

# Registration

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# Welcome

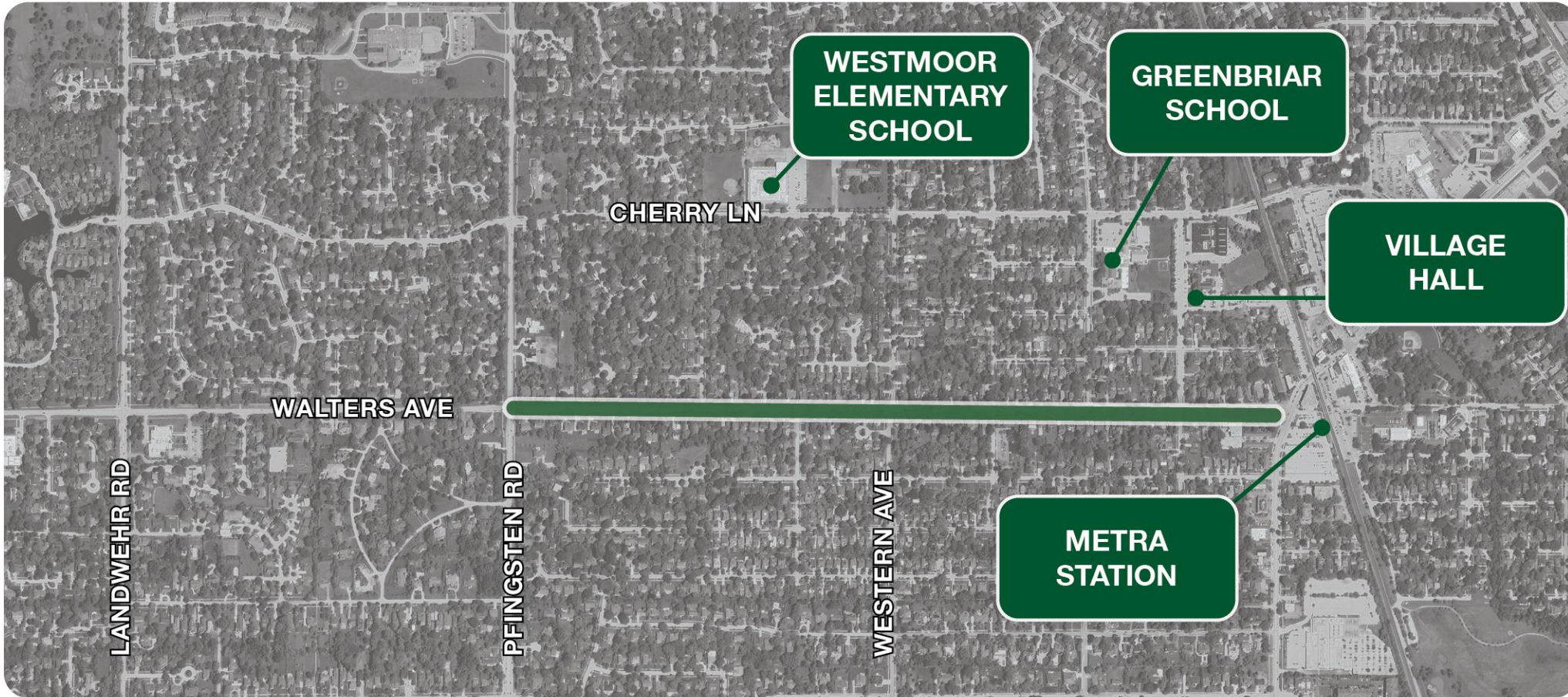
## Public Meeting #1

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Walters Avenue Corridor Phase I Study

*March 2025*

# Location Map



# Project Goals



Replace 100+ year old water main

Resurface Walters Avenue

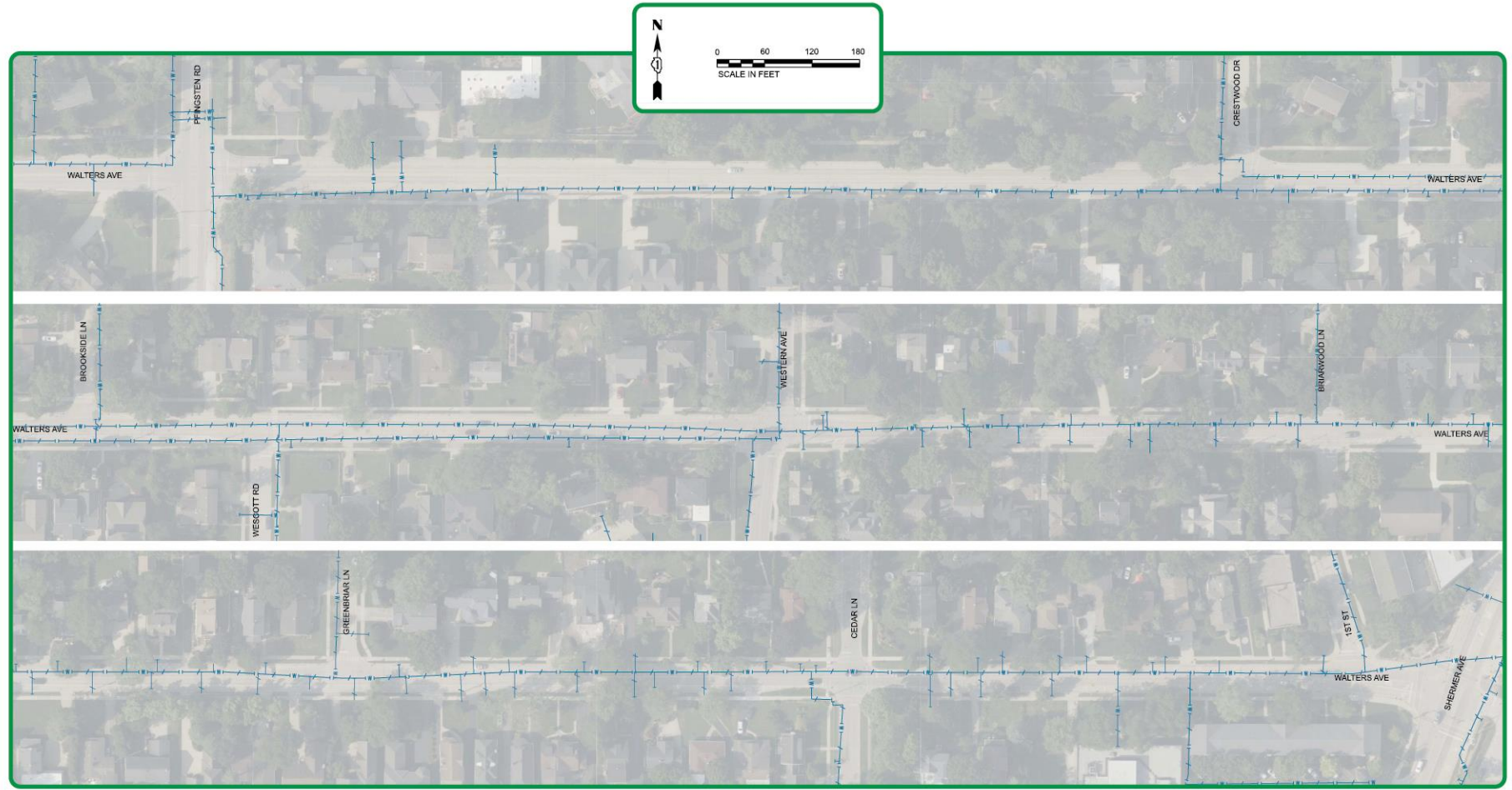
Evaluate bicycle improvements in conjunction with  
Master Bicycle and Pedestrian Plan



# Watermain Construction



- Replacement of all linear watermain along Walters Avenue



# Why Resurfacing?



- Walters Avenue is in poor condition and warrants resurfacing
- Village secured \$927,022 in grant funding through the Surface Transportation Program (STP)



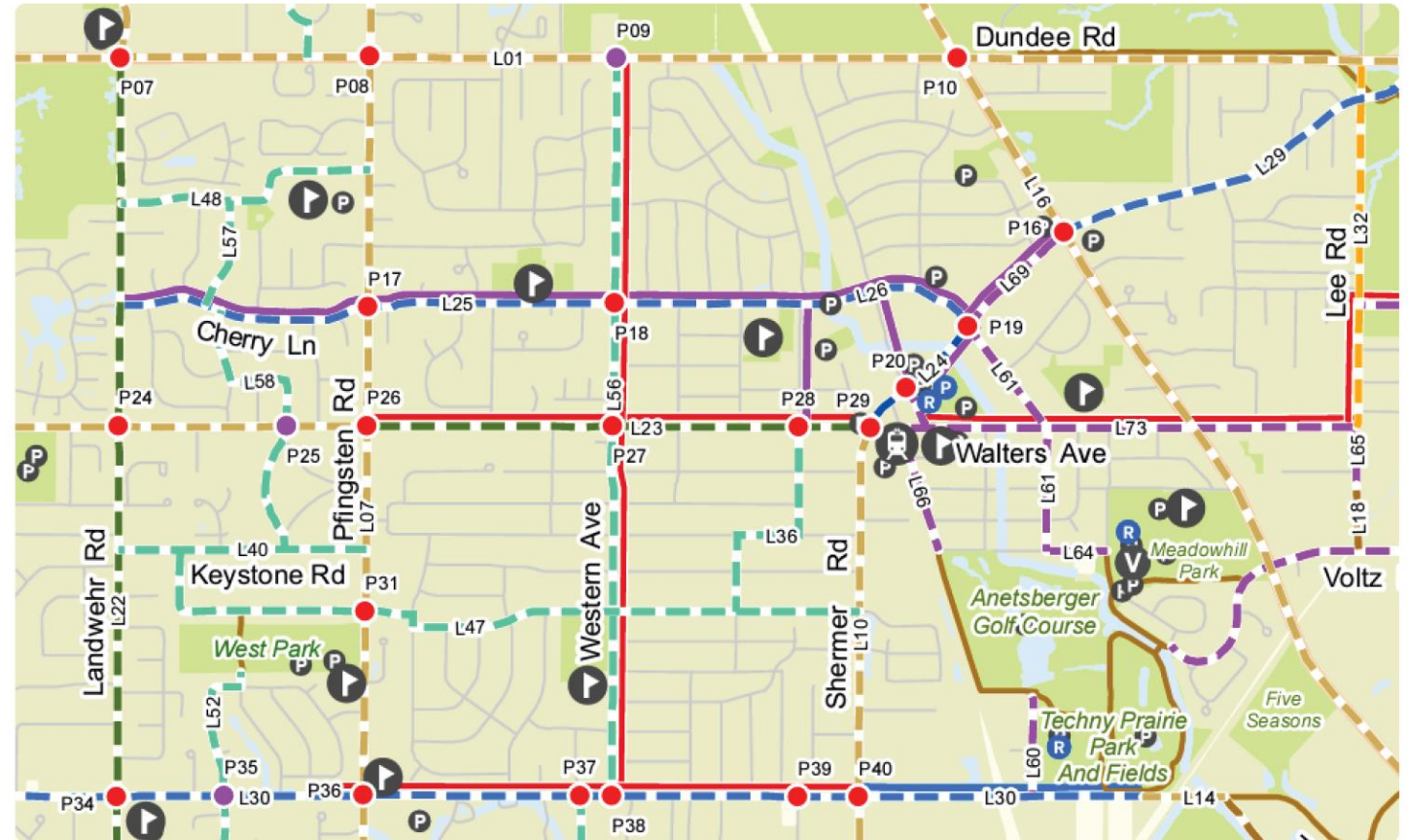
# Why Consider Bike Improvements?



- Village's Master Bicycle and Pedestrian Plan was adopted in 2018
- Recommendation was to provide bike facilities on Walters Avenue to provide east-west connectivity

## Recommended Facilities

- |                         |                           |
|-------------------------|---------------------------|
| Shared Use Path         | Paved Shoulders           |
| Sidepath                | Bicycle Boulevard         |
| Separated Bike Lanes    | Signed and Marked Roadway |
| Buffered Bike Lanes     | Sidewalk                  |
| Conventional Bike Lanes |                           |



# Project Development Process



**2024-2025**

**PHASE I**

Preliminary Engineering  
& Environmental Studies

**12-18 months**

**2025-2026**

**PHASE II**

Contract Plan Preparation

**12-18 months**

**2027**

**PHASE III**

Project Construction

**9 months**

**We are here**



# Phase I Schedule



# Phase I Study: What Is Analyzed?



 Traffic volumes and patterns

 Safety and crash data

 Existing pavement conditions

 Impacts to existing trees



Integration with Village's bike and pedestrian plan



Utility impacts



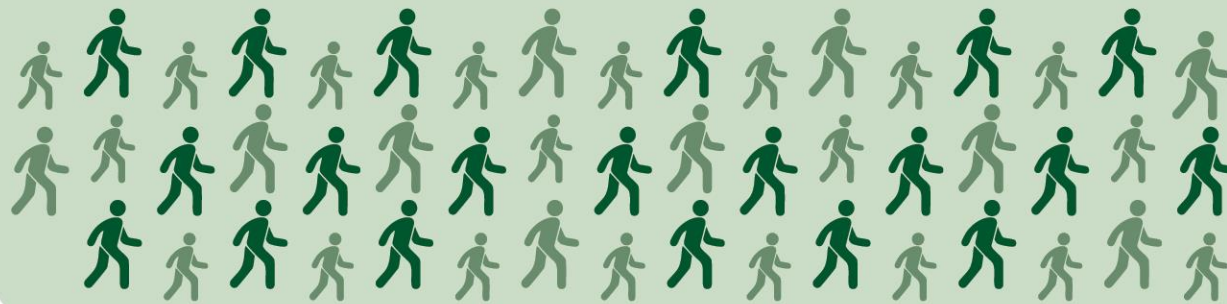
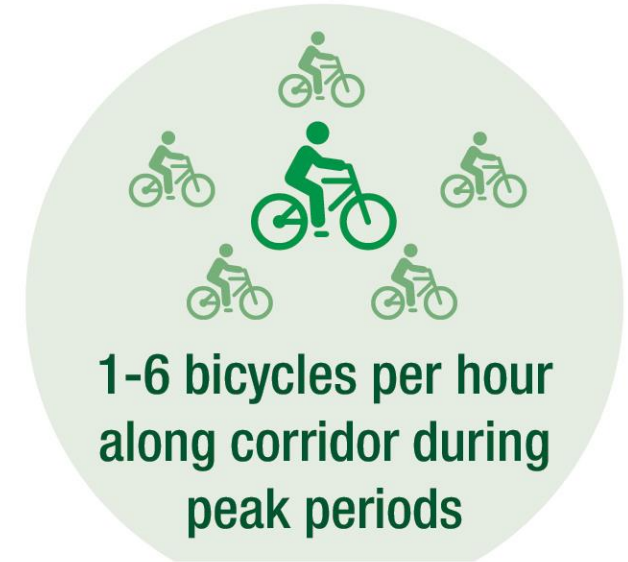
Stakeholder and public input



Cost

# Traffic Data

Traffic count data collected at four intersections

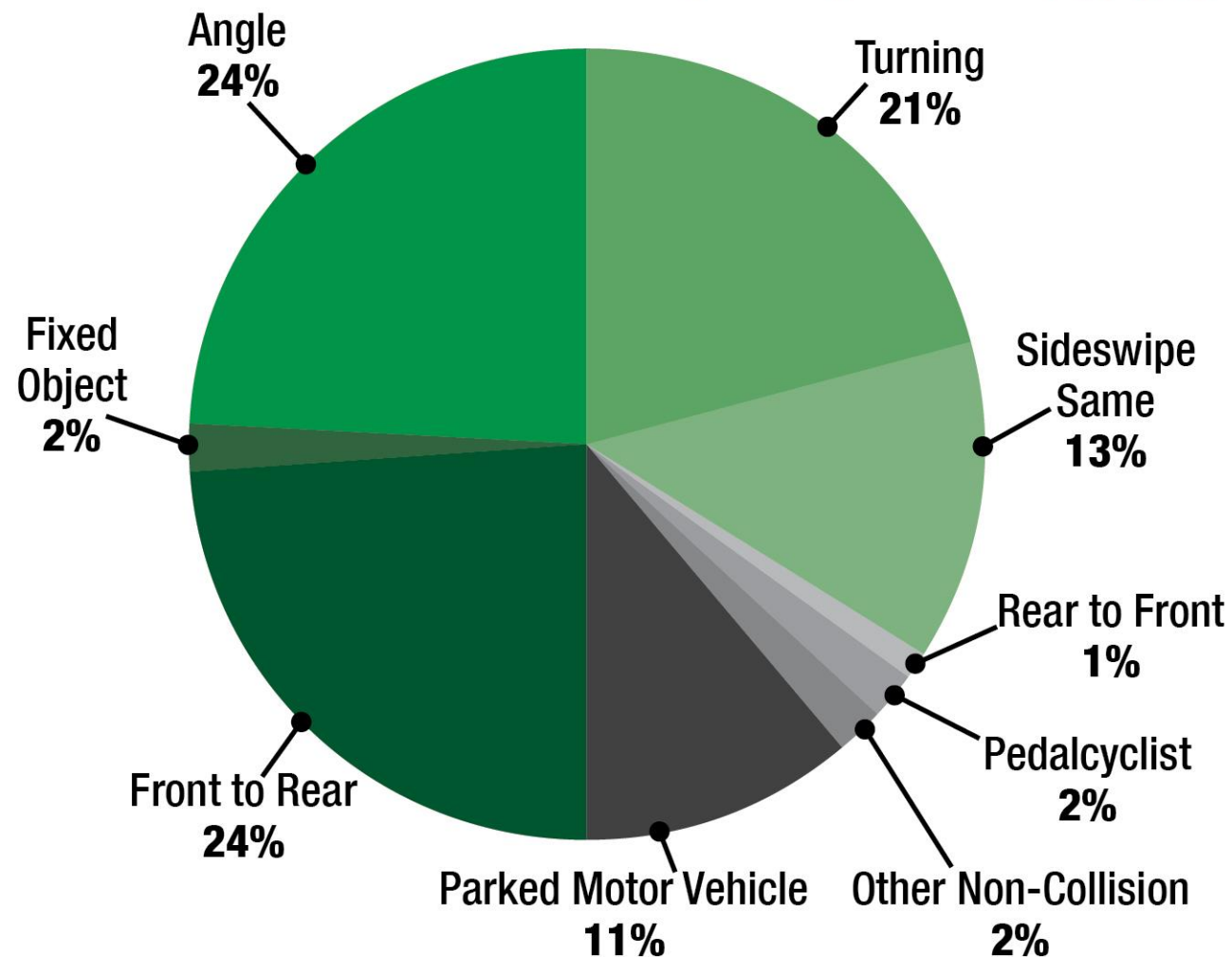


20-50 pedestrians per hour at intersections with Western, Cedar, and Shermer during peak periods



# Crash Data

- 62 crashes along Walters from 2019-2023
- Predominant types are Angle, Turning, and Rear End
- One crash involving a bicyclist
- No fatalities during the study period
- Majority of crashes (90%) occurred at intersections



# Parking Data





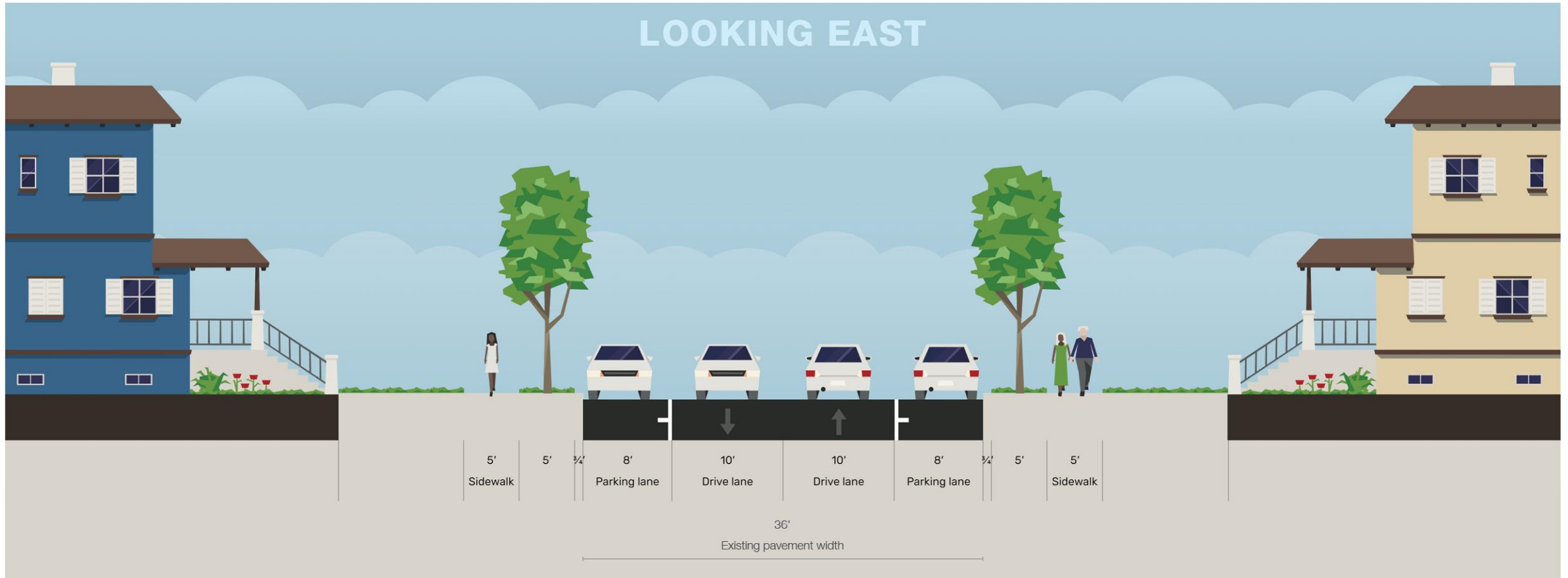
# Typical Section Alternatives

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# Alternative 1

## Existing Typical Section



# Alternative 2

## Bike Lanes + North Side Parking Only

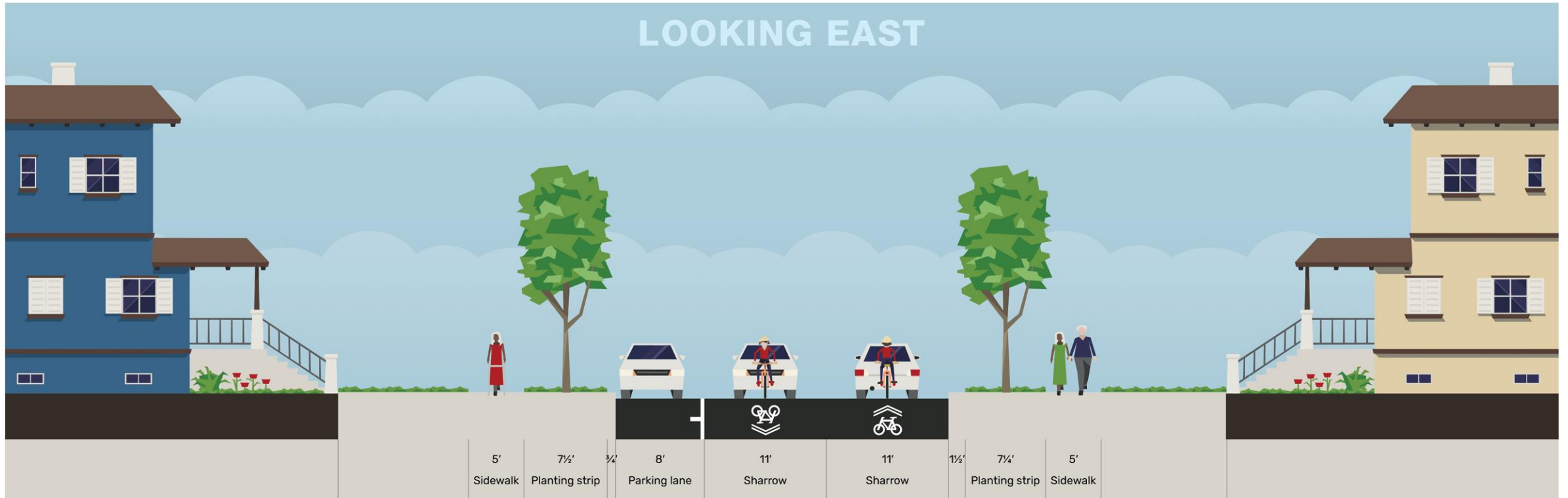


### Key Considerations

- Provides dedicated bike accommodations
- Widening of roadway by 2 feet
- Removal of approximately 30 trees
- Removal of parking on south side

# Alternative 3

## Sharrows + North Side Parking Only



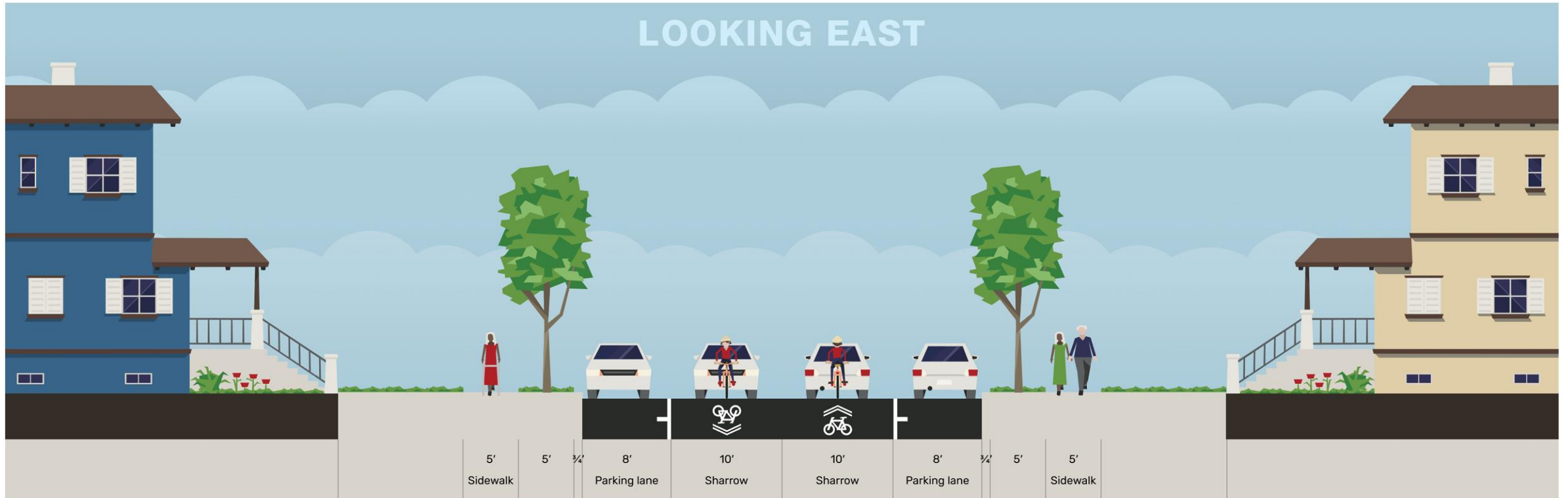
### Key Considerations

- Narrowing of roadway by ~6 feet
- Provides additional parkway area
- Removal of parking on south side
- No dedicated bike accommodations



# Alternative 4

## Sharrows on Existing Configuration



### Key Considerations

- No changes to roadway width
- No impacts to parking
- Resurfacing only
- No impacts to trees
- No dedicated bike accommodations

# Comments and Survey



Comments Due by  
**March 19th**

<https://www.northbrook.il.us/1140>



Thank You

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