

# Blue Ribbon Commission Recommendations: Project Descriptions

2017

## PRIORITY 1 (recommend completion within 3 - 5 years)

Project Number	Project Location	Project Description	Guiding Principle #	To be coordinated with others	Priority	Priority Justification & Additional Information
1	Knowles Road	Knowles Road – Provide an 8' wide path on one side of the road between the existing Village path and Dada Drive with connection to the intersection of U.S. Route 45.	1	LCPFD	1	Planned to be completed in FY18. Considered a key project because it links one of the Villages major bike paths and thousands of Village residents with the Rollins Savanna Forest Preserve and the Millennium Trail.
2	Rollins Savanna Forest Preserve	Work with Forest Preserve District to support a connection through Rollins Savanna Forest Preserve to Millennium Trail	1	LCPFD	1	Planned to be completed in FY18. Coincides with project number 1 above and is considered a key project because it links one of the Villages major bike paths and thousands of Village residents to Rollins Savanna Forest Preserve and the Millennium Trail.
3	U.S. Route 45/Dada Drive Crosswalk	Work with the Forest Preserve District on the IDOT coordination to provide a safe crosswalk on the north leg of the intersection of U.S. Route 45 and Dada Drive.	1	IDOT	1	Planned to be completed in FY18. Coincides with project numbers 1 and 2 above and is considered a key project because it links one of the Villages major bike paths and thousands of residents to Rollins Savanna Forest Preserve and the Millennium Trail.
6	Grand Avenue (East Grand)	Route 41 to Green Bay Road - Coordinate with East Grand Committee to provide 8' wide path on either side of the road. Currently side walk to sporadic and small. This will allow for better connectivity for adjoining residential areas.	3, (2)	IDOT/City of Waukegan	1	Committee felt this project was essential, but acknowledged that the implementation will be challenging.
7	Grand Avenue	US 41 Underpass - Provide 8' wide bicycle accommodations along Grand Avenue as it passes under the U.S. Route 41 and UP Railroad Bridge.	3	IDOT	1	Project underway as part of UP bridge widening. Opportunity to fund these improvements through IDOT's project at reduced cost.
11	Hunt Club Road	Washington to just north of West Orchard Valley Drive - Provide 8' wide path on west side of Hunt Club. Currently there are sections of narrow sporadic sidewalks and a narrow paved shoulder that is not safe for pedestrians and bicycles.	2, (3), (4)	LCDOT	1	Because of the current amount of pedestrian use and the opportunity to connect to the Village's existing path within the Com Ed right-of-way, the Committee felt this project was essential.
12	Hunt Club Road	Just north of West Orchard Valley Drive to Dada Drive - Widen existing sidewalk to provide 8' to comfortably accommodate pedestrians and bicycles.	3, (1), (2), (4), (5)		1	Satisfies every guiding principle and coincides with justification listed above for project number 11. Committee felt this was essential to providing a direct connection to multiple businesses including grocery stores.
13	Washington Street	Complete 8' wide path on the north side of Washington Street from Hunt Club 1,100 feet east to connect to existing LCDOT bike path.	3	LCDOT/Homeowners/Warren Township	1	Because this is a major gap in the existing path and based on the current amount of use, the Committee felt that this project was essential.
16	Gages Lake Road	Provide pedestrian crosswalk improvements to the south leg of the Route 21 intersection. Provides direct access to Lake Carina Forest Preserve and eventually to the Des Plaines River Trail.	1	LCDOT/IDOT	1	Improves safety, connects Village residents to a Forest Preserve and regional trail. Requires working with LCDOT/IDOT to modify the existing traffic signal.

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17	Gages Lake Road	Complete gap in sidewalk along south side of Gages Lake Road between Route 21 to a point approximately 400 feet west of Route 21.	5	LCDOT	1	Connects Village residents to a Forest Preserve and a regional trail. Committee identified this project as easy to accomplish once the Route 21 crosswalk is completed.
19	Gages Lake Road	Provide 8' wide path on one side of Gages Lake Road between Hunt Club Road and Almond Road. Currently there are no pedestrian or bicycle accommodations along this stretch of Gages Lake Road and walkers, runners and bikers are forced to use a narrow gravel shoulder.	2, (1), (3), (5)	Recommend to LCDOT	1	Considered a key gap connecting thousands of homes to LCDOT's existing Almond Bike Path, Woodland Primary School, Woodland Middle School and Warren Township High School (west campus). While most of this project is not within the Village limits, it should be a priority for the Village because of its potential to connect Village residents to schools, Almond Bike Path, Millennium Trail and the Hunt Club Road business district. Requires work with LCDOT to convey the importance of this project and to encourage them to plan for in the future.
22	Route 21	Complete gap in sidewalk along east side of Route 21 between Windsor Court and Route 21. Currently sidewalk ends just north of the Windsor Court Office Complex.	5, (4), (3), (1), (2)	IDOT	1	Completes major gap and provides connection to the American Legion baseball fields and to local businesses near the intersection of Route 21 and Grand Avenue.
26	Dilley's Road	Provide 8' wide path on east side of Dilley's Road from Grand Ave to Stearns School Road. Connects to the existing Village bike path within ComEd right-of-way.	3, (2), (4)		1	Identified as a key connection to the existing path along Stearns School Road and the bridge over I 94. The existing I 94 bridge currently has pedestrian bicycle accommodations.
27	University Avenue (East Grand)	Provide 8' wide path along one side of University Avenue between Briar Avenue and Waveland Avenue.	2, (5)	Gurnee Park District	1	Connects residents south of Grand Avenue to Christine Thompson Park and provides the framework for residents east of Route 41 to safely access Grand Avenue and the western portion of the Village. A portion of this path will pass through a section of abandoned University Avenue right-of-way.
30	Belle Plaine Avenue (East Grand)	Provide 8' wide path along one side of Belle Plaine Avenue between Woodlawn Avenue and Grandville Avenue and a safe crossing of Grand Avenue.	2, (5)	IDOT	1	Provides the framework for residents to the north and south to safely access Grand Avenue and the western portion of the Village. May require coordination with IDOT to provide improvements to the existing traffic signal at Grand Avenue.

## PRIORITY 2 (recommend completion within 5 - 7 years)

Project Number	Project Location	Project Description	Guiding Principle #	To be coordinated with others	Priority	Priority Justification & Additional Information
5	Rollins Road/Knowles Road	Provide 8' wide path on south side of Rollins Road from Scarborough Drive west to the abandoned Knowles Road right-of-way and south along one side of Knowles Road to the existing Village path within the Com Ed right-of-way.	1, (4)	LCDOT	2	Coincides with project number 1 above and further expands the connection opportunities to the Millennium Trail and Rollins Savanna Forest Preserve.
8	Grand Avenue	Provide 8' wide path on one side of Grand Avenue from Route 41 to I-94. Current walks are sporadic and small.	3, (2), (4)	IDOT	2	Provides safe pedestrian and bicycle access connecting east portions of the Village to Gurnee Mills and other local businesses. Requires the conversion of the existing narrow sidewalk to an 8 foot width.
9	Grand Avenue	Provide safe pedestrian and bicycle access over Interstate 94	3, (2), (4)	IDOT	2	This project has many challenges, but the committee has identified it as the #1 safety improvement for the Village. The committee recommends an engineering feasibility study to explore options, identify partners and potential cost implications.
15	Hunt Club Road	Provide 8' wide path on one side of Hunt Club Road from Washington Street south to Andover Drive.	3, (2), (4)	LCDOT, Warren Township	2	Provides a safe access for residential areas south of Washington Street to schools on Gages Lake Road. Coincides with projects 11 and 12 to provide access to existing Village path, Hunt Club Park and local businesses. Committee recommends locating path on the west side of Hunt Club to reach larger population.
20	Lake Carina Forest Preserve Bridge & Trail	Work with Lake County Forest Preserve District to implement a trail connection and bridge over the Des Plaines River to connect to the Des Plaines River Trail at Lake Carina Forest Preserve.	1, (2)	LCFPD	2	Due to budget constraints, the Lake County Forest Preserve District (LCFPD) recently removed this project from their 10 year Capital Improvement Plan. The Committee recognizes the importance of this project and the opportunity it presents by providing convenient access to the Des Plaines River Trail for hundreds of Village residents west of Route 21. It is recommended that the Village work with the LCFPD and the local County Commissioner to reinstate this project within LCFPD's budget.
21	Washington Street	Provide 8' wide path on north side of Washington from Buckingham Drive east to Greenleaf Street.	3, (4), (1)	LCDOT, IDOT	2	Provides safe pedestrian and bicycle access connecting east portions of the Village to Warren Township High School, Warren Township Library, local businesses and the Des Plaines River Trail. Requires modification of existing UP railway underpass/bridge and bridge over Route 41.
22	Route 21	Provide 8' wide path on east side of Il Route 21 from Windsor Court Office Complex north to Grand Avenue.	3, (4), (1), (2), (5)	IDOT	2	Coincides with project number 23 above and further expands the connection opportunities to the Des Plaines River Trail, Great America, Lake Carina Forest Preserve, American Legion baseball fields and local businesses. Satisfies every guiding principle and requires the conversion of narrow sidewalks and asphalt paths to an 8 foot width.

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23	Route 21	Provide 8' wide path on east side of Il Route 21 from south entrance of the Woodlake development north to Windsor Court Office Complex.	3, (4), (1), (2), (5)	IDOT	2	Coincides with project number 22 below and further expands the connection opportunities to the Des Plaines River Trail, Great America Trail, Lake Carina Forest Preserve, American Legion baseball fields and local businesses. Satisfies every guiding principle.
24	Route 21	Provide 8' wide path on west side of Il Route 21 from Grand Avenue to the existing Village path within the ComEd right-of-way.	3 (4), (1)	IDOT	2	Provides safe pedestrian and bicycle access for residents north of Grand Avenue to Great America, American Legion baseball fields, Lake Carina Forest Preserve, Des Plaines River Trail and local businesses. Requires the conversion of narrow sidewalks to an 8 foot width.
28	Grandville Avenue (East Grand)	Provide 8' wide path along one side of Grandville Avenue between Waveland Avenue to Boulevard View Avenue.	2, (5)		2	Connects residents north of Grand Avenue to Village Open Space property, the existing Village path which provides access north to Shaw Park. Provides framework for residents east of Route 41 to safely access Grand Avenue and the western portion of the Village.
29	Briar Avenue (East Grand)	Provide 8' wide path through the abandoned Briar Avenue right-of-way from Ellis Avenue north to Grand Avenue.	4, (5)		2	Connects safe pedestrian and bicycle to Grand Avenue for residents to the south and provides an important connection to the western portion of the Village. The majority of this proposed path utilizes an abandoned section of the Briar Avenue right-of-way.

## PRIORITY 3 (recommend completion within 15 years)

Project Number	Project Location	Project Description	Guiding Principle #	To be coordinated with others	Priority	Priority Justification & Additional Information
4	Almond Road	Provide 8' wide path on one side of Almond Road from Washington Street to Grand Avenue.	1, (2), (3), (4)		3	This project is an extension of the LCDOT Almond Road Bike Path which currently ends at Washington Street. Provides safe pedestrian and bicycle access to Woodland Middle School, Warren Township High School (west campus) and the existing Village path within the Com Ed right-of-way. Requires the conversion of existing narrow sidewalks to an 8 foot width. Committee recommends path be located on the east side of Almond Road for easier access to Woodland School and to coincide with LCDOT's path.
10	Grand Avenue	Provide 8' wide path on one side of Grand Avenue from Rollins Road east to Interstate 94.	3 (4)	IDOT	3	Provides safe pedestrian and bicycle access along Grand Avenue with direct access to local businesses, grocery stores and retail stores. Off street accommodations for bicycles can become an economic driver, reduce vehicle emissions and traffic congestion. Requires the conversion of existing narrow sidewalks to an 8 foot width. Committee recommends path be located on the south side of Grand Avenue for easier and direct access to the majority of businesses and retail stores.
14	ComEd Right-of-Way Trail	Provide an 8' wide pedestrian path within the Com Ed right-of-way between Hunt Club Road and Cemetery Road.	2, (1), (4), (5)	ComEd, LCDOT	3	Connects Woodland Intermediate School to Cemetery and Hunt Club Roads and provides an extension of the existing Village path within the Com Ed right-of-way west of Hunt Club Road. Connects two existing Village paths (Com Ed Path and Cemetery Road Path). Currently pedestrians and bicyclists cross Hunt Club Road at Dada Drive and are forced to travel through the existing school and church parking lots to reach destinations to the east.
18	Gages Lake Road	Provide sidewalk to close the existing gap on the south side of Gages Lake Road from Leonard Drive east approximately 1,150 feet.	5, (2), (1)	LCDOT	3	There is an existing sidewalk along Pebble Creek Court that is confusing to locate and is too far removed from the Gages Lake Road right-of-way. Committee recommends new sidewalk that is closer to the road and is more visible.
25	Route 21/Route 120	Provide 8' wide path to connect the existing path along Route 21 to the Des Plaines River Trail. Possibly route the path from Route 21 through the abandoned Route 120 on-ramp at the southeast corner of the intersection.	1	IDOT	3	Provides a direct and safe pedestrian and bicycle access connecting a major path along Route 120 to the regional Des Plaines River Trail. This is a relatively simple effort to provide a desired additional access to the Des Plaines River Trail. Requires coordination with IDOT to secure the land rights for use of the abandoned on-ramp and to modify the existing Route 120 bridge to accommodate pedestrians and bicycles. Existing bridge deck appears to be wide enough to safely accommodate pedestrians and bicycles provided that a barrier is installed for protection.