



Village of Kenilworth

Green Bay Road Conceptual Transportation and Streetscape Plan

For Village Board Discussion

October 10, 2013





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Hemilworth



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Introduction

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Hemsworth



Introduction

The Kenilworth Green Bay Road Conceptual Transportation and Streetscape Plan represents the latest effort by the Village of Kenilworth to improve its most visible and prominent corridor. As the central spine of the community, Green Bay Road hosts the vast majority of the Village's non-residential uses, including small professional offices and services. The corridor also provides direct access to Metra's Union Pacific-North commuter rail line and peripheral access to Joseph Sears School and Townley Field.

Green Bay Road is an important corridor that links several of Chicago's North Shore communities. Its role as a regional connector has brought both positive and negative impacts for the Village. The flow of traffic has helped support local businesses that thrive on a customer base extending beyond Kenilworth's boundaries. However, the flow of thru-traffic has strained residents' desires to maintain efficient local mobility and the character that defines the Kenilworth community. The corridor often acts as a barrier between residents and local and regional amenities, while also compromising the aesthetic character of the Village's unique architecture demonstrated in the design of its civic buildings, public spaces, and private development.

Over the past several years, the Village has spent significant time and resources to establish policies to address the concerns described above. The Kenilworth Comprehensive Plan, recent zoning amendments, and the adoption of Business District design guidelines enhance local control over development. In order to complement these policies, the Village has partnered with the Regional Transportation Authority (RTA) through its Community Planning Assistance Program (CPAP). This program is designed to assist communities in creating more transit-friendly and multi-modal places. More specifically, the Kenilworth Green Bay Road Conceptual Transportation and Streetscape Plan is an opportunity to holistically plan for better access to transit for pedestrians, bicyclists and commuters, and to develop design concepts for transportation infrastructure that enhance local community character.

Purpose of the Plan

The Kenilworth Green Bay Road Conceptual Transportation and Streetscape Plan is intended to enhance multi-modal mobility between local transit services and community amenities. However, it differs from a traditional Transit-Oriented Development (TOD) plan in that it does not specifically focus on land use and development. The Village has already addressed several policy and regulatory issues related to land use and development through its adoption of the 2008 Comprehensive Plan, recent zoning amendments to the B Business District, and Design Guidelines for the B Business District. Instead, this plan will consider existing and planned land use patterns and their influence on streetscape design and traffic management, as well as focusing more specifically on improvements to the public realm that will result in a better coordinated environment. The most direct outcomes of this plan will be the following:

- » A conceptual design direction for the existing Green Bay Road right-of-way through the Village of Kenilworth,
- » Potential roadway realignments, where appropriate, that may balance goals related to traffic circulation and management, commuter and/or commuter parking, access to transit, bicycle and pedestrian mobility, and local image and urban design, and
- » A general design palette for streetscape elements, including approaches to paving materials, sidewalk furniture, and landscaping.

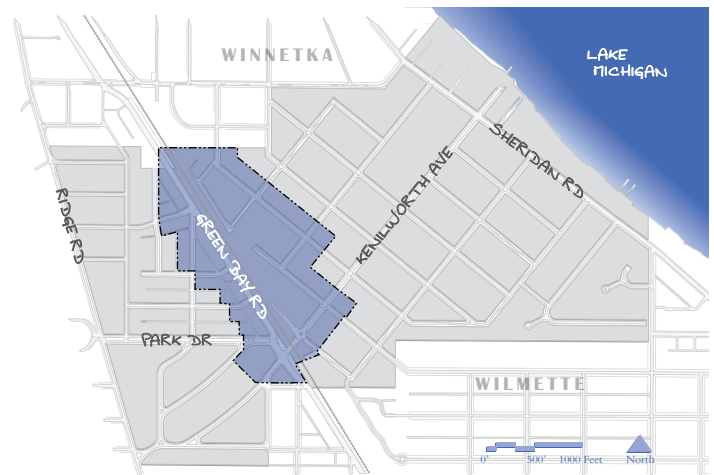
Planning Process

The planning process for this assignment includes a series of tasks designed to balance a technical understanding of the issues at hand, the local desires of Kenilworth residents, and the feasibility of various concepts based on partnerships with other agencies or stakeholders. This approach will result in a plan that is both actionable and attainable, and responsive to the community's vision. The planning process includes the following general steps:

- » Project Initiation
- » Existing Conditions Analysis
- » Interactive Community Outreach
- » Planning Workshop #1
- » Concept Plan Development
- » Redevelopment, Transit & Pedestrian Guidelines
- » Planning Workshop #2
- » Implementation Strategies
- » Final Plan Review & Adoption

Study Area Description

The primary study area for the Kenilworth Green Bay Road Conceptual Transportation and Streetscape Plan includes the Green Bay Road right-of-way for the length of the Village (from Ashland Avenue to the south and just north of Roger Avenue to the north.) However, peripheral areas will be included based on their influence on issues related to the Green Bay Road corridor, as well as their ability to support recommendations that may enhance multi-modal mobility throughout the core of the Village.





Planning Context

There are several factors that will guide the development of plan recommendations and strategies for implementation. Two of these factors – community outreach and existing data, plans and policies – offer perspective into the community’s aspirations and desires. These collectively establish a planning context onto which technical analysis can be applied.

Existing Data, Plans and Policies

There are several documents Village leaders have recently adopted that provide some general direction for the improvement of the Green Bay Road corridor. The intent of the Green Bay Road Transportation and Streetscape Plan is twofold. First, the plan should fit within the greater vision as expressed by these other plans and policies. Secondly, the plan should provide a greater level of detail for specific technical areas.

2010 Census Information

The Green Bay Road corridor will continue to be impacted by local demographics, as population, household income and several other factors play a role in the vitality of the corridor, the amount of multi-modal traffic it must carry, and the ability of residents to access local goods and services. An analysis of 2010 census data reveals the following demographic trends and characteristics:

- » Kenilworth’s 2011 estimated population was 2,523. This represents a modest increase of 1% over the 2000 population of 2,494 people. Kenilworth and its surrounding communities are generally built-out and shouldn’t anticipate significant population growth over the next decade.
- » Kenilworth includes 786 households, resulting in an average household size of 3.2 people.
- » In 2010, the median housing value in the Village is approximately \$979,000. This level of household wealth typically correlates to non-transit users. However, due to the high level of access that Metra provides to major employment centers, especially Downtown Chicago, residents of Kenilworth use transit at a higher rate than other comparable communities.

The following table summarizes journey to work characteristics for Kenilworth’s population. Of the 31% who take public transportation, only a small amount of workers use Pace bus. The vast majority of riders use Metra commuter rail. Nonetheless, the fact that 31% of workers take public transit demonstrates that Kenilworth is a community where a highly-educated and professional workforce recognizes the value of regional mobility through public transit, rather than relying solely on personal transit.

Mode of Travel to Work	Utilization
Public Transportation	31%
Drove car alone	51%
Carpooled	5%
Other	1%
Work from Home	12%

Source: US Census American Community Survey 2012 Estimates

Zoning and Development Regulations

The Village recently adopted zoning amendments to the B Business District of the Kenilworth Zoning Ordinance. These regulations establish specific limits regarding the size and bulk of development, as well as appropriate types of uses that are allowed on Green Bay Road. Relevant regulations include:

- » A height limitation of 35’ or 3.5 stories, though building could be 40’ if they receive a special use permit.
- » Building setbacks are not required, but buildings may be required to have small setbacks based on their distance from the east side of Green Bay Road.
- » Drive-thru services are not permitted.

Development along the Green Bay Road corridor is abutted by several other zoning districts. The R-2 and R-4 Single-Family Residential districts lie west of the corridor, while the R-1 Single-Family Residential District is east of the corridor. While the specific lot area and bulk requirements vary among these districts, they all restrict uses to single-family residences, with some allowances for minor accessory uses.

The S School District, which includes Sears School and its surrounding grounds and facilities, restricts uses specifically to schools and certain accessory activities. The P Parks District permits public parks or playgrounds. The M-2 Municipal Land District includes civic buildings such as Village Hall and Village House and also permits certain accessory uses that support permitted primary uses.

Zoning Map



Comprehensive Plan/Green Bay Road Improvement Plan

The Village's Comprehensive Plan, adopted in 2008, articulates a Village-wide vision for Kenilworth, and considers a broad set of systems and resources that collectively define local quality of life. Within the Comprehensive Plan is the Green Bay Road Improvement Plan. This section provides more specific recommendations about the types of development and improvements that ought to be implemented in the planning area. Key recommendations include:

- » IDOT should maintain jurisdiction over the roadway, but that the Village should advocate for better integration of bike and pedestrian infrastructure along Green Bay Road.
- » A minimum 10' sidewalk realm (from property line to back of curb) should be maintained along Green Bay Road.
- » Street furnishings, public art, wayfinding signage, street trees and gateways should be introduced to enhance the image and identity of the corridor.
- » Private parking areas should be located behind buildings, and on-street parking should be maintained in order to support local commercial activities.
- » Site access should be limited along Green Bay Road in order to allow buildings to define the edge between private property and the public streets.
- » The Village should work to acquire rail right-of-way to provide additional space for a street cross-section that could accommodate additional parking, maintain traffic flow, and provide opportunities for landscaping. (Note: Since the adoption of the Comprehensive Plan, the Village has acquired this property.)
- » Corner bump-outs should be used in order to provide areas for landscaping and protect pedestrians from traffic flow on Green Bay Road.

Design Guidelines

In 2013, the Plan Commission adopted Design Guidelines for the B Business District. These guidelines enhance the Village's ability to protect the aesthetic character of development along Green Bay Road through the design review. Important aspects of the guidelines include:

- » Prominence of Tudor, Tudor Revival, and other historic English styles of architecture as the preferred design motif.
- » Creation of a constant "street wall" through the placement of buildings or other site design elements along the property line
- » Preservation of existing and new trees and natural grades
- » The use of 360-degree architecture, or the principle that all sides of the building will integrate the same architecture and materials
- » Use of design elements and massing to avoid large blank facades
- » Use of architectural massing, especially on prominent corners
- » Contextual design that relates to surrounding development
- » The use of high-quality traditional building materials that are consistent with the historic character of the community
- » Attractive and inviting commercial storefront design, including attractive lighting and awnings that enhance the pedestrian scale
- » The use of windows and window bays to establish rhythm and scale
- » The integration of gables, dormers and other roofline variations to create visual interest
- » Access to rear parking areas from alleys
- » Screening of service functions and building mechanical systems
- » The integration of sidewalk elements, such as planters, furniture, cafes, etc. that complement uses in the business district

C. Building Height

- 1 Building heights for 210 to 225 are shown in height (20'-25').
- 2 Where buildings are adjacent to residential neighborhoods, height should be given to setting back portions of the building height beyond the second story or above third floor mass and scale to reduce the bulk and visual scale of the building. This may include screening or screening elements to be placed with the second architectural level of the building.
- 3 Control considerations should be given to building features at the ground level to ensure that the building features are well scaled to the street.



Kenilworth Design Guidelines Business District
Adopted April 29, 2013

and Considerations (continued)

- » Steep pitched, highly visible roofs with high-quality materials.
- » Half-timbered walls consisting of exposed structural frame on the upper facade.
- » Exposed wood structural elements that protrude the building facade.
- » Windows with ornate, multi-paned wood frames.
- » Porches or awnings (20' to 25' max) that extend from the upper facade.
- » Ground floor masses or awnings that create a clear separation between the commercial storefront and upper facade.
- » Ground floor ornamental details that create a transition and signage facade.
- » Bulkhead that establishes a clear facade line and relationship with the ground plane.



Public Outreach Summary

This section summarizes the public outreach that has happened to date, including both traditional and web-based techniques. The results of this outreach are one of several factors that guided the development of the recommendations included in this plan. To date, several tools or techniques have been used to provide an opportunity for public input, including:

- » Plan Commission meetings
- » Key stakeholder interviews
- » Planning Mapper, an on-line mapping tool
- » On-line questionnaire
- » On-line Visual Preference Survey
- » Public Open House #1: Visioning Workshop
- » Public Open House #2: Concept Presentation

Subsequent steps in the planning process integrated input from these tools as well as an on-line Visual Preference Survey.

Planning Mapper

Planning Mapper is a tool developed by Houseal Lavigne Associates that allows internet users to create their own map of local issues and aspirations. By placing points and adding labels and annotation, 12 maps containing 35 points were created by local residents and stakeholders. The following narratives and accompanying map summarize input gained through Planning Mapper.

Pedestrian Infrastructure Issues

Several mappers identified the need for better pedestrian locations to cross Green Bay Road. They focused on the areas near the train station and further north approaching Roger Avenue.

Bike Issues

Mappers discussed several issues related to bicycling. The most cited issue was the poor and unclear connectivity of the Kenilworth portion of the Green Bay Trail between the Wilmette and Winnetka segments. They also cited inadequate width on Green Bay Road for safe bike travel, and conflicts with pedestrians as a result of bike traffic being forced onto sidewalks.

Pedestrian/Traffic Issues

The Green Bay Road/Kenilworth intersection was cited as the primary location for pedestrian/traffic issues. It was described as difficult to cross, especially during periods when trains let off several passengers.

Desired Parking Location

Many mappers agreed that additional parking is critical for businesses along the corridor and to preserve neighborhoods around Green Bay Road. Some cited the reconfiguration of Richmond Road near Village Hall as an opportunity for more parking, while others proposed the narrowing of Green Bay Road to provide more on-street parking spaces.

Desired Roadway Realignment

Mapper identified two potential roadway improvements. The most frequently cited was the straightening out of Green Bay Road at Kenilworth Avenue. The other was to cul-de-sac Sterling Road just south of the Green Bay Road and Roger Avenue intersection.

Transit Issues

One point was placed indicating the need for bus shelters at signed stops along the Green Bay Road corridor.

Problematic Intersection

Mappers identified three primary locations where intersections are problematic or unsafe. At the Green Bay Road/Kenilworth intersection, mappers proposed a left turn signal or other management techniques to enhance safety and clarity. At Green Bay Road and Park Drive, they indicated that the intersection is unsafe due to signalization and poor visibility. They also cited Green Bay Road/Sterling Road/Roger Avenue as unsafe due to ignored stop signs and difficult intersection geometry.

Bicycle or Pedestrian Traffic Generator

Mappers identified the Kenilworth Village Hall, Police Station, and Townley Field as a bicycle traffic generators, and noted that all of these destinations should be bike and pedestrian accessible.

Other

Mappers identified a number of other concerns along the corridor, including the presence of restaurants north of the Kenilworth border and the status of Sears School. Ones that relate to the scope of this assignment include the need for better activities along Green Bay Road (especially at the Green Bay Road/Park Drive intersections) and the desire to have transit-oriented uses and amenities in the train station.



On-line Questionnaire

Residents and business owners were invited to participate in an on-line questionnaire to assess the key issues and priorities related to traffic, parking, transit, bike and pedestrian mobility, and corridor character. (To date, no businesses have participated in the questionnaire, while 31 residents took the resident questionnaire.)

Traffic Flow

Participants were asked to rate how a variety of factors impacts their perception of safe and efficient traffic flow on Green Bay Road. Generally, most respondents feel traffic congestion, transit service, and bike and pedestrian traffic are not major issues. However, they did cite intersecting streets, traffic signal timing and location, parking lots, and surrounding development as having a negative impact on their perception of safe and efficient traffic flow.

Bus Transit

Participants were asked to rate how a variety of factors impacts their perception of safe and efficient bus transit service on Green Bay Road. Participants cited bus schedules, locations served by bus routes, and ability to transfer to other transit services as having a moderately positive impact on their perception of transit service. However, they feel more strongly that the comfort and cleanliness of bus stations and waiting areas deters from that perception. Other factors have little or no influence on their perception.

Rail Transit

Participants were asked to rate how a variety of factors impacts their perception of safe and efficient rail transit along Green Bay Road. Factors that have the greatest positive impact include the schedule and frequency of rail transit service, locations served by transit service, and the comfort and cleanliness of rail transit vehicles and stations. However, one factor – amenities provided at the commuter rail station and waiting area – has a significant negative impact on respondents' perceptions of rail transit service.

Bicycle and Pedestrian Mobility

Participants were asked to rate how a variety of factors impacts their perception of safe and efficient bicycle and pedestrian mobility on Green Bay Road. Respondents feel that the ability to get to surrounding areas, the attractiveness of the bike and pedestrian network, and the ability to transfer to other modes of transportation have a positive impact on this perception. However, they stated that potential conflicts with motorists or transit vehicles, and the completeness/condition of the bike path and pedestrian network negatively impact the perception of safe and efficient bicycle and pedestrian mobility.

Corridor Image and Identity

Participants were asked to rate how a variety of factors impacts their perception of the image and identity of Green Bay Road. The types of activities along or near Green Bay Road and the character of the architecture were cited as having a positive impact. However, the amount and quality of landscaping was cited as having a negative impact.

Streetscape Priorities

Participants were asked to rate a variety of streetscape elements based on how much of a priority they are in enhancing the identity of Green Bay Road. The highest rated elements included private development design and architecture, improved crosswalk design and materials, curbside trees, and public open space. Moderately rated elements included decorative street lighting, village gateways and entry markers, ground-level landscaping, and wayfinding signs. Elements that rated as the lowest priority included landscaped medians, decorative roundabouts, decorative sidewalk materials, and decorative banners.

On-line Visual Preference Survey

As part of the project website, residents were able to participate in a Visual Preference Survey (VPS) that presented a series of categorized images and asked participants to rank how appealing they felt specific elements were. Categories included:

- » Landscaping in the Public Realm
- » Wayfinding
- » Street Furniture
- » Street Lighting
- » Paving Materials
- » Intersection Enhancements
- » Transit Shelter Design
- » Gateway Signage/Features
- » Fencing and Screening

The results of the VPS, which was active from November 2012 through July 2013, were used to guide the development on streetscape recommendations along Green Bay Road.

Plan Commission/Steering Committee Meetings

Throughout the course of the planning process, a Steering Committee provided regular guidance regarding the public outreach program, concept development, and proposed implementation. The Committee was made up of representatives from the Kenilworth Plan Commission, Village staff, Sears School, Kenilworth Park District, and technical experts from the Regional Transportation Authority, Pace, Metra, Illinois Department of Transportation (IDOT), and Union Pacific Railroad. (Because the Plan Commission was included on the Steering Committee, all meetings held throughout the process were advertised as public meetings and open to the general public.)

The role of the Steering Committee was to:

- » Provide initial input related to the project website and public outreach program,
- » Identify current issues and influences that were considered as part of concept development,
- » Review and verify findings from the Existing Conditions Report developed as part of the planning process,
- » Comment on and facilitate public discussion related to concepts developed by the planning team, and
- » Provide a recommendation to the Village Board regarding adoption of the Plan.



Stakeholder Interviews

Early in the planning process, a series of stakeholder interviews was held in order to understand specific issues identified by important partners in implementing potential recommendations. Participants in these interviews included:

- » The Kenilworth Police Department
- » The Kenilworth Park District
- » Business and property owners along Green Bay Road
- » The Kenilworth Beautification Committee
- » The Kenilworth Club

The results of these interviews affirmed many of the issues identified through other outreach techniques, including the need for additional parking along the corridor, the desire for an enhanced character through landscaping and streetscaping, and concerns regarding the overall viability of Green Bay Road to support business activity without better management of traffic flow and parking access.

Public Open House #1: Vision Workshop

On November 29, 2012, a Public Open House/Visioning Workshop was held at the Kenilworth Club. The goal of the event was to introduce the project to the broader public, verify and/or add to the issues and opportunities identified through technical analysis, and discuss potential ideas for the corridor related to traffic and parking, bicycle and pedestrian mobility, and image and character. The event was attended by approximately 63 residents and/or business owners who helped identify issues and potential solutions.

Generally, there was consensus regarding the important issues the corridor faces. Many participants cited the lack of parking, traffic congestion in Wilmette, dangerous intersections at Kenilworth Avenue and Park Drive, difficulty in crossing Green Bay Road (especially from curbside parking on the east side of the street), the need for more greenery, and a disjointed bike route as important items to be

There was, however, little consensus regarding the best ways to solve these issues. Some participants favor the open traffic flow of four lanes on Green Bay Road, while other described the need to remove lanes to control traffic speeds and provide additional space for landscaping or on-street parking. Some described ideas for a reconfigured intersection at Green Bay Road, Kenilworth Avenue and Park Drive, while others stated it should remain as is.

Public Open House #2: Concept Presentation

On May 28, 2013, a Public Open House was held at the Kenilworth Club. The goal of the event was to present proposed concepts related to the Green Bay Road cross-section, and discuss preferences for streetscaping elements along the corridor. (Preliminary concepts were debated through a series of Plan Commission/Steering Committee meetings, and the preferred concepts were presented during Public Open House #2.) The results of this Open House were considered when finalizing design concepts for the Green Bay Road corridor.

Residents provided feedback and reactions to the proposed three-lane cross-section design for Green Bay Road. Generally, residents were in favor of the added parking along the west side of Green Bay Road, but had concerns about the potential traffic impacts of the reduction in travel lanes.

The Open House also included discussion of potential streetscape elements to be considered. Residents expressed a preference for traditional streetscape elements that reflect the traditional character of the Village. They also preferred small and tasteful gateway elements, rather than large vibrant elements.

Several residents expressed a desire to build as much green area into the corridor as possible, noting that the proposed street design actually increased the amount of pavement surface.



DENTIST & ASSOCIATES
DENTIST & ASSOCIATES
DENTIST & ASSOCIATES

KENDALL WHITE
DENTAL ASSOCIATES
DENTIST & ASSOCIATES

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NO PARKING
IN FRONT OF
BUSINESS



An architectural rendering of a city street scene. In the foreground, a train is moving along tracks on the left. To the right of the tracks is a sidewalk with several people walking. Further right is a road with cars parked and driving. The background shows more buildings, trees, and a winding path. The overall scene is a conceptual urban design.

Green Bay Road Conceptual Transportation and Streetscape Plan

An architectural rendering of a city street scene. In the foreground, a truck is driving on a road. To the right of the road is a sidewalk with a person walking. Further right is a road with cars parked and driving. The background shows more trees and a winding path. The overall scene is a conceptual urban design.

**Green Bay Road Design Concept
Green Bay Trail Bike Concept
Implementation Plan**





Green Bay Road Design Concept

This chapter describes proposed design concepts aimed at improving vehicular, transit, and pedestrian circulation in the planning area. (Concepts specifically related to the Green Bay Bike Trail are described in the next chapter.) It also describes streetscaping improvements that are intended to enhance the visual character of the corridor and create a unique place with Kenilworth.

The chapter first describes a series of general improvements that are applied to several portions of the corridor. Subsequently, it describes site-specific improvements along various segments of the corridor, identifying where general improvements are proposed and where unique improvements are required.



Green Bay Road Conceptual Transportation & Streetscape Plan

The Green Bay Road Conceptual Transportation and Streetscape Plan aims to improve the safety and appearance of Green Bay Road for all users. Enhanced traffic flow, increased parking capacity, safer access to Metra and Pace transit services, a more efficient Green Bay Trail, and corridor beautification all have a role in creating a more vibrant Kenilworth village center.



- 1 Village gateways announce entry into Kenilworth and identify the center of the community
- 2 Coordinated signalization improves the flow of traffic and enhances multi-modal safety
- 3 Relocated Pace bus stops provide safer and more direct access to Metra rail transit and local land uses
- 4 Shortened pedestrian crossings improve safety and provide the opportunity for landscaping
- 5 Increased parking capacity on Green Bay Road improves business viability and provides a buffer between pedestrians and traffic
- 6 The three-lane cross-section enhances safety and results in parking that is better managed
- 7 The improved Green Bay Trail provides a more enjoyable regional bicycle experience
- 8 Street trees enhance the character of the corridor and create a comfortable pedestrian environment
- 9 Enhanced access to the Metra platform increases safety and mobility for passengers
- 10 Greater parking capacity on Richmond Road serves transit users and visitors to Village Hall, Townley Field, and the Kenilworth Club

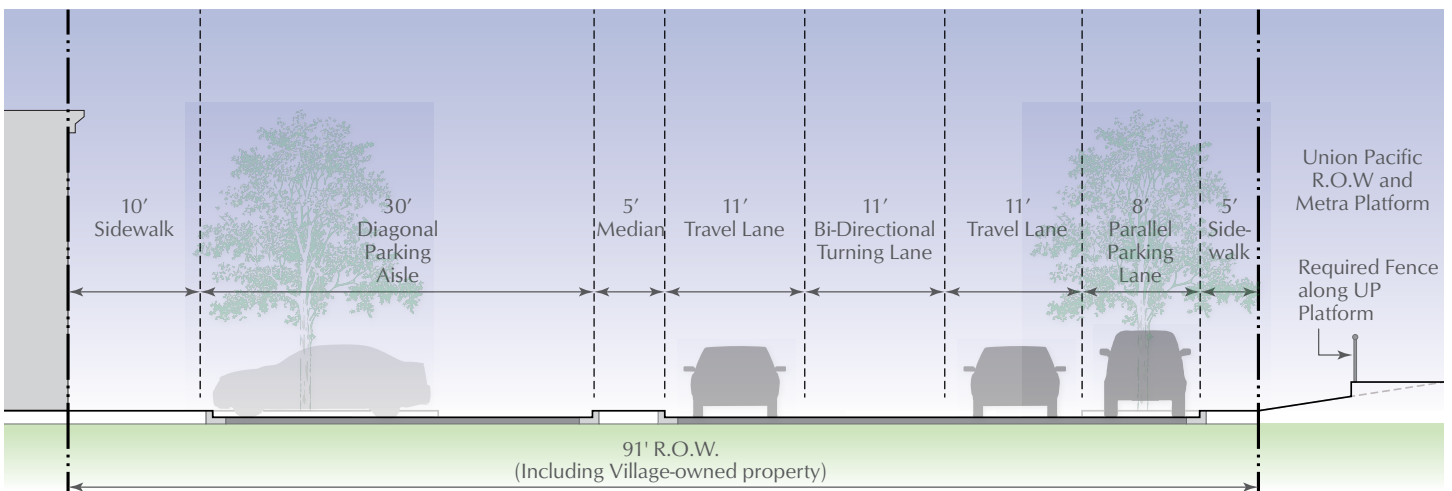
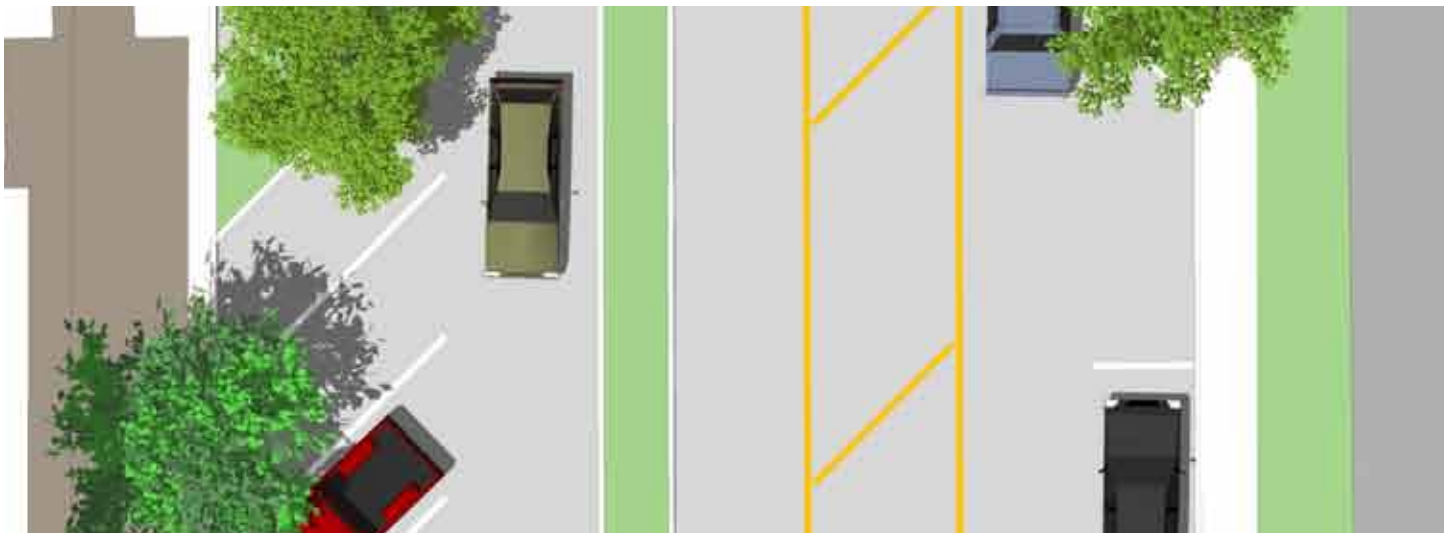
General Improvements

General improvements include elements that can be applied along several areas of the corridor with little or no modification to the basic concept. They are illustrated individually in this section, and then shown within context in the “Site Specific Improvements” section.

Proposed Cross-section

The proposed typical cross-section establishes to a large extent the framework for a series of other improvements, and is the result of the community’s desires to maintain traffic flow along Green Bay Road, create a more vibrant commercial area, and establish a distinct character for Kenilworth. The typical cross-section would occupy a right-of-way that utilizes Village-owned property along the east side of Green Bay Road, providing an overall right-of-way width of 91’. The cross-section includes:

- » 10’ sidewalk that can accommodate increased pedestrian traffic, small landscape elements, and street furniture along commercial development on the west side of Green Bay Road.
- » 30’-wide diagonal parking bay (18’) and drive aisle (12’) that increases the amount of parking for businesses and provides for landscaped islands.
- » 5’-wide raised median that separates parking traffic from roadway traffic, resulting in a safer curbside environment.
- » 11’-wide southbound travel lane.
- » 11’-wide painted median that permits emergency vehicles to bypass traffic and accommodates left-hand turn lanes at intersecting streets.
- » 11’-wide northbound travel lane.
- » 8’-wide parallel parking aisle along the east side of Green Bay Road.
- » 5’ sidewalk along the east side of Green Bay Road that provides pedestrian access to the Metra platform.
- » Required fence along Union Pacific’s property with a height of 6’ above the public sidewalk

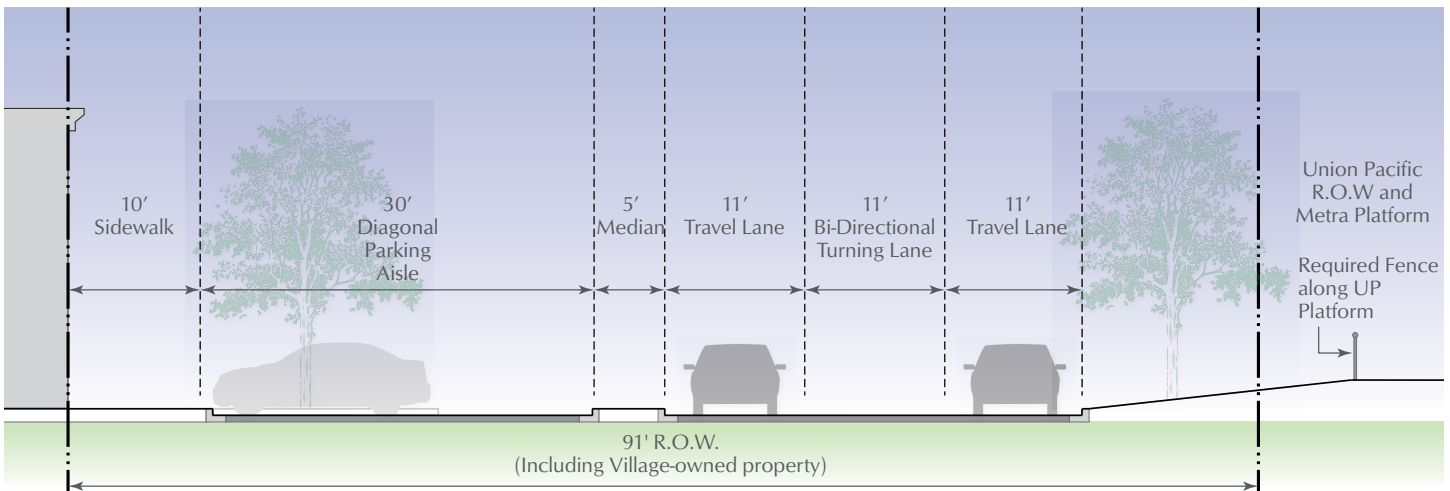
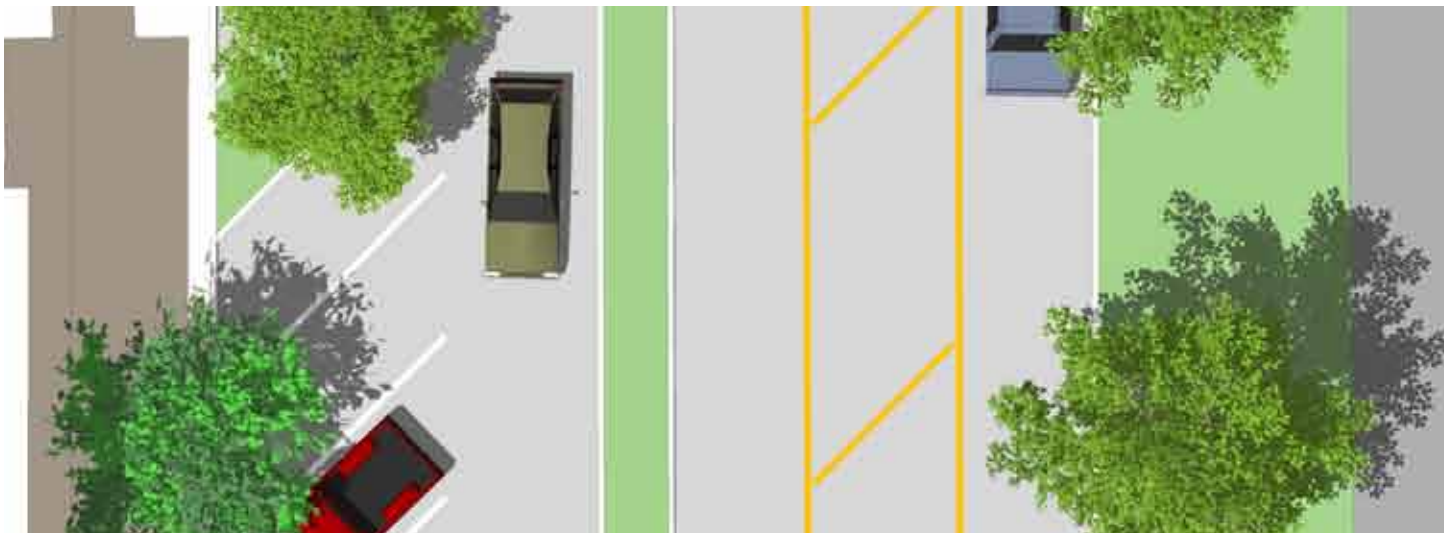


Alternative Cross-section

The proposed cross-section on the previous page aims to balance a number of local priorities. However, several members of the community voiced a concern that eliminating landscaping along the Union Pacific rail corridor would impact the aesthetic character of Green Bay Road and increase noise impacts from trains. As detailed analysis continues during future design and engineering, the Village may consider an alternative cross-section that provides additional space for landscaping. This alternative is illustrated below. This concept replaces the parallel parking on the east side of the street with an area that can be used for landscaping. Also, the sidewalk along the Union Pacific property is removed since there is no longer parallel parking. It should be noted that this removes the following parking capacity from the overall design concept:

- » Between Park Avenue and Melrose: 14 spaces
- » Between Melrose and Roger: 40 spaces
- » From Roger north to Village Boundary: 15 spaces

Depending on the need for parking and access to the Metra platform, the Village may consider providing east side parking and a sidewalk towards the south end of the corridor, but utilizing that space for landscaping north of Melrose.



Typical Intersection Design Improvements

Green Bay Road includes several locations where side streets intersect the corridor. In many of these locations, typical intersection design improvements can be applied to enhance vehicular safety, provide greater access to parking areas, and minimize the crossing distance for pedestrians. Typical intersection design improvements include:

- » Curbside bumpouts that create the opportunity for landscaping and provide a safety zone for pedestrians before crossing the street.
- » Dedicated access and egress points for vehicles using diagonal parking along the west side of Green Bay Road.
- » Enhanced pedestrian crosswalk markings, which could include painted striping, colored asphalt, or decorative materials based on local preference and coordination with and approval from IDOT.

- 1 Intersection bumpouts that decrease the crossing distance and provide for landscaping
- 2 Clearly marked crosswalk areas
- 3 Pedestrian safety zones within the street cross-section
- 4 Controlled parking access points
- 5 East side sidewalk to Metra platform



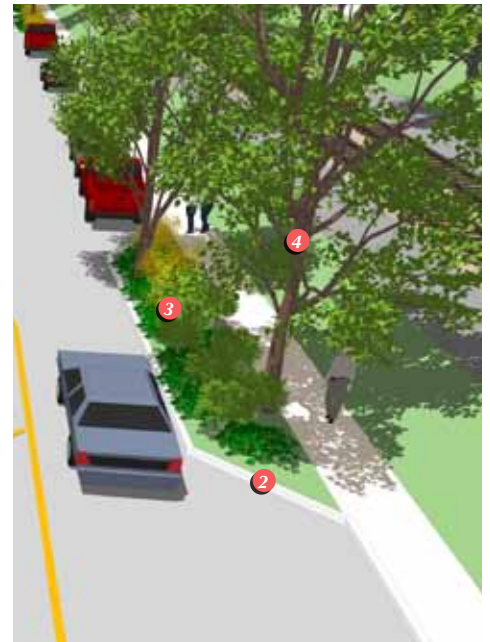
Typical Landscape Islands

The typical cross-section design provides the opportunity for landscaped islands at several points along Green Bay Road. These landscape islands can accommodate low-level landscaping and ornamental trees that create a more attractive corridor, provide some stormwater retention benefits, and result in shaded areas for sidewalk uses. Typical landscape islands include:

- » Diagonal parking islands along the west side of Green Bay Road, spaced at approximately one island for every eight parking spaces.
- » Parallel parking islands on the east side of Green Bay Road spaced at approximately one island for every six parking spaces.

- 1 Typical 160 square foot diagonal parking landscape island
- 2 Typical 160 square foot parallel parking landscape island
- 3 Decorative groundcover
- 4 Ornamental street trees

Typical diagonal parking landscape island (left) and typical parallel parking landscape island (right)



Residents expressed a preference for bumpouts and landscaped islands with decorative landscaping along Green Bay Road.



Site Specific Improvements

Within the context of general improvements, there are several site-specific improvements that address distinct issues or opportunities in the planning area. Several of these improvements are located in areas not directly on or adjacent to Green Bay Road, but still provide benefit to the overall function of the corridor. To present these site-specific improvements, this section breaks the corridor into four segments, each with its own unique set of challenges and opportunities.

Segment A (Wilmette Border to Melrose)

This segment is the primary focal point for the Village of Kenilworth due to its role as a gateway from Wilmette to the south, the close proximity of intersections with Park Avenue and Kenilworth Avenue, the serpentine alignment of Green Bay Road, the fact that Kenilworth Avenue is the only rail crossing in the Village, and the locations of the Kenilworth Train Station, Village Hall, Police Department, Kenilworth Club, and Townley Field. This segment includes a series of individual improvements that collectively aim to enhance access to the train station and Pace bus service, create a safer pedestrian environment, take advantage of existing infrastructure, and build on community facilities and services.

Kenilworth Train Station Drop-off Loop

- » Enhances circulation through this area by providing access from the current traffic signal at Green Bay Road and Park Avenue and a dedicated standing lane with a thru-lane that can bypass waiting vehicles.
- » Accommodates two handicapped parking spaces with close proximity to the station house and platforms.
- » Note: Does not include access to the loop from Kenilworth Avenue due to Interstate Commerce Commission regulations that will likely require a median to be placed on Kenilworth Avenue near the rail crossing, thereby limiting access to such an entrance.

Metra Train Station Uses

The Metra Train Station currently hosts a ticket office and indoor waiting area. The Village should work with Metra to establish a lease structure for potential tenants that provide riders with transit-related services. Subsequently, the Village should actively recruit a potential tenant, including a coffee shop, bakery, or other small-footprint uses that appeal to transit users.

- 1 Drop-off loop access at signalized Park Drive/Green Bay Road intersection
- 2 Dedicated kiss-n-ride drop off/pick up lane
- 3 Direct pedestrian connection to Metra platform
- 4 Dedicated handicap parking
- 5 Historic Kenilworth stationhouse with transit-oriented commercial use



Enhanced Pedestrian Crossings

- » Reduces pedestrian crossing distances by as much as 35% without compromising traffic circulation or capacity.
- » Enhances the safety around the historic fountain at Kenilworth Avenue and Richmond Road by creating shorter crosswalks and reducing the natural speed of vehicular travel around the fountain.
- » Includes enhanced pavement marking for more visible crosswalks that could match preferred crosswalk markings at typical intersection improvements in other parts of the corridor.



Richmond Road Parking Configuration (north and south of Kenilworth Ave)

- » Utilizes the existing Richmond Road width north of Kenilworth Avenue to accommodate 90-degree parking rather than angled parking.
- » Includes a Metra drop-off lane for riders whose destination is on the east side of the rail corridor.
- » Increases the amount of parking on Richmond Road south of Kenilworth Avenue by reconfiguring parking to be 90-degree rather than parallel.

Synchronized Traffic Signalization

- » Includes modifications to the traffic signal phasing at Kenilworth Avenue and Park Drive to enhance traffic flow along Green Bay Road, to surrounding neighborhoods, and to the Metra drop-off loop.

Relocated Pace Bus Stops

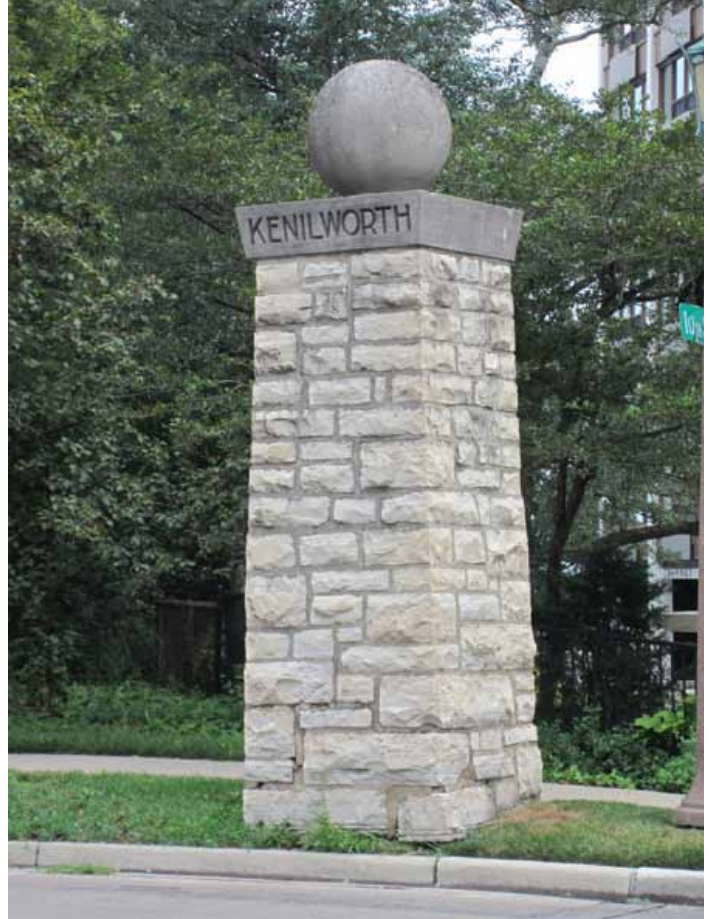
- » Relocates northbound Pace bus stop north of Park Drive with a dedicated bus turnout lane, transit shelter and waiting area, and enhanced access to the train station platforms.
- » Relocates southbound Pace bus stop between Park Drive and Kenilworth Avenue with a dedicated bus turnout lane and transit shelter near enhanced pedestrian crosswalks to the Metra station.

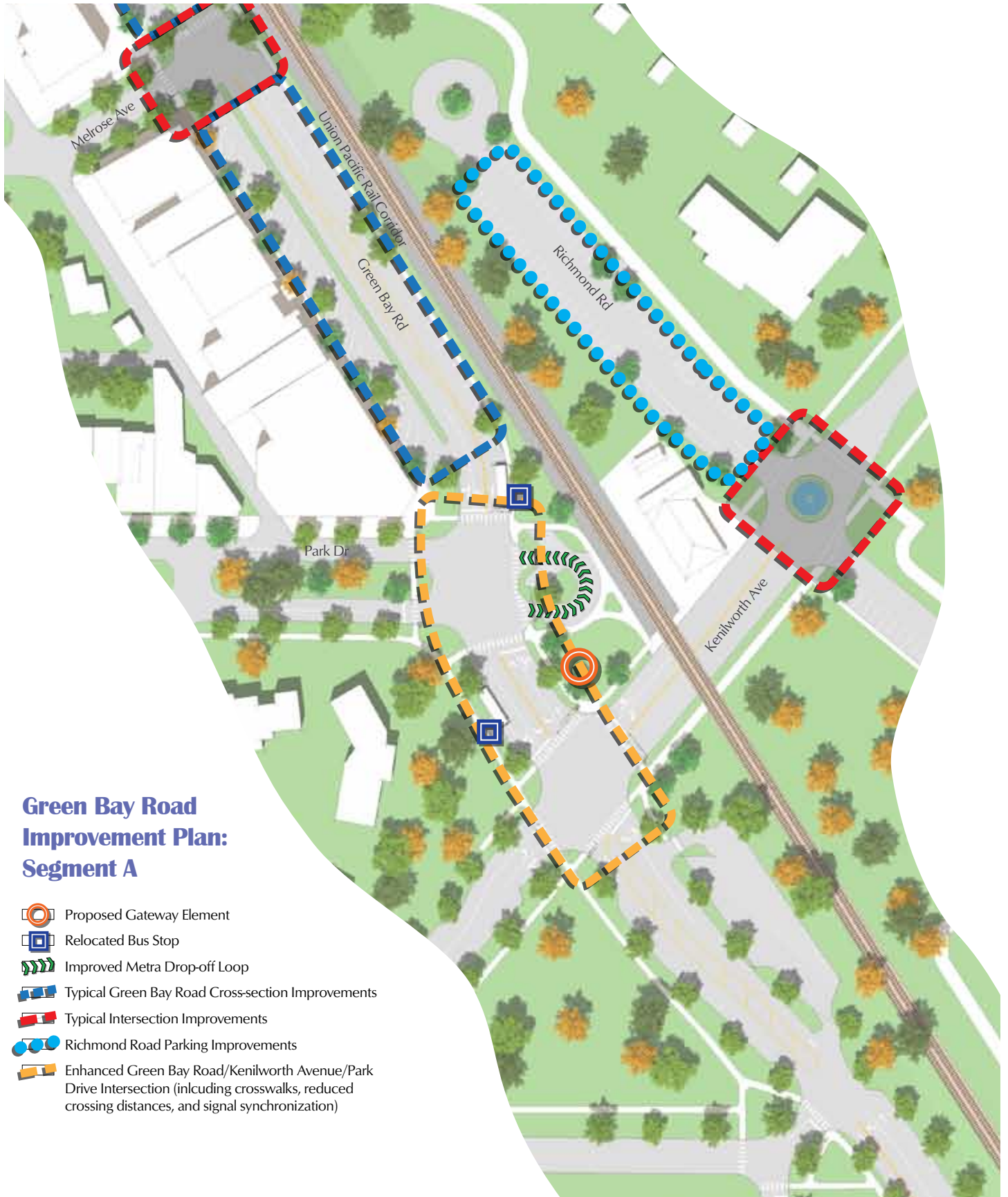
The Visual Preference Survey showed that residents would like to see crosswalks that use materials or textures to be more visible to motorists and pedestrians.

Gateway and Landscaping Elements








- » Includes gateway sculptures that announce entry to Kenilworth from Wilmette and reflect the character of the Village.
- » Integrates decorative landscaping at the Kenilworth Avenue intersection, Metra drop-off loop, and at bumpouts around the Park Drive intersection.
- » Incorporates wayfinding signage to guide travelers to Village Hall, the Kenilworth Club and Townley Field.

Survey results expressed a desire for modest gateway elements that match the character of Kenilworth, and wayfinding that does not visually dominate the character of the corridor.





Green Bay Road Improvement Plan: Segment A

-  Proposed Gateway Element
-  Relocated Bus Stop
-  Improved Metra Drop-off Loop
-  Typical Green Bay Road Cross-section Improvements
-  Typical Intersection Improvements
-  Richmond Road Parking Improvements
-  Enhanced Green Bay Road/Kenilworth Avenue/Park Drive Intersection (including crosswalks, reduced crossing distances, and signal synchronization)

Segment B (Melrose to midblock between Wayland and Roger)

Development in this segment includes small front yard setbacks and on-site parking with access from Green Bay Road. Improvements in this area aim to improve pedestrian safety across Green Bay Road, provide additional parking for businesses, and accommodate site access to existing on-site parking lots while providing the opportunity for long-term use of these lots.

Intersection Improvements

- » Are consistent with the typical intersection improvements described in the previous section.
- » Provide a pedestrian crossing at Green Bay Road on the north side of the intersection to avoid the parking aisle entry point on the south side of the intersection.
- » Melrose Avenue pedestrian crossing provides direct access to Metra northbound platform.

Landscaping Elements

- » Are consistent with typical landscape islands described in previous section.
- » Additional islands are located around breaks in parking for access to off-street parking areas.

Parking Access to Existing Lots

- » Breaks in the diagonal parking configuration allow curb cuts to remain for existing off-street parking areas.
- » Breaks are flanked by landscaped islands that increase tree coverage.
- » If the diagonal parking meets the needs of businesses, the long-term vision could include removal of off-street parking areas for expanded building footprints, plaza spaces, or outside cafes and restaurant seating.

- 1 Proposed diagonal parking configuration along Green Bay Road
- 2 Existing off-street parking
- 3 Existing on-site parking access to remain in short-term
- 4 Potential removed access point in long-term
- 5 Potential long-term expansion of building footprint or plaza space






Short-term: Parking access preserved



Long-term: Parking redeveloped for expanded use of the site

Green Bay Road Improvement Plan: Segment B

-  Typical Green Bay Road Cross-section Improvements
-  Typical Intersection Improvements
-  Potential Long-term Plaza or Building Expansion



Segment C (midblock between Wayland and Roger, to Roger)

This segment includes setback development with existing off-street parking that is tightly arranged in the front yard. It also includes an opportunity for a significant traffic and safety improvement at the corner of Green Bay Road, Roger Avenue, and Sterling Road. Implementing this proposed improvement would set the stage for adjacent redevelopment that would enhance the character of Green Bay Road.

Intersection Improvements

- » Are consistent with the typical intersection improvements described in the previous section.
- » Provide a pedestrian crossing across Green Bay Road on the north side of the intersection to avoid the parking aisle entry point on the south side of the intersection.
- » A mid-block pedestrian crossing could be considered in the future, though this would require close coordination with IDOT to assess safety and traffic considerations. Such a crossing would include a striped crosswalk across both the diagonal parking aisle and Green Bay Road, though no traffic signal would be provided.

Parking Access to Existing Lots

- » Breaks in the diagonal parking configuration allow curb cuts to remain for existing off-street parking areas.
- » Breaks are flanked by landscaped islands that increase tree coverage.
- » If the diagonal parking meets the needs of businesses, the long-term vision could include removal of off-street parking areas for expanded building footprints, plaza spaces, or outside cafes and restaurant seating.

Landscaping Elements

- » Are consistent with typical landscape islands described in previous section.
- » Additional islands are located around breaks in parking for access to off-street parking areas.
- » Where feasible, parking lot screening should be provided along off-street parking lots that front on Green Bay Road.





Sterling Road Realignment and Development Opportunity

- » Realigns Sterling Road to intersect with Roger Avenue west of Green Bay Road.
- » Creates safer and more controlled 90-degree intersections.
- » Creates the opportunity for new development fronting on Green Bay Road.
- » New development should carefully consider the impacts on the Green Bay Road corridor and surrounding neighborhood with regards to building massing, materials and details, service areas and utilities, and views of the building from northbound Sterling Road and eastbound Roger Avenue.

- 1 Proposed Sterling Road realignment
- 2 Improved approach and queuing from Roger Avenue
- 3 Green Bay Road redevelopment with facade design and massing that reflects Kenilworth character
- 4 Rear facade design and massing that minimizes impacts on adjacent neighborhoods



Green Bay Road Improvement Plan: Segment C

-  Typical Green Bay Road Cross-section Improvements
-  Typical Intersection Improvements
-  Potential Long-term Plaza or Building Expansion
-  Sterling Road Realignment and Redevelopment Opportunity



Segment D (Roger to Winnetka Border)

This segment includes the northern portion of Green Bay Road in Kenilworth. As Green Bay Road transitions from the proposed Green Bay Road alignment in Kenilworth to its existing alignment in Winnetka, a minor shift in the alignment provides the opportunity for gateway signage and landscaping. Throughout IDOT's Phase 1 design process that will be required to implement these improvements, the Village of Kenilworth should work closely with the Village of Winnetka to explore opportunities for a coordinated cross-section and streetscape program.

Parking Access to Existing Lots

- » A break in the diagonal parking configuration allows an existing curb cut to remain for an off-street parking lot.
- » Breaks are flanked by landscaped islands that increase tree coverage.
- » If the diagonal parking meets the needs of businesses, this existing parking lot could be redeveloped as an active use, plaza space, or outside secondary use.







Gateway and Landscaping Elements

- » Landscape islands are consistent with typical landscape islands described in previous section.
- » Additional islands are located around breaks in parking for access to off-street parking areas.
- » Where feasible, parking lot screening should be provided along off-street parking lots that front on Green Bay Road.
- » Includes gateway sculptures that announce entry to Kenilworth from Winnetka and reflect the character of the Village.



Residents expressed a desire to have parking areas screened with decorative fencing and landscaping.

Green Bay Road Improvement Plan: Segment D

-  Typical Green Bay Road Cross-section Improvements
-  Typical Intersection Improvements
-  Sterling Road Realignment and Redevelopment Opportunity
-  Proposed Gateway Element





Green Bay Road Illustrative Concept

This illustrative concept plan shows how the recommendations of this chapter would create a unified corridor environment that balances the following community priorities:

- » Efficient and safe traffic flow on Green Bay Road
- » Adequate parking capacity at appropriate locations for businesses and commuters
- » Improved pedestrian safety and accessibility
- » Enhanced access to bus and rail transit services
- » Increased opportunities for landscaping and gateways throughout the corridor

Anticipated Functional Impacts of Roadway Improvements

The proposed Green Bay Road improvements have been developed to address concerns expressed throughout the planning process. This page summarizes the anticipated impacts related to parking and traffic flow.

Parking Impacts

The table below summarizes the change in parking capacity in various portions of the Green Bay Road corridor. The proposed cross-section results in a net gain in parking spaces, with the greatest increases attributable to the diagonal parking placed along the west side of Green Bay Road and the configuration of Richmond Road to 90-degree parking. In some areas, parking has been removed or relocated from a current location in order to accommodate another desirable use. For example, four spaces on the west side of Green Bay Road between Park Drive and Kenilworth Avenue has been removed to accommodate a Pace bus stop that will result in better operations and a direct link to the Metra station. The alternative cross-section yields an overall net loss of 40 spaces. However, this could be mitigated by providing parking along the east side of Green Bay Road in a limited area near the train station while the remainder of the corridor would remain as landscaping.

Regarding the reconfiguration of the Metra commuter lots, notification to previous funding agencies may be required, and will be further investigated as needed.

Parking Description	Existing	Parking Spaces			
		Proposed Cross-Section Spaces	Change	Alternative Cross-Section Spaces	Change
Special Permit Parking GB Road East - Melrose to Roger	56	40	-16	0	-56
GB Road West - Park to Kenilworth	4	0	-4	0	-4
GB Road West - Kenilworth to Ashland	9	9	0	9	0
Ashland Ave - North Side	8	8	0	8	0
Total Special Permit Spaces	77	57	-20	17	-60
Patron Parking GB Road East - Roger to Parking Lot	19	15	-4	0	-19
GB Road West - Roger to Parking Lot	14	26	12	26	12
GB Road West - Sterling to Wayland	22	37	15	37	15
Weyland Ave South - Sterling to GB Road	3	3	0	3	0
GB Road West - Weyland to Melrose	10	22	12	22	12
Melrose Ave South - Sterling to GB Road	9	9	0	9	0
GB Road East - Park to Melrose	12	14	2	0	-12
GB Road West - Park to Melrose	14	25	11	25	11
Park Dr North - Earlston to GB Road	12	12	0	12	0
Park Dr South - Earlston to GB Road	3	3	0	3	0
Total Patron Spaces	118	166	48	137	19
Commuter Parking North Commuter Lot - Near Village Hall	33	52	19	52	19
East Commuter Lot - Across from Park	14	15	1	15	1
Northwest Commuter Lot	19	0	-19	0	-19
Southeast Commuter Lot	26	26	0	26	0
Kenilworth Ave - North Side	5	5	0	5	0
Kenilworth Ave - South Side	7	7	0	7	0
Total Commuter Spaces	104	105	1	105	1
Total Parking Spaces	299	328	29	259	-40

Traffic Impacts

Maintaining an efficient flow of traffic was identified as a priority among the community. While the proposed roadway design concept reduces the number of traffic lanes from four to three, analysis done by transportation engineers showed that there will be minimal impacts to traffic flow, while several other community goals are able to be met with the space made available by the lane reduction. The following summarizes the relevant findings of this analysis:

- » The existing Level of Service (LOS), a measurement used by transportation professionals to determine the operating efficiency of a roadway, will be maintained at Level B.
- » Intersection delay will increase by approximately 2 seconds, which is considered a small amount given the changes proposed.
- » Queues at the Green Bay Road/Kenilworth Avenue intersection would increase from five cars to nine cars in the southbound direction, and from two to six in the northbound direction. However, synchronizing the Kenilworth Avenue and Park Drive signals could reduce the queues to eight and five, respectively.





Green Bay Trail Bike Concept

Short-Term Improvement Plan

The Green Bay Trail is a nine-mile facility that connects Wilmette to Highland Park. At the north end of Highland Park's downtown, the trail links up to the Robert McClory Bike Path which continues north to the Wisconsin state line.

The trail enters Kenilworth from Wilmette along the Union Pacific rail corridor then heads northwest through Centennial Park to meet Richmond Road. The trail follows Richmond Road to Townley Field, where it turns northeast to Cumnor Road. From there, the trail remains on-street on Cumnor, Melrose, Abbottsford and Ivy Court, until returning to an alignment along the Union Pacific corridor.

Throughout the planning process, the most frequently cited issues with the Green Bay Trail were 1) the unclear and circuitous route it takes around Sears School, and 2) the tendency for cyclists to cut through the rear portion of the Sears School property, including an active playground area, to continue on the path north towards Winnetka. This section of the Plan provides recommendations regarding potential short-term improvements (including Centennial Park improvements and enhanced crosswalks, signage, and safety measures along the existing trail alignment) and long-term improvements (including a new trail alignment that parallels the Union Pacific rail-of-way).

The short-term improvement plan includes techniques for maximizing the safety of the existing trail alignment, or by modifying the trail alignment through low-cost improvements. While this is not the preferred long-term vision for the trail, it can provide incremental benefits while the implementation of the long-term improvement plan is considered. The short-term improvement plan includes enhancements that would either be included as part of the preferred long-term improvement plan, or represent modest investments in signage and safety that would be in place until implementation of the long-term improvement plan. These include the following:

- » Short-term trail alignment alternatives,
- » Trail wayfinding and signage,
- » Bike storage improvements,
- » Centennial Park improvements,
- » Enhanced crossings and trails, and
- » On-street pavement markings.

Short-term Trail Alignment Alternatives

The short-term alignment of the trail can begin to address many of the concerns voiced during the planning process. Initially, the primary concerns with the existing Green Bay Trail focused on its meandering and indirect route through Kenilworth, and cyclist thru traffic behind Sears School. However, as the planning process unfolded and concepts were considered, residents discussed additional concerns, including the impact of wayfinding signs on community character, potential bicycle/pedestrian conflicts, and the safety of children and families using the playground that runs along the existing trail between Village Hall and Townley Field. This page includes a description of potential alignments that address these concerns to varying degrees, while the following page illustrates their conceptual locations. The Village should continue to discuss these short-term alternatives based on the priorities of the community.

Existing Trail Alignment

The existing trail alignment could be maintained and improved through wayfinding signage and enhanced crossings. Additionally, the sidewalk on the north side of Richmond could be expanded to serve as a multi-use path that would provide a safe facility for both cyclists and pedestrians. (This concept is described later in this chapter.)



Modified Existing Alignment

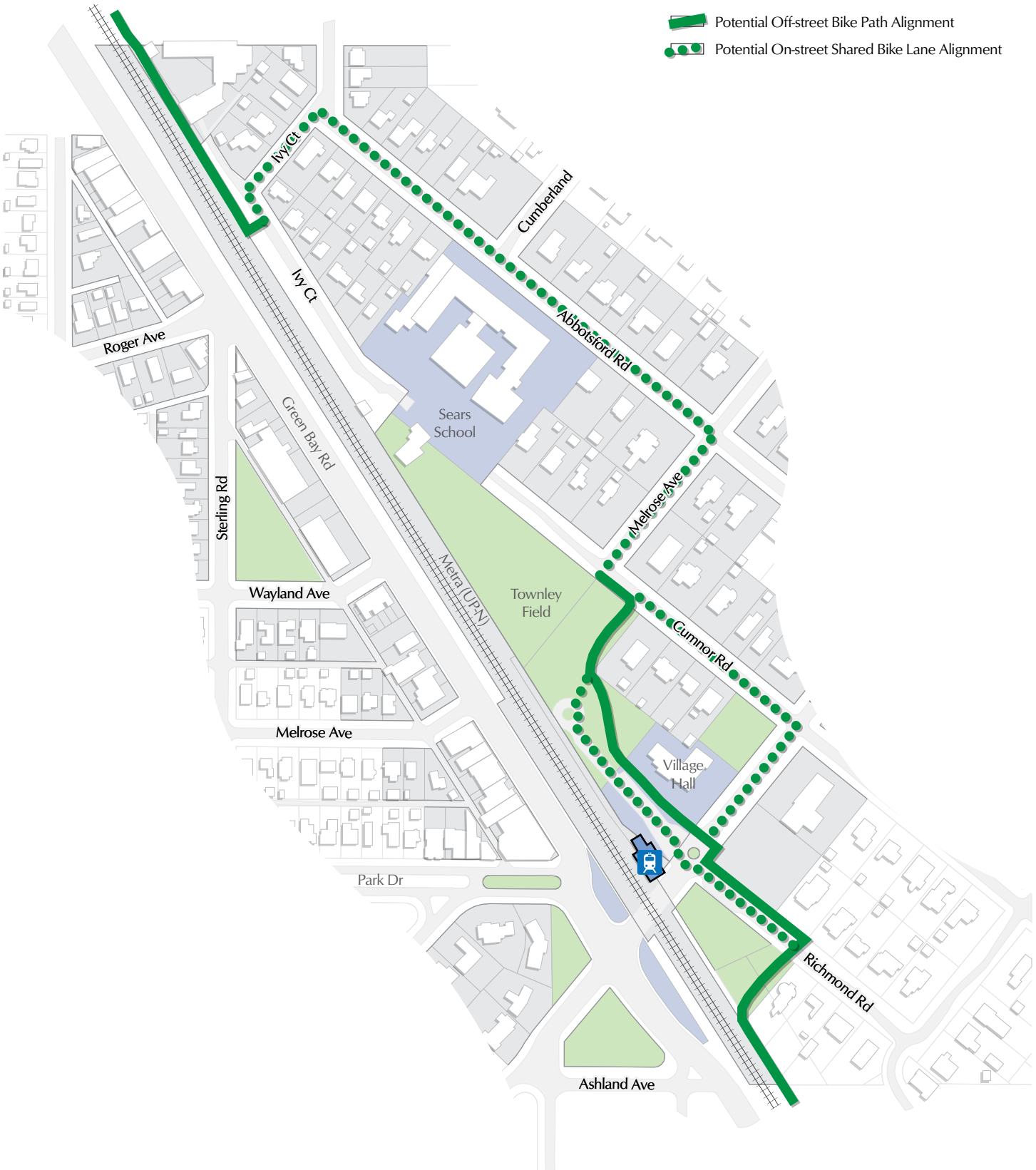
The existing alignment could be generally maintained, with the Richmond Road portion being relocated to a shared on-street bike lane. This would separate cyclist and pedestrian traffic, and bring cyclists away from the entry to the playground north of Village Hall.

Kenilworth Avenue/Cumnor Road Alignment

The trail could be diverted east on Kenilworth Avenue and north on Cumnor Road, using a shared on-street bike lane. This would remove bike traffic from the playground area, but would limit access to Village Hall, the Metra station, and the primary entrance to Townley Field.

Green Bay Trail Short-term Improvement Plan

-  Potential Off-street Bike Path Alignment
-  Potential On-street Shared Bike Lane Alignment



Green Bay Trail Map Resources

In addition to on-site improvements related to infrastructure and signage, the Village should consider developing an on-line route map that is available on its website. This would provide an up-to-date resource for trail users, highlighting the location of the designated path, bike storage areas, destinations or amenities along the way, and local businesses along Green Bay Road. It would also serve as a map to be installed along the trail near the Kenilworth Avenue intersection. These plans could be easily updated as long-term trail improvements are made.



Strategically located trail maps can provide useful rider information and highlight local destinations in Kenilworth.

Bicycle Storage Improvements

Currently, the Kenilworth Train Station offers covered bicycle storage. However, the bike racks are often full, and are not the recommended design for minimizing potential damage to bicycles. The Village should consider replacing the existing bicycle racks with the recommended “U” shape racks. These minimize the opportunity for bicycle damage, and provide the opportunity for local branding. This design could also be installed in bumpouts or in parking spaces used for bicycle storage along the Green Bay Road streetscape.



“U” racks are considered more “bike friendly” and can be creatively integrated into the local streetscape.

Centennial Park Improvements

Centennial Park is the bike trail gateway to Kenilworth from the south. The park is slightly less than one acre in size and includes passive open spaces and landscaped areas. The recommendations for this portion of the bike trail apply to both the short-term and long-term improvement plans, and aim to restore a more cohesive green space, minimize the impacts on existing plant life, and create safer access to the remainder of the bike trail. The concept includes the following recommendations.

Bike Path Realignment

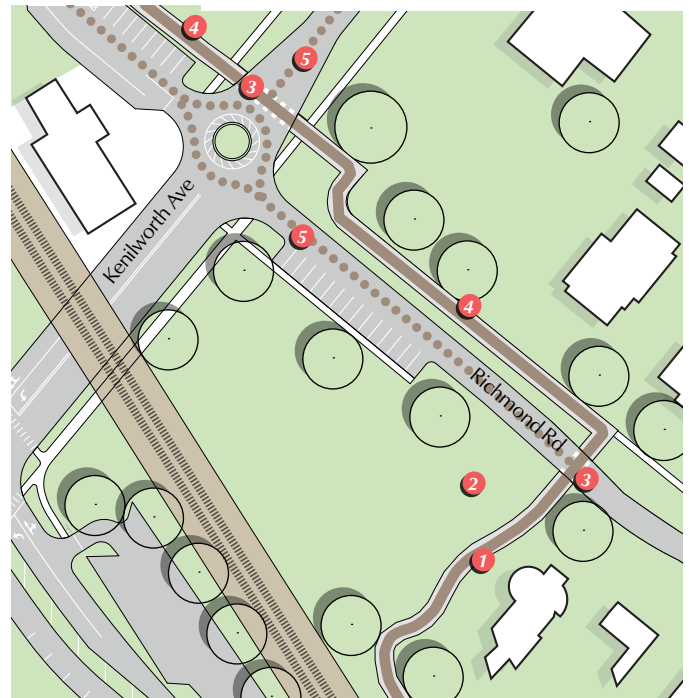
The existing bike path turns northeast through Centennial Park about 50 feet after entering from the south. This bisects the open space and places the Richmond Road crossing at an awkward point. The path should be realigned to more closely follow the adjacent property line, and the existing path surface should be restored with sod that is consistent with the rest of the park. However, careful consideration should be given to the new location of the trail to ensure it does not impact existing trees or plants.

The plan below illustrates where the new alignment could be located and how it would tie into different alternatives for the Richmond Road portion of the trail.

Enhanced Roadway Crossings

The new trail location through Centennial Park will result in a more logical crossing point across Richmond Road. By relocating the trail to the south, the crossing will land on public parkway on the east side of Richmond rather than on the apron of a private driveway. The crossing should be improved through landscaped planters that provide a curbside refuge for cyclists and a clearly painted crossing zone. The location of this crossing may require the removal of one parking space, though the previous section of this Plan demonstrated the opportunity to increase on-street parking along this segment of Richmond Road through the conversion of diagonal parking to perpendicular parking.

- 1 New Centennial Park Green Bay Trail segment
- 2 Removed segment replaced with consistent grass
- 3 Improved bicycle crossing locations (including striping and vehicle warning systems)
- 4 Widened multi-use path segment
- 5 Alternative on-street path alignments



Widened Sidewalk

Where the trail shares space with public sidewalks, existing sidewalks should be widened to accommodate a multi-use trail. This includes the following existing sidewalk segments:

- » The east side of Richmond Road from the Richmond Road/Centennial Park trail crossing north to Kenilworth Avenue.
- » The crosswalk running parallel to Richmond Road on the east side of the Richmond Road/Kenilworth Avenue intersection.
- » The east side of Richmond Road in front of Village Hall, the Police Station, and the playground.
- » The west side of Cumnor Road where the Townley Field segment of the trail merges with Cumnor Road.

Special consideration should be given to pedestrian safety, especially in areas with heavy traffic or the presence of children. This includes the portion of the path along the playground north of Village Hall, and the entry to Townley Field. In these locations, there should be signs encouraging cyclists to ride slowly and be aware of pedestrians.

On-street trail markings (below) create safer environments for cyclists and motorists, while wayfinding signs (right) can guide cyclists to local attractions using designated bike paths with well-designed infrastructure and crossings.



Lane Markings and Bike Path Directional Signage

Clearly identifying the Green Bay Trail will enhance the “user-friendliness” for cyclists and create safer environment for pedestrians, cyclists, and motorists. The bike trail currently uses on-street alignments on Melrose Avenue, Abbottsford Road, and Ivy Court. Where this occurs, on-street markings should be provided to designate the bike area and alert motorists to the possible presence of cyclists.

Installing clear and attractive trail signs promotes safety and ease of use on the trail. The Plan identifies locations for trail signs to guide users along the designated alignment. Locations include the following, recognizing that signage in Centennial Park would be relocated once trail relocation is implemented:

- » Centennial Park upon approaching Richmond Road
- » East side of Richmond Road near the Centennial Park crossing
- » North end of Richmond Road upon entry to Townley Field
- » Existing intersection of the Green Bay Trail and Cumnor Road
- » Intersection of Melrose and Cumnor Road
- » Intersection of Melrose Avenue and Abbottsford Road
- » Intersection of Abbottsford Road and Ivy Court
- » Intersection of Ivy Court and the Union Pacific rail corridor

Through the public process, the community expressed a preference for on-street markings that would have minimal impact on community character. Where posted signs are necessary, they should have minimal impact on neighborhood aesthetics.



Green Bay Trail Short-term Improvement Plan

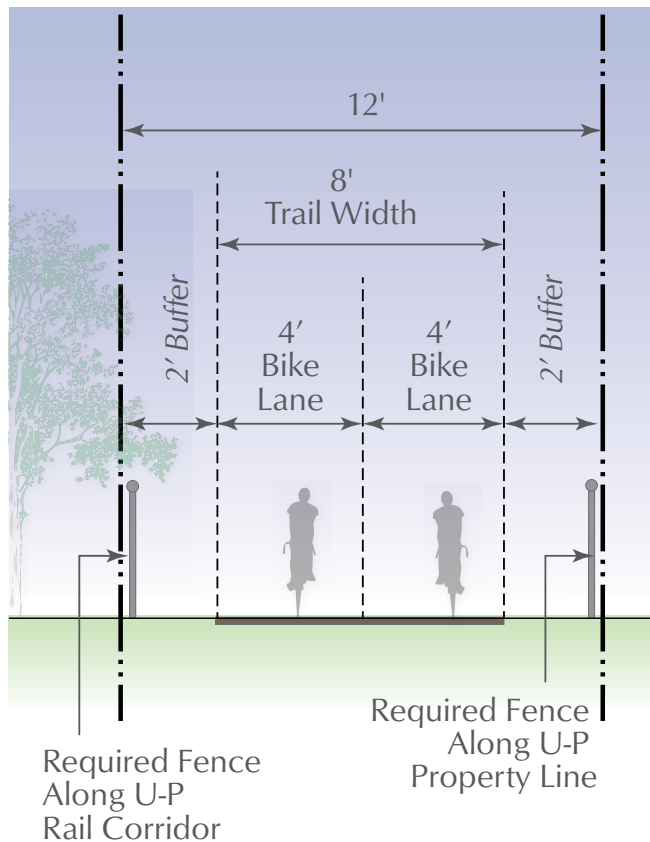


Long-Term Improvement Plan

The long-term improvement plan reflects the preferred alternative for the Green Bay Trail. However, it is not immediately implementable due to discussions that must occur between the Village, Union Pacific Railroad, Kenilworth Park District, and Sears School. In order for the recommended improvements to be put into action, the Village will have to work with these partners to determine the viability of a trail based on various technical factors, available right-of-way, and community priorities regarding the use of recreation areas. This section presents two long-term alternatives. The first alternative presumes these hurdles can be overcome. The second alternative assumes they cannot be overcome, and that the short-term improvement plan described above becomes the foundation for the long-term configuration of the trail.

Alternative 1: New Bike Path along Union Pacific Rail Corridor

This alternative is the trail alignment preferred by the Kenilworth community. The proposed trail would run parallel to the Union Pacific rail corridor. However, as described below, the specific trail location would depend on discussions with both the Union Pacific railroad and the Kenilworth Park District.



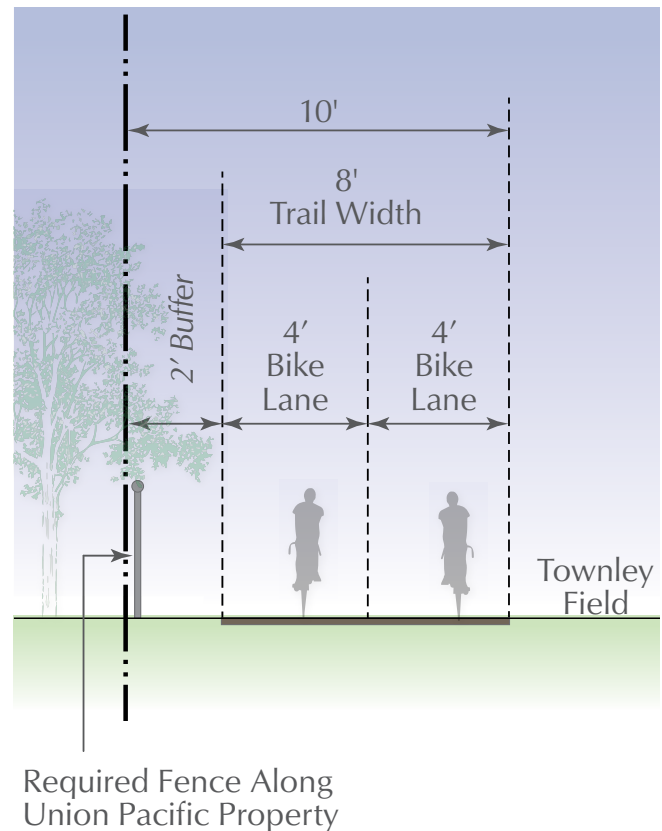
Typical cross-section for the Union Pacific property alignment

Bike Path Design

Investment in a new bike path should ensure a safe, efficient, and enjoyable experience for cyclists and pedestrians. It should also aim to minimize impacts on surrounding activities. As described on the following pages, the bike path alignment has yet to be finalized, and the specific location of the trail will impact its design. However, the following guidelines can be used in considering various alternatives:

- » Generally, 12' of width should be provided for the trail cross-section. This accommodates an 8' path (one 4' lane in each direction) and a 2' clear buffer on each side to ensure safety of the trail users.
- » Fencing must be provided along the side of any trail that is shown on Union Pacific property. If the entire trail cross-section is on Union Pacific property, a fence must be provided on both sides of the path.
- » A fence is not required along the edge of the trail on Townley Field property.

It should be noted that the installation of a path along the Union Pacific corridor may require the removal of some trees, potentially compromising the sound barrier from the train. Every effort should be made to preserve trees and mitigate noise impacts during path design and installation.



Typical cross-section for the Kenilworth Park District property alignment

Path Alignment-South Segment

The proposed bike path alignment would run parallel to the Union Pacific rail corridor. The specific location of the trail depends on the ability to use property not owned by the Village. Options include:

» **Union Pacific Property Alignment.** This alignment utilizes property owned by the Union Pacific Railroad. Generally, the path would be located along the east property line, adjacent to the Kenilworth Park District property used for Townley Field. However, as the trail transitions from Richmond Road to the rail property, it would occupy a small portion of unused Park District property in order to bypass a railroad switching box. Currently, the Union Pacific has a policy of not permitting trails on the right-of-way of active rail corridors. This is related to both safety and right-of-way preservation for future improvements. For this to be a viable alternative, the Village must continue conversations with the railroad and monitor any changes or exceptions to this policy.

» **Kenilworth Park District Property Alignment.** This alignment utilizes property owned by the Kenilworth Park District. Generally, the path would be located along the west edge of the Park District property, adjacent to the Union Pacific right-of-way. In the southern portion of Townley Field, this area is currently unused and consists of a wood chip surface. However, along the northern portion of the property, the path may encroach on the existing baseball outfield area. For this alternative to be implemented, the Village must work closely with the community and Park District to assess the long-term priorities for Townley Field and consider appropriate ways to integrate the bike path with minimal impacts to existing field usage.

» **Hybrid Alignment.** Depending on the viability of the alignments described above, the Village may consider a hybrid alignment that places a portion of the trail on Union Pacific property and a portion on Kenilworth Park District property. In this alignment, the trail could straddle the property line to minimize the impacts on each property owner, or meander as needed to avoid important on-site elements.



Alignment on Union Pacific right-of-way



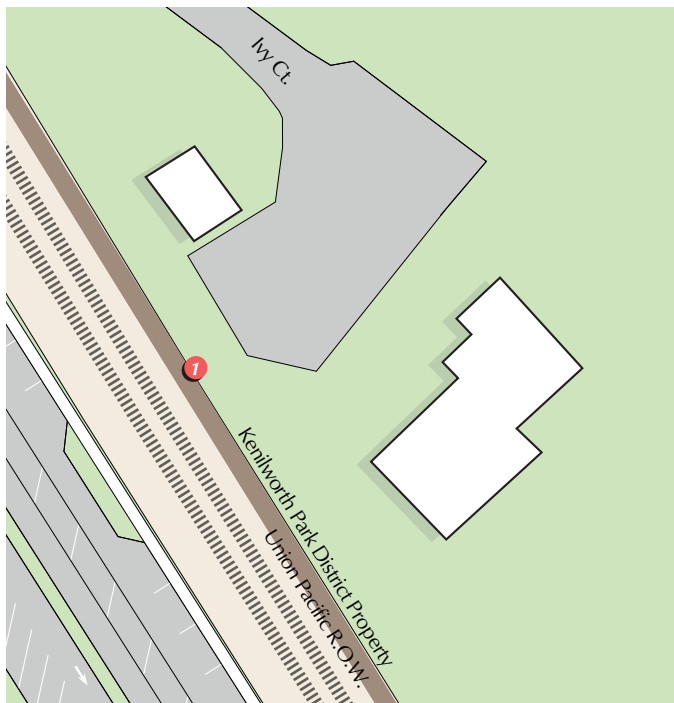
Alignment on Kenilworth Park District property

- 1 Existing trail alignment along Richmond Road
- 2 New trail alignment around Richmond Road cul-de-sac
- 3 Preferred long-term alignment on Union Pacific right-of-way
- 4 Alternative long-term alignment on Kenilworth Park District property
- 5 On-street shared bike lane on Ivy Court

Path Alignment-North Segment

North of the Townley Field baseball diamond, the proposed trail must pass to the west of the Kenilworth Village House. Based on the policies regarding the use of the Union Pacific right-of-way, this could occur on one of two ways:

- » **Union Pacific Right-of-Way:** If Union Pacific permits the use of its right-of-way for the trail cross-section, the path should continue on Union Pacific property north until it meets with the existing Green Bay Trail north of Ivy Court.
- » **Public Right-of-Way:** If Union Pacific does not permit the use of their property for the trail, the path will have to rely on public right-of-way to link to the existing trail north of Ivy Court. There is adequate space on Park District property to pass along the west side of the Kenilworth Village House, though this may require a narrowed path with speed restrictions. The path would then enter the Ivy Court roundabout, requiring the removal of one parking space and signage to make motorists aware of entering bikes. The path would then use Ivy Court, with on-street bike trail marking, to connect to the existing trail continuing north to Winnetka. This connection could be enhanced based on the Ivy Court improvement described in the next section.



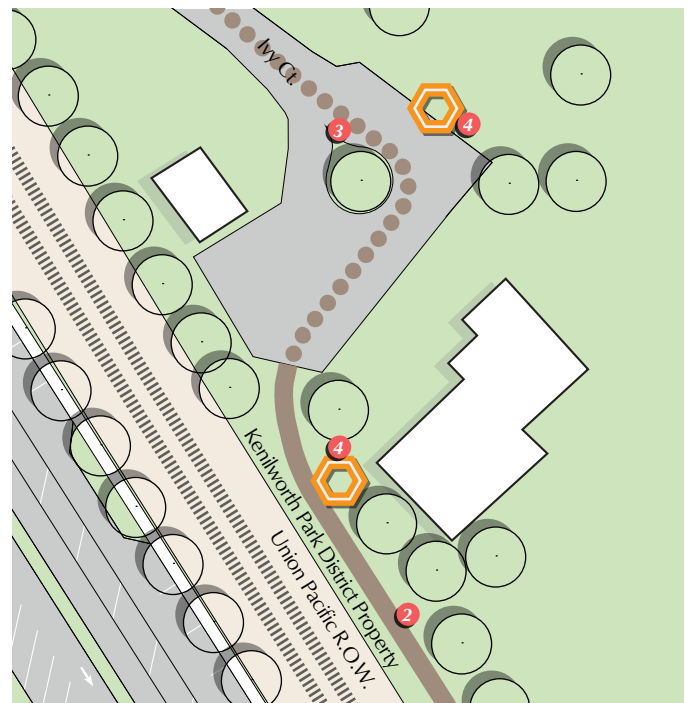
Townley Field/Ivy Court transition for the Union Pacific property alignment

Bike Path Directional Signage

Implementation of this concept would result in a more direct and clear trail experience. However, there are still locations where trail signage could ensure greater safety and ease of use, including:

- » Richmond Road roundabout directing riders to the new trail alignment.
- » For the public right-of-way concept described above, safety and directional signage as riders approach the Kenilworth Village House, Ivy Court roundabout, and connection with the existing trail at the north end of Ivy Court.

- 1 Direct connection to existing trail on Union Pacific property (preferred)
- 2 Alternative alignment on Kenilworth Park District Property
- 3 Shared bike path on Ivy Court
- 4 Bike trail wayfinding and vehicular warning signs



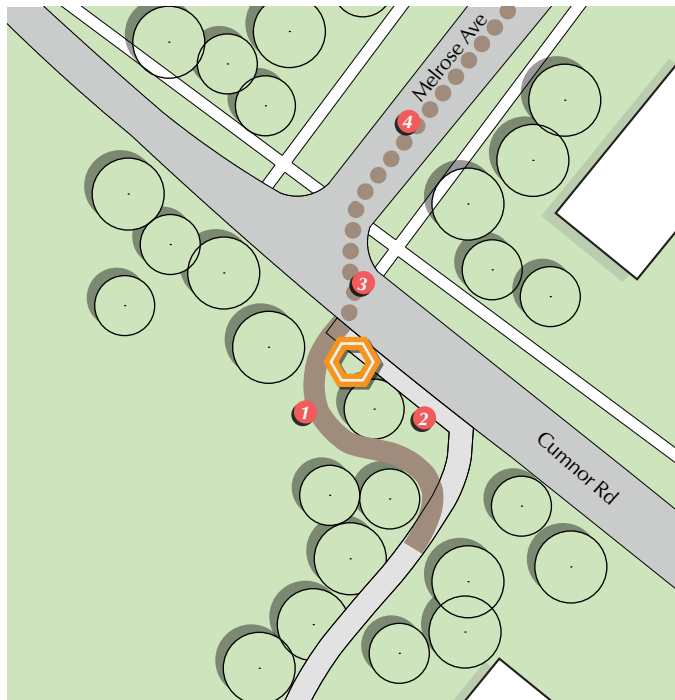
Townley Field/Ivy Court transition for the Kenilworth Park District property alignment

Alternative 2: Short-Term Improvements Plus Cumnor Road and Ivy Court Improvements

The Village hopes to implement a long-term trail that parallels the Union Pacific rail corridor. However, this Plan presents an alternative concept in the event that the necessary consensus and agreements cannot be reached. This alternative aims to build on the short-term improvement plan concepts, and complement them with the following enhancements.

Cumnor Road/Melrose Avenue Improvement

Currently, the Green Bay Trail exits Townley Field at Cumnor Road, utilizing a sidewalk that is immediately adjacent to the roadway. The Village should consider the long-term realignment of this sidewalk, creating a parkway between the sidewalk and roadway that is similar to that south of the trail on Cumnor Road. This segment would be designed as an 8' shared bike/pedestrian path and lead to a more logical crossing point at Melrose Avenue. Upon completion of the improvement, signage should be relocated to reflect the new bicycle flow.

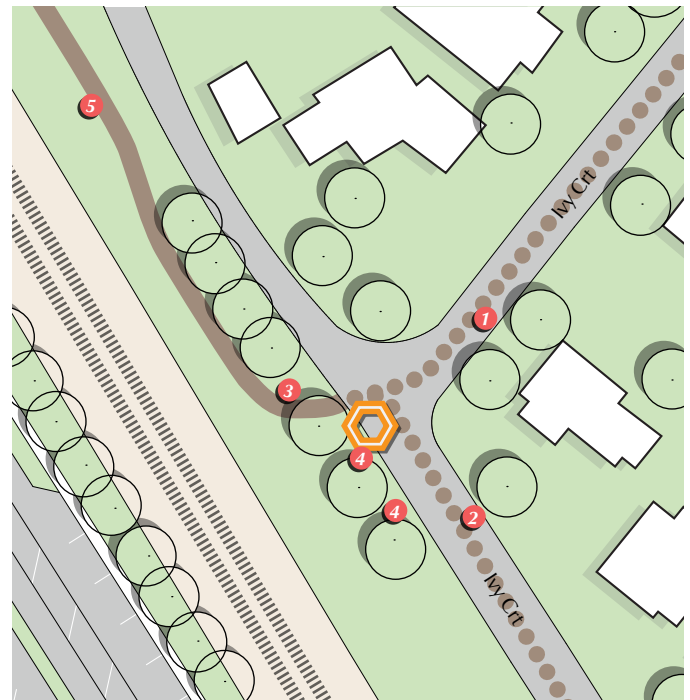


Long-term Cumnor Road Green Bay Trail connection improvement

- 1 Relocated trail segment
- 2 Removed trail segment
- 3 Improved bike/pedestrian crossing & wayfinding sign
- 4 Shared on-street path

Ivy Court Entry Improvement

The existing Ivy Court entry to the Green Bay Trail involves an unclear path and dramatic elevation change. As part of the long-term vision for the trail, the Village should redesign this entry point by creating a gradual grade down from the north trail segment to the roadway elevation at the Ivy Court intersection. This would provide access to the trail at the stop sign-controlled intersection, and eliminate backtracking that is currently required. (Note: This improvement is also recommended if the long-term concepts involves an on-street trail segment on Ivy Court.) Upon completion of the improvement, signage should be relocated to reflect the new bicycle flow.



Long-term Ivy Court Green Bay Trail connection improvement

- 1 Short-term on-street bike lane alignment
- 2 Long-term Ivy Court on-street bike lane alignment alternative
- 3 Regraded and realigned Ivy Court Green Bay Trail connection
- 4 Trail wayfinding signage
- 5 Existing Green Bay Trail north segment





Implementation Plan

Implementation of the Green Bay Road Transportation and Streetscape Plan will be dependent upon the collaboration of several entities, including the Village of Kenilworth, Kenilworth Park District, IDOT, Union Pacific Railroad, and others. This section outlines key considerations related to the phasing, funding, and sequencing of improvements.

Timing and Phasing

The recommendations of this Plan can be categorized into two major improvement types; Green Bay Road enhancements, and Green Bay Trail enhancements. For the purposes of implementation, these two improvement types should be considered separate projects, since they require coordination with different agencies and would likely utilize unrelated funding sources.

Green Bay Road Phasing

Green Bay Road enhancements include the following recommendations from this Plan:

- » Typical cross-section from Park Drive to the north border of Kenilworth
- » Typical intersection design improvements at Melrose, Wayland, and Roger Avenues
- » Typical landscape islands in the diagonal and parallel parking areas
- » Metra drop-off loop
- » Enhanced pedestrian crossings at Kenilworth Avenue and Park Drive
- » Richmond Road parking configuration
- » Synchronized traffic signalization and Kenilworth Avenue and Park Drive
- » Relocated Pace bus stops
- » Gateway and landscaping elements at both ends of the corridor
- » Parking access to existing on-site parking lots
- » Landscaping elements throughout the corridor
- » Sterling Road Realignment and Development Opportunity

Improvements under the Village's Jurisdiction

While the Village seeks long-term implementation of IDOT-funded improvements, there are incremental improvements that can be made under the purview of the Village of Kenilworth. They include:

- » **Richmond Road parking configuration.** The Village can make short-term and relatively low-cost improvements to the parking configuration along Richmond Road. North of Kenilworth Avenue, this will require the restriping of an existing roadway, as well as minor modifications to some curbs to accommodate a Metra passenger drop-off area, reduced pedestrian crossing distances, and perpendicular parking south of Kenilworth Avenue along Centennial Park. This improvement would also include the reduction in crossing distances at the intersection of Kenilworth Avenue and Richmond Road around the historic fountain.
- » **Sterling Road Realignment and Development Opportunity.** The Village should coordinate with IDOT to determine the level of agency review necessary for the Village to implement the realignment of Sterling Road. While it is not anticipated that the improvement would impact traffic flow and would serve to make the intersection safer, IDOT may require review since the existing alignment intersects with Green Bay Road. However, the Village should take the necessary steps to set the stage for the physical improvements, including agreements for the future acquisition of subject properties to both realign Sterling Road and create a site that accommodates redevelopment. This process may also entail the development of a developer Request for Proposals for the redevelopment site. Through this process, the Village can receive and assess potential development options, facilitate property acquisition, and negotiate a development agreement that addresses the character of the development at Green Bay Road and Roger Avenue.

Improvements under IDOT Jurisdiction

Green Bay Road is under the jurisdiction of IDOT. As a result, the Village will be required to coordinate with IDOT to implement any of the recommendations listed above that impact roadway design, alignment, or traffic flow. The diagram to the right describes the general timeline for implementing project improvements through IDOT's Multi-Year Multi-Modal Improvement Plan (MYMMIP). It should be noted that no improvements are currently identified for Green Bay Road under this program. The timeline describes the anticipated sequencing on improvements once the improvements are identified in the plan.

As an alternative to this process, the Village could pursue and permit from IDOT that would expedite construction. However, this would require the Village to pay 100% of the construction cost. In order for this to be considered a viable alternative, the Village would have to assess the likely design and construction costs and identify funding mechanisms to pay for the improvements.

IDOT Multi-year Multi-modal Improvement Plan Process

Step 1: Identify Green Bay Road on IDOT's MYMMIP

Timeline: Depends on IDOT programming and priorities

Step 2: Phase 1 - Alternatives Analysis

Study of alternatives
Traffic analysis
Drainage and environmental analysis

Timeline: Typically 2-3 years

Step 3: Phase 2 - Design, Engineering and Acquisition

Contract Plan preparation
Land Acquisition

Timeline: Typically 2-3 years

Step 4: Phase 3 - Construction

Timeframe: 1-2 construction cycles based on comparable projects, depending on utility conflicts and project award date

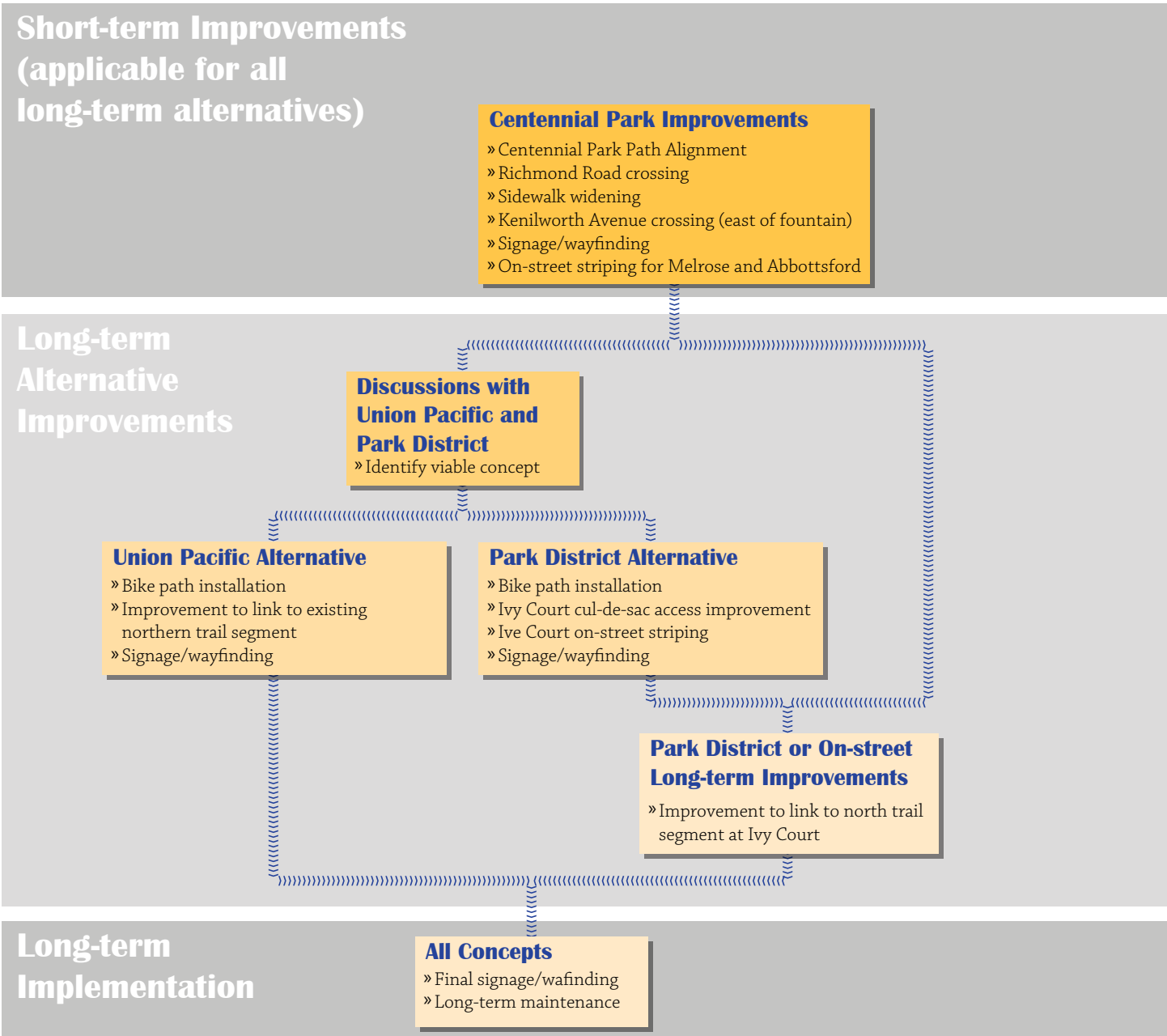
**Total Timeline:
5-8 years after identification in MYMMIP**

Green Bay Trail Improvements

Determining the long-term implementation plan for the Green Bay Trail will require coordination among the Village, Kenilworth Park District, and Union Pacific Railroad. As described in the Green Bay Trail Improvement Plan chapter of this document, the long-term vision for the trail enhancements will depend upon the ultimate alignment and placement of the trail. The diagram below illustrates how different options should trigger improvements along the trail.

The timing of these improvements will vary, depending on the status of discussions with Union Pacific and the Kenilworth Park District, as well as available funding for capital improvements. However, there are several improvements, such as wayfinding signage and minor path improvements, that could be done with little advanced capital programming.

Green Bay Trail Improvement Alternatives



Partnerships

Previous sections of this chapter and document discuss the partnerships that will be required to implement the vision for Green Bay Road. IDOT and the Kenilworth Park District are important public partners that the Village should engage throughout implementation. Also, Metra should be consulted throughout the process to determine appropriate design treatments related to station access, bicycle parking, safety, and train station uses.

Union Pacific is the primary private entity that the Village should partner with to implement plan recommendations. As discussed throughout this document, the potential use of the Union Pacific corridor for a bike trail will dramatically impact the final configuration of the Green Bay Trail. However, the Village should also engage the business community along Green Bay Road. Their input will be critical in creating detailed design plans for Green Bay Road. This partnership will help answer important questions related to the appropriate amount of on-street parking, integration of landscaping in a way that does not impact business viability, opportunities for commercial uses of the public sidewalk, access to off-street parking areas, and more.

Specifically, the Village should work closely with the businesses and property owners near the Sterling Road intersection. As the location for any substantial redevelopment opportunity, the stakeholders in this area should remain abreast of intended infrastructure improvements and development plans. While considering the immediate viability of these sites for on-going businesses, the Village should seek to engage relevant property owners in agreements to purchase their properties should they become available for sale.

Potential Funding Sources

This section provides a brief description of the funding sources available to the Village, local businesses, and transportation and transit agencies who may serve as implementation partners. It should be noted that state and federal grant programs are frequently discontinued or adapted under new names, and new programs may be added over the span of implementation. Village staff should work closely with its implementation partners to constantly monitor the status of various existing or new funding opportunities.

Local Funding Sources

Local funding sources provide the Village of Kenilworth and local stakeholders with the best opportunity to address specific issues with the greatest level of flexibility. The Village should consider public funding sources for infrastructure improvement projects, streetscaping and gateway enhancements, and the long-term maintenance of key elements of the corridor and bike trail.

General Municipal Funds

General municipal funds, accrued through local property and sales taxes, can be allocated for improvements throughout the Green Bay Road corridor and Green Bay Trail, recognizing that these funds are already in high demand for services throughout the Village. The Village should continue to assess the priorities of the community, including those beyond the scope of this Plan, and implement improvements when possible.

Tax Increment Financing (TIF)

Tax Increment Finance (TIF) utilizes future property tax revenues generated within a designated area or district to pay for improvements and incentivize further reinvestment. As the Equalized Assessed Value (EAV) of properties within a TIF District increases, the incremental growth in property tax over the base year that the TIF was established is invested in the area is set aside into a fund. This fund can be used to finance improvement in the TIF area “out of pocket,” or repay debt obligations over time for improvements beyond the Village’s current funding capacity.

The maximum life of a TIF district in the State of Illinois is 23 years. Over the life of a TIF district, the taxing bodies present within the district receive the same amount of tax revenue that was generated in the base year in which the TIF was established. Several of the Plan’s recommendations could be funded through TIF, including but not limited to land acquisition, infrastructure improvements, and professional services (i.e. planning, design and engineering).

Special Service Area (SSA)

A Special Service Area (SSA) could provide another means of funding improvements and services along Green Bay Road. In an SSA, a small percentage is added to the property tax of the properties within the defined service area. The revenue received from this targeted increase is channeled back into projects and programs benefiting those properties. An SSA can be rejected if 51% of the property owners and electors within a designated area object. Along Green Bay Road, SSA funded projects may include the maintenance of landscaping, promotional activities and special events, streetscape and signage improvements, and property maintenance services.

Business Development District

A Business Development District (BDD) would allow the Village to levy up to an additional 1% retailers occupation tax and 1% sales tax within a designated area. A BDD has a maximum life of 23 years and allows municipalities to utilize tax revenue growth that has been generated by BDD properties to fund improvements in the district. A Business District designation also empowers a municipality to carry out a business district development or redevelopment plan, which may include applying for and accepting grants and loans, borrowing funds for improvements within the district, and completing infrastructure improvements. BDD funds could be used to finance streetscape installations and maintenance, façade improvements, on-site improvements to complement infrastructure investment, and other related projects.

Other Funding Sources

Often, improvements impact agencies or jurisdictions beyond the local municipality, or require significant capital investment beyond the capacity of the Village. The following items include federal or state grant programs that are designed to fund the types of improvements identified in this Plan.

MAP-21

In July 2012, President Obama signed into law Moving Ahead for Progress in the 21st Century (MAP-21), a two-year transportation reauthorization bill. MAP-21 replaced the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which expired in September 2009 and was extended nine times. The goal of MAP-21 is to modernize and reform the current transportation system to help create jobs, accelerate economic recovery, and build the foundation for long-term prosperity. MAP-21 continues funding for numerous programs previously funded through SAFETEA-LU.

The following discussion summarizes grant programs covered under MAP-21 that could be utilized by the Village to make enhancements to local transportation infrastructure, including roadways, sidewalks and trails.

Surface Transportation Program (STP) Funds

The Surface Transportation Program (STP) is one of the core Federal transportation programs funded through MAP-21. STP funds are administered through CMAP and IDOT. Funds can be used to widen, reconstruct or add lanes, replace bridges on public roads, increase intersection capacity, upgrade or install traffic signals, add street lighting, and implement Transportation Control Measure (TCM) projects such as pedestrian walkways, bicycle paths, bicycle storage facilities in private and public areas, corridor or commuter parking facilities, and intelligent transportation systems (ITS) capital improvements. STP funds programmed through the Northwest Municipal Conference, of which Kenilworth is a member, cover land acquisition and Phase II engineering at 50%, and construction engineering, construction and transportation control measure projects at 80%. The local sponsoring agency is responsible for the remaining project costs.

Congestion Mitigation & Air Quality (CMAQ) Program Funds

The CMAQ Program is another of the core Federal transportation programs funded through MAP-21. CMAQ funds are administered by IDOT and programmed by CMAP for projects that reduce congestion and improve air quality, such as new or improved transit stations, transit service improvements that increase bus frequency or operating speed, traffic flow improvements that reduce bottlenecks and increase intersection capacity, facilities serving electric or natural gas-fueled vehicles, traffic signal installation and interconnection, pedestrian connections to transit stops, and bicycle paths and bike parking facilities. The program funds land acquisition, Phase II engineering, construction engineering, and construction. Projects must be sponsored by a state agency or local government which must provide a local match of a minimum of 20% of the total CMAQ funds requested.

The Regional Transportation Authority (RTA) is currently seeking FY 2014-2018 CMAQ funding for a pilot program that would allow communities to implement small scale access to transit capital improvements stemming from RTA Community Planning projects. If successful during this current CMAQ cycle, the RTA may continue and expand the program and seek additional projects in late 2014/early 2015.

Transportation Alternatives Program (TAP) Funds

The Transportation Alternatives (TAP) is a new program funded through MAP-21 that consolidates the former Transportation Enhancements programs (ITEP, TCSP) with the Safe Routes to School and Recreational Trails programs. (This consolidation is occurring over a multi-year process, so the Village should verify the status of current programs and the TAP program to ensure that all potential funding sources are explored.) TAP funds are administered by IDOT and programmed by CMAP, in consultation with IDOT, for a variety of alternative transportation projects including the planning, design and construction of on-road and off-road bicycle and pedestrian pathways, including supporting measures such as crosswalks, ADA-compliant curb ramps, pedestrian modifications to existing traffic signals, bicycle lockers/racks, pedestrian lighting, and signage. Project sponsors include local governments, transit agencies, and other entities with oversight of transportation or recreational trails.

Illinois Bicycle Path Grant Program

This grant program is administered by the Illinois Department of Natural Resources (IDNR) to assist local governments to acquire, construct, and rehabilitate public non-motorized bicycle paths. Eligible projects include linear corridor land acquisition costs, including associated appraisal fees, and bicycle path development or renovation costs, including site clearing and grading, drainage, surfacing, bridging, fencing, signage, and directly related support facilities such as potable water and restroom facilities. The program provides financial assistance up to 50% of approved project cost. Maximum grant awards for development projects are limited to \$200,000 per annual request.

Open Space Land Acquisition and Development (OSLAD)

The OSLAD program is administered by the Illinois Department of Natural Resources (IDNR). The OSLAD program awards up to fifty percent of project costs up to a maximum of \$750,000 for land acquisition and \$400,000 for development/renovation of recreation facilities including bike and pedestrian paths, among others.

Action Plan

The section includes an action plan that summarizes the recommendations identifies general improvement costs, phasing, roles and responsibilities, and potential funding sources. The table below presents general cost estimates for various improvements. The following notes apply to the table:

- » Cost estimates are generated from general unit costs for similar improvements in the Chicago region. More detailed cost estimates should be generated through concept development and construction bidding.
- » Cost estimates do NOT include land acquisition for the development of structures, open spaces, or infrastructure.
- » This table does not include cost estimates for improvements that have no defined scope of cost.
- » The table on the following page indicates potential funding sources for each expenditure.

Improvement	Unit Cost		Units	Estimated Cost
Green Bay Road Infrastructure Improvements				
Cross-section widening and reconstruction	\$3,720,000	lump sum	1	\$3,720,000 *
Metra drop-off area	\$100,000	lump sum	1	\$100,000
Park Drive signal improvements	\$300,000	lump sum	1	\$300,000
Kenilworth Avenue signal improvements	\$400,000	lump sum	1	\$400,000
Kenilworth Avenue roadway improvements	\$150,000	lump sum	1	\$150,000
Sterling Road reconfiguration	\$100,000	lump sum	1	\$100,000
Richmond Road improvements	\$50,000	lump sum	1	\$50,000
Infrastructure Improvements Total				\$4,820,000
Green Bay Road Aesthetic Improvements				
Typical landscape island	\$3,400	per island	29	\$98,600
Typical gateway element	\$20,000	per gateway	2	\$40,000
Area landscaping	\$33,000	per 5,000 s.f. of area	1.5	\$49,500
Aesthetic Improvements Total				\$188,100
Green Bay Trail Improvements				
Short-term				
New trail segments	\$650,000	per mile	0.25	\$162,500
On-street bike lane marking	\$25,000	per mile	0.4	\$10,000
Wayfinding signs	\$250	per sign	7	\$1,750
Mounted trail map	\$4,000	per sign	1	\$4,000
Short-term Improvements Subtotal				\$178,250
Long-term-Existing Alignment				
Cumnor Road improvements	\$15,000	lump sum	1	\$15,000
Ivy Court entrance improvements	\$50,000	lump sum	1	\$50,000
Long-term-Existing Alignment Total				\$243,250
Long-term-Park District Property				
New trail segments	\$650,000	per mile	0.15	\$97,500
On-street bike lane marking	\$25,000	per mile	0.15	\$3,750
Additional wayfinding signs	\$250	per sign	1	\$250
Ivy Court entrance improvements	\$50,000	lump sum	1	\$50,000
Long-term-Park District Property Total				\$329,750
Long-term-Union Pacific Property				
New trail segments	\$650,000	per mile	0.3	\$195,000
Long-term-Park District Property Total				\$373,250

* Note: IDOT may require the Village to pay for the portion of the Green Bay Road cross-section improvements related to the diagonal parking area and drive aisle. The cost for this portion of the improvement is estimated to be approximately 35-40% of the total improvement cost, or between \$1.3M and \$1.48M.

Implementation Matrix

The following implementation matrix describes the key actions necessary to implement the recommendations of this Plan. It also identifies the anticipated time frame, responsible parties, collaborative partners, and funding sources. (Funding sources identified in the matrix correspond to those described in this chapter.)

It should be noted that several actions are considered critical actions that will trigger subsequent actions. The matrix uses a hierarchical outline format to delineate these actions. When a the time frame for a critical action is designated as “varies”, the time frame for subsequent actions assumes the completion of the critical action as the reference point. (For example, Task 1.a would take approximately 0-3 years after the completion of Task 1.)

Action	Type of Action	Timeframe (years)					Primary Responsibility	Collaborative Partner(s)	Potential Funding Source(s)
		Varies	0-3	4-6	7-9	10+			
Green Bay Road Infrastructure and Aesthetic Improvements									
1. Advocate the addition of the Green Bay Road cross-section improvements on IDOT's MYMMIP	Strategy	•					Village	IDOT	N/A
<i>1.a Conduct IDOT Phase I Alternatives Analysis for Green Bay Road improvements</i>	Planning		•				IDOT	Village	STP
<i>1.b Conduct IDOT Phase II Design for Green Bay Road improvements</i>	Design and Engineering			•			IDOT	Village	STP
<i>1.c Conduct IDOT Phase III Construction for Green Bay Road improvements</i>	Infrastructure Improvement				•		IDOT	Village	STP, CMAQ
<i>1.d Install landscaping and gateway elements</i>	Streetscape Improvement				•	•	Village	Beautification Committee	GME, TIF, SSA, BDD
<i>1.e Implement potential long-term parking access modifications along the corridor</i>	Private Development				•	•	Village	Business Community	GME, TIF, BDD
2. Establish a tenancy agreement to allow active uses in the Kenilworth Train Station	Strategy		•				Village	Metra	N/A
<i>2.a Adopt necessary regulations for appropriate active uses in the train station</i>	Policy		•				Village	N/A	N/A
<i>2.b Recruit potential tenants for the Kenilworth Train Station</i>	Strategy		•	•			Village		N/A
<i>2.c Make necessary modifications to accommodate an active use in the Kenilworth Train Station</i>	Private Development		•	•			Private Developer	Metra, Village	GME, TIF, BDD

Funding Sources Legend:

GME: General Municipal Funds TIF: Tax Increment Financing SSA: Special Service Area BDD: Business Development District STP: Surface Transportation Program

CMAQ: Congestion Mitigation and Air Quality Program TAP: Transportation Alternatives Program

IBPG: Illinois Bike Path Grant Program OSLAD: Open Space Land Acquisition and Development Program

Action	Type of Action	Timeframe (years)					Primary Responsibility	Collaborative Partner(s)	Potential Funding Source(s)
		Varies	0-3	4-6	7-9	10+			
Green Bay Road Infrastructure and Aesthetic Improvements (continued)									
3. Establish necessary agreements for the Sterling Avenue realignment and property acquisition	Strategy		•				Village	Local property owners	N/A
<i>3.a Complete Sterling Road realignment and redevelopment project</i>	Infrastructure and Private Development		•	•			Village, Private Developer	IDOT	GME, TIF, BDD
4. Complete detailed design and engineering for Richmond Road and Kenilworth Avenue improvements	Design and Engineering		•				Village		GME, TIF, BDD
<i>4.a Reconfigure Richmond Road parking and Metra drop-off area</i>	Infrastructure Improvement		•	•			Village	Metra	GME, TIF, STP, CMAQ
<i>4.b Reconfigure the Kenilworth Avenue/Richmond Road roundabout with reduced crossing distances</i>	Infrastructure Improvement		•	•			Village		GME, TIF, BDD, STP
5. Identify local streetscape and landscaping specifications to be applied to future installations	Planning		•				Village	Beautification Committee, Residents	N/A
6. Establish a parking management program for Green Bay Road that addresses restrictions, fees, etc.	Planning/Policy		•				Village	Business Community, Residents	N/A
7. Identify and implement appropriate long-term funding sources for landscape installation and maintenance	Policy		•				Village	Business Community, Residents	N/A

Funding Sources Legend:

GME: General Municipal Funds TIF: Tax Increment Financing SSA: Special Service Area BDD: Business Development District STP: Surface Transportation Program
 CMAQ: Congestion Mitigation and Air Quality Program TAP: Transportation Alternatives Program
 IBPG: Illinois Bike Path Grant Program OSLAD: Open Space Land Acquisition and Development Program

Action	Type of Action	Timeframe (years)					Primary Responsibility	Collaborative Partner(s)	Potential Funding Source(s)
		Varies	0-3	4-6	7-9	10+			
Green Bay Trail Improvements									
Short-term Improvements									
8. Install new wayfinding signage along the existing trail alignment	Signage Improvement		•				Village		GMF, STP, TAP
9. Install on-street bike lane markers on Melrose Avenue, Abbottsford Road, and Ivy Court	Signage Improvement		•				Village		GMF, STP, CMAQ, TAP
10. Reconfigure the trail through Centennial Park	Infrastructure Improvement		•	•			Village	Park District, Beautification Committee	GMF, STP, CMAQ, TAP, IBPG, OSLAD
11. Expand shared sidewalk segments to create multi-use trails	Infrastructure Improvement		•	•			Village		GMF, STP, CMAQ, TAP, IBPG, OSLAD
12. Collaborate with Union Pacific, Kenilworth Park District, and Sears School to determine feasible long-term alignment	Strategy	•					Village	Union Pacific, Park District, Sears School	N/A
Long-term Alternatives									
Long-term: Union Pacific Property									
13. Establish long-term easement or land acquisition permitting a trail on Union Pacific property	Policy	•					Village	Union Pacific	N/A
<i>13.a Establish easements allowing the installation and maintenance of the trail</i>	Policy	•					Village	Union Pacific	N/A
<i>13.b Install necessary trail segments, fences, and buffers</i>	Infrastructure Improvement		•	•			Village		GMF, STP, CMAQ, TAP, IBPG, OSLAD
<i>13.c Remove on-street bike lane markers from Melrose Avenue, Abbottsford Road, and Ivy Court</i>	Signage Improvement		•	•			Village		GMF, STP

Funding Sources Legend:

GMF: General Municipal Funds TIF: Tax Increment Financing SSA: Special Service Area BDD: Business Development District STP: Surface Transportation Program

CMAQ: Congestion Mitigation and Air Quality Program TAP: Transportation Alternatives Program

IBPG: Illinois Bike Path Grant Program OSLAD: Open Space Land Acquisition and Development Program

Action	Type of Action	Timeframe (years)					Primary Responsibility	Collaborative Partner(s)	Potential Funding Source(s)
		Varies	0-3	4-6	7-9	10+			
Green Bay Trail Improvements									
Long-term: Park District Property									
14. Establish long-term easement or land acquisition permitting a trail on Park District property	Policy	•					Village	Park District	N/A
<i>14.a Install necessary trail segments, fences, and connections to the Ivy Court cul-de-sac</i>	Infrastructure Improvement		•	•			Village		GME, STP, CMAQ, TAP, IBPG, OSLAD
<i>14.b Reconfigure the Ivy Court connection to the existing trail at the north end of the Village</i>	Infrastructure Improvement		•	•			Village		GME, STP, CMAQ, TAP, IBPG, OSLAD
<i>14.c Install necessary trail signage</i>	Signage Improvement		•	•			Village		GME, STP, TAP
<i>14.d Install on-street bike lane markers on Ivy Court</i>	Signage Improvement		•	•			Village		GME, STP, TAP
<i>14.e Remove on-street bike lane markers from Melrose Avenue, Abbottsford Road, and Ivy Court</i>	Signage Improvement		•	•			Village		GME, STP
Long-term: Existing Alignment									
15. Determine if this alternative is the only viable long-term option for the Green Bay Trail	Strategy	•					Village	Union Pacific, Park District, Sears School	N/A
<i>15.a Reconfigure the Cumnor Road approach from Townley Field</i>	Infrastructure Improvement		•	•			Village	Park District	GME, STP, CMAQ, TAP, IBPG, OSLAD
<i>15.b Reconfigure the Ivy Court connection to the existing trail at the north end of the Village</i>	Infrastructure Improvement		•	•			Village		GME, STP, CMAQ, TAP, IBPG, OSLAD
<i>15.c Modify trail signage to reflect new configurations at Cumnor Road and Ivy Court</i>	Signage Improvement		•	•			Village		GME, STP, TAP

Funding Sources Legend:

GME: General Municipal Funds TIF: Tax Increment Financing SSA: Special Service Area BDD: Business Development District STP: Surface Transportation Program
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