



PALATINE/WILLOW ROAD CORRIDOR STUDY

Walking and Biking for Transportation

MEETING NOTES

May 1, 2003

2:30-4pm

Wheeling Village Hall

Segment discussed: Palatine Road between IL 83 and I-294

Meeting Purpose

- 1) Review and add to information received to date on walking and biking needs along and across this segment.
- 2) Learn about current plans for the reconstruction of Palatine Road between IL 83 and I-294
- 3) Determine next steps.

1) Review and add to information received to date on walking and biking needs along and across this segment.

Ms. Kilgore noted that previous meetings had generated comments on walking and bicycling needs in the area. (See

<http://www.catsmpo.com/bikeped/Aerial%20photo%20comments.pdf>)

One concern is that Palatine Road provides access through major barriers such as the Pal-Waukee Airport, the Wisconsin-Central tracks, the Des Plaines River, Cook County Forest Preserve and I-294. Bicycling and walking also happen across Palatine Road along major north/south routes such as Route 83, Wheeling Road, and Milwaukee Avenue.

2) Learn about current plans for the reconstruction of Palatine Road between IL 83 and I-294

Representatives from IDOT provided an overview of the walking and bicycling elements currently planned from IL83 to I-294. Following is a summary of the issues we discussed in each section.

General Comments

Per IDOT policy, new sidewalk construction must be requested by the local agency, which must provide a 50% local match. When needed, existing sidewalks are reconstructed as part of the project. Existing sidewalks are located on the south side of Palatine Road between Route 83 and the Wisconsin Central ROW.

Many sections of the project will include a 10 foot wide shoulder. There is discussion of using a bicycle friendly rumble strip to help define the shoulder.

The frontage roads can provide access for walkers and cyclists between Route 83 and Milwaukee Road, but continuing access across key barriers is a challenge. The question was raised as to how bicyclists and walkers using the frontage roads will get across the cross streets with the new SPUI interchanges.

Route 83 to Wheeling Road

Substantial truck traffic is expected on frontage roads as the result of a lack of access ramps west of Wheeling Road. The intersection at Route 83 will be constructed as an interchange with Palatine Road going under Wheeling Road. Sidewalks will be replaced on the south side of Palatine Road.

Wheeling Road to Wolf Road

There is no good way to get across between the residential area south of Palatine Road and the industrial area north of Palatine Road. However, Prospect Heights is completing a bike path that will cross Palatine Road just west of the Wisconsin/Central tracks. The shoulder along the through lanes will narrow to 4 feet under the bridge. There is no safe way to get over the Wisconsin Central tracks except to illegally traverse the tracks. Old Willow Road was suggested as an alternative crossing, but this would not be convenient for pedestrians. The Village of Wheeling would have to take the initiative in the ICC process to permit a pedestrian or vehicular crossing. Sidewalks will be replaced on south side of Palatine Road between Wheeling Rd. and the WC ROW; however, no sidewalks are planned elsewhere on this segment.

Wolf Rd. to Milwaukee Ave.

The Milwaukee Airport is a barrier to bicycle-pedestrian travel. Prospect Heights would like a sidewalk constructed underneath the bridge along the west side of Milwaukee Ave. No sidewalks are planned elsewhere along this segment.

Segment between Milwaukee Ave. and Sanders Rd.

It was hoped that the new Des Plaines River Trail bridge could be built before demolition of the old bridge. The construction schedule is dependent on an OK from biologists. It was suggested that access be provided from Palatine Road to the Des Plaines River Trail. IDOT will discuss the issue with the Cook County Forest Preserve. Sidewalks will be provided on the frontage road bridges over the Des Plaines River.

Segment between Sanders Rd. and I-294 –

Bicycle travel is hazardous because of traffic preparing to enter the Tollway. Sidewalks will be built on bridge over I-294 but not going west to Sanders because the area is not incorporated—there is no local agency to request the sidewalks and pay the local match. Some of the meeting participants expressed frustration with this aspect of IDOT's sidewalk construction policy. Businesses abutting the project could be approached for sidewalk support.

Segment between I-294 and Landwehr Rd.

Northbrook will be asked to reconsider the appropriateness of a sidewalk or bike access.

3) Next Steps

It was agreed that IDOT staff would report back soon with more details about the plans for the corridor, and that CATS and IDOT staff would set up a bicycle tour of the area to gain more understanding of bicycling needs in the area (details below).

May 20, 2003 Meeting Announcement

This meeting will have two parts: a bike tour of Palatine Road from Schoenbeck to I-294 followed by a regular meeting.

A noon, people will gather at School District 23 (Board Room of the Gorsky Administration Center, at the corner of Schoenbeck and Palatine) for a bike ride of the corridor to look at conditions and get ideas for opportunities. We will be back at District 23 by 2pm to sit down and discuss the road plans and any ideas that came up during the ride. We will also hear an update on the plans for the Schoenbeck intersection.

Please contact Gin Kilgore at 312.793.0451 if you are planning to come to one or both parts of the meeting. If you want to participate in the bicycle ride, but cannot bring a bicycle to the meeting, let Gin know. She might be able to arrange something for you.