



MINUTES

President and Board of Trustees
Village of Arlington Heights
Committee-of-the-Whole
Board Room
Arlington Heights Village Hall
33 S. Arlington Heights Road
Arlington Heights, IL 60005
March 11, 2024
7:00 PM

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL

President Hayes and the following Trustees responded to roll: Tinaglia, Baldino, Shirley, Bertucci, LaBedz, Schwingbeck, Dunnington, and Grasse.

Also present were: Randy Recklaus, Cris Papierniak, Briget Schwab and Becky Hume.

IV. NEW BUSINESS

A. Windsor Drive Road Diet Update

President Hayes said tonight's purpose is to have an update on the project. No decisions have been made yet. There are not any votes anticipated this evening.

Briget Schwab, Sr. Civil Engineer, explained in 2014 the Village was awarded a planning grant to update the Bicycle Plan. A plan was updated in 2017. In the plan, Windsor Drive was proposed as a framework route. The recommended Windsor Drive changes include a road diet and an improved crossing at Palatine Road. Data indicates that this route is highly used by cyclists. Windsor is one of 6 priority projects. Some of the other projects which were easier to complete have already been done. This is the first major project to be addressed.

James Tibble of Civiltech said the pavement is deteriorating from Palatine Road to Jane. Sidewalks widen and narrow throughout the corridor. There is no center median between Palatine and Hintz. There are recommendations

for the number of road lanes based on traffic numbers. The 2050 projections are 8,600 to 11,400 which are below the 25,000 range which the road is projected to handle today. Going to one lane approaching Palatine Road is not feasible. North of Palatine Road, Windsor could operate well as a one lane road in each direction.

The project proposes redoing the pavement, adding a parking lane and bike lane, introducing a shared left/through/right lane, and on-street Sharrows. The lanes will narrow a little to allow bike lanes. This is a common and recommended layout. There will be high visibility crosswalks added to Palatine Road. North of Palatine, two through lanes extend and then narrow to a single lane. At Palatine Road, the southbound right turn lane crosses the bike lane. All proposed changes have been approved by IDOT. North of Palatine, there will be striped buffers and landscaped medians will be added. A new traffic signal at Valley Lane will be installed. At Crabtree, a pedestrian crossing will be added with a rectangular rapid flashing beacon. There will be a pedestrian island on the north side. The resurfacing ends just south of Hintz Road. Approval is anticipated this summer. Construction would occur in late 2026 or 2027.

Mr. Papierniak said the entire presentation is on the website. Phase 1 approval has occurred. The extension of the cross section north would come back for approval. Design studies are all within the tolerances. We are at half of the traffic of the projections. As there was concern from the public regarding the proposed changes, staff wanted to give the Board and the residents an opportunity to discuss the project. Phase 2 still needs to come before the Board, the project development report is ready to submit to IDOT, June may be when we hear back from IDOT on Phase 1.

Trustee Shirley asked if the grants were for Phase 1 only, or do they help in the other phases? Ms. Schwab said Phase 1 is 100% funded by the Village. Phase 1 has to be in process for the other funding to be approved. The STP funding covers the resurfacing. By adding the bicycle and pedestrian features, we received ITEP and CMAP funding. Phase 2 is covered in ITEP funding, the breakdown is; 80% federal 10% IDOT and 10% Village. The total budget for Phase 2 is \$4.1 million. Trustee Shirley said he is having trouble wrapping his head around how the lane reduction will not cause slower traffic. We have tons of parkway along this stretch. He asked what is the advantage of having the bikes on the street versus making a path on both sides on the parkway and keep the bike and pedestrian movements behind the curb. Ms. Schwab said residents have been asking for on street bikeways. These bike lanes are not intended for children but more for adult cyclists. She explained that Sharrows are a treatment where an area has on street parking, and a bike lane next to it. These lanes are striped so that if a car door opens, it will not hit a cyclist. Mr. Papierniak said if we did a widen the sidewalk it would be 10 ft. plus a clear zone, there would be grading concerns. You need 2 feet on either side, so the space needs to be 14 feet of clear area.

Trustee LaBedz asked if the bike lanes have any structural delineation or if

they were just paint. Mr. Papierniak said only pavement markings are a urethane which lasts 3-5 years. The markings withstand beet juice, an ice pavement treatment.

Trustee Bertucci asked how much is coming out of the Village's pocket. Ms. Schwab said Phase 1 is Village funded at \$93,000. All three phases are \$827,000 total. Trustee Bertucci asked for a comparison of the roads that have single lanes and a middle lane like Euclid or Kensington from a capacity standpoint. Staff will research this and get back to him. Trustee Bertucci asked for projections on bike ridership. Mr. Tibble said they did their research in December and there were 6-7 riders on the pavement. At Valley Lane, there were 1,000 pedestrians and bikes combined in a 24-hour study. Trustee Bertucci said the Board needs all the information on the potential benefits and hindrances.

Trustee Schwingbeck said he doesn't see a tremendous amount of bicycle and pedestrian traffic from Palatine Rd. up to Lake Arlington. He used the sidewalk when he traveled that route. It seems more for recreational riding. The intersection that causes the most angst is Palatine/Windsor. The project costs a lot of money. He would like to hear the pros and cons from the residents. The congestion going from two lanes down to the one through lane is already an issue.

Mr. Recklaus said that is the point of the project, as it would facilitate more bike travel. Staff is trying to identify areas where cycle traffic it can be enhanced. If there were a lot of people comfortably riding, then this would not be needed. The concept of road diets is that when you narrow lanes, people slow down. That is one of the benefits. People go slower and it creates spaces for pedestrians and bicycles to go easier.

Mr. Papierniak said staff is trying to coordinate the multiple bike paths in the area so they could funnel to Lake Arlington.

Trustee Dunnington asked to see the bike paths are that are in the area. Ms. Schwab highlighted Willow Park, McDonald Creek, Camelot Trail Park, and a proposed path north of McDonald Creek. South of Palatine Rd., Dryden is the main route, Douglas is a secondary route to the underpass into Scarsdale, which leads to Melas Park, Mt. Prospect and the Goebbert Trail. Trustee Dunnington asked if the speed limit on Windsor would change. Ms. Schwab said not immediately. The current study did not show an extreme speeding problem, road diets in general have a traffic calming effect. Mr. Tibble said after the road diet is implemented, he recommends a new speed study to see if an adjustment should be made.

Trustee Grasse said if this plan is not done, we will still have to repave Windsor. How much will it cost without these grants? Ms. Schwab said \$1.8 million. The grant is for the resurfacing, but we received points because of the bike improvements. Trustee Grasse said if we build this, bikers will come. Many people have said they would like a bike thoroughfare to get there.

President Hayes restated that there were 1000 crosswalk users, a high volume, some bikers don't like being on the sidewalk as there are so many pedestrians. Ms. Schwab said riding bikes on sidewalks is legal except in the downtown district.

Trustee Bertucci asked if we take away the grants, what it will cost? Mr. Papierniak said the STP grant is for resurfacing. We got points for the bike path. We would have to apply again for the grant and can't guarantee if we would get it. Ms. Schwab said it would depend on who else is applying and what they are asking for. Grant awards are a competition. Mr. Recklaus said staff will do more financial analysis.

Trustee LaBedz asked what is the speed limit on Windsor now. Ms. Schwab said it is 35 mph, and 85% travel 38 mph.

Trustee Baldino asked if the pedestrian island was raised. The answer was yes. Trustee Baldino said one of the biggest problems on Euclid is going from four to two lanes. It can get contentious; this proposed project does this 3 times. He would like to see the accident data for similar transitions. He worried it might make it safer on one side and worse on another. Mr. Tibble said the road was designed to the standard based on the traffic counts. Traffic is stronger going south in the morning and north in the evening.

Residents in attendance expressed concern on the proposed plan. Those who spoke included: Pat Brennan, Charlene Ruta, Karen Doran, Jon Raslawski, Rob Russo, Tim O'Neil, Eric Pawelek, Dave Wunderle, Diane Hecht, Bobbi Shimski, John Joseph, Herb Stefan, Tracey Morrissey, Denis Jovic, Mindy Bowes, Bob Anders, Dave Wilke, Ms. Panesta, Mark Peters, Mike Nigry, and Keith Mulford. They cited the following issues:

- Narrowing Windsor will add to the congestion approaching Palatine Road
- When the lanes open up north of Crabtree, you invite people to increase their speed
- People driving through Northgate do not respect the traffic signs
- Drivers do not respect bicycles on the road Who will park on Windsor?
- People trying to turn onto Palatine Road will get backed up
- The beacon may flash at nighttime into people's homes
- Families with children will not be cycling on the street because of the speed of traffic
- Emergency vehicles might be impaired
- More traffic will be inadvertently routed through the Vista neighborhood/Carlyle Place
- Cost
- The road was made to bring cars to Lake Arlington, and it is working
- Concern for cyclists on Windsor crossing Palatine Road embedded with the vehicles
- It is already hard to exit Rosehill to go south onto Windsor, this will make it harder

- It will be harder to cross Windsor on foot
- Cyclists aren't riding to Lake Arlington, seems like a path from south to north
- VIP apartments exit through Crabtree, making it a long wait
- It seems dangerous to stand on the median space
- Lawn services park on Windsor, there will be no way to get around
- Drivers do a U-turn turn on Windsor and then head south every light cycle, how will this be addressed?
- Excessive speeders in the summer evenings will be even more dangerous

Residents also had suggestions, including:

- Adding a tunnel or bridge over Palatine Road
- More facts are needed as to the impacts on all, not just the cyclists
- Block the lane with horses to test what happens to traffic before pursuing implementation
- Nail down the number of potential cyclists affected
- Promote the other pathways to go north/south through the neighborhoods
- Widen the sidewalks to accommodate the cyclists

Pete Smelzer, President of the Arlington Heights Bicycle Club, said they had 160 members and there is no good North/South route in the Village.

Kennicott is dangerous. He supports the plan for safety reasons.

Improvements made recently at Lake Cook and Wilke have been appreciated. This plan improves safety for the cycling community. He does not ride on the sidewalk because there are too many pedestrians and dogs on leashes. It is incumbent upon the Village to provide safe routes on the streets.

Anne Marie Lindstrom was also in favor of the plan, the lanes around St. Viator's seem to be working. Bringing the lanes from four to two will reduce truck traffic.

Sue Wilke said she does not feel safe cycling on Windsor now, but if the plan was enacted, she would feel safer.

Ms. Schwab explained the reason the bike plan stops at Crabtree is because the on-street route picks up there. The road diet could be continued to Suffield, but there are more private drive ways. Construction would occur the summer of 2027 and mostly be completed within three months. Adding a tunnel or bridge over Palatine Road is not being contemplated at this time. The Village does not own property at the intersection to accommodate this idea, and IDOT controls the intersection. The crossing at Crabtree must be activated, it is not lit all the time. An additional crossing could be added at Suffield. She confirmed the Police Department reviewed the plan.

Mr. Recklaus said a tax increase is not anticipated to account for this project.

Mr. Tibble said projections showing no increase in traffic came from CMAP,

the regional planning organization.

President Hayes appreciated the resident input and hoped the Board will have some direction to give to staff to help it make a decision. He said he has been driving down Windsor 30 years and never seen anyone who violates the crosshatch. He was surprised the average speed was 85% within range. Certainly, there are people who speed. Traffic calming methods do slow down drivers. That would be a positive impact. He noted it is unfortunate we don't have some hard data to say how many cyclists will come if we do this. This issue was raised by the Bicycle and Pedestrian Advisory Commission. They are the subject matter experts and have recommended this improvement. The Board values their input.

Trustee Bertucci said he would like to understand why Windsor was widened in the 1980's. Was one of the other purposes was to connect to Buffalo Grove Road? Was the idea to take pressure off of traffic during rush hour of Palatine, Arlington Heights and Rand Roads? He expressed interest on the potential impact on rush hours. Trustee Bertucci asked for a history of why, and what are the consequences on the other roads if the plan is enacted.

Trustee Grasse said the beacon at Sunset Meadows has been really helpful. What determines how many beacons can exist? Ms. Schwab said we can place them on Village rights of way and follow IDOT recommendations. There is a matrix. Suffield is a potential location, but she was not sure if beacons can cover 4 lanes.

Trustee Tinaglia thanked the 100+ people who came to the meeting and sharing their experiences. He said he had never thought about the difference between a family bike ride versus the cyclists and the speed under which travel. Many cyclists and drivers don't obey the traffic signs and signals. He is an advocate of trying to separate the families from the cyclists. This would be a massive undertaking.

Trustee Dunnington asked if it was possible to make Suffield part of the diet. Ms. Schwab said yes, she was waiting to see how the Board felt about the project. It is something they would support. Trustee Dunnington asked if a median put there. Ms. Schwab answered If we did do a lane reduction yes. Trustee Dunnington asked how much a bridge or underpass would cost. Ms. Schwab said she could not venture a guess. The village does not have any right of way there, and there is a lot involved. The Village would have to buy property to make that happen.

Trustee LaBedz addressed concerns regarding the raised median, in the city, she feels very comfortable on them. Sometimes more comfortable there than on a street corner, like at Northwest Highway. She would not have a concern about that small part.

President Hayes asked if the bike grant will be forgone if we didn't keep the bike lane. Mr. Papierniak said we could explore widening the current path. It would mean clearcutting 14 feet.

Mr. Recklaus said it was good to have the meeting to hear from the residents. Staff will regroup and explore more options before we come back to the Board. He liked the suggestion to compare this to traffic on Kensington.

V. OTHER BUSINESS

VI. PUBLIC COMMENTS

VII. ADJOURNMENT

Trustee Tinaglia moved to adjourn at 8:58 p.m. Trustee Baldino Seconded the motion. The motion carried unanimously.