

Village of Northbrook, Illinois

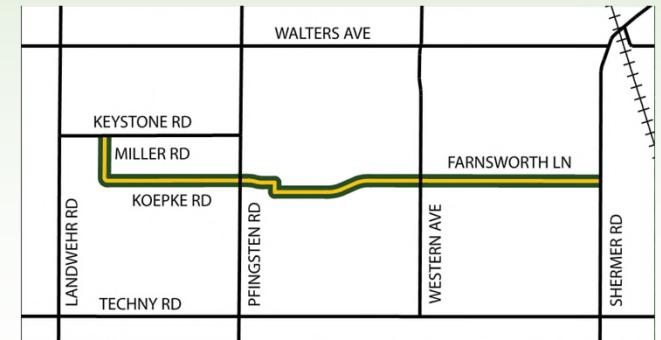
Virtual Neighborhood Open House

Farnsworth Lane Bike Boulevard

July 8, 2020 | 6:30 to 7:25 PM



Welcome! The meeting will begin shortly. Please take this time to familiarize yourself with WebEx meeting controls on your device



Who's Who

Tonight's Presenter:

Tim Gustafson, AICP

Senior Planner, Epstein

Project Manager:

Aram Beladi

Village of Northbrook

Project Website:

Northbrook.il.us/farnsworthbb

Contact Information:

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847-664-4133



WebEx Meeting Room Logistics

- To facilitate presentation and discussion, all attendees have been placed in "listen only" mode
- Please use the "Q&A" feature to ask questions at any time
 - Please include your name/address in the question
 - We will review and reply to questions during Q&A
- Approximately 50 minutes allotted for the meeting
- We appreciate your patience as we pivot to virtual engagement



Agenda

1. Presentation (20 minutes)

- Project Overview, Location
- Definition a Bike Boulevard
- Bike Boulevard Tools
- Design Approach
- Your Input Is Requested

2. How to submit interactive comments (5 minutes)

3. Q & A (until 7:25)

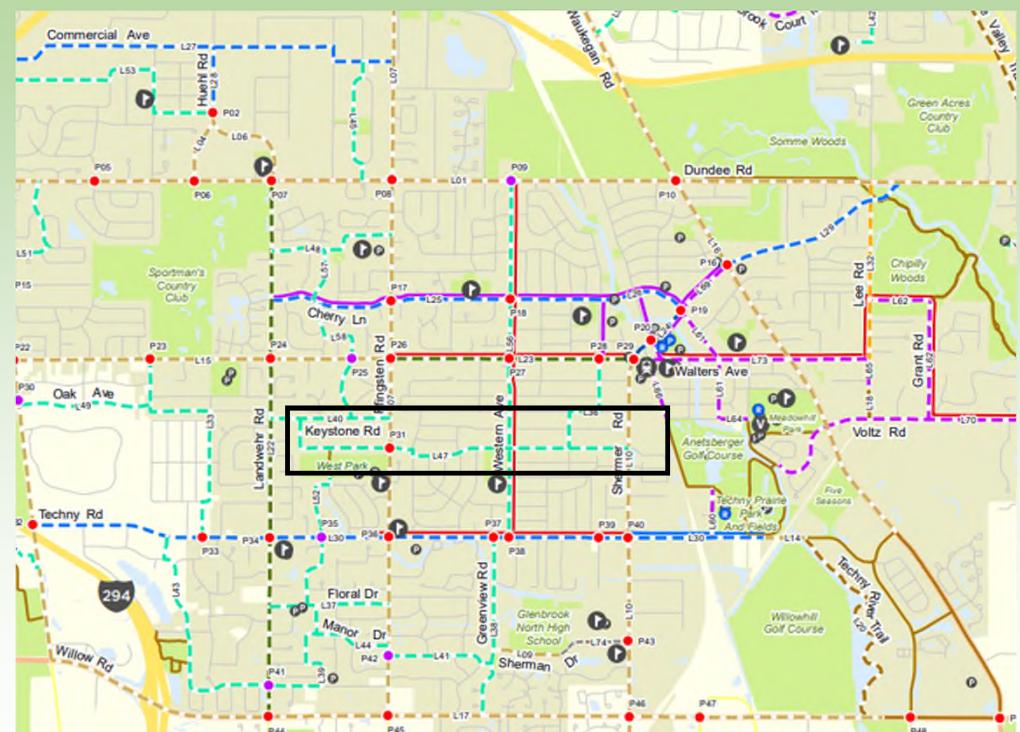
How Does Q & A Work?

1. Have a question during the presentation?
Send us a question using the chat feature.
2. During Q&A, we will read questions out loud, and will answer them during the presentation.
3. When asking your question, please include your name and address so we can reply.
4. If you have a specific question we cannot answer during the meeting, we can follow up with you.
5. This meeting is being recorded and will be posted on the Village website for later viewing at <http://northbrook.il.us/farnsworthbb>.



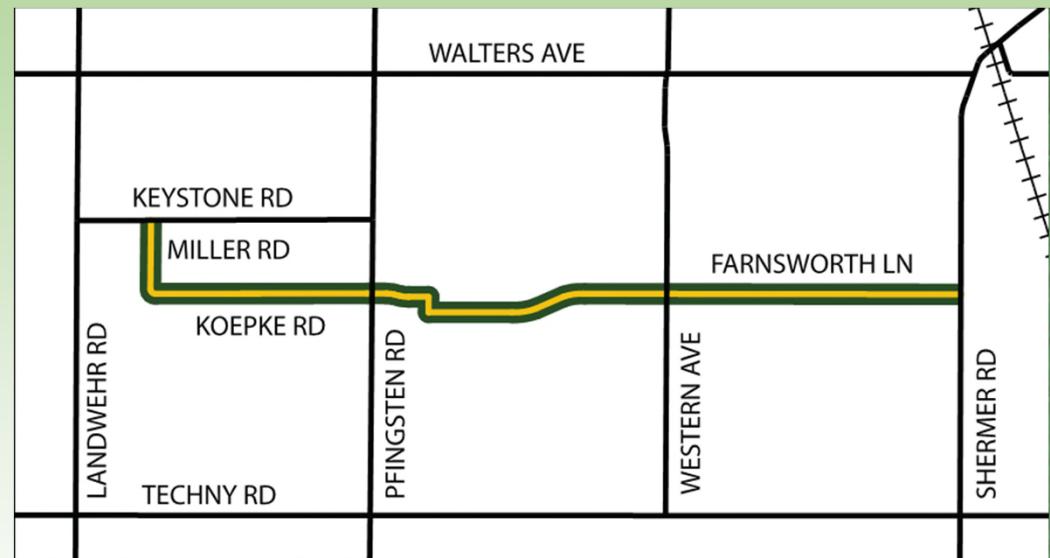
Project Overview

- The Village of Northbrook Master Bicycle and Pedestrian Plan (MBPP) is being implemented strategically when the Village does other work in the area, such as roadway resurfacing
- Concrete patching on Farnsworth Road is programmed for Summer 2020
- The Farnsworth Bike Boulevard project (L47) is one of several included in the MBPP



Project Limits: L47

- Improvements are proposed on Miller Road, Koepke Road, Birch Road, and Farnsworth Lane
- From Keystone Road to Shermer Road



What is a Bike Boulevard?

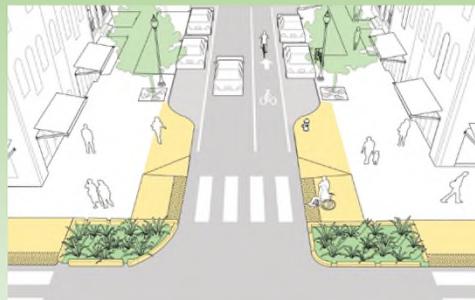
- Bicycle boulevards are local streets that accommodate all modes of travel, but are designed to be inviting to bicyclists.
- The objective is to keep traffic speeds and volumes at a comfortable level for a shared roadway space. At low speeds and volumes, bike lanes are unnecessary.
- Creating a bike boulevard is typically low cost and low impact. Usually, no roadway widening or additional pavement is required.



Design Toolbox: Speed Management

Curb Extension

Curb extensions, also known as bump outs, narrow the roadway at an intersection to allow for a shorter crossing for pedestrians.



Speed Hump / Table

Speed humps are vertical traffic calming devices intended to slow traffic speeds on low volume, local streets.



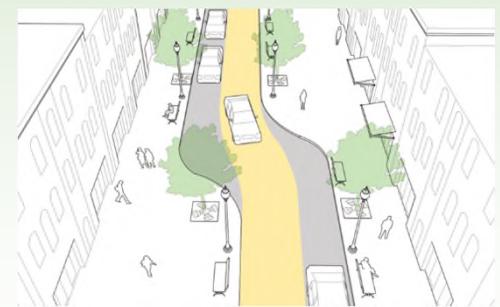
Mini Roundabout

Mini roundabouts on bike boulevards replace stop signs with a yield-controlled intersection, allowing cyclists to continue through the intersection while being more predictable and visible to drivers.



Chicane

By introducing a slight curve in the roadway, motor vehicle speeds are slowed considerably. Chicanes do not reduce travelled lane widths, and two opposing cars can easily travel through at the same time.



Design Toolbox: Volume Management

Diagonal Diverters

Restricting turns diagonally restricts thru traffic on the street by requiring motor vehicles to turn at the intersection. Gaps within the divider allows cyclists to continue unimpeded.



Partial Closure

A partial closure of a street across one direction of traffic at an intersection allows full bicycle passage while restricting vehicle access to one side only. Motorists on the boulevard must turn onto the cross street.



Full Closure

A full closure of a street at an intersection creates a cul-de-sac for motor vehicles while allowing cyclists and pedestrians to continue unimpeded. This activates the street for other uses than motor traffic.



Right-in/Right-out

A right-in / right-out restriction is another form of a partial closure for automobile traffic but allows through movements for bicycles.



Design Toolbox: Signs and Markings

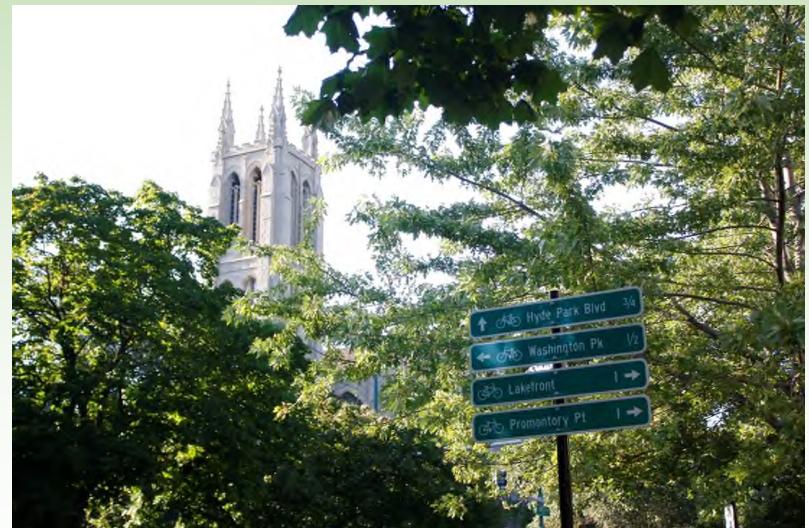
Pavement Markings

Pavement markings, such as the shared lane marking (“sharrow”), show the intended riding location for bicyclists along the route.



Wayfinding Signage

Wayfinding signs tell cyclists popular destinations on their route and reinforces the idea of a bike network. These signs are important to cyclists who may not be familiar with the area.



So how does it all come together?

- No one-size-fits-all solution
- Coordination with snow removal, emergency response, school districts, and residents
- Your input is requested



Your Input Is Requested: How?

A “blank slate” plan of the project area has been posted online for open comment



No login required, no improvements are shown (yet)

- Drop Post a virtual sticky note where you would like to see improvements made and write your thoughts
- What traffic calming tools would you use?
- What goals or thoughts do you have regarding the project?



Question & Answer (Q&A)

Visit the Village's Project Website: northbrook.il.us/farnsworthbb

- Will include a copy of tonight's recorded presentation
- Includes a link to the online comment map
- Includes a link to the Master Bicycle and Pedestrian Plan (MBPP)

Village Contact information:

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The online comment period will be open until July 31, 2020.

Thank you for your time, attention, and feedback!

