

Date: 8/12/2024

Project: Green Bay Road Conceptual Transportation and Streetscape Plan
Village of Kenilworth / Village of Winnetka
Corridor and Streetscape Improvements Study

The Villages of Kenilworth and Winnetka are working together to develop a conceptual streetscape plan for Green Bay Road from Kenilworth Avenue (south limit) to Winnetka Avenue (north limit). The project area includes Kenilworth's business district and Winnetka's Indian Hill business district. This project evaluates the utilization of the public right-of-way throughout the study area, including the roadways, sidewalks, plantings, and green spaces controlled by the Illinois Department of Transportation (IDOT) and Union Pacific Railroad (UPRR). The planning process is designed to offer viable enhancement options that improve pedestrian safety, on-street and off-street parking, Pace bus access, sidewalk connections, lighting, pavement, site furnishings, trees, plantings, outdoor seating and an enhanced corridor image and identity for both communities.

Building upon the Village of Kenilworth's Green Bay Road Conceptual Transportation and Streetscape Plan (2013) and the Village of Winnetka's Downtown Master Plan (2016), this project is intended to foster community and economic growth, improve vehicular and pedestrian experiences, and establish a welcoming image and sense of place for both communities.

Supplemental information is also provided which includes: Project Location Map, Existing Conditions, Typical Sections, Proposed Plans and Public Meeting Information.

Existing Conditions

Green Bay Road is a four-lane, north-south roadway classified as a Minor Arterial with a posted speed limit of 30-35 miles per hour (mph). Within the project limits, Green Bay Road consists of four 10' wide through lanes, an 8' parking lane on either side of the roadway, B-6.12 curb and gutter and a 10' sidewalk on the west side of Green Bay Road. The 2022 average daily traffic (ADT) at Green Bay Road is 8,250 vehicles per day (vpd). Green Bay Road is an IDOT significant route but is not a designated truck route. Green Bay Road within the project limits is under the jurisdiction of the Illinois Department of Transportation. The existing right-of-way (ROW) along the roadway is 70'. The Village of Kenilworth and Winnetka have ownership of parcels adjacent to the Union Pacific Railroad on the east side. There is a parking lot located at the northeast end of the project near Winnetka Avenue which is owned by the Village of Winnetka. There is a small parking lot at the southeast end of the project adjacent to the Kenilworth Metra Station that is within railroad property limits.

Green Bay Road is the central spine of the community as it hosts a vast majority of 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, New Trier Township High School, Green Bay Trail and Townley Field. Green Bay Road is an important corridor that serves as a regional connector, linking several of Chicagoland's North Shore communities. The flow of traffic has helped support local businesses; however, the flow of thru traffic has strained residents' desires to maintain efficient local mobility. The characteristics of the roadway and lack of pedestrian safe crossings have led to vehicles driving at increased speeds and pedestrians feeling uncomfortable with crossing Green Bay Road at peak traffic hours.

Geometric Studies

The Village of Kenilworth 2013 Green Bay Road Conceptual Transportation and Streetscape Plan was used as a base for the design of the Kenilworth portion of this study. Both Villages provided input during the design process to refine the concepts that would be considered for Phase I. The geometric designs were developed through scaled aerial imagery for this concept refinement stage. The alternatives considered are summarized below.

Alternative 1

The proposed typical section establishes the base of the corridor which would maintain traffic flow along Green Bay Road, create a more vibrant commercial area, increase pedestrian safety and mobility throughout the corridor and establish a distinct character for the villages. The improved safety of the corridor will help patrons access the local businesses, Metra and Pace transit services and other amenities within the study area. At the north and south limits of the project, the proposed sections transition back to the existing sections at Kenilworth Avenue and Winnetka Avenue. The cross section includes:

Kenilworth

- 10' sidewalk that can accommodate increased pedestrian traffic, landscape elements and street furniture along commercial development on the west side of Green Bay Road
- 29.5' wide diagonal parking bay and drive aisle that increases the amount of parking for businesses and provides for landscaped islands
- 5.5' wide raised median that separates parking traffic from roadway traffic, resulting in a safer curbside environment
- 11' wide thru lane in each direction
- 10' wide two-way left turn lane to accommodate left turn traffic at driveways and intersections
- 8' wide parallel parking aisle along the east side of Green Bay Road with a 4' carriage walk and retaining wall at necessary locations
- Striped crosswalks at Melrose Avenue, Wayland Avenue and Roger Avenue
- Landscaped bump outs adjacent to parallel parking lanes and driveways to enhance driver sight distance by providing drivers an unobstructed view to see oncoming traffic clearly from the point where the driveway meets the roadway and to create shorter crosswalks to assist pedestrians in crossing Green Bay Road
- Pace bus stops located on the east side of Green Bay Road
- Occupy Village of Kenilworth owned property that extends 21' east of the existing ROW adjacent to the railroad
- Proposed ROW required from the railroad on the east side to construct the carriage walk and retaining wall as well as at the southeast corner of the project for the parking lot access drive
- Potential tree impacts along the east side of Green Bay Road.

Winnetka

- 15' sidewalk that can accommodate increased pedestrian traffic, landscape elements and street furniture along commercial development on the west side of Green Bay Road.
- 11' wide thru lane in each direction
- 10' wide two-way left turn lane to accommodate left turn traffic at driveways and intersections
- Midblock crossing at 38 Green Bay Road with pedestrian landscaped refuge island
- Landscaped bump outs adjacent to parallel parking lanes and driveways to enhance driver sight distance by providing drivers an unobstructed view to see oncoming traffic clearly from the point where the driveway meets the roadway and to create shorter crosswalks to assist pedestrians in crossing Green Bay Road
- 8' wide parallel parking aisle in each direction
- 5' wide carriage walk with 5' tree strip divider along the east side of Green Bay Road
- Existing parking lot owned by the Village of Winnetka is located on the east side

Alternative 2

The proposed typical section for this alternative is like Alternative 1, however, the carriage walk on the east side of Green Bay Road is not included to minimize ROW and tree impacts. At the north and south limits of the project, the proposed sections transition back to the existing sections at Kenilworth Avenue and Winnetka Avenue. The cross section includes:

Kenilworth

- 10' sidewalk that can accommodate increased pedestrian traffic, landscape elements and street furniture along commercial development on the west side of Green Bay Road
- 29.5' wide diagonal parking bay and drive aisle that increases the amount of parking for businesses and provides for landscaped islands
- 5.5' wide raised median that separates parking traffic from roadway traffic, resulting in a safer curbside environment
- 11' wide thru lane in each direction
- 10' wide two-way turn lane to accommodate left turn traffic at driveways and intersections
- 8' wide parallel parking aisle along the east side of Green Bay Road
- Occupy Village of Kenilworth owned property that extends 21' east of the existing ROW adjacent to the railroad
- Proposed ROW required from the railroad at the southeast corner of the project for the parking lot driveway

Winnetka

- 20' sidewalk that can accommodate increased pedestrian traffic, landscape elements and street furniture along commercial development on the west side of Green Bay Road.
- 11' wide thru lane in each direction
- 10' wide two-way turn lane to accommodate left turn traffic at driveways and intersections
- 8' wide parallel parking aisle in each direction
- Striped no parking areas adjacent to parallel parking lanes and driveways to enhance driver sight distance by providing drivers an unobstructed view to see oncoming traffic clearly from the point where the driveway meets the roadway
- 5' tree strip divider between parallel parking lane and parking lot on the east side
- Striped no parking zones adjacent to driveways to enhance driver sight distance
- Existing parking lot owned by the Village of Winnetka is located on the east side

Preferred Alternative

The proposed typical section was determined through discussion with both villages. Alternative 1 was selected as the preferred alternative as it provided the most connectivity for pedestrians navigating the area. The additional sidewalk on the east side and wider sidewalk on the west side provides a more secure curbed environment for pedestrians accessing the businesses from the parking on the east side.

Parking Analysis

An estimate for the existing parallel parking available was done based on the length of available parking and assuming a 20' parking stall. This estimate does not include any parking within the business parking lots along the corridor. It is estimated that there are 223 existing parking stalls available to the public.

In the proposed condition, diagonal parking was added along the west side of Green Bay Road in the Village of Kenilworth. Access to some of the existing business parking lots was not maintained, however, details on parking lot access will need to be further discussed with the business owners in Phase I design. In the proposed condition, it is estimated that there will be 225 parking stalls available to the public. Within the Village of Winnetka, parking was reduced by 6 stalls (3 stalls on both the west and east sides) to incorporate safety features such as

the midblock pedestrian crossing and landscaped bump outs adjacent to parallel parking lanes and driveways that do not currently exist.

A summary of the available parking for the two villages is provided in the tables below.

Table 1. Village of Kenilworth Estimated Parking Stalls

| Alternative 1 | Existing | Proposed |
|------------------|------------|------------|
| Parallel Parking | 162 | 82 |
| Diagonal Parking | 0 | 88 |
| Total | 162 | 170 |

Table 2. Village of Winnetka Estimated Parking Stalls

| Alternative 1 | Existing | Proposed |
|------------------|-----------|-----------|
| Parallel Parking | 61 | 55 |
| Diagonal Parking | 0 | 0 |
| Total | 61 | 55 |

Public Involvement

A public open house meeting was held for the Village of Kenilworth on February 8th, 2024, and for the Village of Winnetka on February 15, 2024. The purpose of the public open house meetings was to present information and preliminary concepts for the Green Bay Road Corridor / Indian Hill Streetscape Project and gather comments from the public and affected stakeholders. The public meeting comments and exhibits can be found in the supplement information in this memo. A summary of the comments and key takeaways from the public involvement is provided below:

Traffic

- The roadway feels too wide
- Road diet is an excellent idea. Slower traffic along Green Bay Road, south of Winnetka Ave would be welcomed. This would be safer for cars and pedestrians.
- Positive reaction to curved roadway transition to calm speeds and traffic and help define/designate the transition between the 2 Villages
- The reduced roadway and possible speed reduction would make it safer for students who walk to and from school

Intersections

- Add crosswalk at Winnetka Ave intersection (Tala Coffee to 7-11)
- Positive reactions to proposed mid-block crosswalks

Parking

- Provide driveway access to private parking lots throughout the corridor and confirm number of parking spaces
- Concerns about diagonal parking access and U-turns
- Concerns about losing parking spaces in front of businesses between Park Dr and Melrose Ave, especially at the Post Office

Sidewalks

- Positive reaction to widened sidewalks in Winnetka
- Desire for wider sidewalks in Kenilworth to be more business friendly
- Mixed positive/negative reactions to proposed sidewalk along the east side

Park Drive

- Mixed positive/negative reactions to Park Drive median/plaza reconfiguration

Lighting

- Provide more lighting throughout

Furnishings

- Family 2 (Merging Districts) received the highest number of votes

Trees + Green Space

- Maximize trees and green spaces throughout the corridor

Conclusion

Alternative 1 satisfies the purpose and need of the project to foster community and economic growth, improve vehicular and pedestrian experiences, and establish a welcoming image and sense of place for both communities. The overall reaction from the public was in favor of the changes along Green Bay Road. More detailed design is needed to determine business parking lot access, bump out and landscaping considerations, maintenance considerations, ROW needs and coordination with the Union Pacific Railroad. A topographic survey will be needed in Phase I for confirmation of the concept plan and finalizing a more detailed design.

Project Location Map

Project Location Map

Green Bay Road Conceptual Transportation and Streetscape Plan

Village of Kenilworth / Village of Winnetka

Cook County, Illinois

Township 42N, Range 13E, Section 28

New Trier Township

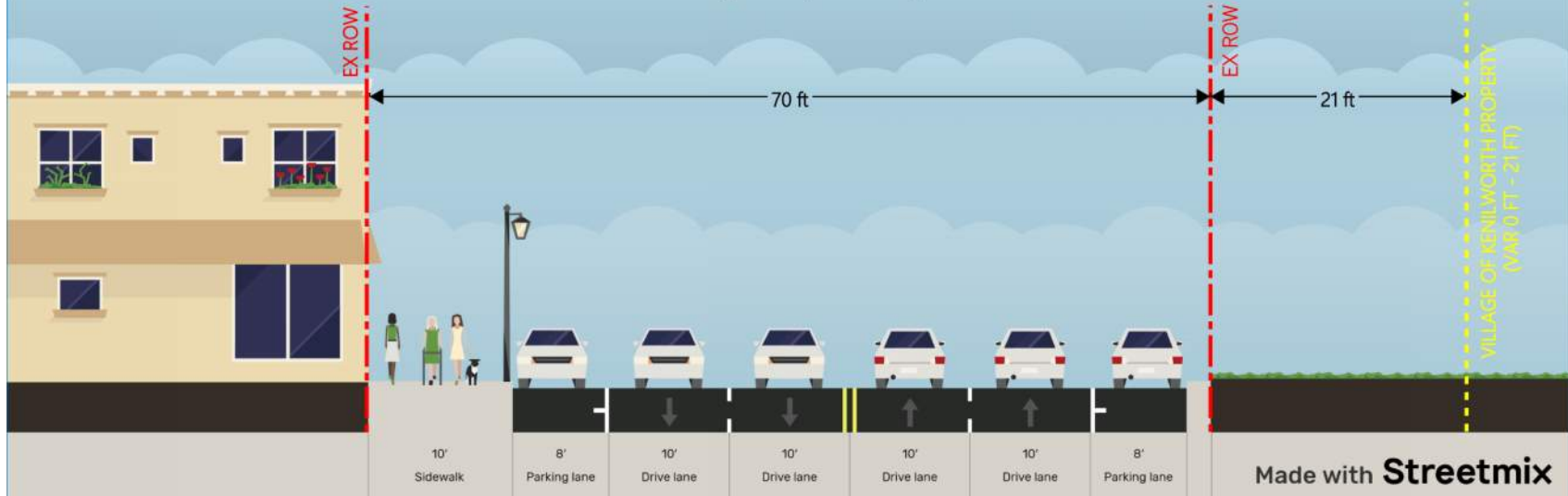


Existing Conditions

Typical and Existing Plans

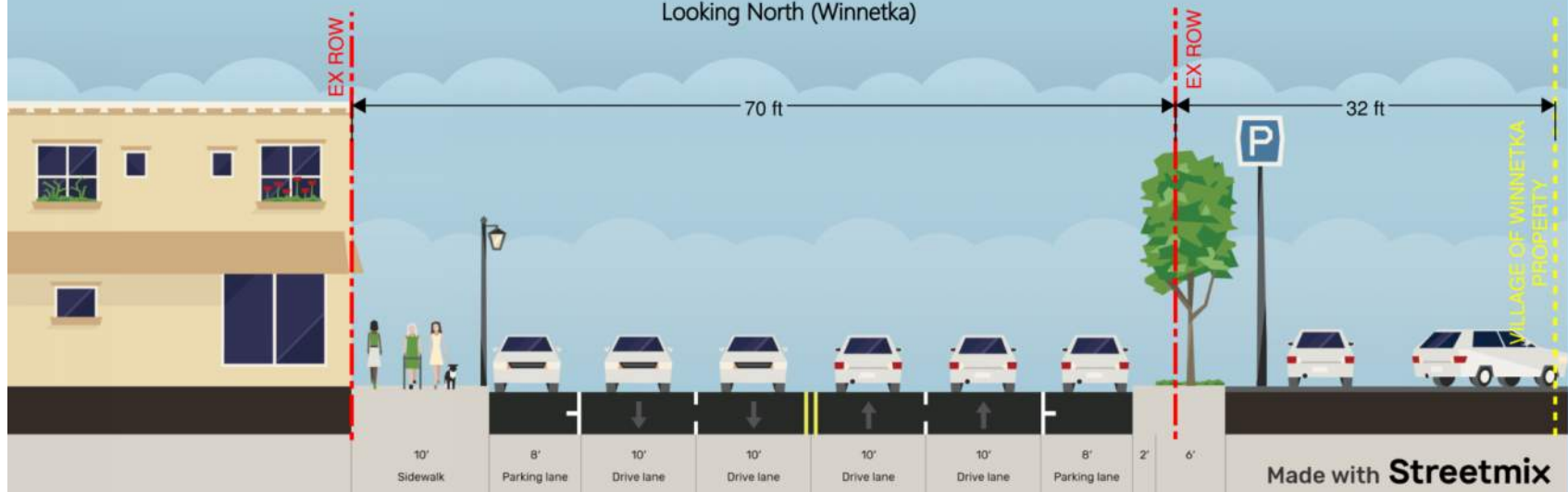
Green Bay Road Existing

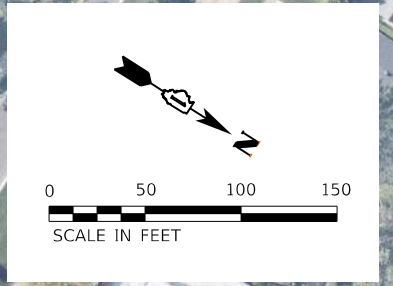
Looking North (Kenilworth)



Green Bay Road Existing

Looking North (Winnetka)





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VILLAGE OF KENILWORTH

**GREEN BAY ROAD CONCEPTUAL TRANSPORTATION PLAN
 EXISTING CONDITIONS**

SCALE: 1" = 50' SHEET OF SHEETS STA. TO STA.

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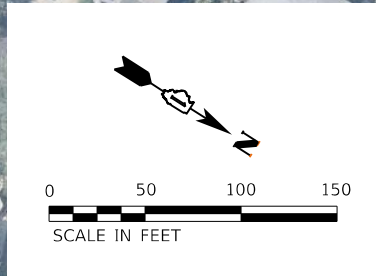
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VILLAGE OF KENILWORTH

**GREEN BAY ROAD CONCEPTUAL TRANSPORTATION PLAN
EXISTING CONDITIONS**

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VILLAGE OF WINNETKA

**GREEN BAY ROAD CONCEPTUAL TRANSPORTATION PLAN
EXISTING CONDITIONS**

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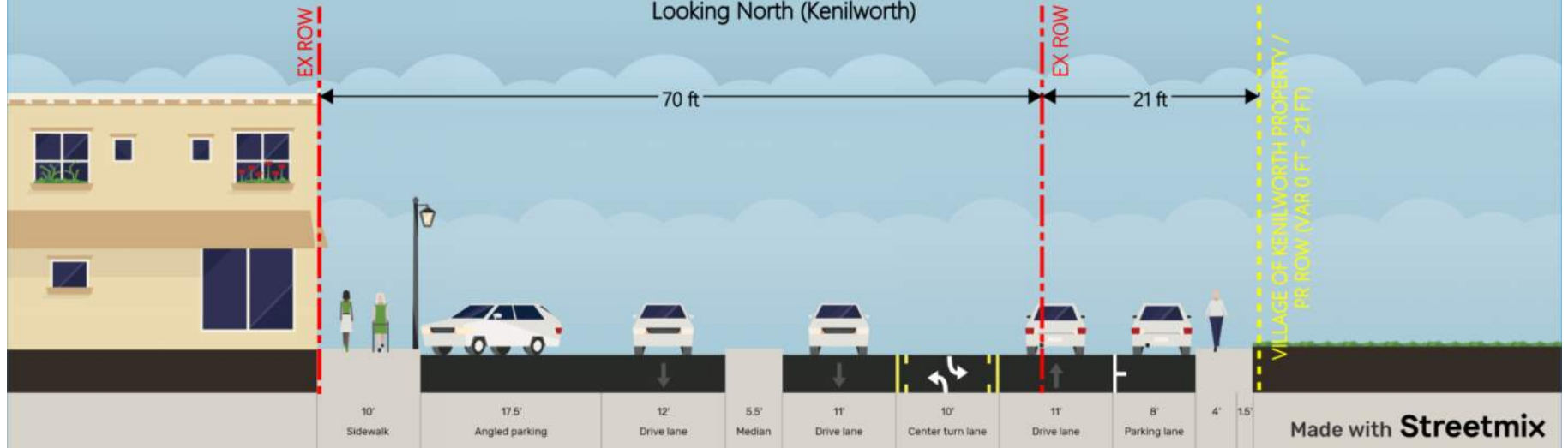
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Typical Sections

Alternative 1 and 2

Green Bay Road Alt 1

Looking North (Kenilworth)



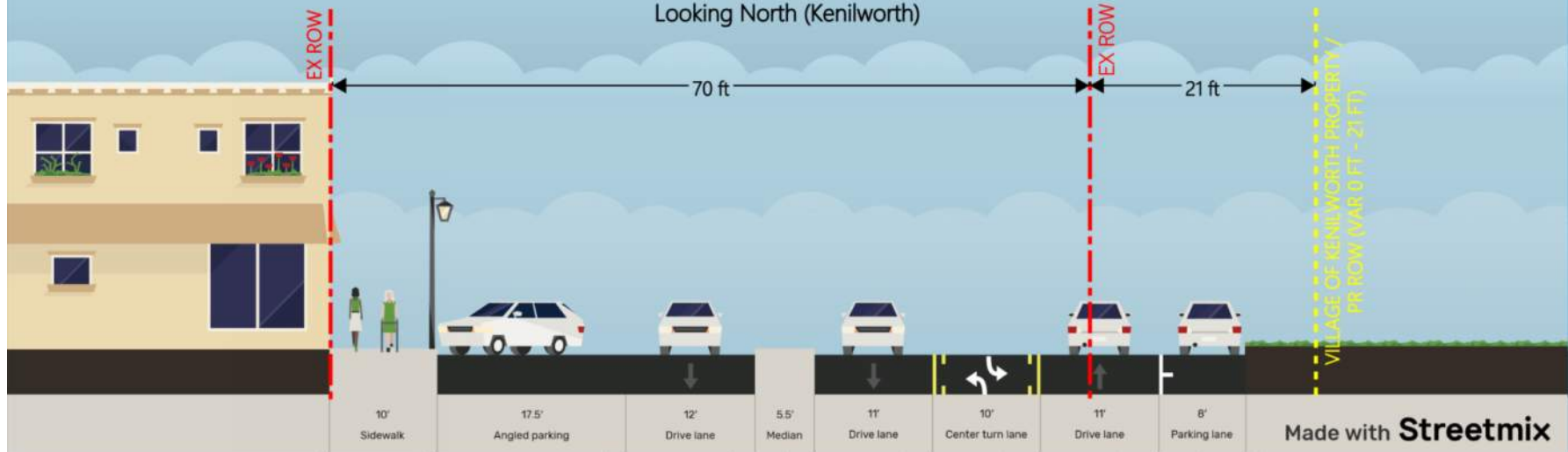
Green Bay Road Alt 1

Looking North (Winnetka)



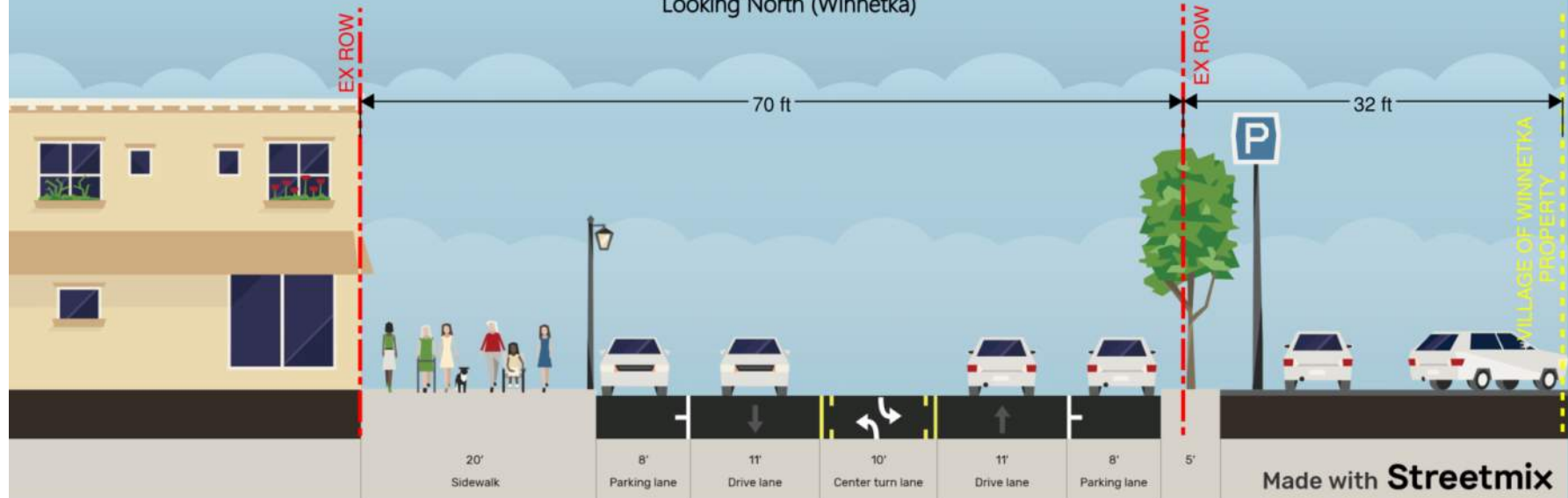
Green Bay Road Alt 2

Looking North (Kenilworth)



Green Bay Road Alt 2

Looking North (Winnetka)



Proposed Plans

Alternative 1 and 2



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VILLAGE OF KENILWORTH

**GREEN BAY ROAD CONCEPTUAL TRANSPORTATION PLAN
ALTERNATIVE 1**

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 ACCESS TO PARKING LOTS TO BE COORDINATED WITH BUSINESSES

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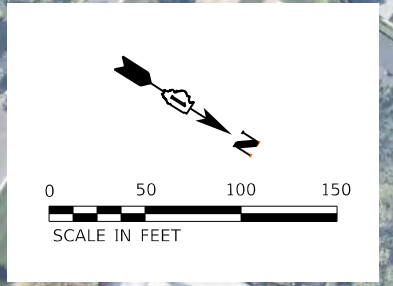
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VILLAGE OF KENILWORTH

**GREEN BAY ROAD CONCEPTUAL TRANSPORTATION PLAN
 ALTERNATIVE 1**

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VILLAGE OF KENILWORTH

**GREEN BAY ROAD CONCEPTUAL TRANSPORTATION PLAN
ALTERNATIVE 2**

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VILLAGE OF KENILWORTH

**GREEN BAY ROAD CONCEPTUAL TRANSPORTATION PLAN
ALTERNATIVE 2**

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VILLAGE OF WINNETKA

**GREEN BAY ROAD CONCEPTUAL TRANSPORTATION PLAN
ALTERNATIVE 2**

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Public Meeting Information

Meeting Summary, Comments and Exhibits

GREEN BAY ROAD CORRIDOR / INDIAN HILL STREETScape

PUBLIC OPEN HOUSE MEETINGS

February 8, 2024 | Kenilworth Assembly Hall, Kenilworth | 6:30 – 8:00 pm

February 15, 2024 | Tala Coffee Roasters, Winnetka | 6:30 – 8:30 pm

The Villages of Kenilworth and Winnetka are working together to develop a conceptual streetscape plan for Green Bay Road from Kenilworth Avenue (at the south) to Winnetka Avenue (at the north).

Building upon the Village of Kenilworth's [Green Bay Road Conceptual Transportation and Streetscape Plan \(2013\)](#) and the [Village of Winnetka's Downtown Master Plan \(2016\)](#), this project is intended to foster community and economic growth, improve vehicular and pedestrian experiences, and establish a welcoming image and sense of place for both communities.

The project area includes Kenilworth's business district and Winnetka's Indian Hill business district. This project evaluates the utilization of the public right-of-way throughout the study area, including the roadways, sidewalks, plantings, and green spaces controlled by the Illinois Department of Transportation (IDOT) and Union Pacific Railroad (UPRR).

The planning process is designed to offer viable enhancement options that improve pedestrian safety, on-street and off-street parking, Pace bus access, sidewalk connections, lighting, pavement, site furnishings, trees, plantings, outdoor seating and an enhanced corridor image and identity for both communities. This study will result in a cohesive Green Bay Road Streetscape Concept Design Plan to help guide future discussions with IDOT and UPRR and decision-making about specific streetscape improvements along the corridor.

The purpose of the Public Open House Meetings was to present information and preliminary concepts for the Green Bay Road Corridor / Indian Hill Streetscape Project. Prior to the meetings, announcements were distributed via printed posters, flyers, social media posts and Village of Kenilworth / Winnetka websites:

- Village of Kenilworth : <https://www.vok.org/2523/Green-Bay-Road-Enhancement-Project>
- Village of Winnetka: <https://www.villageofwinnetka.org/412/Indian-Hill-Business-District-Streetscap>

Announcement posters are below:



Thursday, February 8th
6:30 pm - 8:00 pm
Kenilworth Assembly Hall
410 Kenilworth Ave

Join us at the public open house to review preliminary corridor concepts and to participate in streetscape visioning activities.

The Green Bay Road Corridor Project is a joint planning effort between the Villages of Kenilworth and Winnetka.



Thursday, February 15th
6:30 pm - 8:30 pm
Tala Coffee Roasters
93 Green Bay Road

Join us at the public open house to review preliminary corridor concepts and to participate in streetscape visioning activities.

This is part of the Green Bay Road Corridor Project, a joint planning effort between the Villages of Kenilworth and Winnetka.

The following numbers of participants signed the sign-in sheets:

- Kenilworth Public Open House (02/08/24): 34 participants
- Winnetka Public Open House (02/15/24): 16 participants

The following list of exhibits were presented at the public open house meetings.

Some exhibits contained public input activities, described below:

1. Project Introduction + Corridor Character
2. Existing Conditions Photos
3. Typical Sections
4. Corridor Enlargement Area: North
 - a. *Input Activity: Use the post-it notes to share what you like or what you don't like about these concepts*
5. Corridor Enlargement Area: Central
 - a. *Input Activity: Use the post-it notes to share what you like or what you don't like about these concepts*
6. Corridor Enlargement Area: South
 - a. *Input Activity: Use (1) sticker to select your preferred concept for Park Drive*
 - b. *Input Activity: Use the post-it notes to share what you like or what you don't like about these concepts*
7. Corridor Enlargement Area: Park Drive Placemaking
 - a. *Input Activity: Use the post-it notes to share what you like or what you don't like about these concepts*
8. Furnishings Families
 - a. *Input Activity: Use (1) sticker to select your preferred furnishings family*
 - b. *Input Activity: Use the post-it notes to share what you like or what you don't like about these concepts*
9. Open Ended Inputs
 - a. *Input Activity: Use the post-it notes to share what you like or what you don't like about these concepts*

Two roll plots depicting existing and proposed roadway conditions were rolled out on a table and invited inputs from the public via post-it notes.

Participants were provided post-it notes and stickers to provide comments on the exhibit boards.

A summary of comments received are organized by exhibit board are on the following pages:

EXHIBIT: TYPICAL SECTIONS

| KENILWORTH PUBLIC OPEN HOUSE COMMENTS (02.08.24) | WINNETKA PUBLIC OPEN HOUSE COMMENTS (02.15.24) |
|---|---|
| <p>The photograph shows a display board with the title "TYPICAL SECTIONS" at the top. Below the title is a map of the area. The board is divided into four panels: "KENILWORTH EXISTING ROADWAY SECTION LOOKING NORTH", "WINNETKA EXISTING ROADWAY SECTION LOOKING NORTH", "KENILWORTH PROPOSED ROADWAY SECTION LOOKING NORTH", and "WINNETKA PROPOSED ROADWAY SECTION LOOKING NORTH". The panels show street scenes with cars, trees, and buildings. At the bottom, there is a logo for Kenilworth, the text "GREEN BAY ROAD / INDIAN HILL STREETScape Village of Kenilworth / Village of Winnetka", and logos for Clorba Group and another company.</p> | <p>The photograph shows a display board similar to the one in the first cell, but with a yellow sticky note attached to the bottom left. The sticky note has handwritten text: "Lighting! Too dark, safety". The board content is identical to the first cell, showing "TYPICAL SECTIONS" with maps and architectural renderings for Kenilworth and Winnetka.</p> |
| <p>Too much asphalt, same issue as last design</p> | <p>Hoping for wider sidewalk in Kenilworth. Too much road surface to cross for pedestrians. Lighting! Too dark, safety</p> |

EXHIBIT: CORRIDOR ENLARGEMENT AREA: NORTH

| KENILWORTH PUBLIC OPEN HOUSE COMMENTS (02.08.24) | WINNETKA PUBLIC OPEN HOUSE COMMENTS (02.15.24) |
|--|--|
| | |
| <p>Drive thru into this building? (south of Grins on Green Bay)</p> | <p>Street light, along tracks to light parking area</p> |
| <p>Like: east side sidewalk</p> | <p>Pedestrian light / button to stop traffic at crosswalk</p> |
| <p>Love the sidewalk along businesses with places to stop and rest</p> | <p>Crosswalk configurations, how do we improve to get pedestrians across quickly</p> |
| <p>Dislike Winnetka Ave intersection</p> | <p>Yes to east side sidewalk! Esp. Tala parking lot</p> |
| <p>Good to add sidewalk to east side</p> | <p>Need crosswalk from 7-11 corner to Tala corner</p> |

EXHIBIT: CORRIDOR ENLARGEMENT AREA: CENTRAL

| KENILWORTH PUBLIC OPEN HOUSE COMMENTS (02.08.24) | WINNETKA PUBLIC OPEN HOUSE COMMENTS (02.15.24) |
|--|--|
| | |
| <p>Alleyway and kid safety here, not being used now; lose parking if we cut median</p> | <p>Need fewer traffic lanes, unsafe</p> |
| <p>Who owns parking lot here? (north of Duda Dental) – Pavlik Building How do you access; who parks here? Access needs to be from Green Bay Road – not alley</p> | |
| <p>How does traffic stacking work here? (north side of Roger Ave)</p> | |
| <p>You need to show the openings to get to the businesses to make parking spaces accurate</p> | |

EXHIBIT: CORRIDOR ENLARGEMENT AREA: SOUTH

| KENILWORTH PUBLIC OPEN HOUSE COMMENTS (02.08.24) | WINNETKA PUBLIC OPEN HOUSE COMMENTS (02.15.24) |
|---|---|
| | |
| <p>CONCEPT 1: 9 VOTES ADD DIAGONAL PARKING AT PARK DRIVE LANDSCAPED MEDIAN</p> | <p>CONCEPT 1: 2 VOTES ADD DIAGONAL PARKING AT PARK DRIVE LANDSCAPED MEDIAN</p> |
| <p>CONCEPT 2: 4 VOTES REMOVE LANDSCAPED MEDIAN; CREATE EB, WB AND LEFT TURN LANES AT PARK DRIVE; ESTABLISH A LARGER SIDEWALK AND SEATING AREA ADJACENT TO BUSINESSES</p> | <p>CONCEPT 2: 2 VOTES REMOVE LANDSCAPED MEDIAN; CREATE EB, WB AND LEFT TURN LANES AT PARK DRIVE; ESTABLISH A LARGER SIDEWALK AND SEATING AREA ADJACENT TO BUSINESSES</p> |
| <p>COMMENTS</p> | <p>COMMENTS</p> |
| <p>Keep Park Drive Median – no change</p> | <p>Need to widen sidewalk!</p> |
| <p>Concept 3 – keep current configuration - boulevard</p> | <p>Lights</p> |
| <p>Might a roundabout help?</p> | <p>Consider enforcing the Green Bay Road speed limit to see if you can get to (bike lane?)</p> |

Public Meeting Comments

| KENILWORTH PUBLIC OPEN HOUSE COMMENTS (02.08.24) | WINNETKA PUBLIC OPEN HOUSE COMMENTS (02.15.24) |
|---|---|
| Keep parallel parking in front of Post Office | I'm afraid this hasn't solved the problem of parking on the east side being dangerous to access. Couldn't we have fewer traffic lanes and a real median strip? |
| | Does this plan do anything to make this stretch of Green Bay and Park more attractive to restaurants? Only minimal widening of sidewalk. We would love to have a critical mass of restaurants between the alley on Park Drive and Wayland that would help them all succeed and create community. People talked about using train parking lot for evening restaurant parking – but that isn't going to happen if Green Bay Road is still a multi-lane freeway. |
| | |

EXHIBIT: PARK DRIVE PLACEMAKING

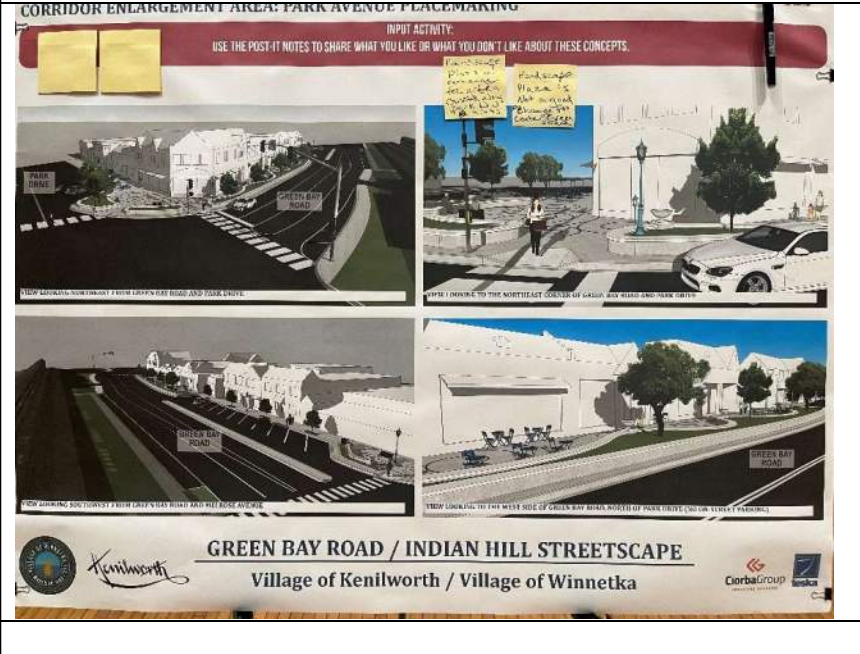
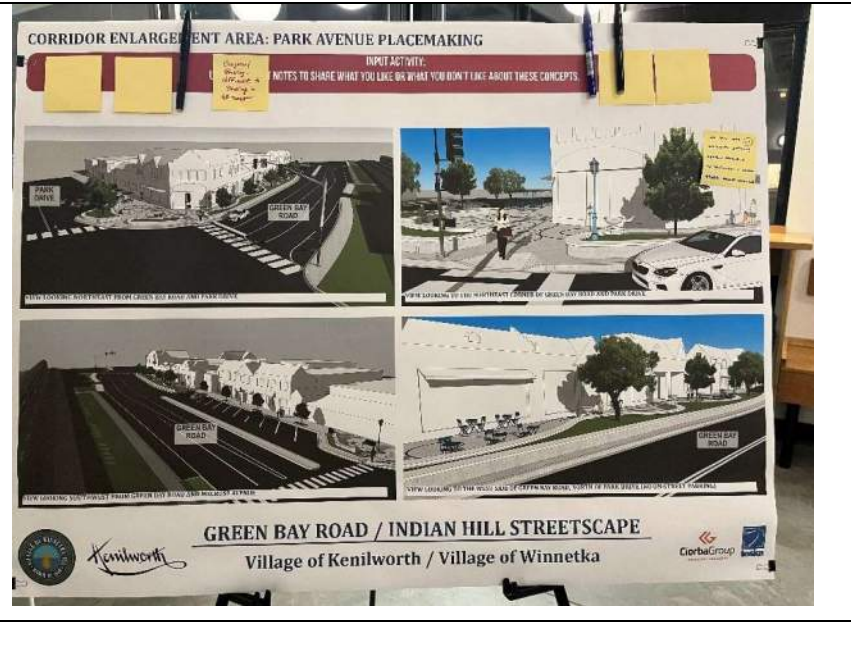
| KENILWORTH PUBLIC OPEN HOUSE COMMENTS (02.08.24) | WINNETKA PUBLIC OPEN HOUSE COMMENTS (02.15.24) |
|---|--|
|  <p>CORRIDOR ENLARGEMENT AREA: PARK AVENUE PLACEMAKING INPUT ACTIVITY: USE THE POST-IT NOTES TO SHARE WHAT YOU LIKE OR WHAT YOU DON'T LIKE ABOUT THESE CONCEPTS.</p> <p>GREEN BAY ROAD / INDIAN HILL STREETSCAPE Village of Kenilworth / Village of Winnetka</p> |  <p>CORRIDOR ENLARGEMENT AREA: PARK AVENUE PLACEMAKING INPUT ACTIVITY: NOTES TO SHARE WHAT YOU LIKE OR WHAT YOU DON'T LIKE ABOUT THESE CONCEPTS.</p> <p>GREEN BAY ROAD / INDIAN HILL STREETSCAPE Village of Kenilworth / Village of Winnetka</p> |
| <p>Hardscape plaza in exchange for greensward along Park Dr is a loss Hardscape plaza is not a good exchange for center greensward</p> | <p>Diagonal parking – difficult to back up in Green Bay Road Traffic Love this open community gathering space – attractive for businesses and mirrors 93 Green Bay Road concept somewhat</p> |

EXHIBIT: SITE FURNISHINGS FAMILIES

| KENILWORTH PUBLIC OPEN HOUSE COMMENTS (02.08.24) | WINNETKA PUBLIC OPEN HOUSE COMMENTS (02.15.24) |
|--|---|
| | |
| FAMILY 1: 1 VOTE | FAMILY 1: 0 VOTES |
| FAMILY 2: 5 VOTES | FAMILY 2: 6 VOTES |
| FAMILY 3: 8 VOTES | FAMILY 3: 0 VOTES |
| COMMENTS | COMMENTS |
| Pedestrian lighting (preferred) | Lets keep design elements in line with the Elm Street Business District |
| Classic limestone (entry pylon) good! | – it’s worked so well there! |

EXHIBIT: ROLL PLOT – OPEN ENDED COMMENTS

| KENILWORTH PUBLIC OPEN HOUSE COMMENTS (02.08.24) <i>Comments below from north to south</i> | WINNETKA PUBLIC OPEN HOUSE COMMENTS (02.15.24) <i>Comments below from north to south</i> |
|--|--|
| This property has a drive-thru under building out to GB Rd (north of Roger Ave) | Crosswalk location suggested at north side of Tala (to 7-11) |
| To access parking drive lane and heading Northbound, do we U-turn in? | Crosswalk location suggested at south side of Tala (to businesses) |
| Small business / restaurant (vacant parcel south of Roger Ave) | (proposed) Sidewalk keeps peds out of narrow parking lot |
| Provide parking lot access from Green Bay Road instead of alley (between Roger and Wayland Avenues) | What can we do to attract foot traffic, make west side desirable for shops, restaurants, etc? |
| Good to have painted cross-walks, good job | Trees |
| Need access at all private parking lots (between Wayland and Melrose) | Doesn't enhance community feel or help existing businesses if you don't widen the sidewalk in this block (near Park Drive) |
| Retain green space boulevard concept. No more concrete. (at Park Drive) | |

EXHIBIT: OPEN ENDED COMMENTS

| KENILWORTH PUBLIC OPEN HOUSE COMMENTS (02.08.24) | WINNETKA PUBLIC OPEN HOUSE COMMENTS (02.15.24) |
|---|--|
| | |
| <p>No parking on east side – dangerous, use space for other amenities</p> | <p>Prefer not so many travel lanes in Kenilworth</p> |
| <p>No JT – keep under IDOT control</p> | <p>Like outdoor seating and dining</p> |
| <p>Angled parking on Park Dr by removing grass and trees plus narrowing the street doesn't fly with many of us!</p> | <p>Like wider sidewalks in Winnetka</p> |
| <p>No brick pavers – Sheridan Road example</p> | <p>I would like to make two lanes to drive</p> |
| <p>I do not like the parking and street arrangement</p> | <p>I like widening the driving lanes (vs current), even though we lose a lane</p> |
| <p>Poor access to post office</p> | <p>Repaving / refreshing sidewalks, additional plantings and face seating will drive commercial business</p> |
| <p>The angled designated parking area will be safer getting in and out of and keep parkers out of travelers' way</p> | <p>Keep / add trees and plantings to counteract 'parking lot' feel</p> |
| <p>Excited for improvements to my business front</p> | <p>Dangerous for pedestrians to cross Green Bay Road</p> |
| <p>Angled parking could result in blind backing out</p> | |
| <p>Love segal (?) gated area for parking, sections safer; Larger sidewalk and greenery add beauty to district</p> | |

KEY TAKEAWAYS ORGANIZED BY TOPIC

| TOPIC | COMMENTS |
|---------------------|--|
| TRAFFIC | <ul style="list-style-type: none"> The roadway feels too wide |
| | |
| INTERSECTIONS | <ul style="list-style-type: none"> Add crosswalk at Winnetka Ave intersection (Tala Coffee to 7-11) Positive reactions to proposed mid-block crosswalks |
| | |
| PARKING | <ul style="list-style-type: none"> Provide driveway access to private parking lots throughout the corridor and confirm number of parking spaces Concerns about diagonal parking access and U-turns Concerns about losing parking spaces in front of businesses between Park Dr and Melrose Ave, especially at the Post Office |
| | |
| SIDEWALKS | <ul style="list-style-type: none"> Positive reaction to widened sidewalks in Winnetka Desire for wider sidewalks in Kenilworth to be more business friendly Mixed positive / negative reactions to proposed sidewalk along the east side |
| | |
| PARK DRIVE | <ul style="list-style-type: none"> Mixed positive / negative reactions to Park Drive median / plaza reconfiguration |
| | |
| LIGHTING | <ul style="list-style-type: none"> Provide more lighting throughout |
| | |
| FURNISHINGS | <ul style="list-style-type: none"> Family 2 (Merging Districts) received the highest number of votes (12) |
| | |
| TREES + GREEN SPACE | <ul style="list-style-type: none"> Maximize trees and green spaces throughout the corridor |

PUBLIC INVOLVEMENT: EMAILS – INDIANA HILL STREETScape COMMENTS

| CORRESPONDENT | EMAIL SUMMARY |
|--|---|
| Dan DeGiulio – DG Kitchen & Bath | <ul style="list-style-type: none"> • Business located at 48 Green Bay Road, Winnetka • Converting 4 traffic lanes to 2 lanes is an excellent idea. • Slower traffic along Green Bay Road, south of Winnetka Ave would be welcomed. This would be safer for cars and pedestrians. • I like the user-friendly 15' wide sidewalks • We need more foot traffic and it would help to have cars to slow down |
| Tina Dalman – Winnetka Village Council | <ul style="list-style-type: none"> • High speeds are an issue. Given the proximity of New Trier High School and the need to foster a more business friendly/pedestrian friendly environment I really like the proposed plans for Winnetka. I think this will be a transformational project for the Village and this part of town in particular • Proposed streetscape furnishing: I would prefer Family 2 and then alternatively Family 3. I think it is important to coordinate with Kenilworth to ensure a consistency in the design. • Plan View for Winnetka: I think it looks great. I really like the widening of the sidewalk and the mid-block crossing. It will help make for a safer crossing from the parking lot to the East and also facilitate and support filling up the empty spaces along the corridor. • Turn Lane and Street Parking Kenilworth vs. Winnetka: I do like the protected parking with a median that is proposed for Kenilworth. like the curving of the road - it will help to calm speeds and traffic and it also will help define/designate the transition between the 2 Villages. For the Winnetka section - do we really need so much of a turn lane to allow left hand turns as you head North. Same for the curb cut south of Captain Nemo's — I think you could shorten the left turn lane and lengthen the landscape median to the south. • Village of Winnetka Signage: We should have a Winnetka sign in the landscape median as drivers are driving north as they cross into Winnetka from Kenilworth. • Improvements north of Winnetka Road: I would like to see some plan for some minor improvements in this area north of Winnetka Road (repaving the parking lot, enhanced landscaping around the parking lot...) Just some minor things to improve the look north of Winnetka Road. |

MEETING PHOTOS - KENILWORTH PUBLIC OPEN HOUSE (02.08.24)





MEETING PHOTOS - WINNETKA PUBLIC OPEN HOUSE (02.15.24)





PROJECT INTRODUCTION

The Villages of Kenilworth and Winnetka are working together to develop a conceptual streetscape plan for Green Bay Road from Kenilworth Avenue (at the south) to Winnetka Avenue (at the north). The project area includes Kenilworth's business district and Winnetka's Indian Hill business district.

This project evaluates the utilization of the public right-of-way throughout the study area, including the roadways, sidewalks, plantings, and green spaces controlled by the Illinois Department of Transportation (IDOT) and Union Pacific Railroad (UPRR).

The planning process is designed to offer viable enhancement options that improve pedestrian safety, on-street and off-street parking, Pace bus access, sidewalk connections, lighting, pavement, site furnishings, trees, plantings, outdoor seating and an enhanced corridor image and identity for both communities.

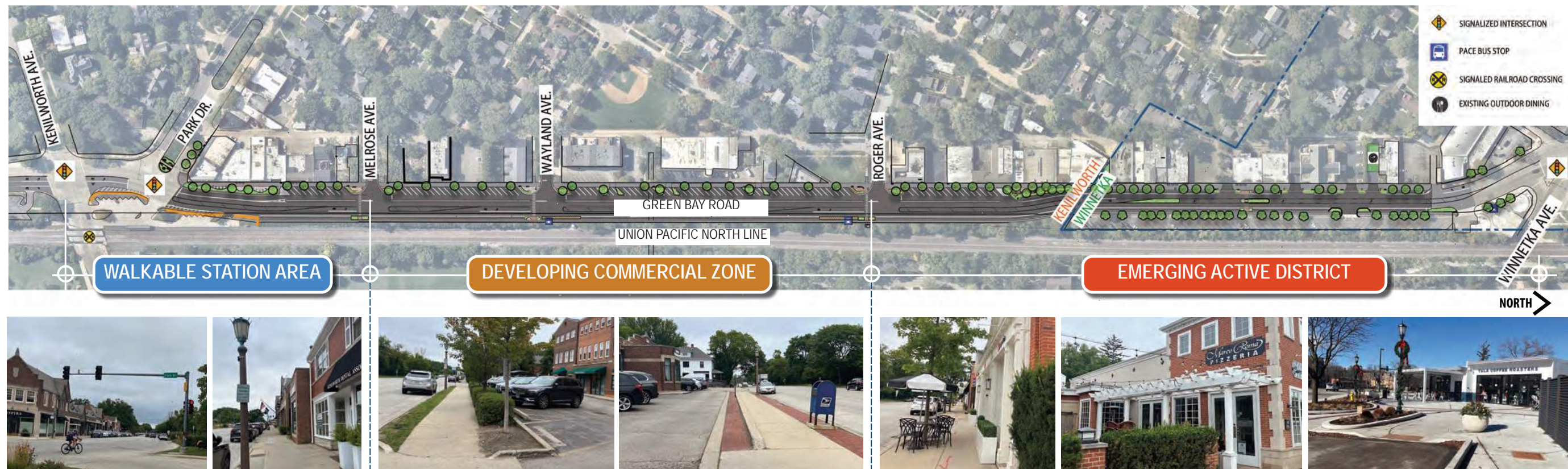
This study will result in a cohesive Green Bay Road Streetscape Concept Design Plan to help guide future discussions with IDOT and UPRR and decision-making about specific streetscape improvements along the corridor.

ANTICIPATED TIMELINE

| | |
|---|------|
| COMMUNITY OUTREACH + PRELIMINARY CONCEPTS | 2024 |
| IDOT / UPRR COORDINATION | 2024 |
| ENGINEERING + FINAL DESIGN* | TBD |
| CONSTRUCTION* | TBD |

** Final design, engineering + construction is dependent on coordination with IDOT / UPRR and funding availability*

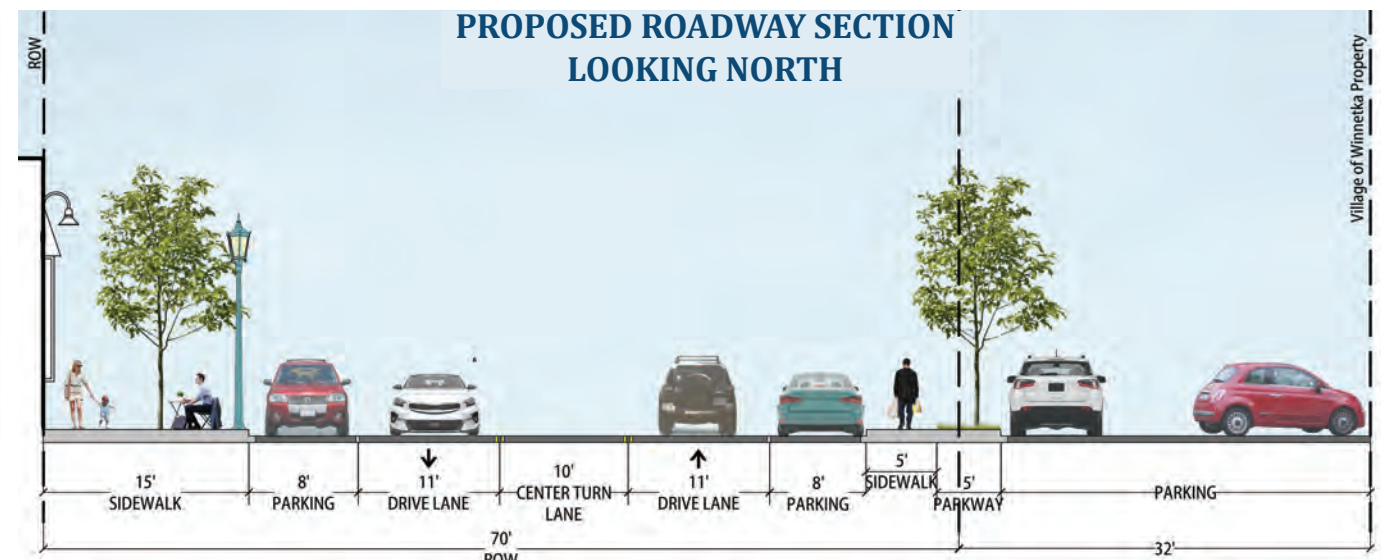
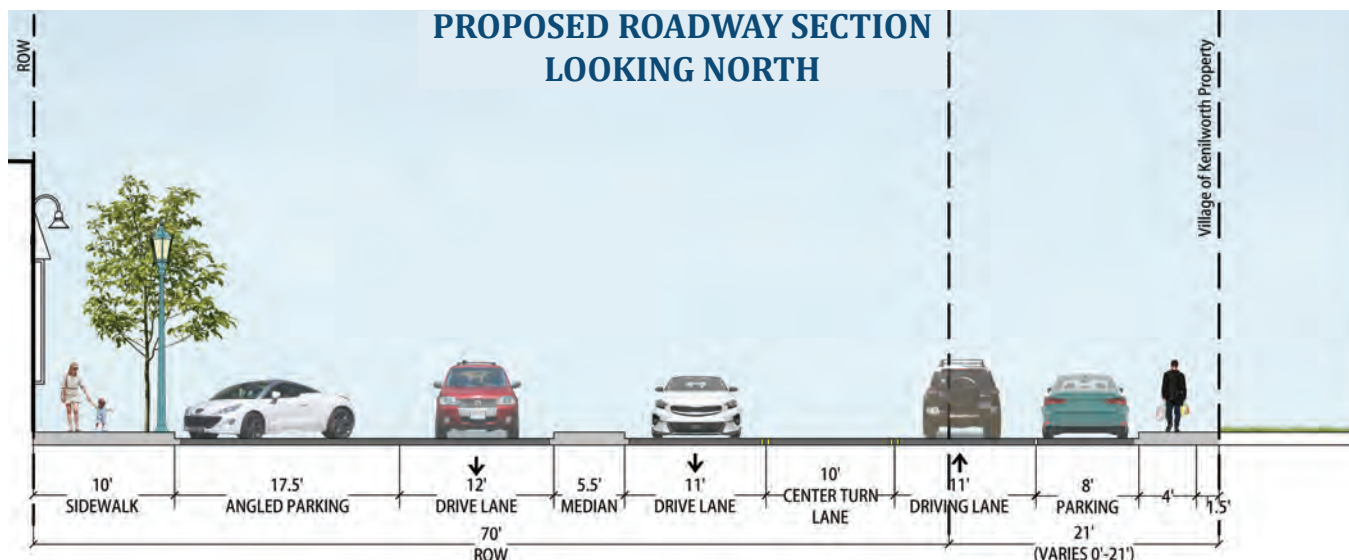
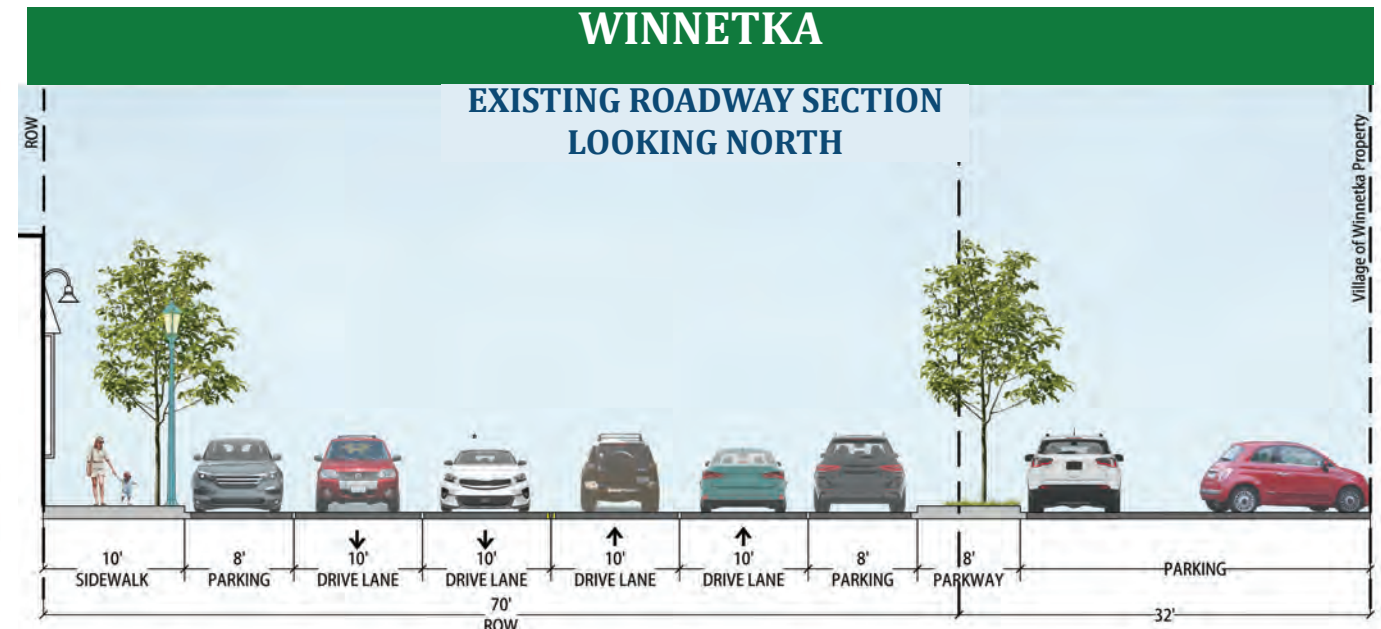
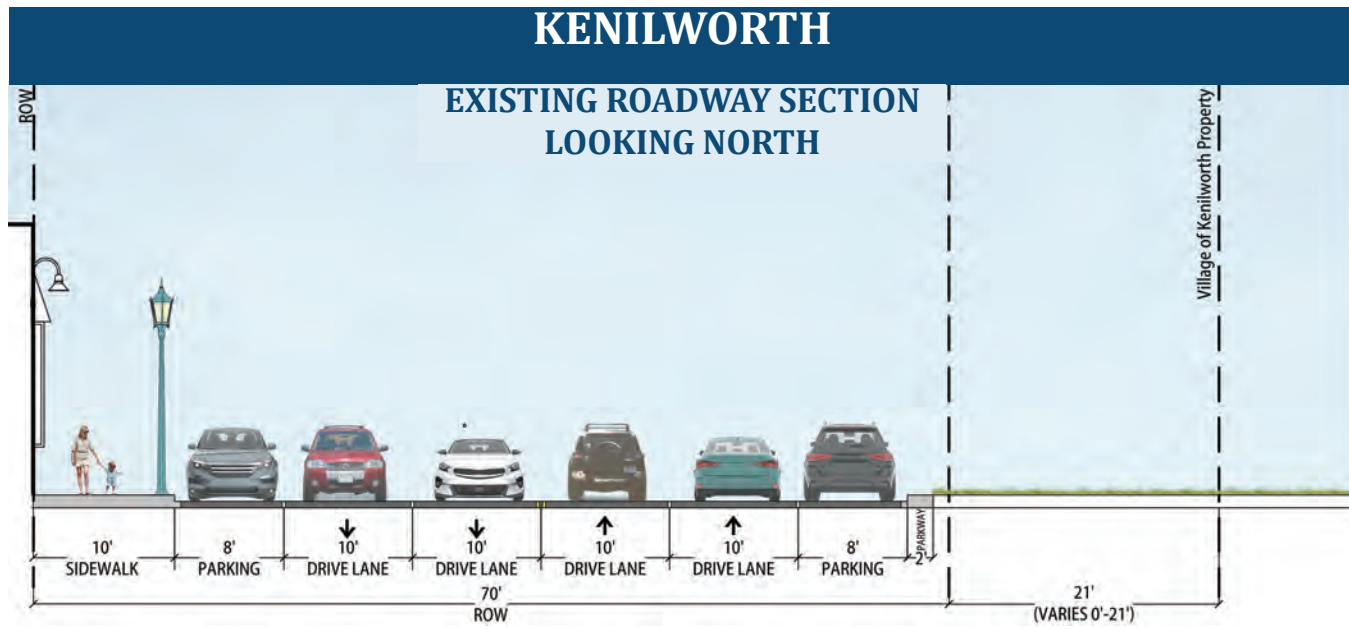
STUDY AREA + CORRIDOR CHARACTER



GREEN BAY ROAD / INDIAN HILL STREETScape

Village of Kenilworth / Village of Winnetka





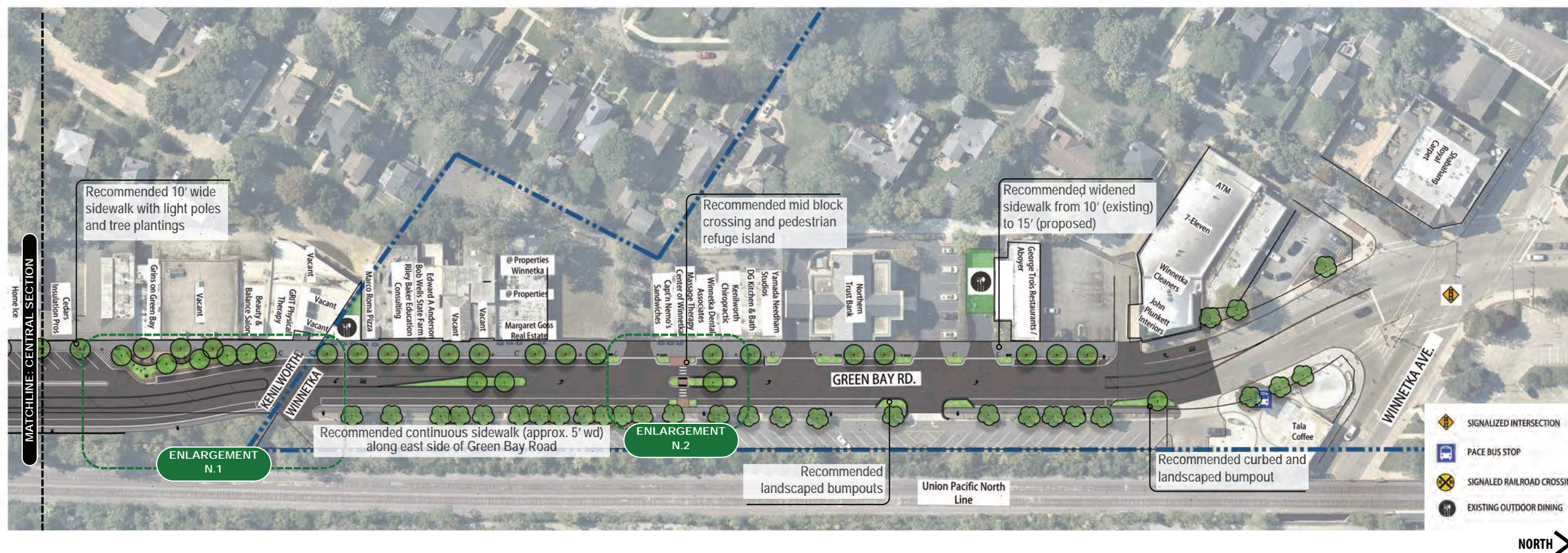
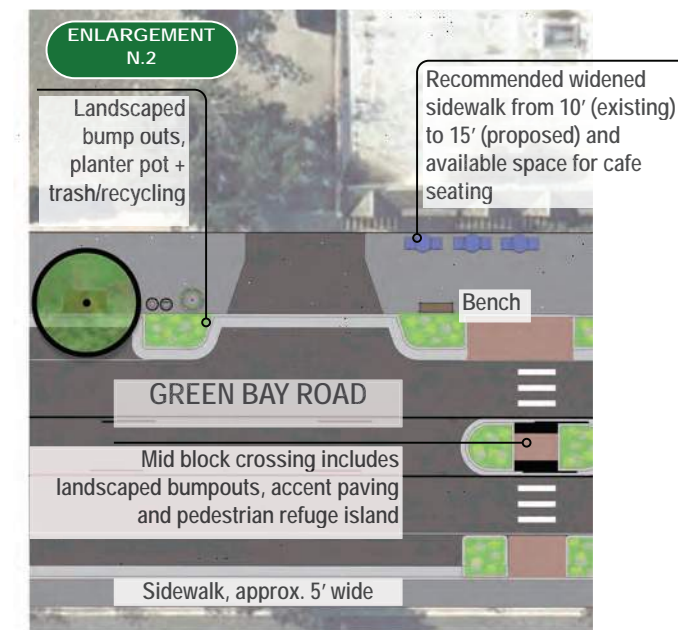
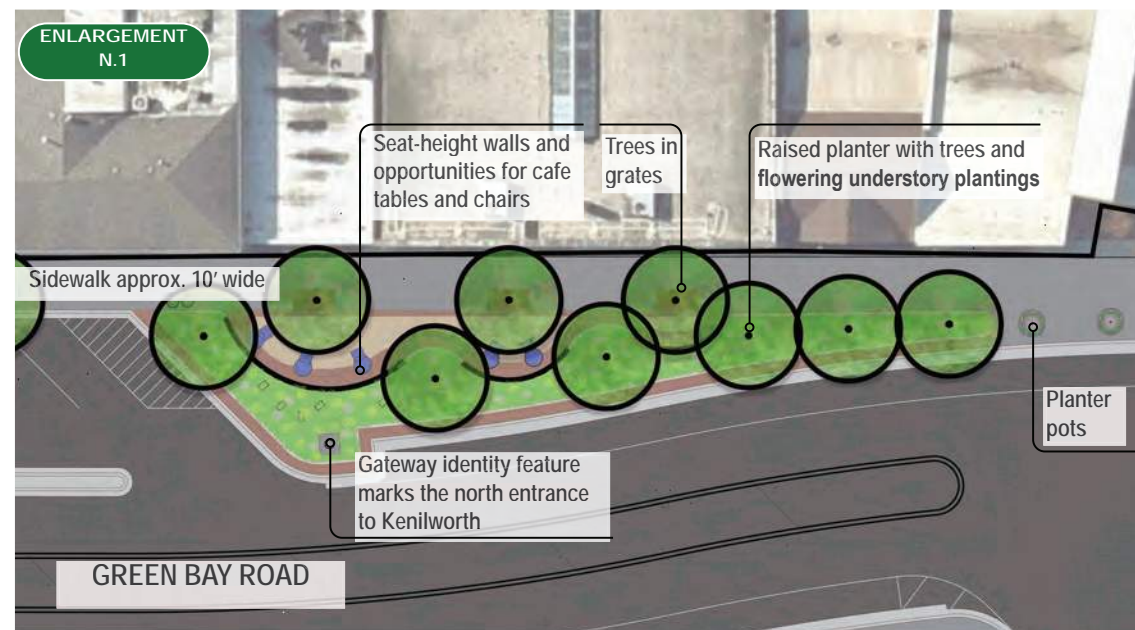
GREEN BAY ROAD / INDIAN HILL STREETSCAPE

Village of Kenilworth / Village of Winnetka



INPUT ACTIVITY:

USE THE POST-IT NOTES TO SHARE WHAT YOU LIKE OR WHAT YOU DON'T LIKE ABOUT THESE CONCEPTS.



GREEN BAY ROAD / INDIAN HILL STREETScape

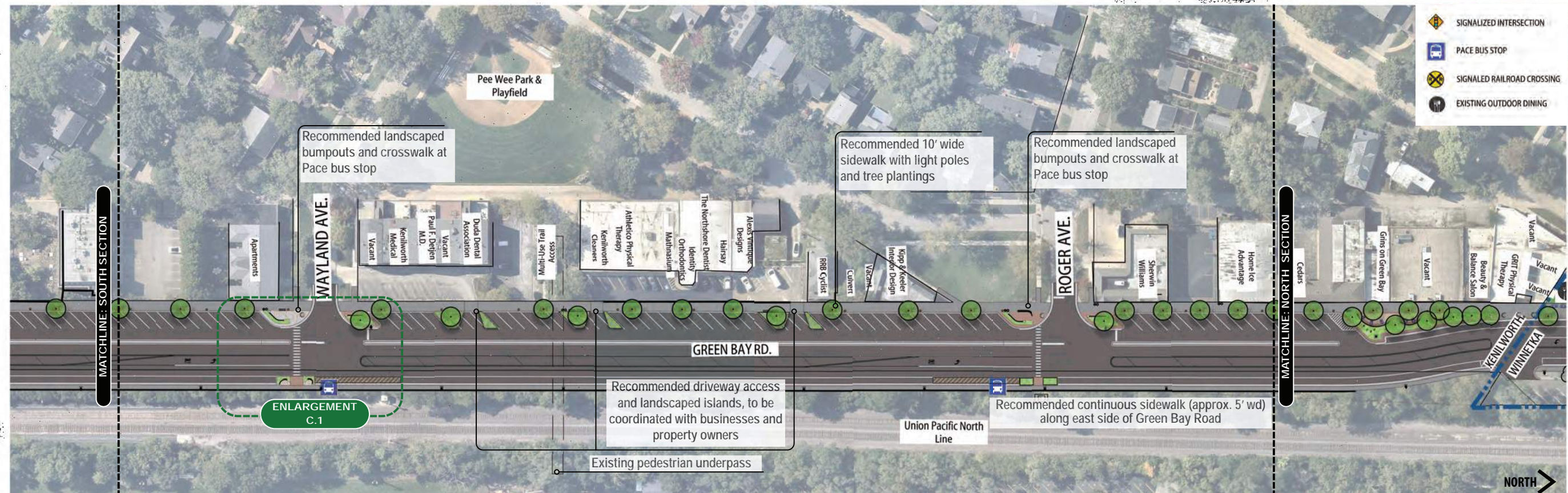
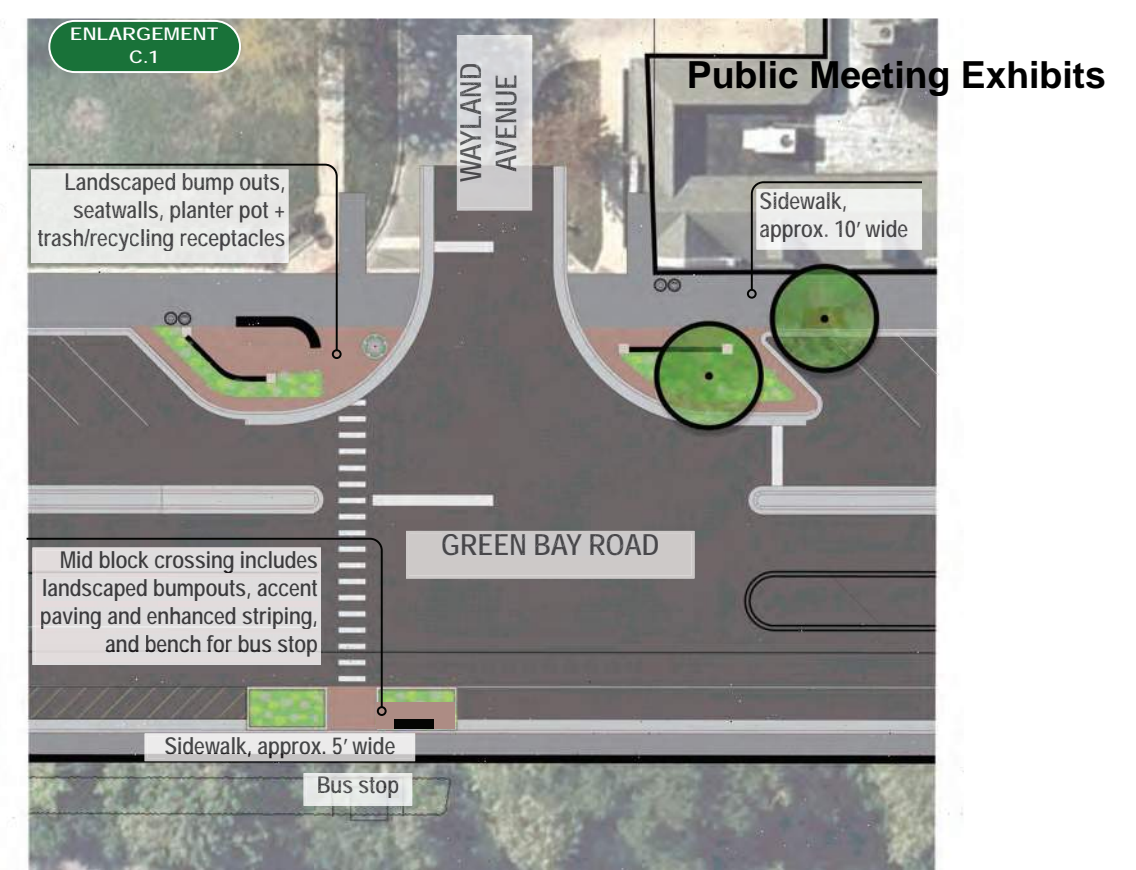
Village of Kenilworth / Village of Winnetka



CORRIDOR ENLARGEMENT AREA: CENTRAL

INPUT ACTIVITY:

USE THE POST-IT NOTES TO SHARE WHAT YOU LIKE OR WHAT YOU DON'T LIKE ABOUT THESE CONCEPTS.



GREEN BAY ROAD / INDIAN HILL STREETSCAPE

Village of Kenilworth / Village of Winnetka



CORRIDOR ENLARGEMENT AREA: SOUTH

INPUT ACTIVITY:

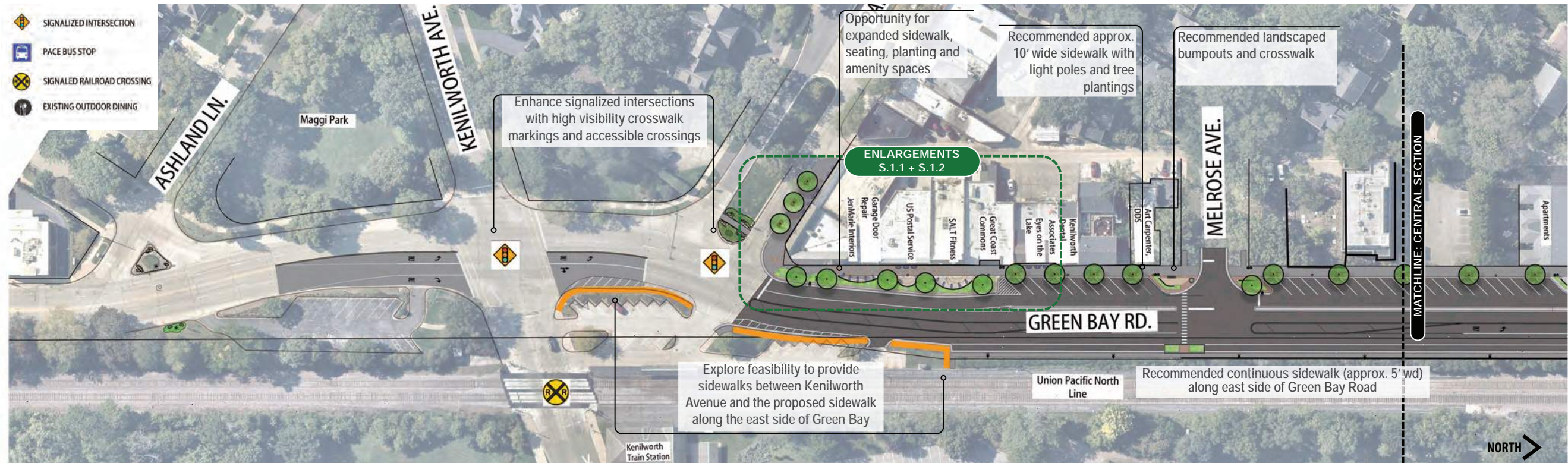
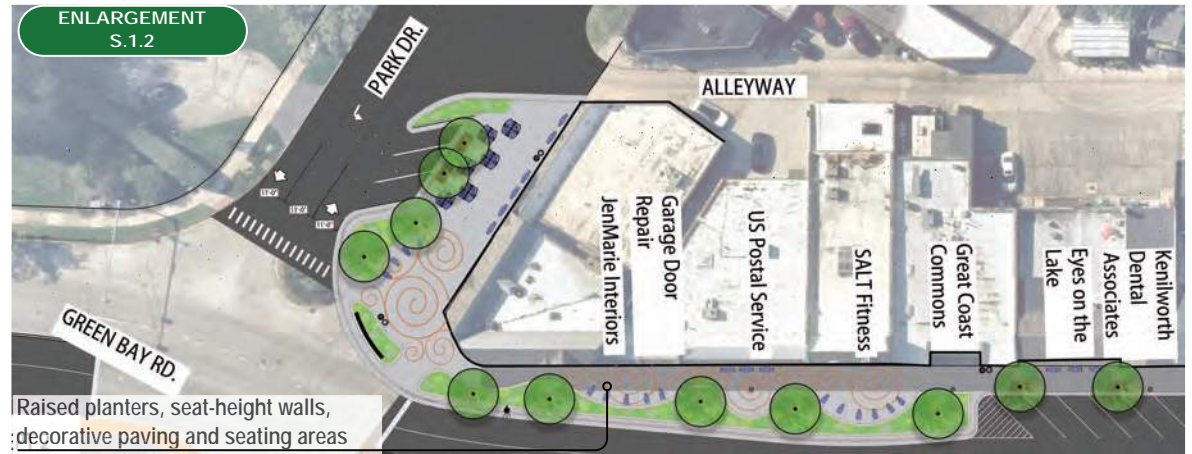
USE (1) STICKER TO SELECT YOUR PREFERRED CONCEPT FOR PARK DRIVE.

USE THE POST-IT NOTES TO SHARE WHAT YOU LIKE OR WHAT YOU DON'T LIKE ABOUT THESE CONCEPTS.

CONCEPT 1:
Add diagonal parking at Park Drive landscaped median



CONCEPT 2:
Remove landscaped median; Create EB, WB and left turn lanes at Park Drive; Establish a larger sidewalk and seating area adjacent to businesses.



GREEN BAY ROAD / INDIAN HILL STREETScape

Village of Kenilworth / Village of Winnetka



INPUT ACTIVITY:
USE THE POST-IT NOTES TO SHARE WHAT YOU LIKE OR WHAT YOU DON'T LIKE ABOUT THESE CONCEPTS.



GREEN BAY ROAD / INDIAN HILL STREETScape

Village of Kenilworth / Village of Winnetka



INPUT ACTIVITY:
 USE (1) STICKER TO SELECT YOUR PREFERRED FURNISHINGS FAMILY.
 USE THE POST-IT NOTES TO SHARE WHAT YOU LIKE OR WHAT YOU DON'T LIKE ABOUT THESE CONCEPTS.

LIGHTING STANDARDS



Pedestrian Light Pole

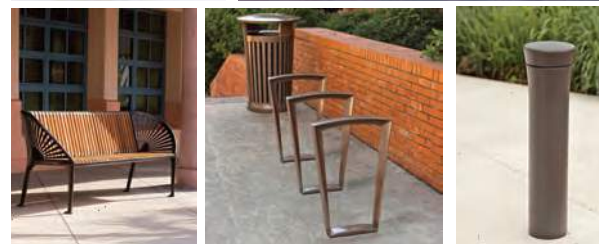
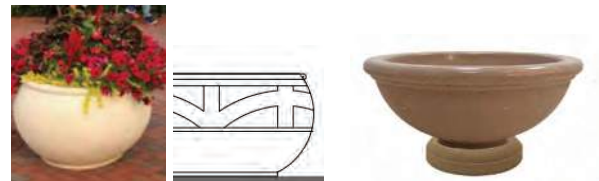
Vehicular Light Pole

GATEWAY IDENTITY FEATURE



FURNISHINGS OPTIONS

**FAMILY 1
TUDOR**



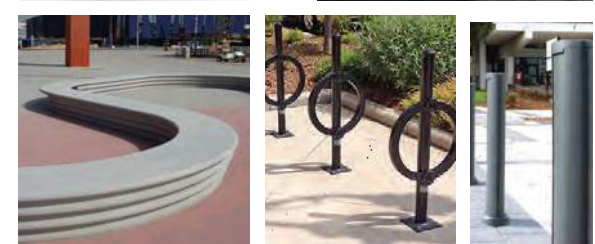
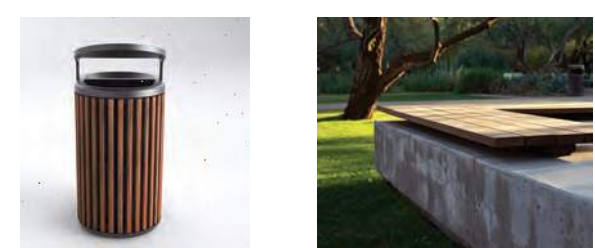
**VOTE
HERE!**

**FAMILY 2
MERGING DISTRICTS**



**VOTE
HERE!**

**FAMILY 3
STONE + MASONRY**



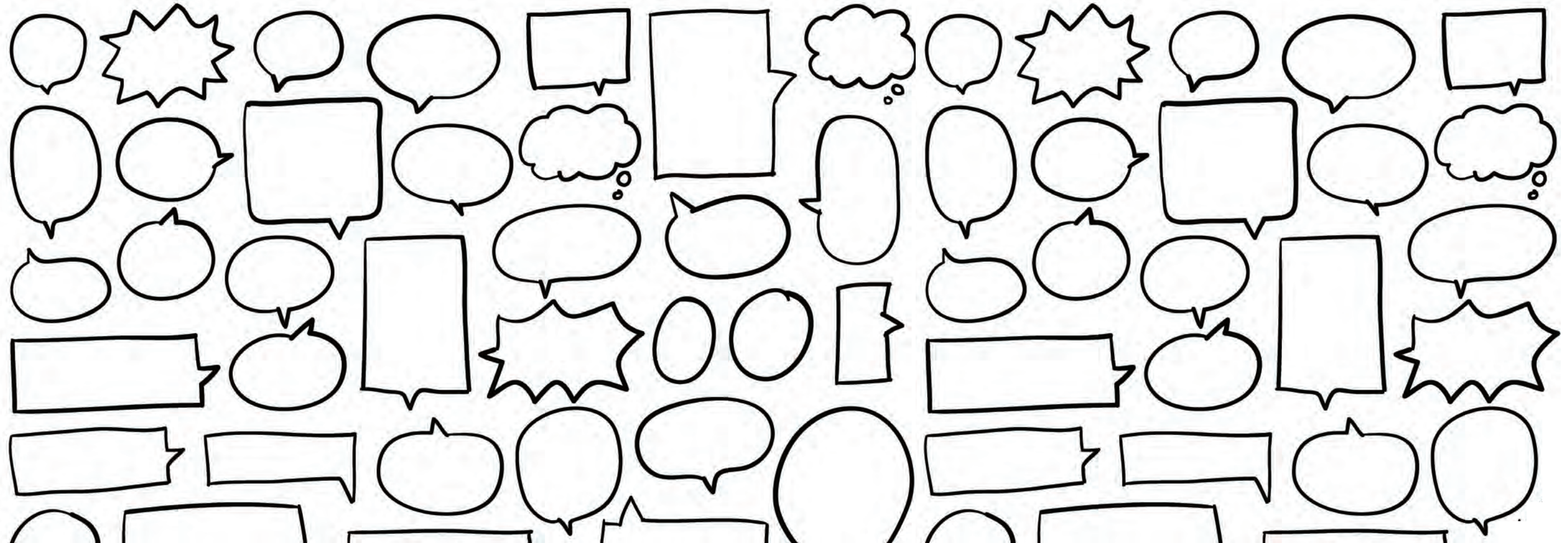
**VOTE
HERE!**

GREEN BAY ROAD / INDIAN HILL STREETScape

Village of Kenilworth / Village of Winnetka



INPUT ACTIVITY:
USE THE POST-IT NOTES TO SHARE ANY ADDITIONAL COMMENTS HERE.



NEXT STEPS
Thank you for participating in the Open House!
Next steps include concept development and coordination with IDOT / UPRR and Village Board / Village Council.
Please visit the project websites for more information.

KENILWORTH

www.vok.org/GreenBay

Scan the code at right with the camera app on your smart phone



WINNETKA

www.villageofwinnetka.org

Select "Projects", "Indian Hill Business District Streetscape"
Scan the code at left with the camera app on your smart phone



GREEN BAY ROAD / INDIAN HILL STREETScape

Village of Kenilworth / Village of Winnetka

