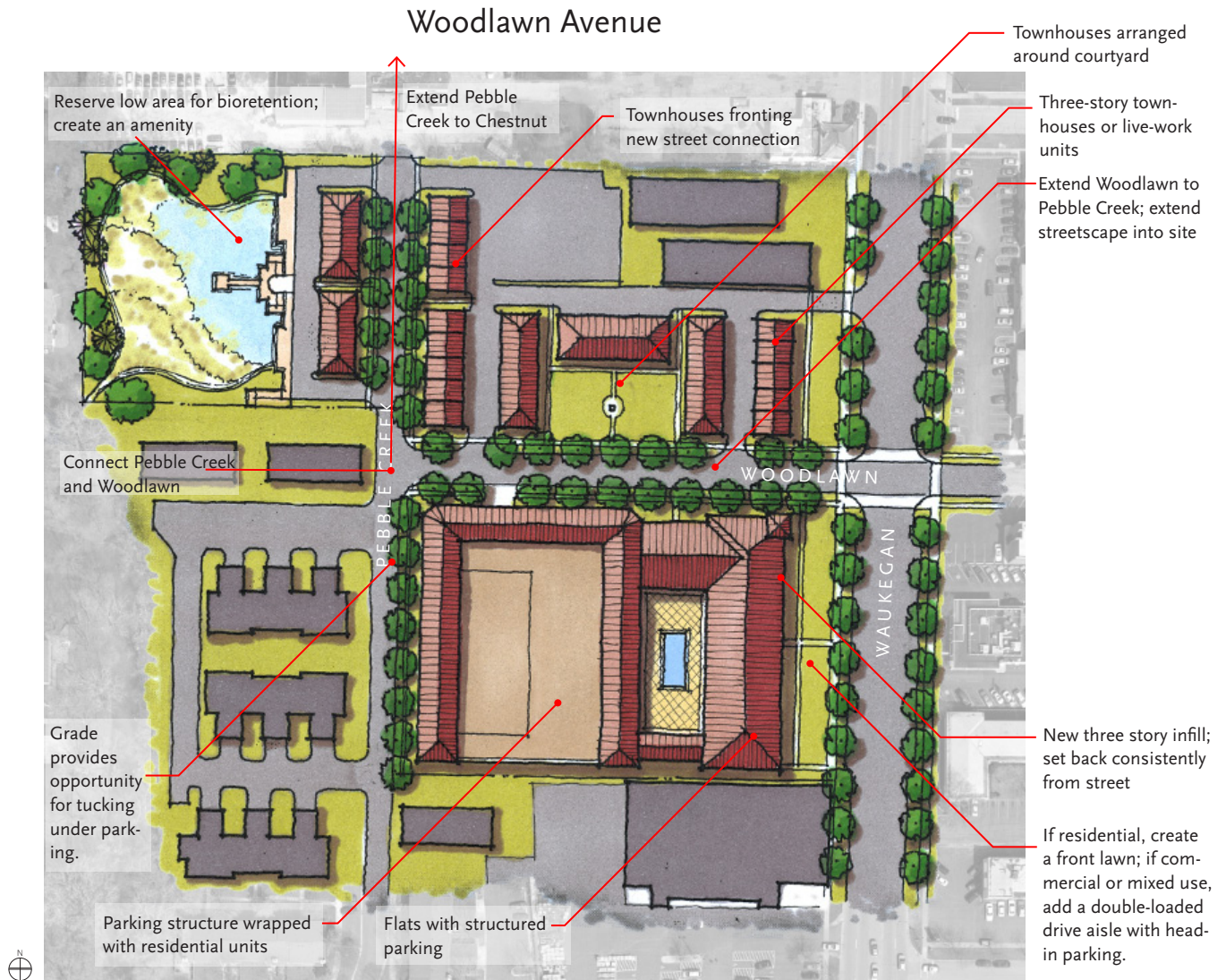


Conceptual Scenarios: 1) Reduce width of planting strip to accommodate on-street parking; 2) Active street edge with outdoor dining; 3) New infill building pulled up to the street.



Conceptual Scenarios: Over the long-term, car dealer transitions to higher-intensity residential.





**General notes:**

Residential development of this site is a conceptual scenario only. The preferred scenario is improvement of the existing car dealership, due to their positive fiscal impact. This conceptual scenario was prepared to illustrate how a deep site allows for:

- Masking (wrapping) of a parking structure or other large-scale structure
- Rear access and improved connectivity by extending adjacent roads through the site
- Incorporation of internal open space as an organizing principle for new development
- Stormwater quality and quantity management through the creation of an amenity for bioretention



# Maplewood to Grove: Short-term

## General notes:

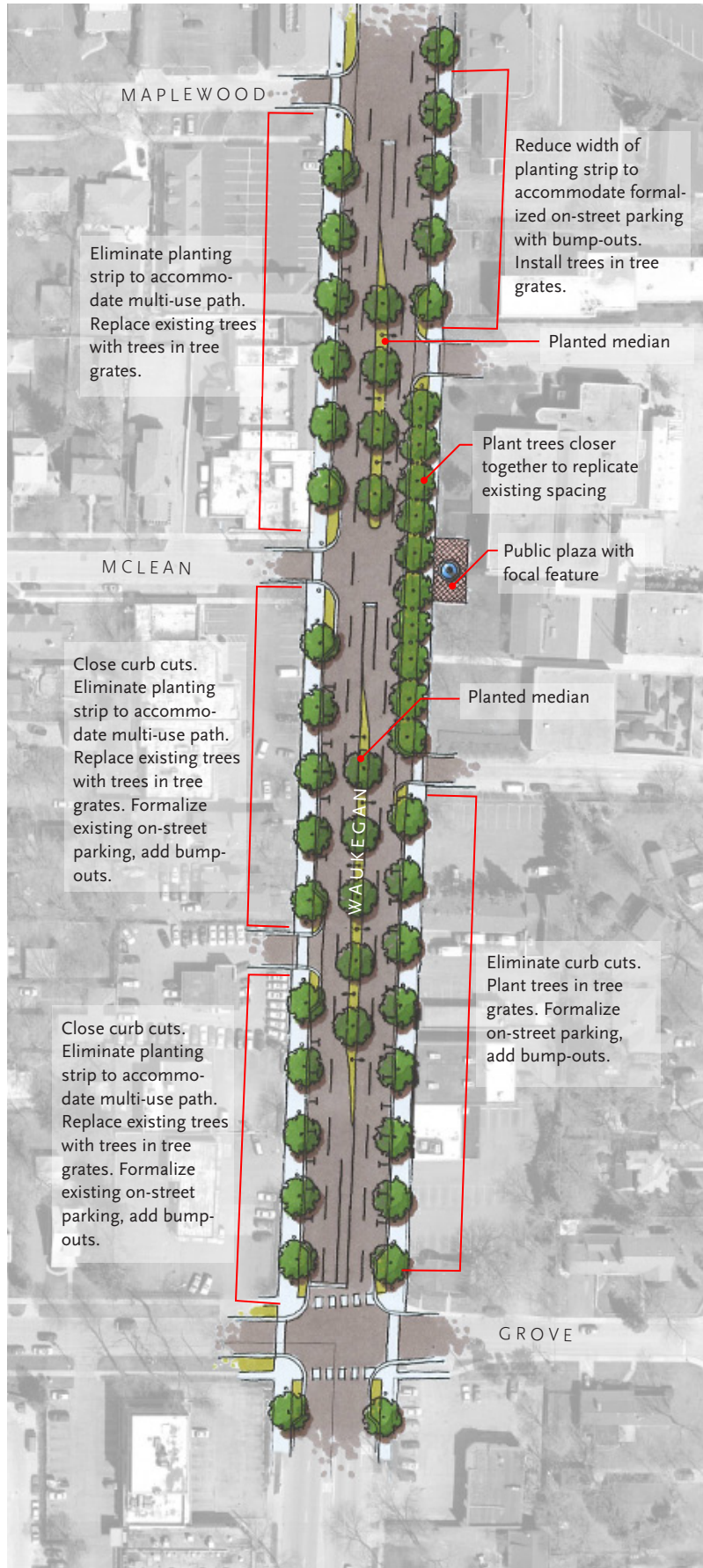
- Preserve existing trees, planting strips, and sidewalks.
- No new lighting will be added in the short-term.



# Maplewood to Grove: Long-term

**General notes:**

- Install a minimum 8- to 10-foot multi-purpose path along entire roadway segment.
- Install lighting, spaced 40 feet on center; alternate vehicular lighting and pedestrian-scaled lighting.
- Preserve existing trees wherever possible. Install street trees 40 feet on-center in planting strip or tree grates adjacent to roadway and in all medians.





# Grove to Glenview: Long-term

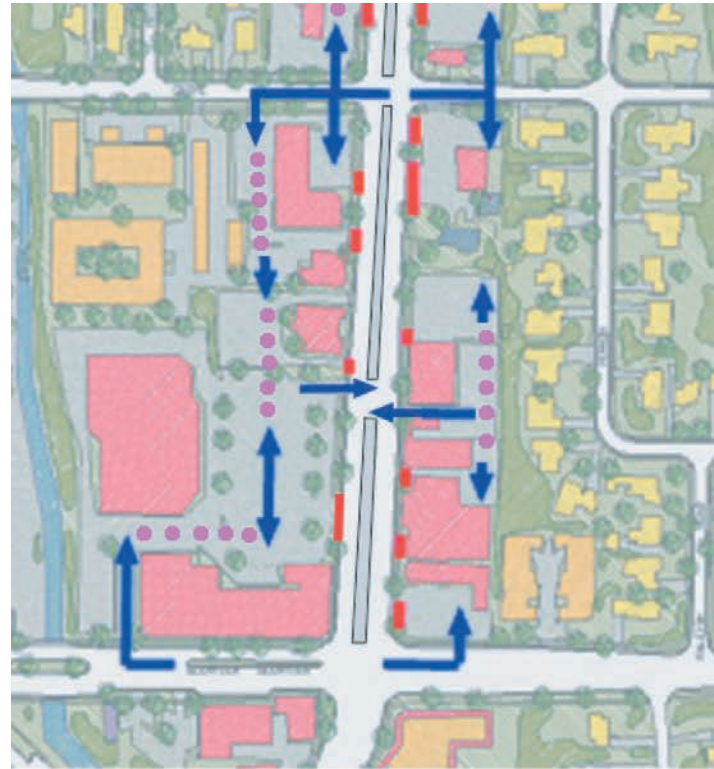
## Raised Landscape Median Concept

Install a raised, landscaped median along Waukegan Road from Glenview to Grove. Improvements to be made in conjunction with redevelopment of the area (e.g. Dominick's and the east side businesses) that resolves the mid-block east/west access issues. The concept of installing a raised median along Waukegan Road from Glenview to Grove was first conceptualized in the 2004 Comprehensive Plan. The Plan calls for a series of medians along Waukegan with a shared access point mid-block between Glenview and Grove (adjacent to the Dominick's site). The concept was also included in the 2006 Downtown Revitalization Plan and the 2008 Downtown Development Code.

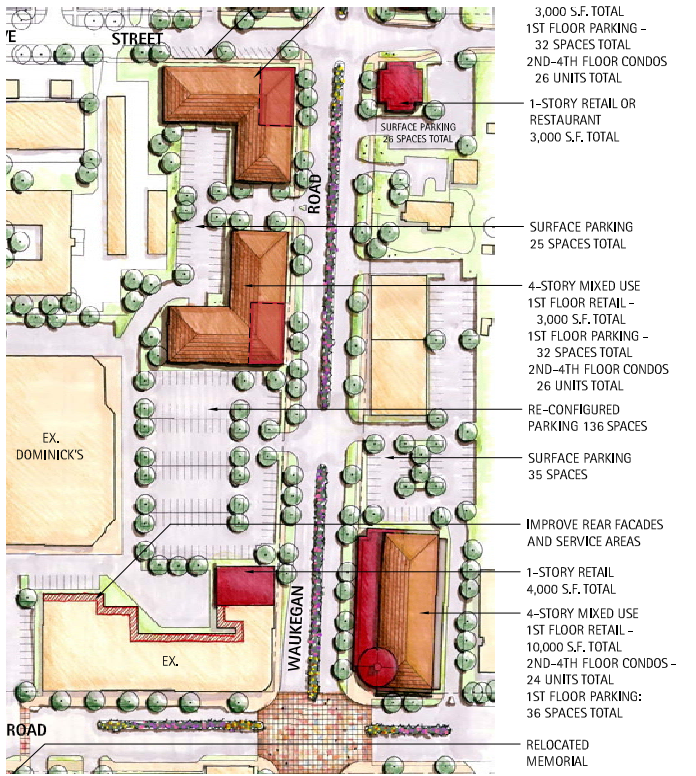
Pages 49-50 of the Comprehensive Plan provide the initial basis for roadway improvements along Waukegan Road.



A photomontage (before and after) of the median between Glenview and Grove.



- Cross Easements
  - Shared Access
  - Shared Curb Cut
  - Eliminated Curb Cut
  - Combined Curb Cut
- ⊕



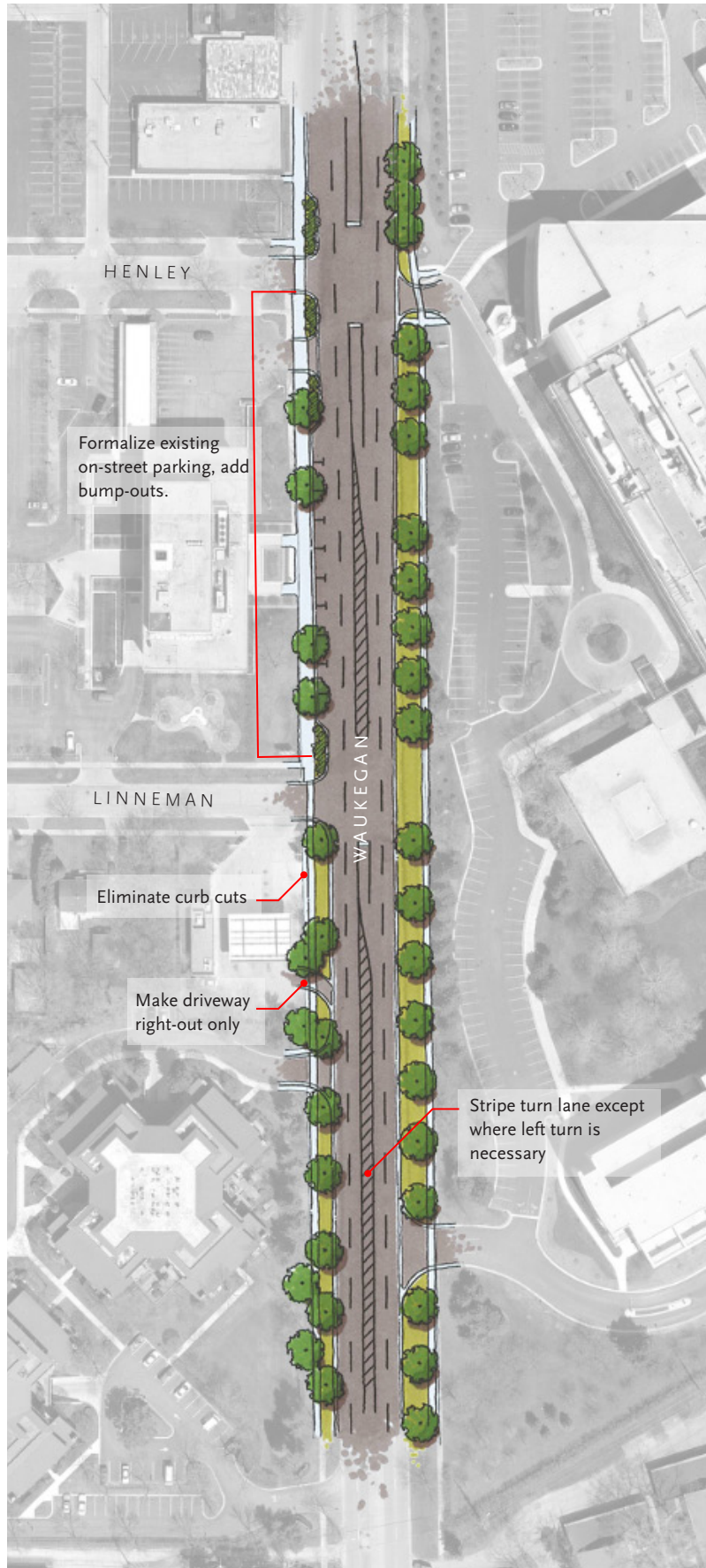
Page 35 of the Downtown Revitalization Plan illustrates the median between Glenview and Grove.



# Henley to Central: Short-term

General notes:

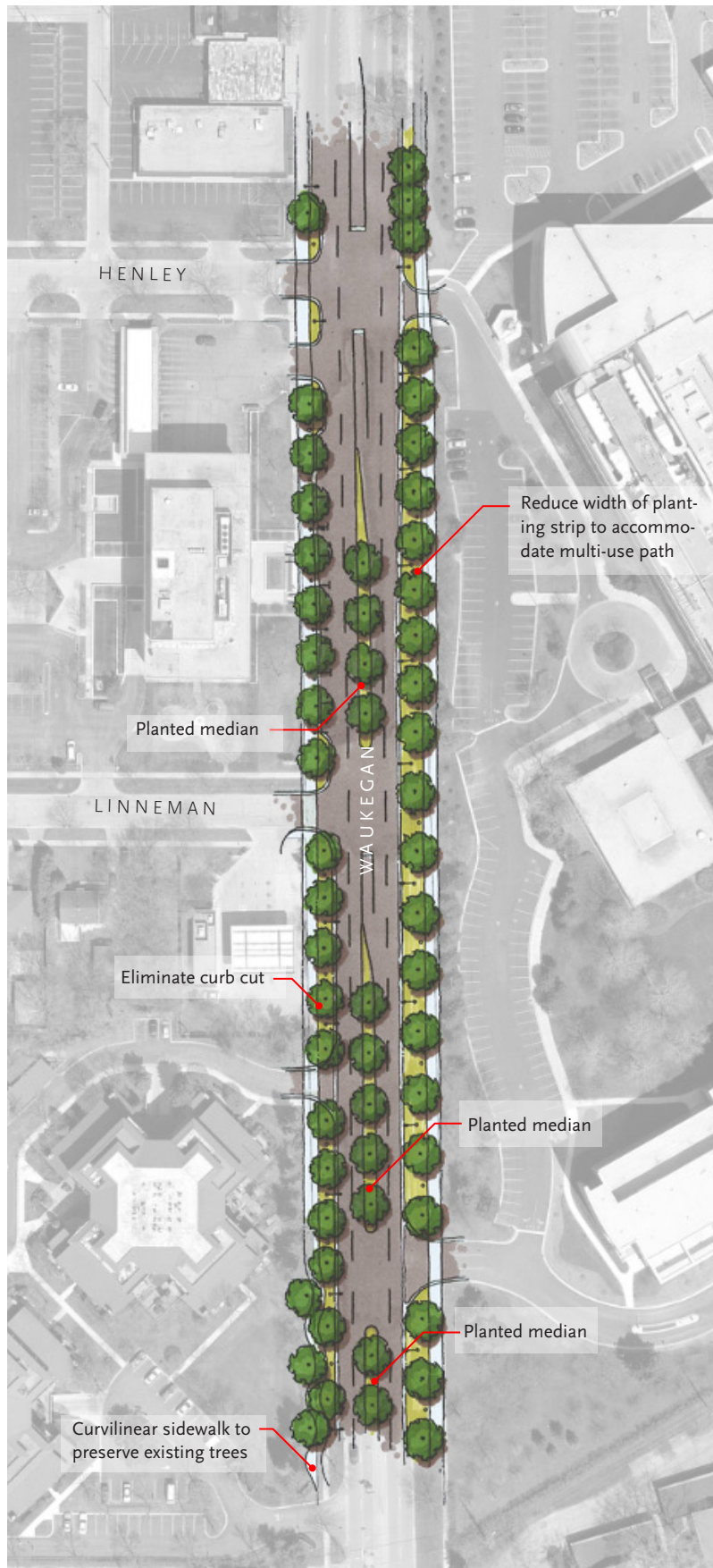
- Preserve existing trees, planting strips, and sidewalks.
- No new lighting will be added in the short-term.



# Henley to Central: Long-term

## General notes:

- Install a minimum 8- to 10-foot multi-purpose path along entire roadway segment.
- Install lighting, spaced 40 feet on center; alternate vehicular lighting and pedestrian-scaled lighting.
- Preserve existing trees wherever possible. Install street trees 40 feet on-center in planting strip or tree grates adjacent to roadway and in all medians.



# Harrison to Colfax: Long-term

**General notes:**

- Install lighting, spaced 40 feet on center; alternate vehicular lighting and pedestrian-scaled lighting.
- Preserve existing trees wherever possible. Install street trees 40 feet on-center in planting strip adjacent to roadway and in all medians.





## Poko Loko (before and after)



**Existing Conditions:** Looking north along Waukegan from Colfax towards Harrison. No separation between Waukegan and day-care pick-up and drop-off.



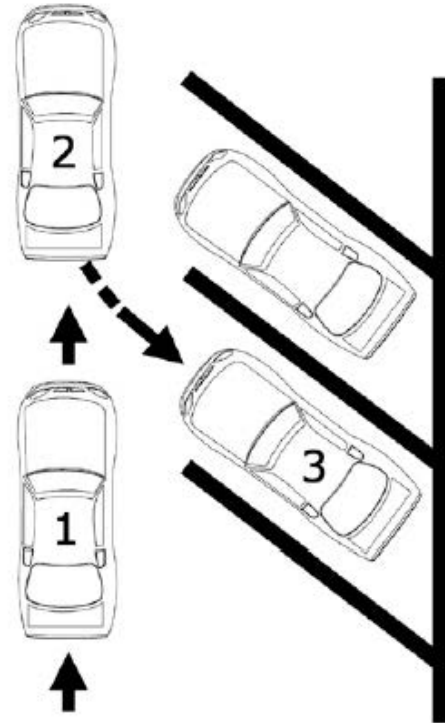
**Proposed Improvements:** Pick-up and drop-off physically separated from Waukegan. Reverse angle (back-in) diagonal parking increases parking safety and capacity.

## Reverse Angle Parking

Reverse angle parking is one of the elements recommended for the day care center area. This parking configuration is like standard diagonal parking, except that cars always back into spaces rather than pulling forward into them.

This approach is selected because it is safer than other options, especially in regards to loading and unloading children. First, it is less risky to back into a space you can see than to back into an area with an obstructed view (regular angled parking). Secondly, from the parked position of the car, the doors open toward the safety zone of the sidewalk. Cyclists are also more visible to drivers in the reverse angle parking scenario. Drivers are more aware of all traffic when backing up and have an unobstructed view when pulling out of a space. Several studies have documented the increased safety of reverse angle parking including one in Pottstown, Pennsylvania which showed a 25% reduction in accidents as a result of reverse angle parking.

Reverse angle parking does pose challenges to the casual user -- learning this new approach takes a few moments. The design shown does limit the most common safety concern (that of drivers entering the parking stalls head-in from the opposing lane) through the use of a small median. Reverse-angle parking is proposed in an area frequented by many of the same users on a daily basis. These users will easily learn how to park in reverse, and will enjoy the improved safety and convenience.



- A driver follows these steps in to park in a reverse angle space:
1. The driver sees a parking space and turns on blinker.
  2. The driver goes past parking space, slows down, and stops.
  3. The driver slowly backs into the space.



*Back angle parking is advantageous for loading and unloading*



*Drivers have an unobstructed view of all traffic when pulling out of the space, including cyclists.*



## Overlook to Golf: Southern Median



Existing Conditions. Looking north along Waukegan, north of Golf.



**Proposed improvements:** Wide median planted with trees and native plant species. Trees shown are representative of mature trees at least 30 years in age.



# Overlook to Golf: Short-term

**General notes:**

- Preserve existing trees, planting strips, and sidewalks.
- Install street trees 40 feet on-center in median.
- No new lighting will be added in the short-term.



# Overlook to Golf: Long-term

## General notes:

- Install a minimum 8- to 10-foot multi-purpose path along entire roadway segment.
- Install lighting, spaced 40 feet on center; alternate vehicular lighting and pedestrian-scaled lighting.
- Preserve existing trees wherever possible. Install street trees 40 feet on-center in planting strip adjacent to roadway.





## Wayfinding and Corridor Branding

The Waukegan Road corridor contains a variety of business identification and development signs, and is also prone to temporary promotional advertising. The variety reflects evolving sign industry practices and local government regulatory approaches over several decades. Consequently, pylon signs of various heights exist, along with more recent Village-approved multi-tenant signs.

The Village's 2004 Comprehensive Plan recommends a unified wayfinding system. Updated sign regulations (standards and guidelines) should be implemented to improve traffic control, provide consistent business and service identification, and enhance the overall streetscape. Wherever possible, at designated intense commercial nodes, individual signs should be consolidated into a shared monument structure such as those seen at more recent developments along the corridor.





## 5.0 IMPLEMENTING THE PLAN

### IMPLEMENTATION MATRIX

Following the charrette and on-going with the preparation of the formal planning document, detailed testing of the planning principles, streetscape character areas and focus areas has been occurring. The engineering firm on the consultant team (Christopher Burke) has taken the plan concepts developed during the charrette and prepared a series of conceptual engineering drawings that test the feasibility of the plan based on the actual dimensions of the roadway. Since the charrette, the consultant team has worked closely with village planning and engineering staff to generate a working set of conceptual engineering drawings. The short-term and long-term conceptual engineering drawings are included as an attachment to this plan.

This corridor plan will be implemented in a series of steps. The initial project (anticipated to begin in Spring 2010) will include those elements that IDOT normally allows in a resurfacing project, along with any coordinated permit projects by the Village. The resurfacing project will not include the stretch from Woodlawn to Ammer -- this will occur concurrent with the reconfiguration of the Chestnut intersection in 2011.

In the short term, the Village has contacted the owners of 26 curb-cuts that were identified to be closed as part of the plan. The Village is offering a \$5,000 cash incentive per driveway closed, along with design assistance. To date, property owners have tentatively agreed to close seven curb-cuts.

The Village also prepared an IDOT permit project consisting of raised curb bump outs, pedestrian refuges at intersections, raised barrier medians and accented pedestrian crosswalks, which are all identified in the attached Village permit engineering drawings.

The remaining projects are identified in the attached long-term conceptual engineering drawings and will occur as funding is available.

	Priority	Cost	Comment
<b>Short-Term Improvements</b>			
<b>IDOT Resurfacing Project (anticipated 2010)</b> <ul style="list-style-type: none"> <li>Resurfacing, except Woodlawn to Ammer (see Chestnut Improvements below)</li> <li>Striping plan for parking lanes, bump outs, crosswalks, medians</li> <li>Voluntarily closed curb cuts</li> <li>On-site improvements related to curb cut closures (Village)</li> <li>Cross-access agreements (private)</li> </ul>	Now	Resurfacing, striping, curb cut closure = 100% IDOT  On-site improvements = 100% Village funded	<ul style="list-style-type: none"> <li>Village established curb cut closing incentive policy, including \$5,000 payment per curb cut closing.</li> </ul>
<b>Short-Term Improvement</b>			
<b>Village Short Term IDOT Permit Project (anticipated 2010)</b> <ul style="list-style-type: none"> <li>Bump outs delineating parallel parking spaces at select intersections</li> <li>Pedestrian refuge improvements</li> <li>Median improvements</li> <li>Accented pedestrian crossings</li> <li>Glenview Rd to Chestnut Ave 10' Sidewalk Design</li> </ul>	Now	Permit work funded by Village = tbd	<ul style="list-style-type: none"> <li>Village permit work would be coordinated to occur concurrently with IDOT resurfacing project.</li> <li>See October 14, 2009 cost estimates, 35 design exhibits and short-term engineering drawings (IDOT permit) prepared by Christopher Burke Engineering.</li> <li>Improvements that are left unfunded become long term improvements.</li> </ul>
<b>Short-Term Improvements</b>			
<b>Other Projects (anticipated 2010)</b> <ul style="list-style-type: none"> <li>Access management ordinance</li> <li>Amend Bike and Sidewalk Master Plan based on recommended improvements</li> <li>Rain Garden at Dewes and the river (expected to be included in Storm Water Task Force's request for funding)</li> </ul>	1	--  \$14,000	<ul style="list-style-type: none"> <li>Implementation of these projects will occur as part of the Plan Commission's normal business in 2010.</li> <li>Storm Water Task Force submitting for grant funding.</li> </ul>
<b>Mid-Term Improvement s(Preferred- unfunded)</b>			
<b>Unfunded Chestnut Improvements</b> <ul style="list-style-type: none"> <li>The 4-leg intersection, which includes removal of front half of DCF Cleaners building and reconfiguring of Taco Bell access</li> <li>Remove Matty's fence from right-of-way</li> <li>10' multi-use sidewalks between Woodlawn and Ammer</li> <li>Parkway trees and landscaping</li> <li>Street and pedestrian lighting</li> </ul>	1	Estimated at \$1M+  Additional funds are necessary to construct these improvements	<ul style="list-style-type: none"> <li>While this is the preferred version as recommended in the Plan, it is only feasible if additional funds are allocated towards the improvements.</li> </ul>
-- OR --			
<b>Mid-Term Improvements (Funded)</b>			
<b>Funded Chestnut Improvements for a 3-leg intersection (anticipated 2011)</b> <ul style="list-style-type: none"> <li>Chestnut intersection reconstruction from Woodlawn to Ammer</li> <li>Voluntarily closed curb cuts (no incentive \$)</li> </ul>	2	Funding = 30% Village + 70% Federal (STP) Funds	<ul style="list-style-type: none"> <li>Phase I engineering for this version is being designed and is likely to be implemented since this option is currently funded.</li> </ul>



## 5.0 IMPLEMENTING THE PLAN

	Priority	Cost	Comment
<b>Long-Term Improvements (Unfunded)</b>			
<b>10' Multi-Use Sidewalks</b>	tbd		<ul style="list-style-type: none"> <li>• Conceptual engineering plans prepared by Christopher Burke Engineering represent the long-term improvements.</li> <li>• Specific improvements, more detailed costs, and public input to be provided as part of the normal CIP process.</li> </ul>
• Glenview to Chestnut Construction		--	
• Golf to Glenview Design		For both	
• Chestnut to Willow Design		\$190,000	
• Golf to Glenview Construction		--	
• Chestnut to Willow Construction		--	
<b>Parkway Trees and Landscaping</b>		\$90,000	
• Glenview to Chestnut		--	
• Golf to Glenview		--	
• Chestnut to Willow		--	
<b>Street and Pedestrian Lighting</b>			
• Linneman to Glenview (LED Conversion)		For both	
• Topp Lane to Jefferson (LED Conversion)		\$140,000	
• Glenview to Topp Lane		For all three	
• Golf to Linneman		\$5,660,000	
• Jefferson to Willow			
<b>Raised Landscaped Medians</b>			
• Grove to MacLean Ct		\$17,000	
• MacLean Ct to Maplewood		\$14,000	
• Grove to Glenview		\$70,500	
<b>Other</b>			
• 10 Rain Gardens		\$140,000	
• Jefferson Avenue on-street parking		\$445,000	
• Wayfinding plan and improvements		--	
• Colfax to Harrison improvements - Option A		\$225,000	
• Comprehensive Plan Amendment to Improve street grid, ideal connectivity		--	
• Dual left turns at Willow		--	
• Evaluate Lake/Waukegan capacity improvements		--	
• Replace the rail viaduct		\$2,000,000 to	
• Colfax to Harrison improvements - Option B		\$3,000,000	

## **6.0 APPENDIX**

- Hands-on Session Table Drawings
- Short-term Engineering Plans
- Long-term Engineering Plans

# TABLE DRAWINGS

On Saturday, May 2nd, 2009 approximately 30 people gathered at the Police Station Community Room to play planner for a day. Small groups, each with a team facilitator, gathered around tables to describe their ideas for the future of the corridor. The groups worked on large maps of the study area, identifying landmarks and special features, problem areas and issues, and targets of opportunity. The results from each table are shown on the following pages. These pages represent the community's experiences and desires for the corridor, and were used by the consultants to prepare the plan.

## Waukegan Road Corridor



Code Studio | Third Coast Design Studio | Watkins Acy Strunk | Gewalt Hamilton Associates | Christopher Burke Engineering | Charlier Associates | Urban Advantage | Goodman Williams Group



0 300 600 900 Feet   Village Boundary



TABLE 1

- Traffic flow, Lake to Willow.
- Chestnut intersection needs fixing.
- Entire corridor is not bike or pedestrian-friendly.
- Need a longer turn signal east on Glenview from Waukegan.
- Need more center turn lanes.

Jeff Howard

Top 5 issues: no order

- #6 not ped or bike friendly.
- #2 Intersection of Pleasant, Chestnut & Waukegan.
- #3 Traffic flow between Willow & Lake
- #4 Longer turn signal east on Glenview from Waukegan
- #5 More center left turn lanes
- #1

NEED CENTER TURN LANES

NEED LEFT TURN LANE

NEED LEFT TURN LANE TO PULL OUT + WAIT TO ENTER TRAFFIC FLOW

PEDESTRIAN-FRIENDLY (FEW AVAILABLE)

LONG TERM WISH? RE-ROUTE TRAFFIC VIA PLEASANT LN + OUT TO EXISTING LIGHT AT CHESTNUT?

Nancy Jarmusz

LEHIGH AVE

- Scary pedestrian experience

- Want medians + reduced curb cut

Keep center turn lane

Combo bike/ped path along corridor

Jeff Brady

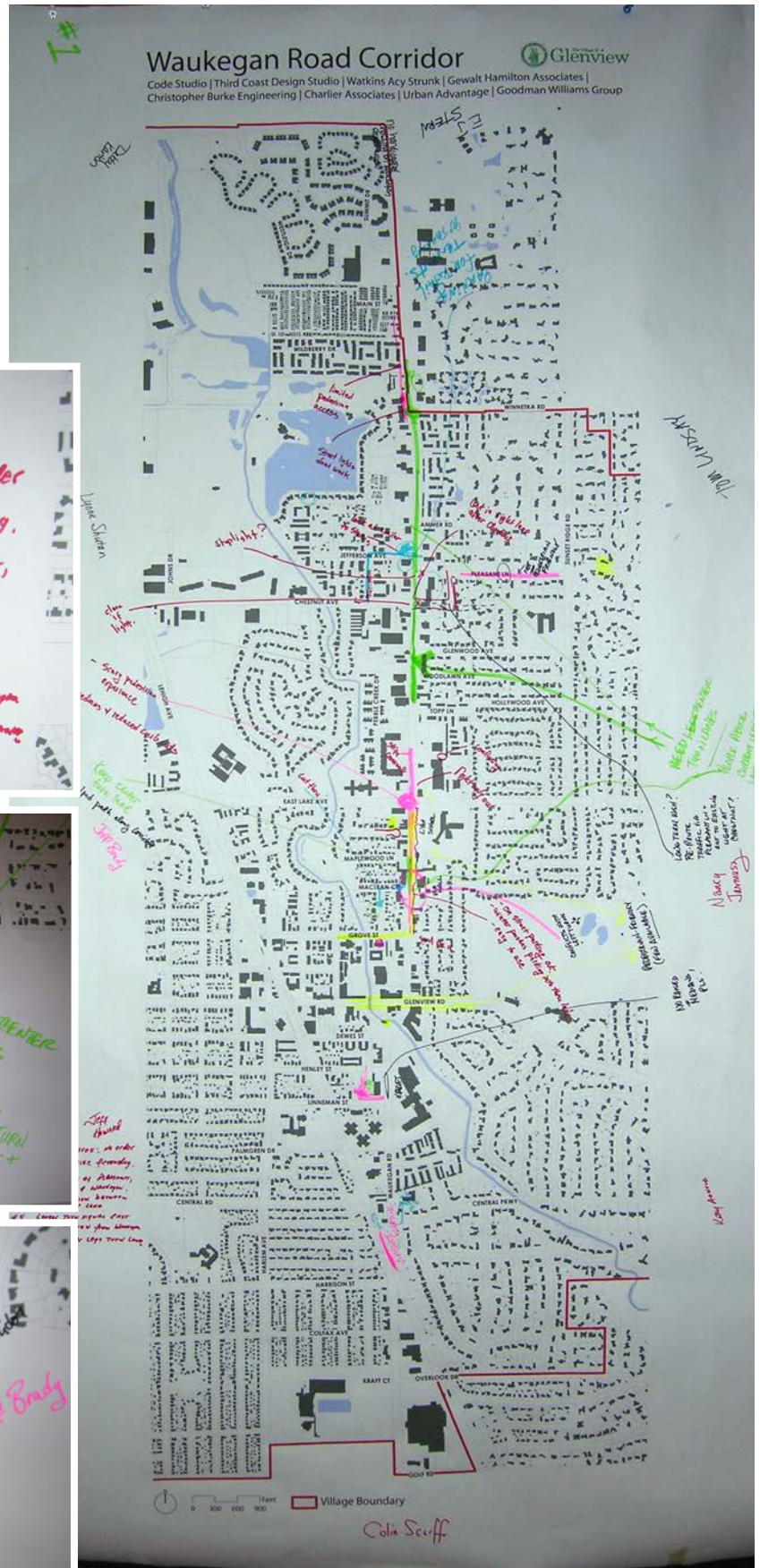




TABLE 2

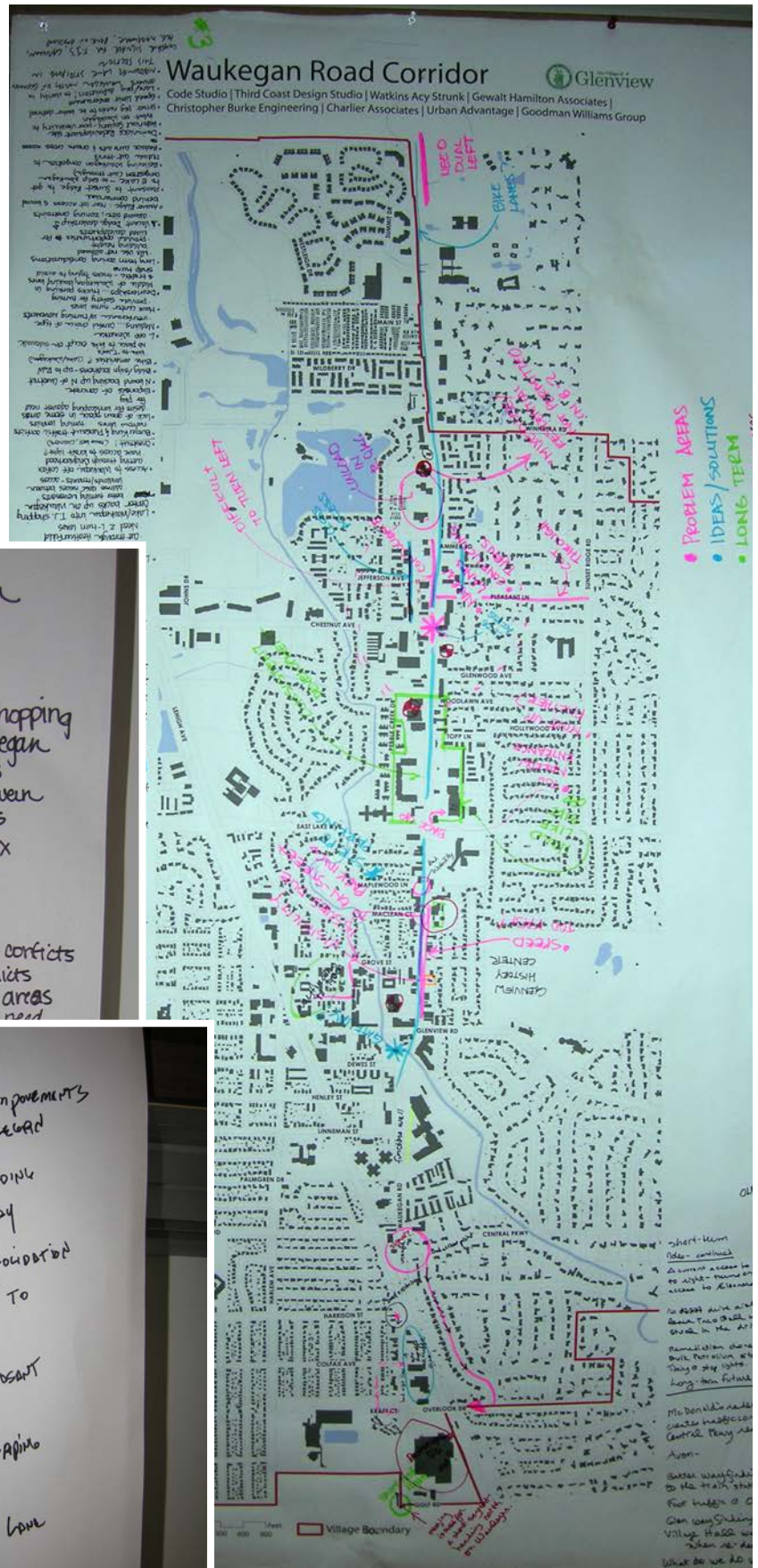
- Add a gateway entry to the Village at Willow and Waukegan.
- Improve pedestrian and bike access under the Viaduct.
- Need better bus shelters
- Busy road not safe for pedestrians and bikes.
- Improve pedestrian and bike facilities, different paving patterns may help.
- Eliminate curb-cuts where possible.
- Reduce impact of surface parking where possible.





TABLE 3

- Left turns at Waukegan and Willow, cut-through traffic going through the neighborhood, need 2 left turn lanes.
- Car dealer across from Poko Loko, trucks parking in center turn lane.
- Better wayfinding.
- Fix the Chestnut intersection.
- Trader Joe's, need better visibility and access into shopping center.
- Colfax and Waukegan, need better striping and enforcement of speeding.



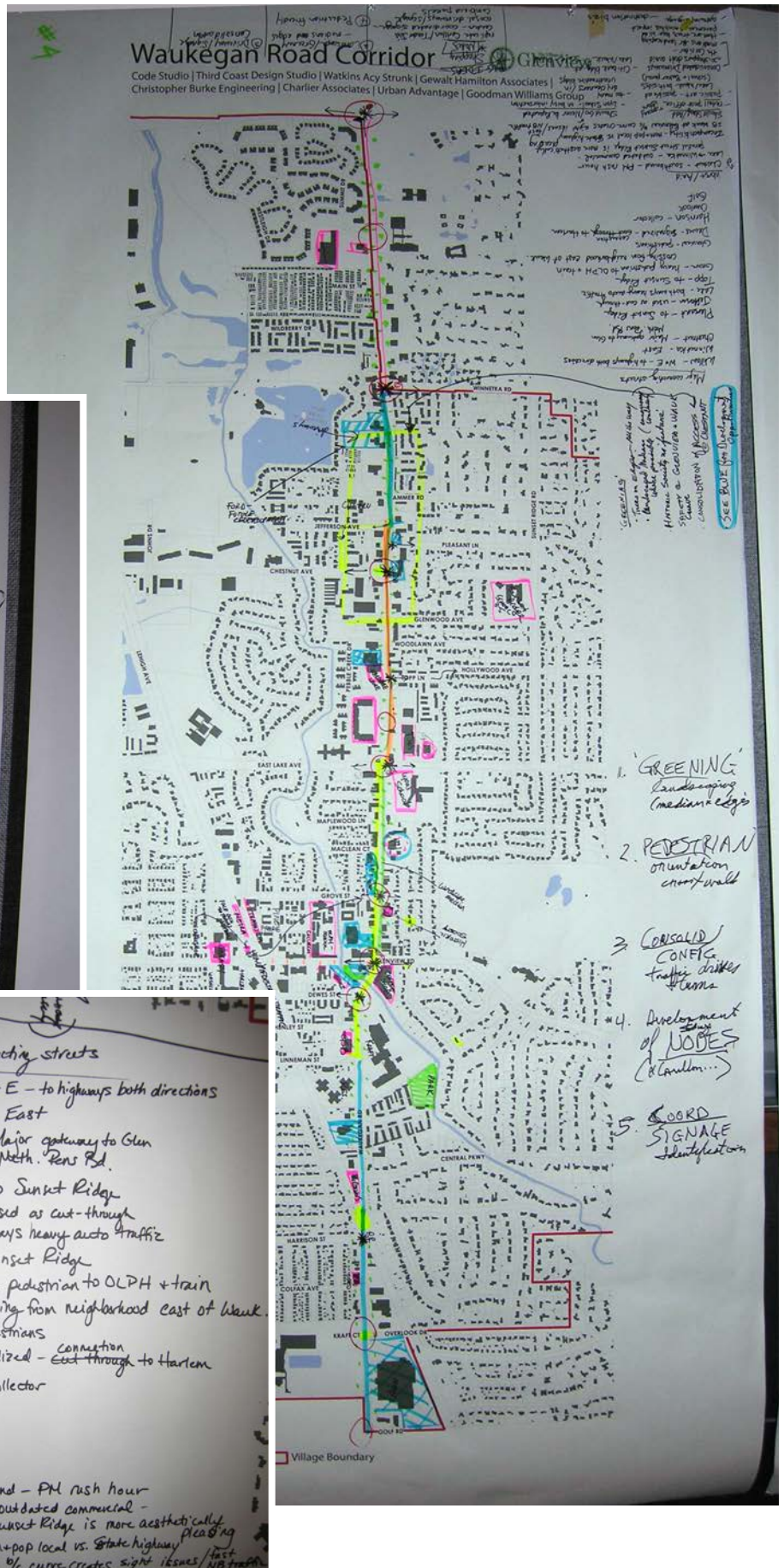
- L-turns @ Willow/Waukegan
  - N band get backed up
  - cut through Heatherfield
  - Need 2 L-turn lanes
- Lake/Waukegan into T.J. shopping Center backs up on Waukegan
  - better turning movements
  - address those issues between landlords/tenants - access
- Access to Waukegan off Colfax
  - cutting through Neighborhood
  - have access to Kraft light?
- Chestnut! (taco bell, cleaners)
- Burger King & Plesasant traffic conflicts
  - narrow lanes
  - turning conflicts
- lack of green space in some areas
  - desire for landscaping must need

- \* LEFT TURN IMPROVEMENTS @ Willow, Waukegan
- \* Aux's UNLOADING IN HIGHWAY
- \* COURSE CONSOLIDATION N. OF CHESTNUT TO WILLOW.
- \* CHESTNUT - PLESANT CONFLUENCE
- \* Lack of landscaping S. CHESTNUT.
- \* CENTER TURN LANE NEEDED



TABLE 4

- Emphasis on greening up the corridor, landscaping, medians, trees.
- Focus on pedestrians and walk-ability.
- Consolidate access.
- Create concentrated shopping nodes.
- Coordinate signage, multi-tenant signs.



1. 'GREENING'  
Landscaping  
(median & edges)

2. PEDESTRIAN  
orientation  
crosswalk

3. CONSOLID  
CONFIG  
traffic driller  
turns

4. Development  
of Nodes  
(& Land...)

5. COORD  
SIGN  
Ident

Major connecting streets

Willow - W+E - to highways both directions  
Winnetka - East  
Chestnut - Major gateway to Glen Metth. Rens Rd.

Pleasant - to Sunset Ridge  
Jefferson - used as cut-through  
Lake - both ways heavy auto traffic  
Topp - to Sunset Ridge  
Grove - heavy pedestrian to OLPH + train crossing from neighborhood east of Wauk.

Glenview - pedestrians  
Dewes - Signalized - east through to Hartem  
Harrison - collector  
Overlook  
Golf

Worst/Avoid

Chestnut - Southbound - PM rush hour  
Lake → Winnetka - outdated commercial - parallel street Sunset Ridge is more aesthetic call  
Incompatibility - mom+pop local vs. State highway, pleasing  
WB Wauk at Glenview - curve creates sight issues / fast