

WASHINGTON STREET

NON-MOTORIZED IMPROVEMENTS

SEXTANT DRIVE TO ALMOND ROAD

FREQUENTLY ASKED QUESTIONS

FROM THE

VIRTUAL PUBLIC FORUM

05.20.2022—06.21.2022

For more project information, visit:

lakecountyil.gov/WashingtonBP

WE SHOULD MAKE CONNECTIONS TO THE BUSINESSES, WARREN TOWNSHIP CENTER AND SCHOOLS.

With the completion of this project and the intersection improvement at Washington Street/Hunt Club Road (anticipated for 2024 and 2023 construction respectively), there will be 9.5 miles of continuous bike path along Washington Street from Round Lake to Gurnee. In addition to providing access to businesses, Warren Township Center and schools, the path will also provide connections to regional destinations such as the Grayslake Metra station, Pace bus stops, Rollins Savannah Forest Preserve, College of Lake County and the Des Plaines River Trail.

WHILE THIS PATH WOULD BE A GREAT BENEFIT TO THE AREA, AREN'T THERE OTHER BIKE PATH SECTIONS OF WASHINGTON STREET OR WITHIN LAKE COUNTY THAT SHOULD BE BUILT FIRST?

LCDOT prepared a [Non-Motorized 2040 Transportation Plan](#) that evaluated where facilities exist and where schools, parks and Metra destinations are located. Gaps in non-motorized connectivity were identified and priorities assigned as high, medium or low. This section of Washington Street was identified as a high priority featuring connections to multiple schools and neighborhoods, plus Warren Township Center. Many of the areas specifically pointed out by commentors of the Public Virtual Forum are outside the study limits for this section of Washington Street yet are identified in the Non-Motorized 2040 Transportation Plan. As part of the Washington Street at Hunt Club project, the non-motorized gap will be filled. Follow the project status here: <https://www.lakecountyil.gov/4078/Hunt-Club-at-Washington>.

HOW IS IT DETERMINED TO PROVIDE AN ON-STREET BIKE LANE VERSUS AN OFF-STREET BIKE PATH?

On-street bike lanes are typically used on lower traffic, lower speed roads in residential or more urbanized areas. When on-street bike lanes are used on higher volume/speed roads, the type of user is usually limited to more experienced cyclists. Given the traffic along this section of Washington Street and with existing off-road paths on either side of the project limits, a separated off-road path is being considered for this project. This will make the path more comfortable for all users, including pedestrians and less experienced recreational bike riders.

THE CURVE OF WASHINGTON STREET JUST EAST OF US 45 HAS HAD MULTIPLE INSTANCES OF VEHICLES LEAVING THE ROADWAY ON BOTH THE NORTH AND SOUTH SIDES. A VARIETY OF COUNTERMEASURES, INCLUDING A BERM ON THE NORTH SIDE, HAVE BEEN IMPLEMENTED FOR SAFETY. HOW WILL THE BIKE PATH FIT IN THIS AREA?

Safety is our number one concern with any project. The project team is aware of the crash history at this location, and it is part of the ongoing engineering evaluation. There are various locations on both the north and south sides of Washington Street that will be challenging to fit a bike path. Multiple factors will be considered when determining the selection of the preferred alternative, including safety, the number of roadway and driveway crossings and the intensity of their use, trail access and connections to destinations, environmental, land and tree impacts, surrounding grades, drainage and input from public and local agencies.

REGARDLESS OF WHICH SIDE OF THE ROAD THE BIKE PATH IS ON, WHERE AND HOW DO PEDESTRIANS SAFELY CROSS THE STREET?

The existing bike path west of the project limits is on the south side of the road and the existing bike path east of the project limits is on the north side which requires users to cross Washington Street to continue along the path. One of the project goals is for the crossing to be at one of the existing signalized intersections (Mainsail Drive, US 45 or Almond Road). These signals would be enhanced to aid users through the intersection with the implementation of painted crosswalks, pedestrian pushbuttons and countdown signals. The mid-block crossing of Washington Street at Old Walnut Circle, approximately halfway between US 45 and Almond Road, is also being evaluated for potential improvement depending on which alternative is selected.

WE HAVE MANY MATURE TREES ALONG THIS CORRIDOR. PLEASE DON'T REPLACE THEM WITH A BIKE PATH.

It is the intent to align the path to avoid existing trees and landscape features where possible. However, other factors, like available right-of-way, environmental features, drainage and surrounding grade also need to be considered in the location of the path.



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