

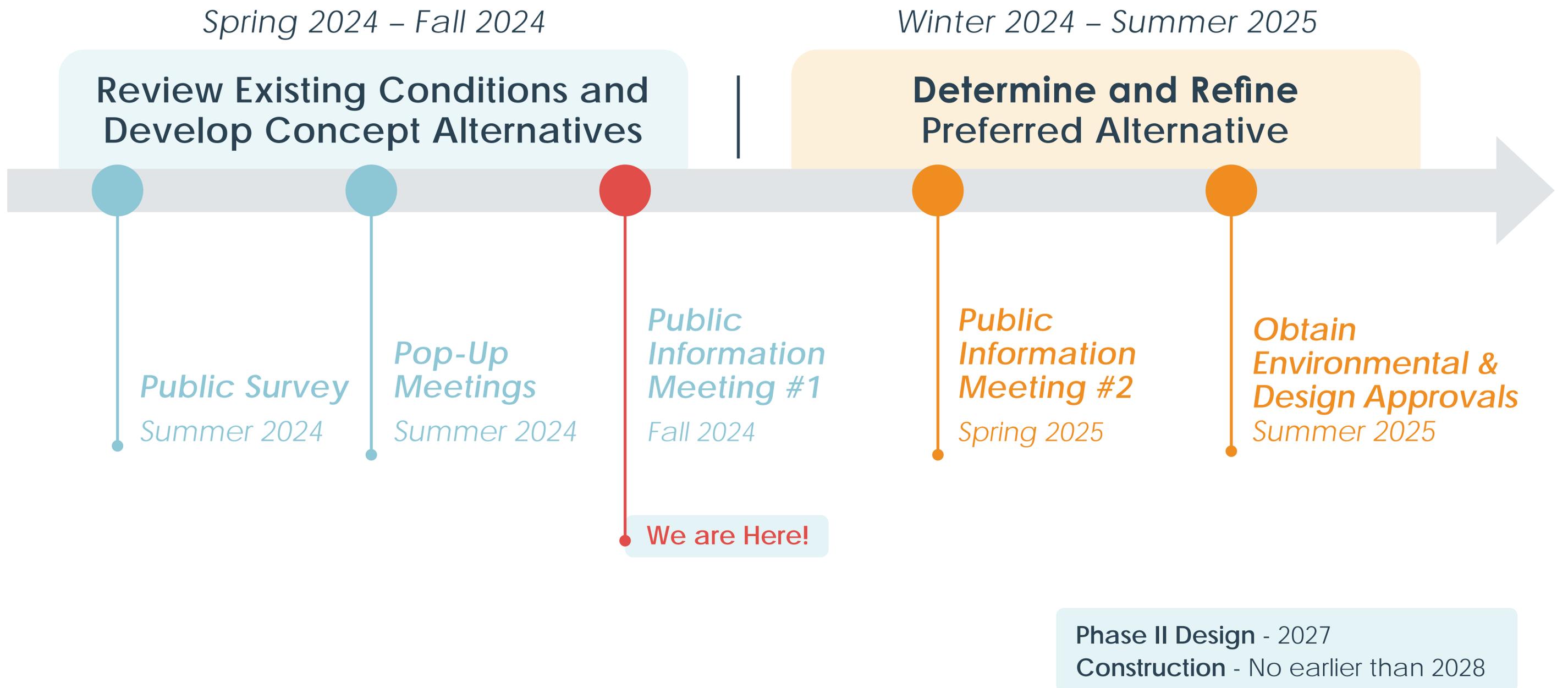


WELCOME!

COMMUNITY OPEN HOUSE 11.19.2024



Schedule



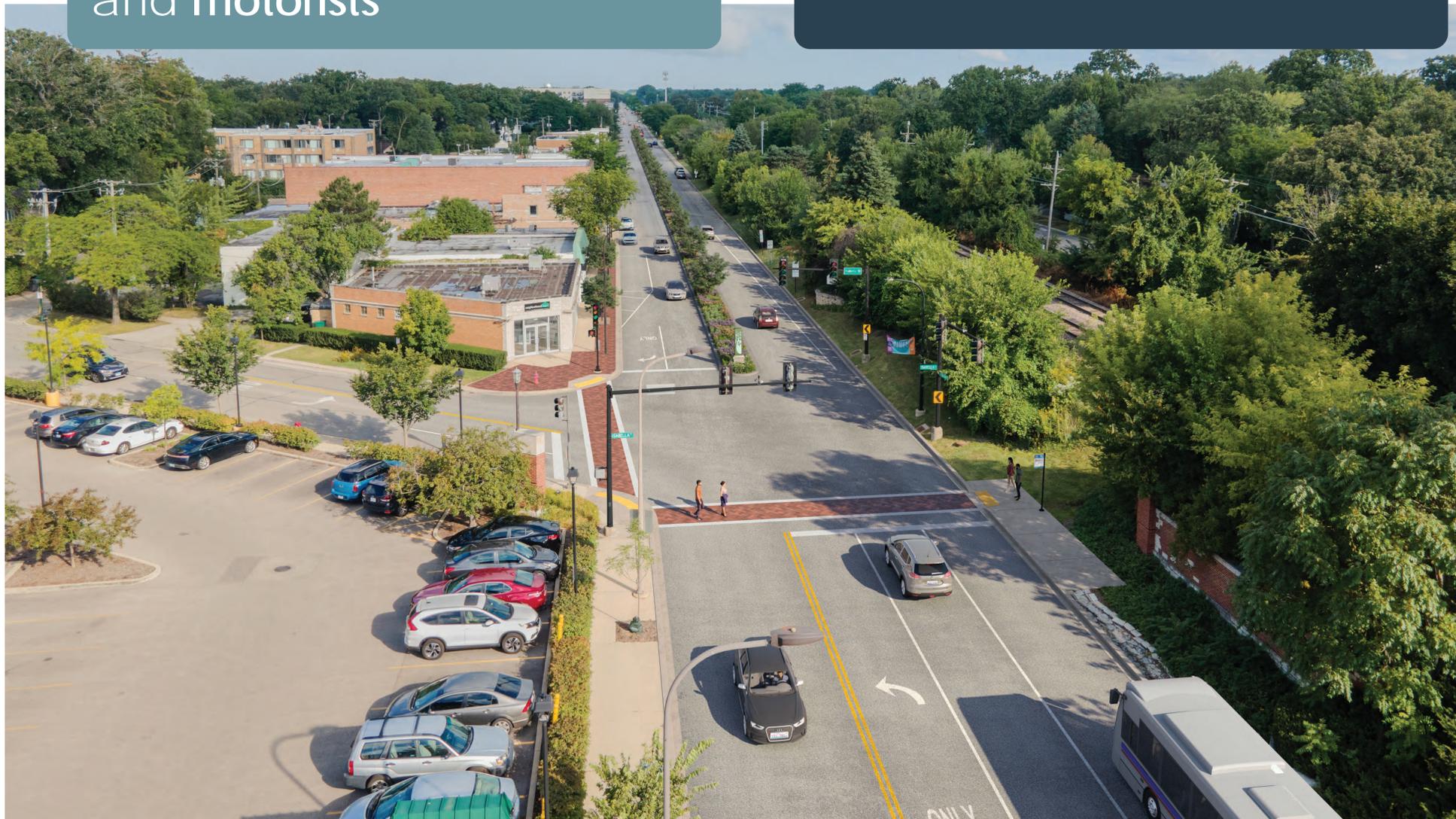
Project Study Goals



Improve the **safety** and **mobility** of all users of Green Bay Road, including **pedestrians, bicyclists, and motorists**

Enhance **streetscaping, landscaping** and **placemaking** along the corridor

Actively engage the community and develop **a design that reflects the community's vision and priorities**





What We've Heard

Enhance crossing experience, especially at locations with higher traffic volumes, and bicycle, pedestrian, or transit activity

- Examples: pedestrian refuge islands, more crosswalks
- Locations mentioned: Ashland/16th, Lake, Oakwood, Washington, Wilmette, and to Metra station



Fix sidewalks in poor condition



Concerns expressed about parking

- Locations mentioned: Between Ashland and Greenwood & between Oakwood and Isabella

Fill in sidewalk gaps

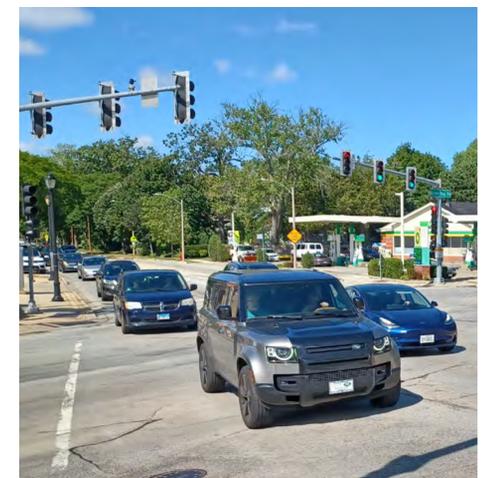
Desire for improved streetscape along entire corridor

- Examples mentioned: Decorative crosswalks, landscaping/plantings/trees, garbage cans, wider sidewalks, benches, gateway/welcome to Wilmette signage



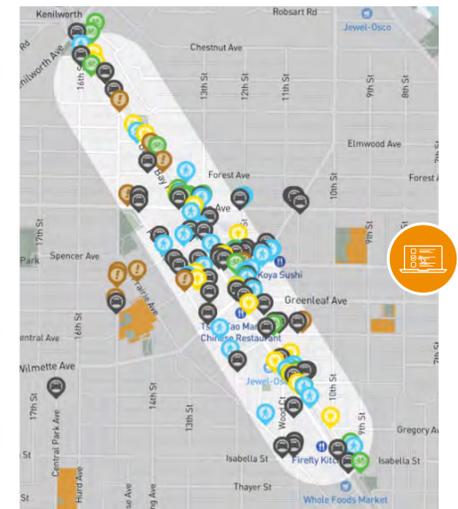
Opportunity to improve driving experience along the corridor

- Expressed difficulties turning left onto side streets from Green Bay Road (e.g., at Central, at Wilmette)
- Modify traffic light timing along corridor to help flow of traffic, especially during peak travel times



Activities at a Glance

- 1 Public Information Meeting
Today
- 1 Interactive Map Survey
 - ~400 Map Comments or Interactions
 - 400+ Unique Users
- 2 Pop-Up Table Events



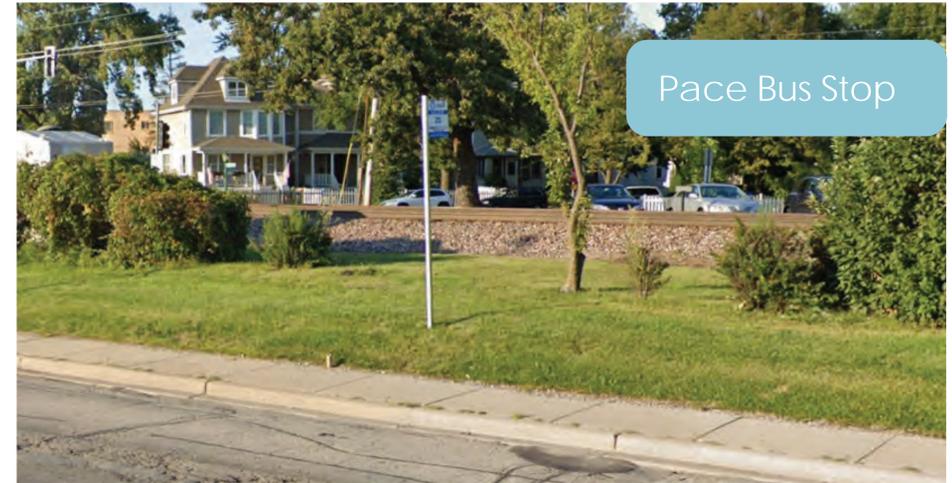
Existing Streetscape and Landscape Conditions



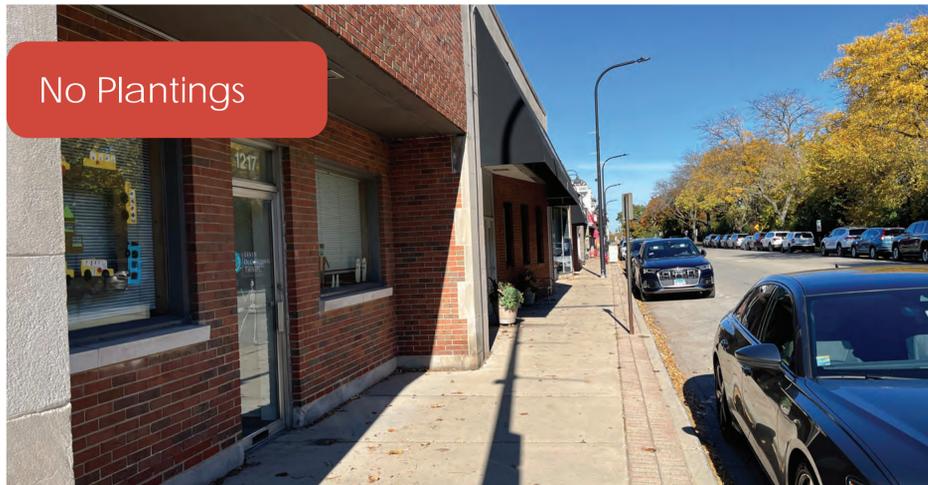
Wilmette Metra Station Drop Off Area



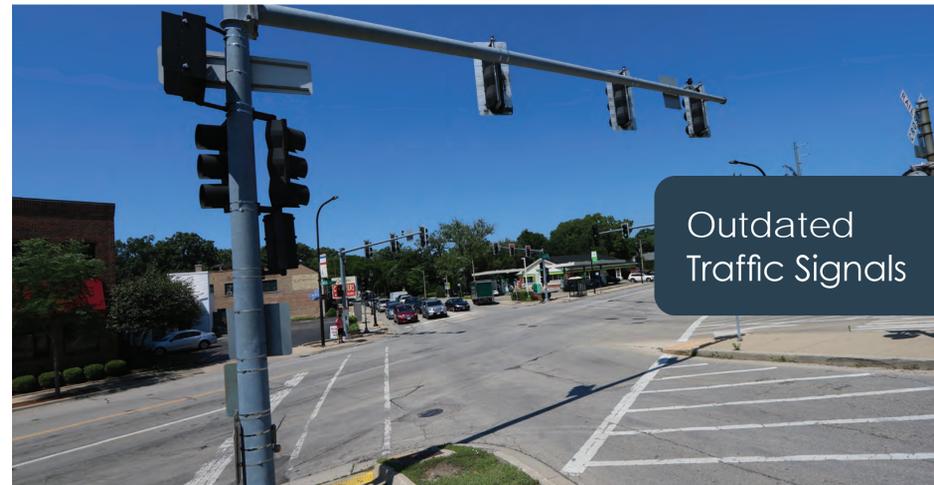
Narrow Walk



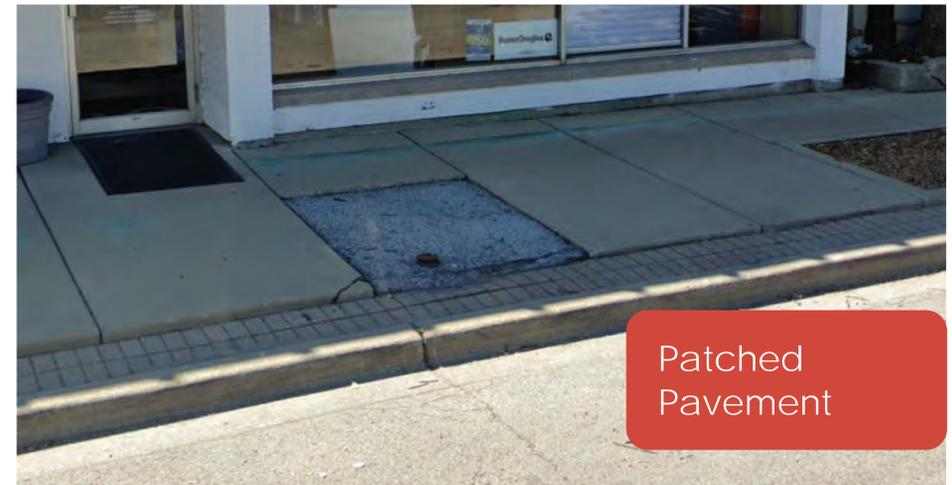
Pace Bus Stop



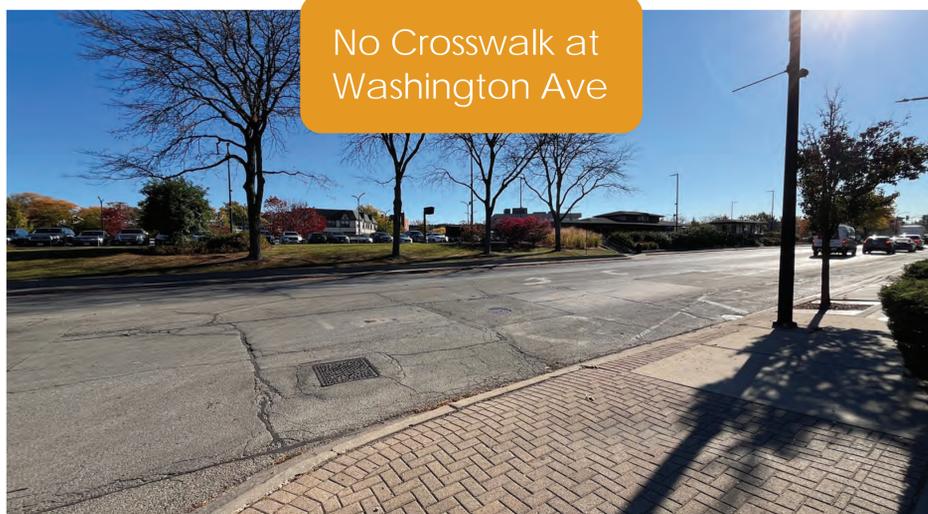
No Plantings



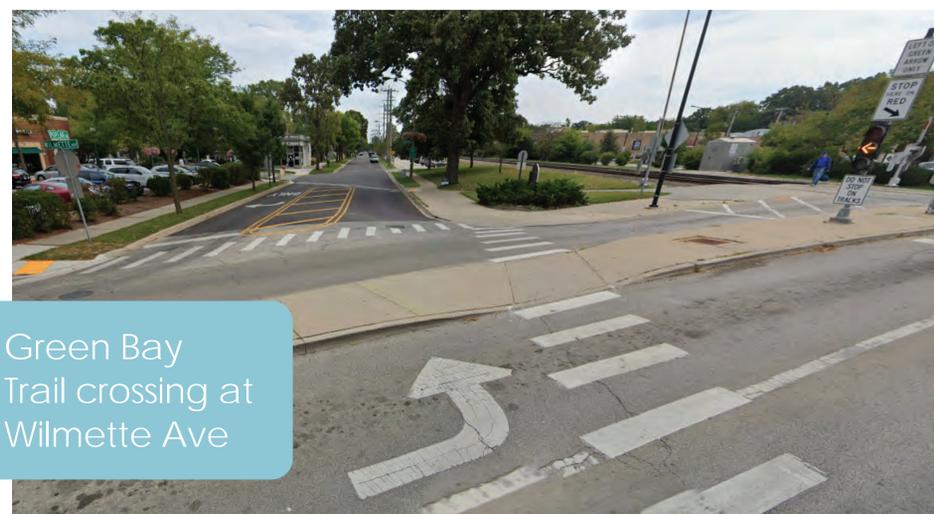
Outdated Traffic Signals



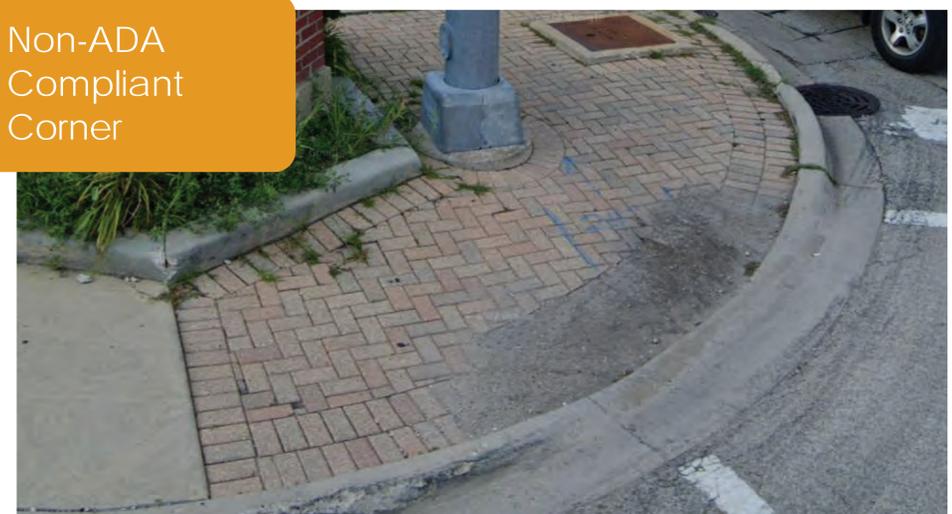
Patched Pavement



No Crosswalk at Washington Ave

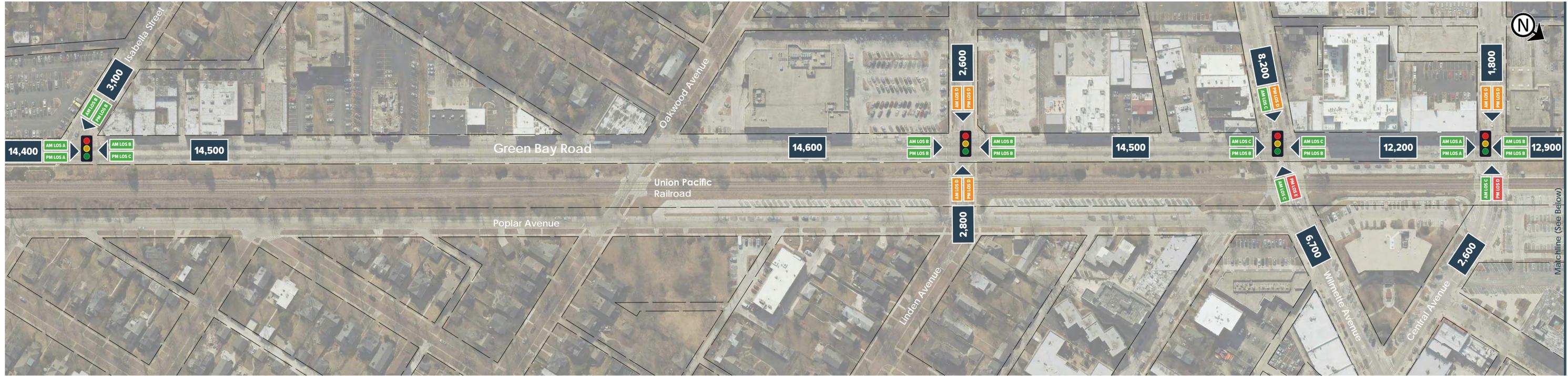


Green Bay Trail crossing at Wilmette Ave



Non-ADA Compliant Corner

Existing Traffic and Capacity Data



Key Takeaway:
East-west streets experience more delay than Green Bay Road.

Potential Traffic Improvements:

- Optimized traffic signal timings
- Pretimed pedestrian phases (pedestrians don't need to push buttons to cross)

Level of Service	Control Delay Per Vehicle	Condition
LOS A	≤ 10 seconds	Free Flow
LOS B	> 10 and ≤ 20	Congested
LOS C	> 20 and ≤ 35	
LOS D	> 35 and ≤ 55	
LOS E	> 55 and ≤ 80	
LOS F	> 80 seconds	

XX,XXX Existing Public Right-of-Way
XX,XXX Existing (2023) 24-hour Traffic Volume (2-Way)*
AM LOS X / PM LOS X AM/PM Peak Hour - Level of Service
◻ Existing Traffic Signal

*Traffic Data Collected March 2024

Level of Service (LOS) is a qualitative concept which has been developed to characterize degrees of congestion as perceived by motorists. Letter designations, A through F, have been correlated to quantitative measures based on the amount of delay experienced at an intersection. Level A represents the best conditions and level F the worst. LOS A to LOS D is considered acceptable Level of Service.

Control Delay is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to signal control, geometrics, and traffic.

Parking On-Street Utilization

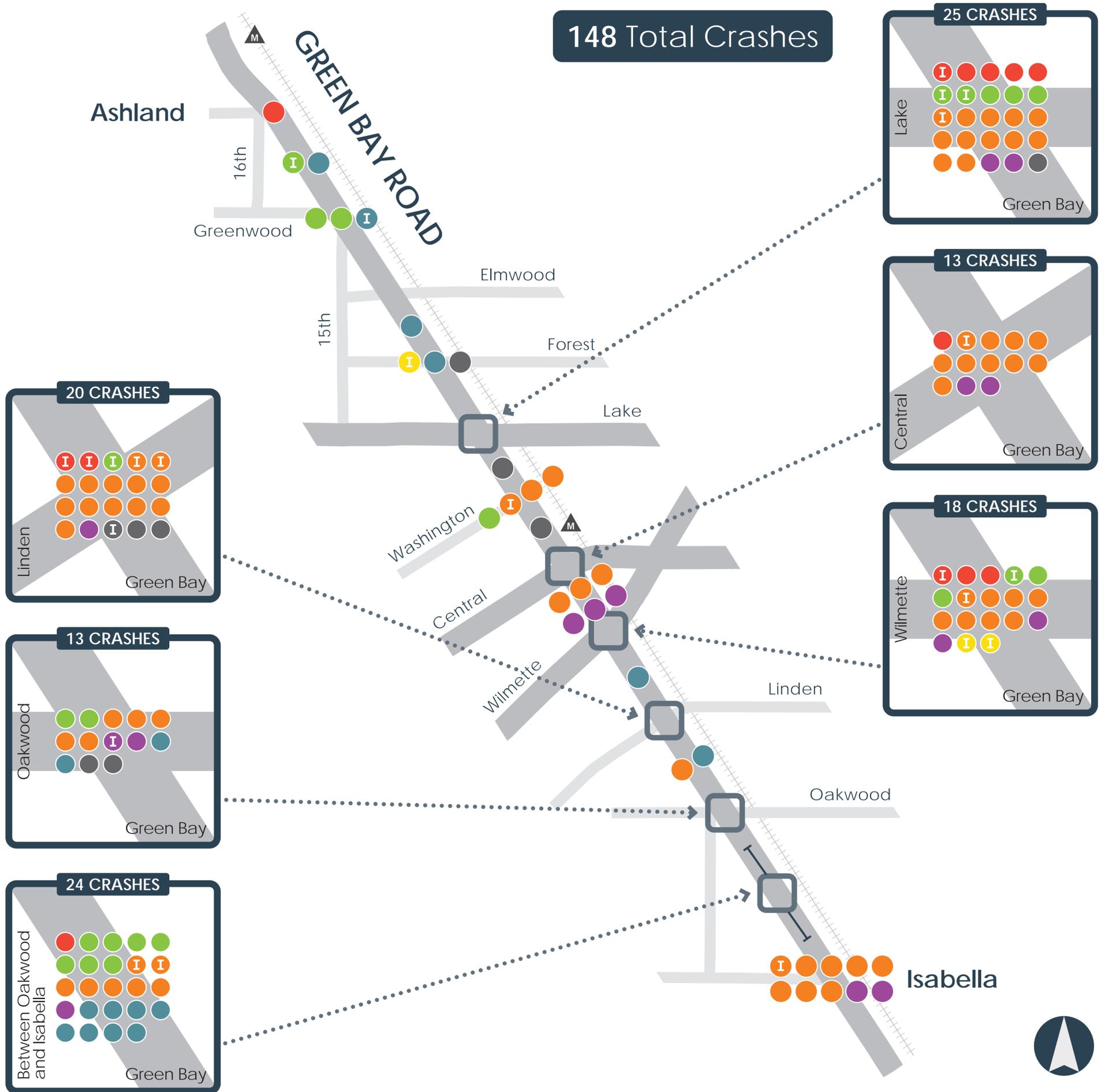


Key Takeaways:

- Parking is underutilized on the east side of Green Bay Road but in moderate demand on the west side of the street.
- Parking is in more demand towards the north and south ends of Green Bay Road.

Crash Locations

2018-2022



● Right Angle	13	● Person Biking	3
● Left Turn	22	● Fixed Object	16
● Rear End	70	● Other	9
● Sideswipe	15	I Injury Crash	24

Key Takeaways:

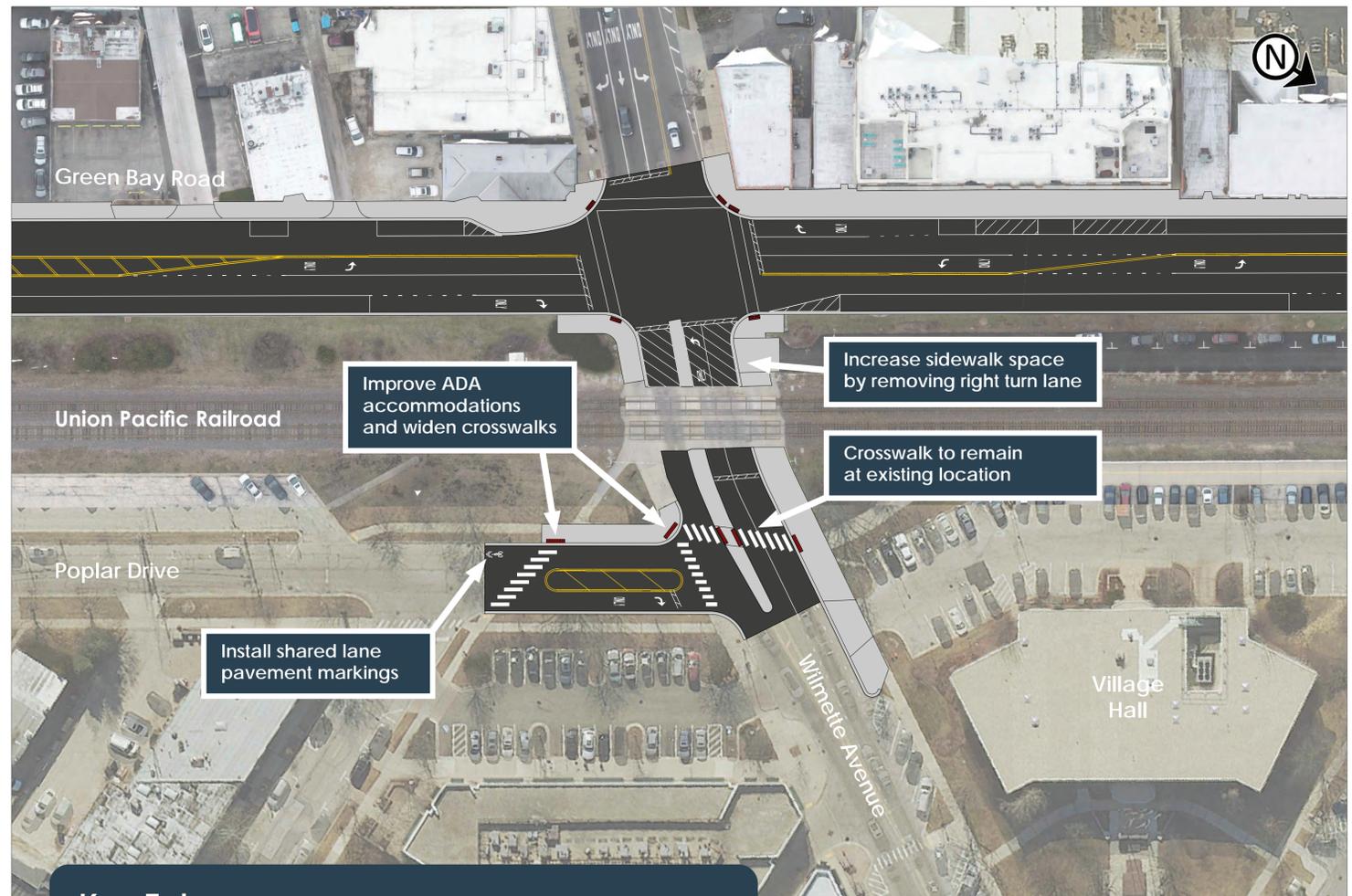
- All intersections and roadway segments are classified in the State's low or medium safety tiers which means they have equal or better safety performance than similar intersections and segments throughout Illinois.
- Crash patterns are typical of those on urban arterials roads with frequent traffic signals.

Green Bay Trail Crossing at Wilmette Avenue

A

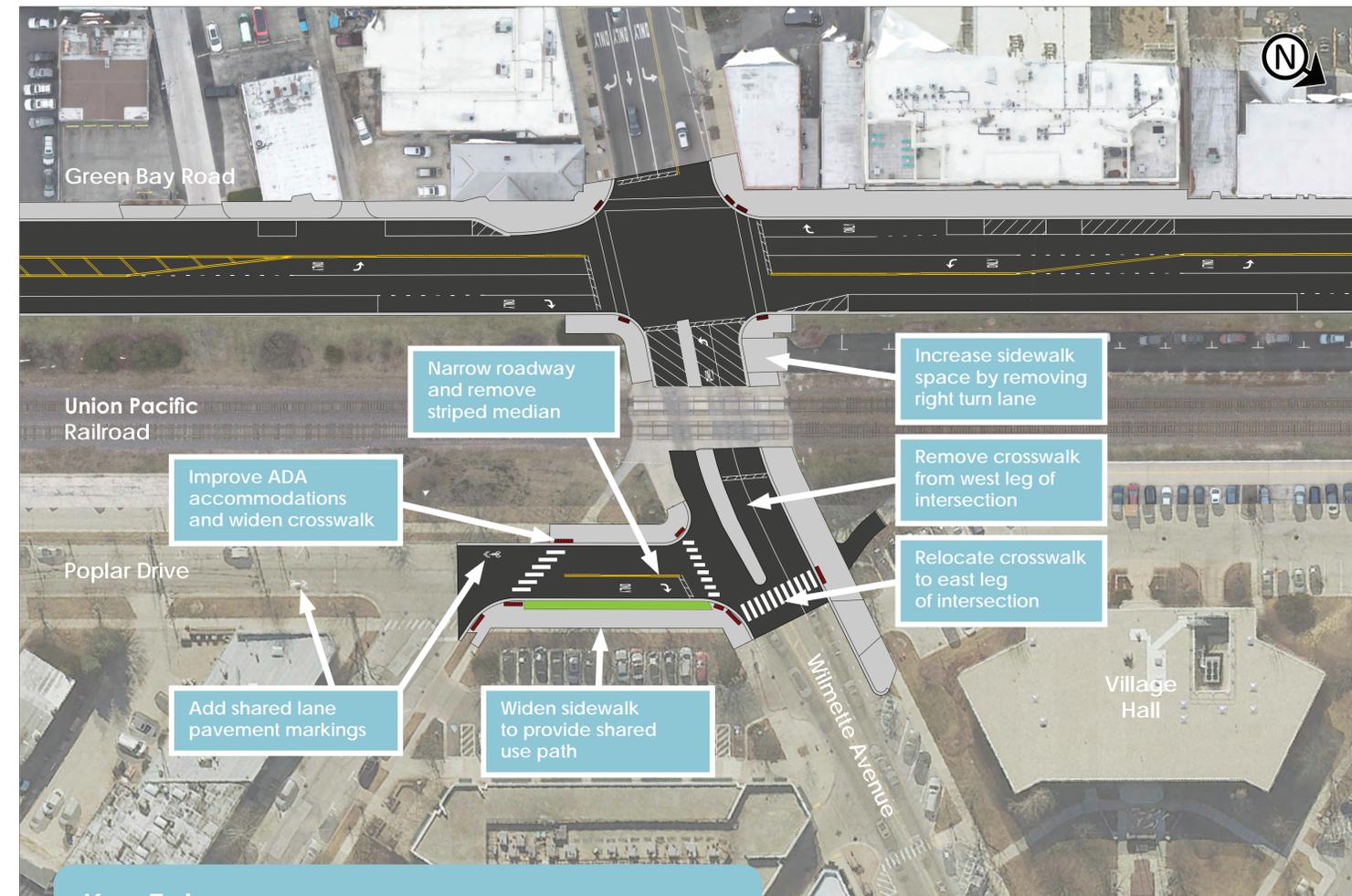


Option 1



- Key Takeaways:**
- Crosswalk would stay at current location
 - Minor modifications would improve accessibility

Option 2



- Key Takeaways:**
- Crosswalk would be relocated to the east of Poplar Drive
 - Sidewalk/parkway on east side of Poplar Drive would be widened to accommodate cyclists
 - Minor modifications would improve accessibility

Potential Improvements Toolkit



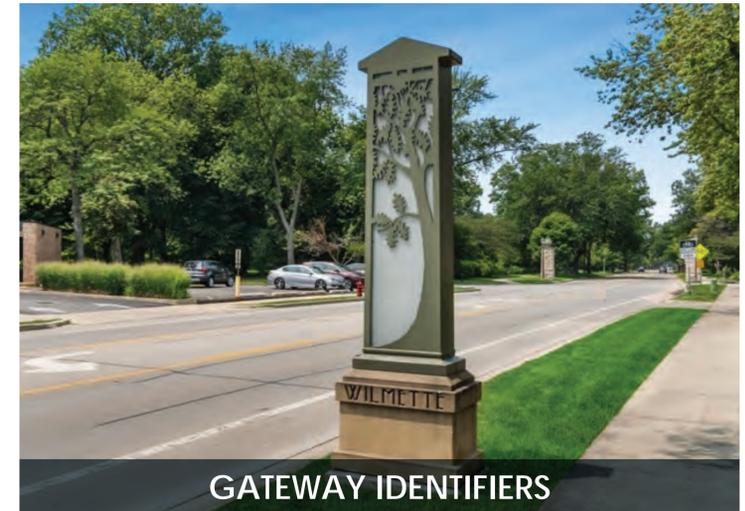
TRAFFIC SIGNAL REPLACEMENT



COUNTDOWN PEDESTRIAN SIGNALS



PEDESTRIAN REFUGE ISLAND



GATEWAY IDENTIFIERS



BIKE RACKS



HIGH VISIBILITY CROSSWALKS



BUMP-OUTS



BUS STOP ACCESS IMPROVEMENTS
(THIS WOULD BE ADDING CONCRETE PADS)



ACCESSIBILITY IMPROVEMENTS



STREET TREES

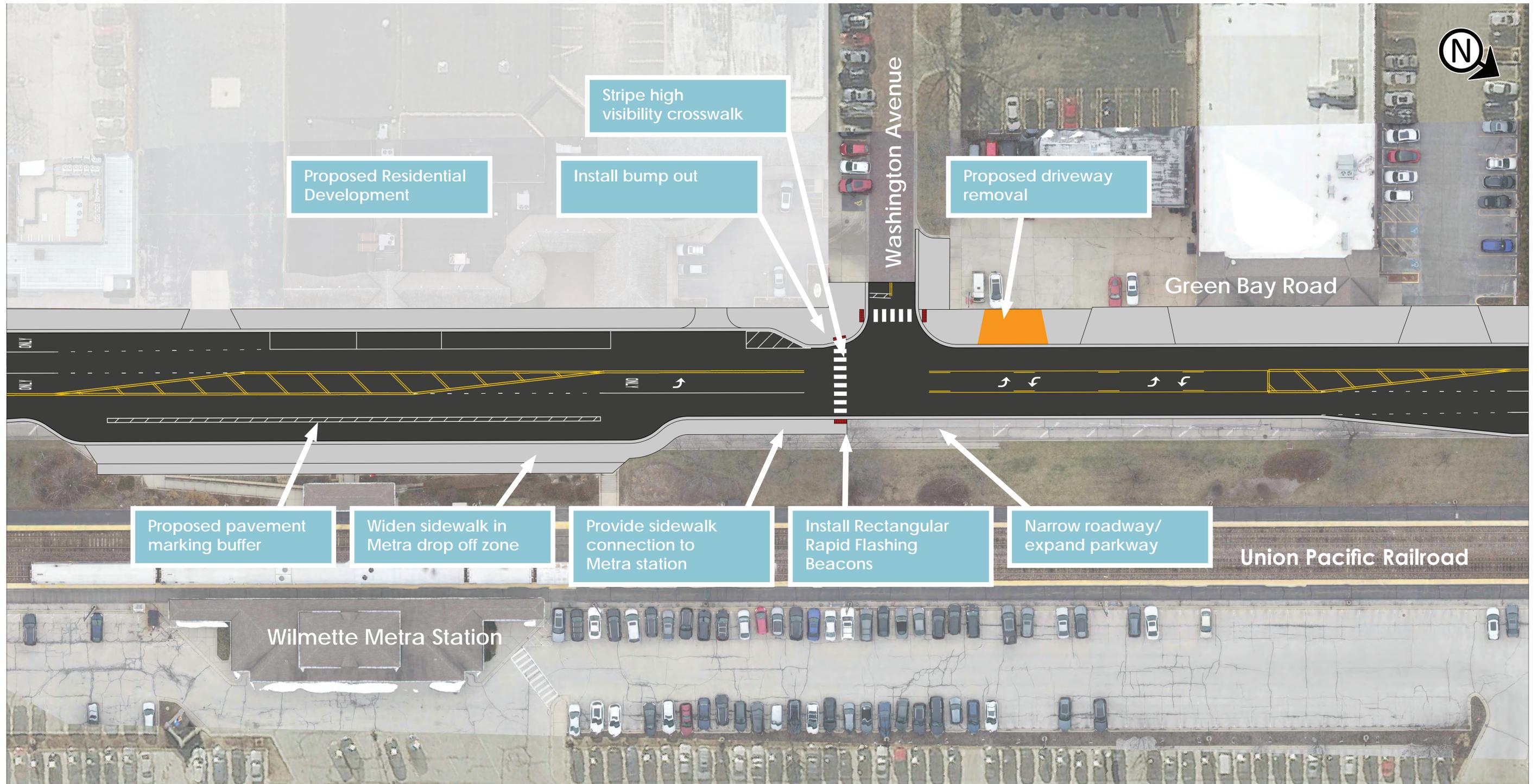


STREET FURNITURE/AMENITIES



RECTANGULAR RAPID FLASHING BEACONS

Green Bay Road at Washington Avenue

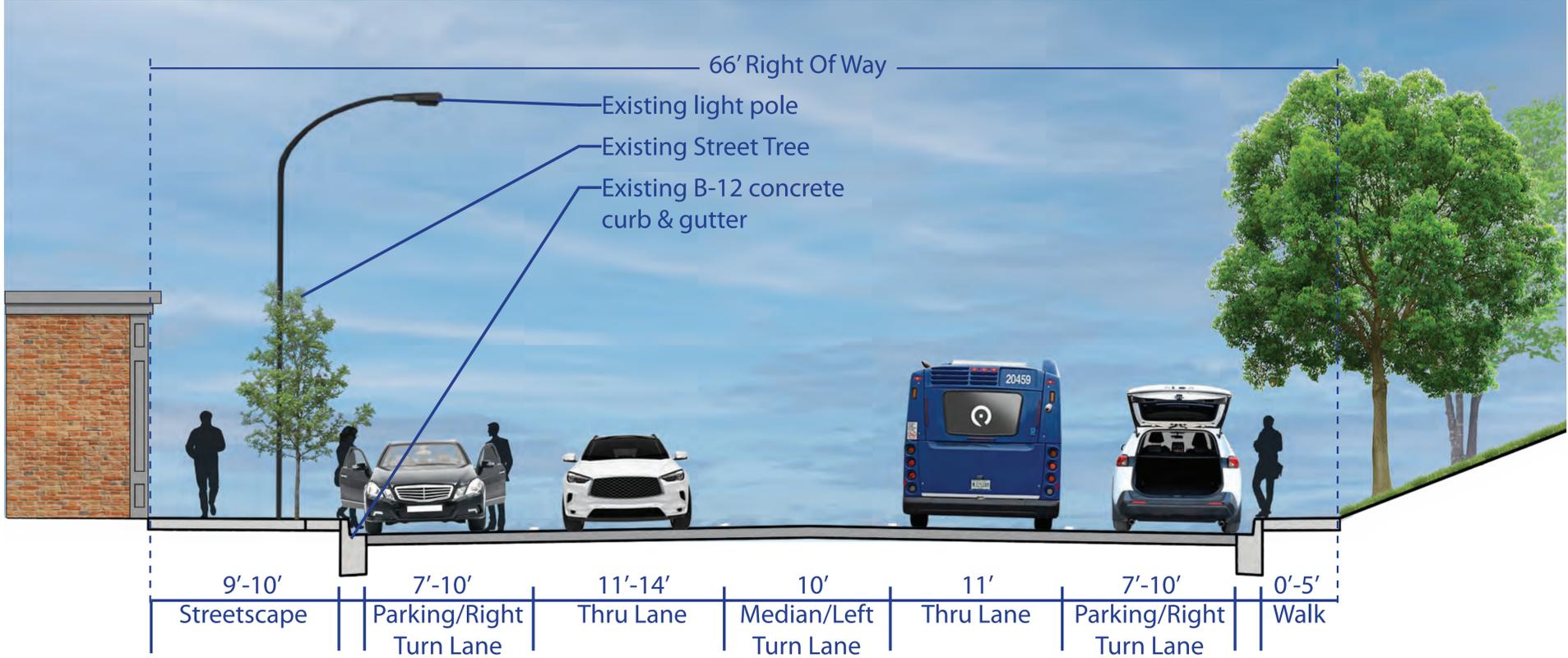


Roadway Sections

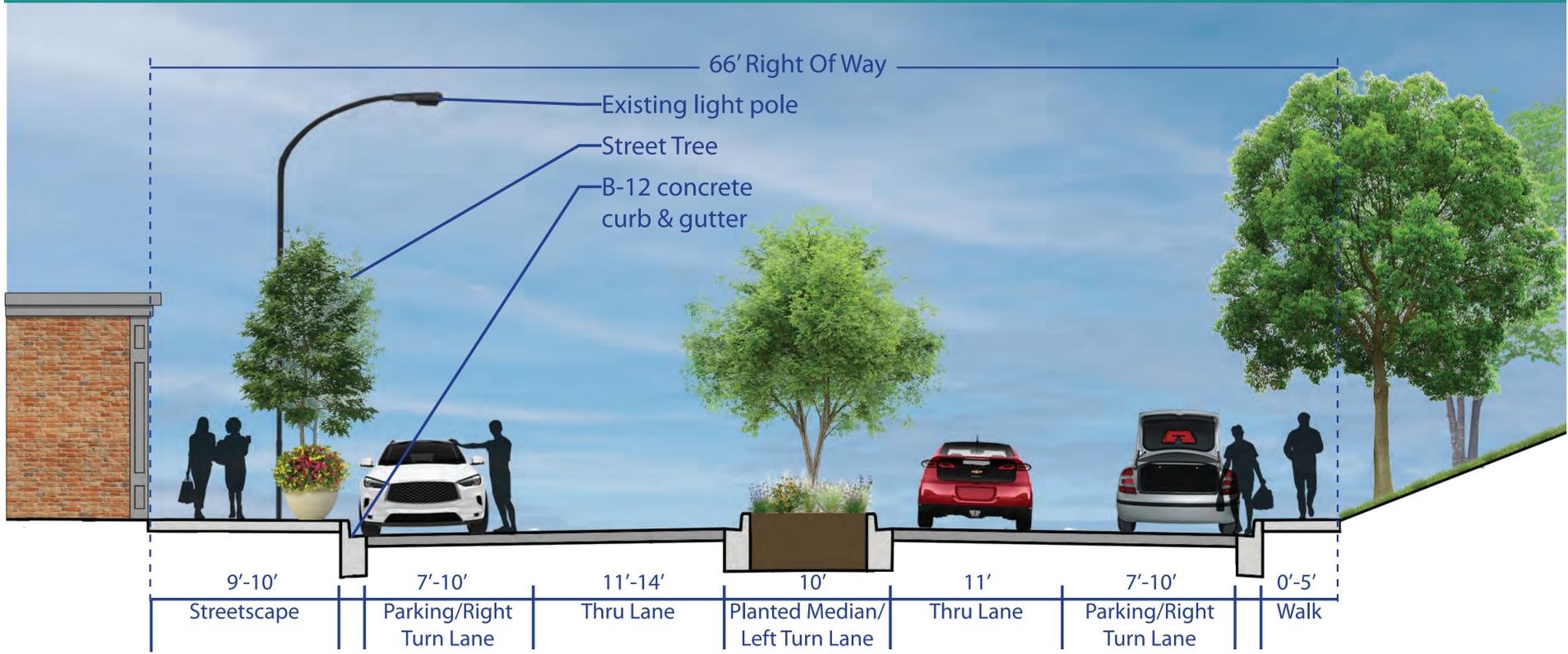
B



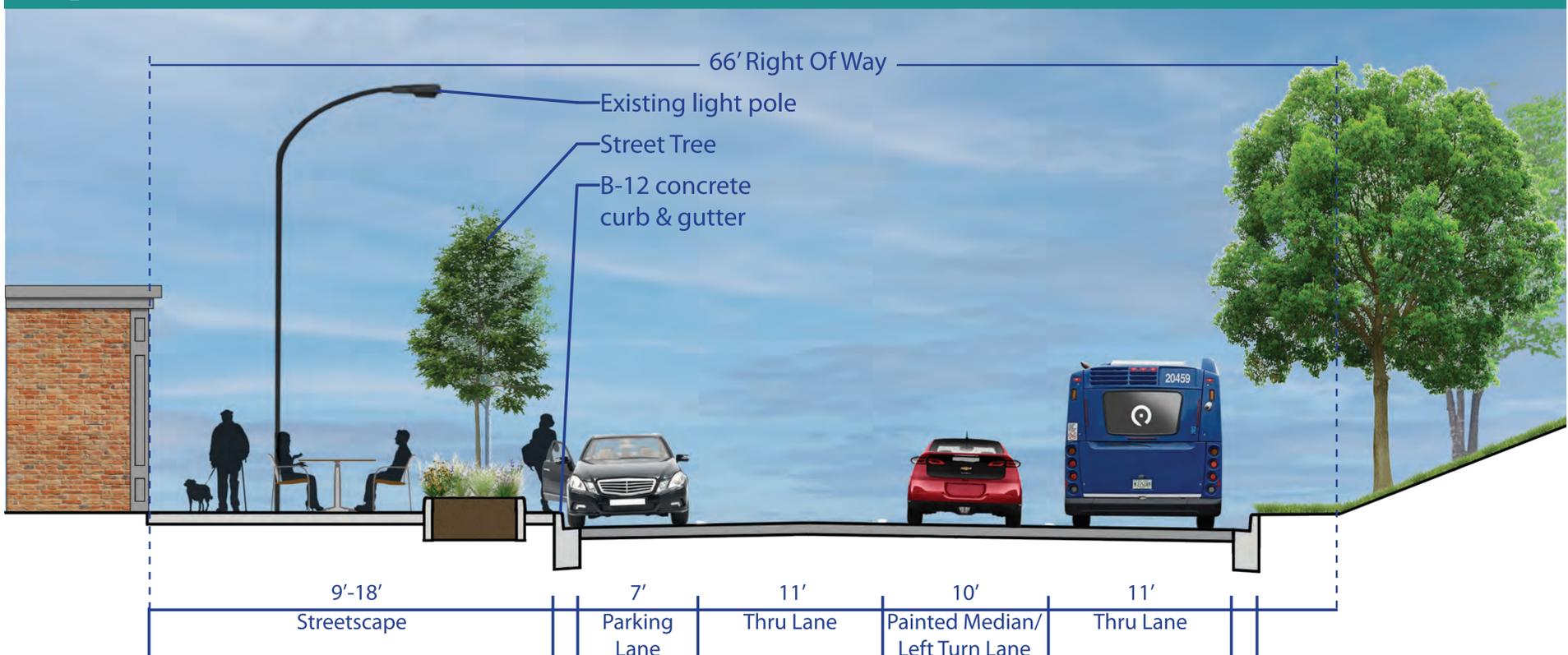
Existing



Option 1 Maintain Roadway and Parking Footprint



Option 2 Reduce Parking for Wider Sidewalks at Northern and Southern Ends



3D Renderings B



Streetscape Option 1

Maintain Roadway and Parking Footprint



-Same sidewalk width and on-street parking configuration as existing condition

Streetscape Option 2

Reduce Parking for Wider Sidewalks at Northern and Southern Ends



- Wider sidewalk on west side of the street near north and south portions of Green Bay Road
- More opportunities for streetscaping and landscaping
- On-street parking would be removed on east side of street near north and south portions of Green Bay Road

Overall Plans

B



Existing



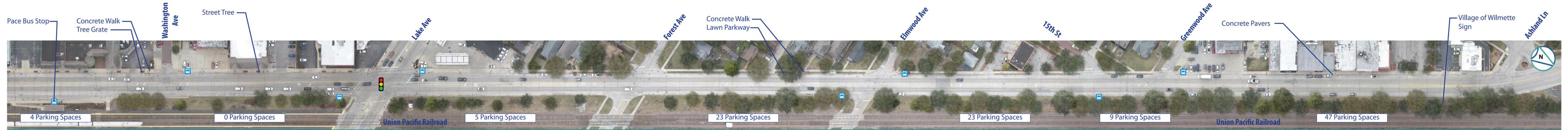
Option 1 Maintain Roadway and Parking Footprint



Option 2 Reduce Parking for Wider Sidewalks at Northern and Southern Ends

Overall Plans

B



Existing



Option 1 Maintain Roadway and Parking Footprint



Option 2 Reduce Parking for Wider Sidewalks at Northern and Southern Ends

Trees



Swamp White Oak

Height: 50'-60'
Width: 50'-60'
Fall Color: Yellow



Redmond Linden

Height: 50'-70'
Width: 30'-45'
Fall Color: Yellow



Moraine Sweetgum

Height: 60'-75'
Width: 40'-75'
Fall Color: Orange/Purple



Espresso Kentucky Coffee Tree

Height: 60'-75'
Width: 40'-50'
Fall Color: Yellow



Northern Red Oak

Height: 60'-75'
Width: 60'-75'
Fall Color: Burgundy/Red



Bald Cypress

Height: 50'-70'
Width: 20'-45'
Fall Color: Rust



Chicagoland Hackberry

Height: 40'-60'
Width: 40'-50'
Fall Color: Yellow



Wildfire Black Gum

Height: 30'-50'
Width: 20'-30'
Fall Color: Orange/Red



Triumph Elm

Height: 50'-60'
Width: 35'-40'
Fall Color: Yellow



Princeton Sentry Ginkgo

Height: 40'-50'
Width: 20'-30'
Fall Color: Yellow

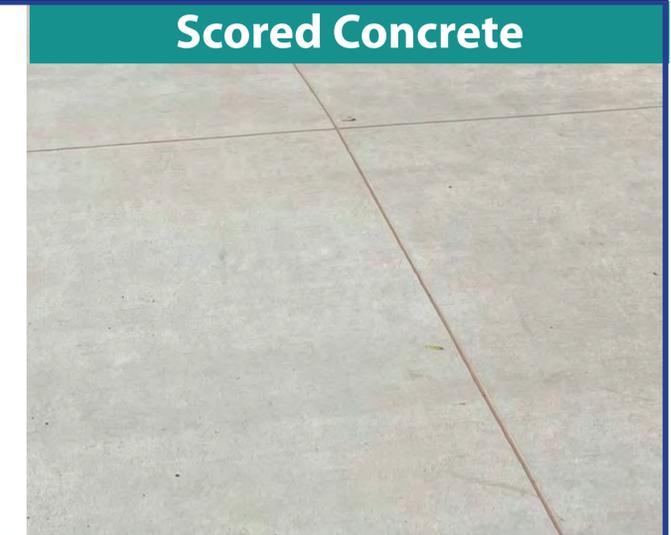
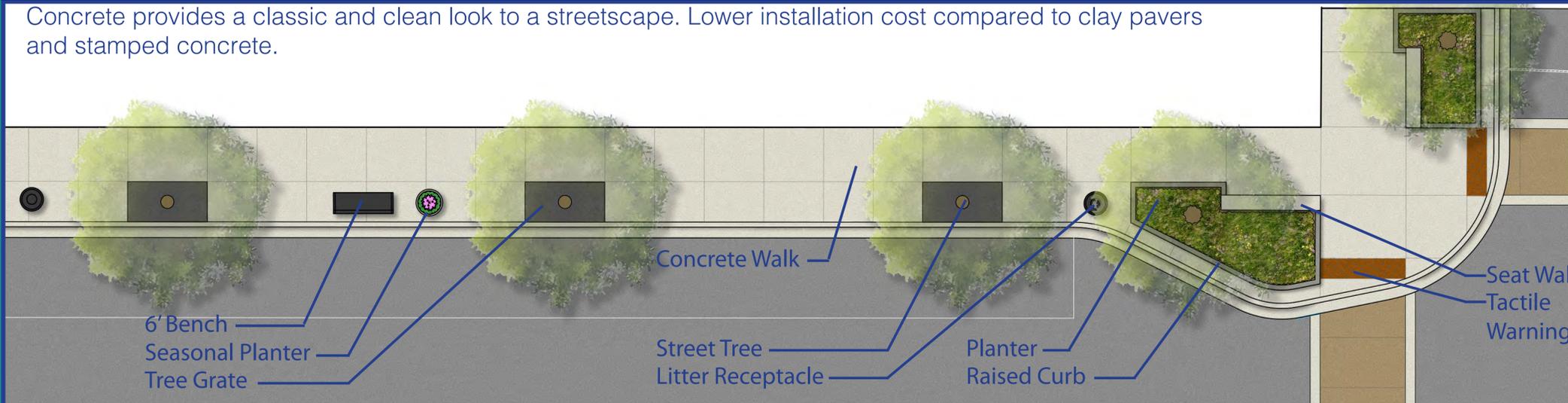
Decorative Paving

B



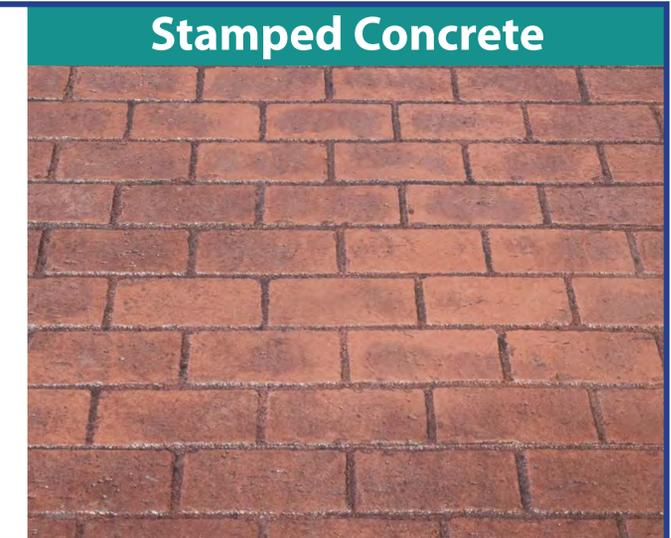
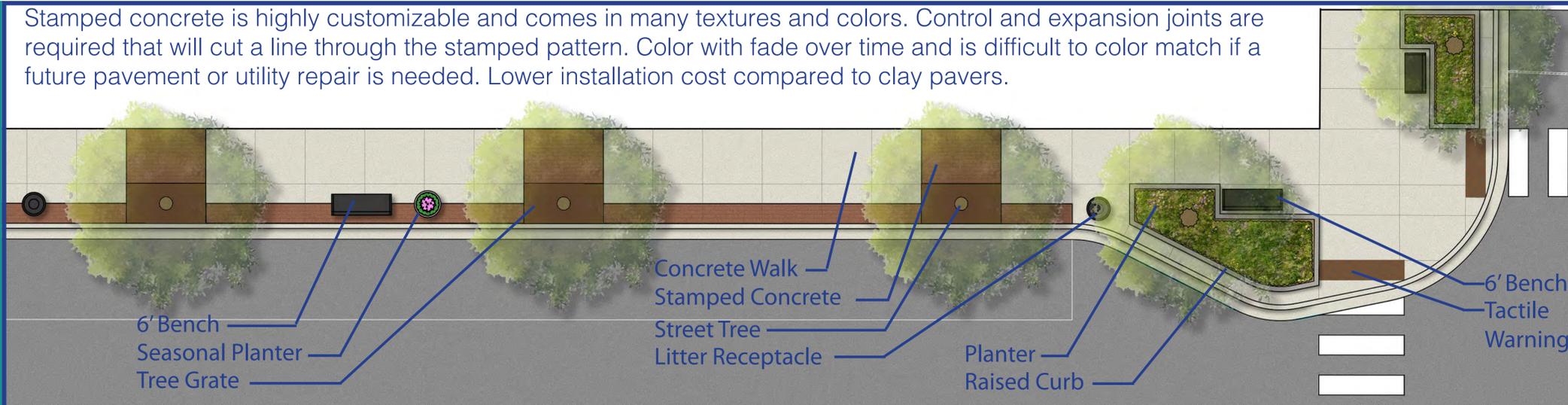
Option 1

Concrete provides a classic and clean look to a streetscape. Lower installation cost compared to clay pavers and stamped concrete.



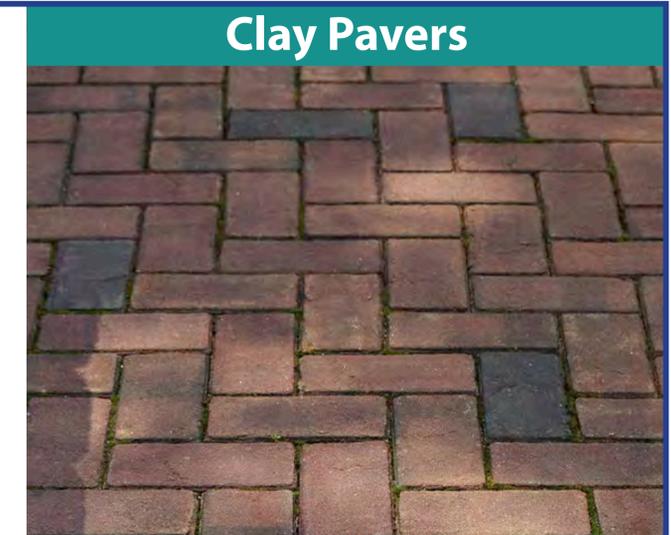
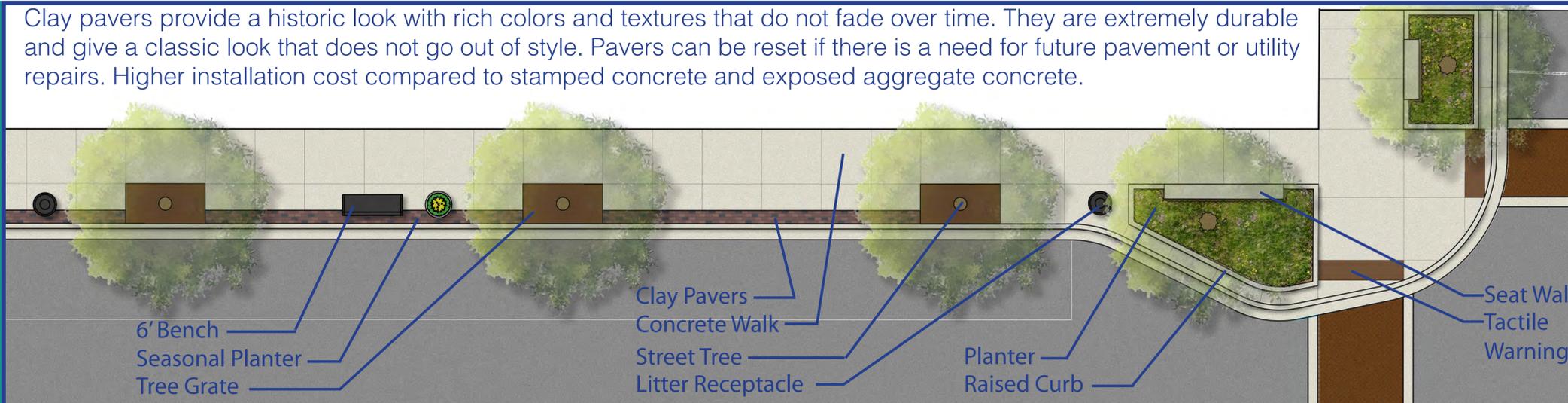
Option 2

Stamped concrete is highly customizable and comes in many textures and colors. Control and expansion joints are required that will cut a line through the stamped pattern. Color with fade over time and is difficult to color match if a future pavement or utility repair is needed. Lower installation cost compared to clay pavers.



Option 3

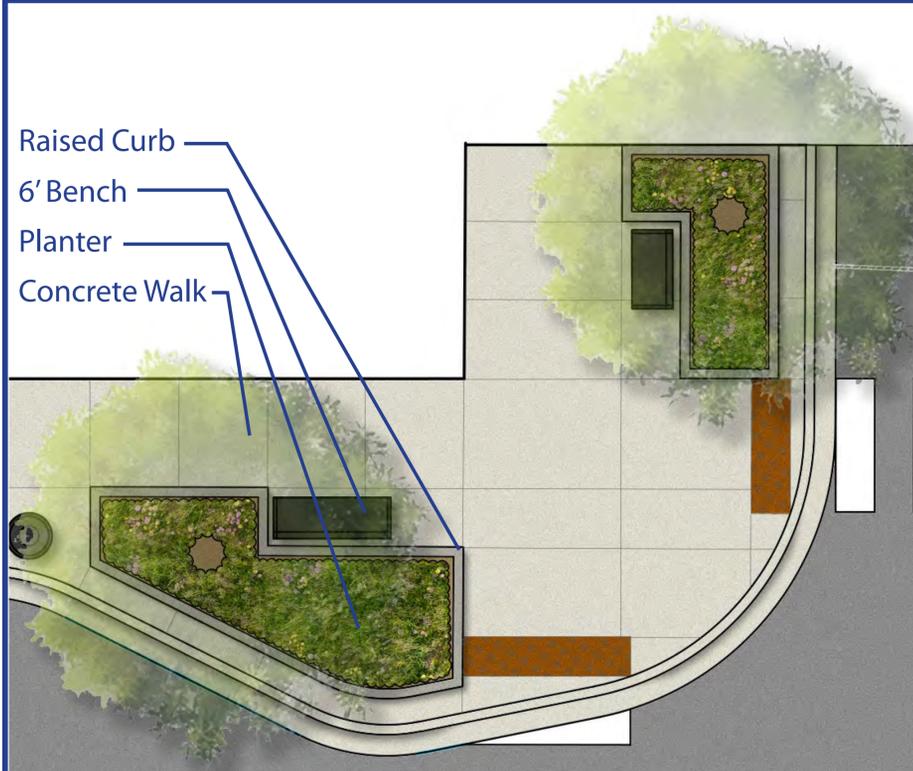
Clay pavers provide a historic look with rich colors and textures that do not fade over time. They are extremely durable and give a classic look that does not go out of style. Pavers can be reset if there is a need for future pavement or utility repairs. Higher installation cost compared to stamped concrete and exposed aggregate concrete.



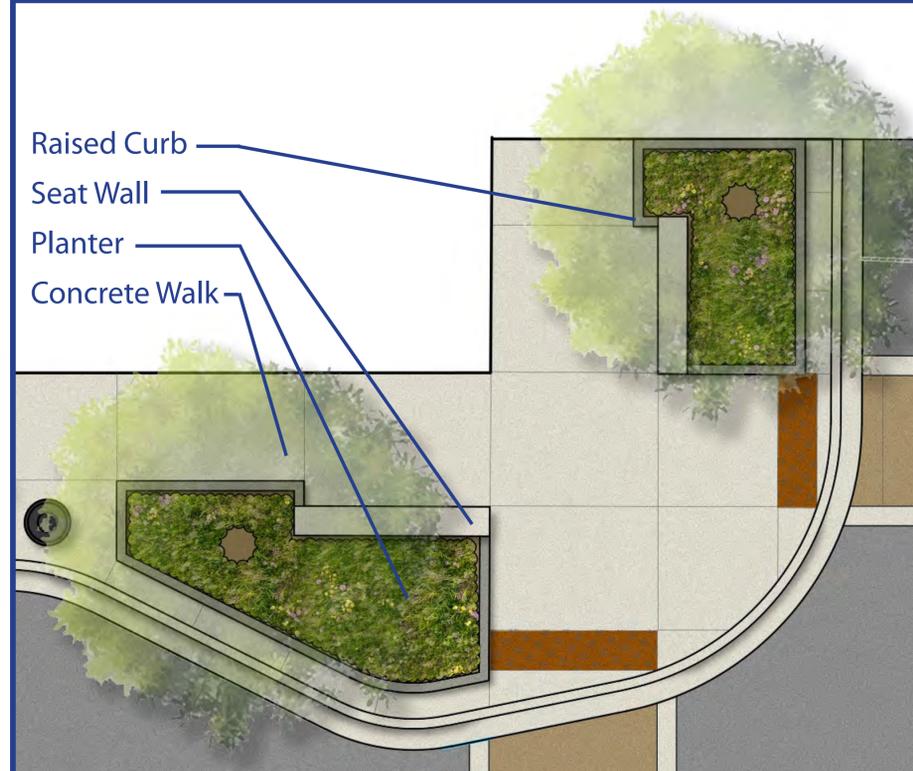
Planter Seating Configuration



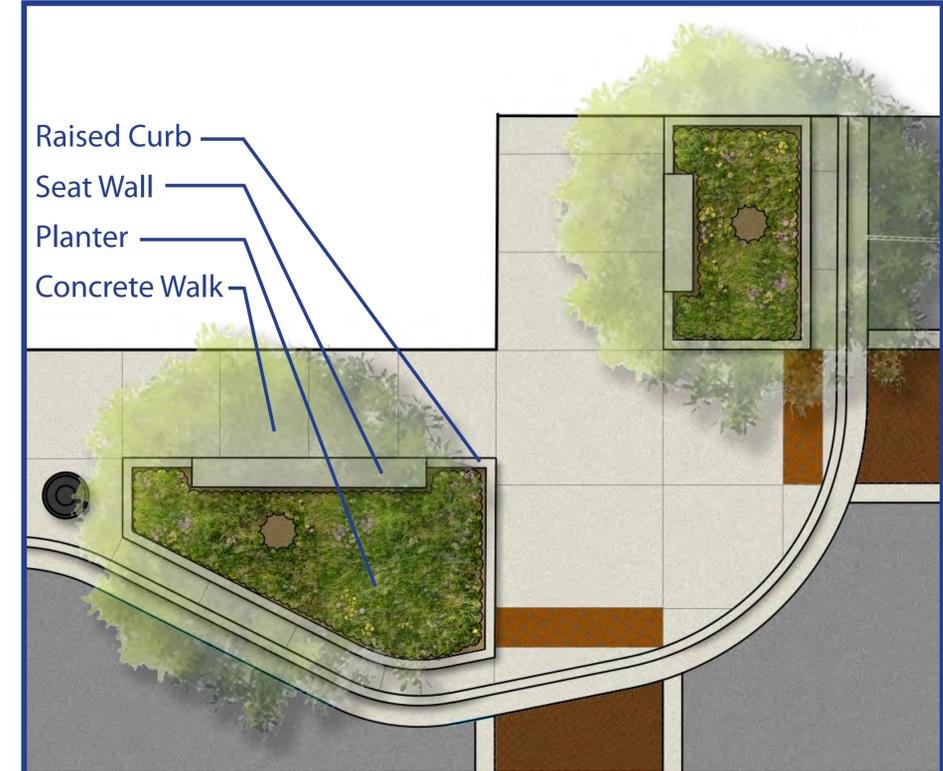
Option 1



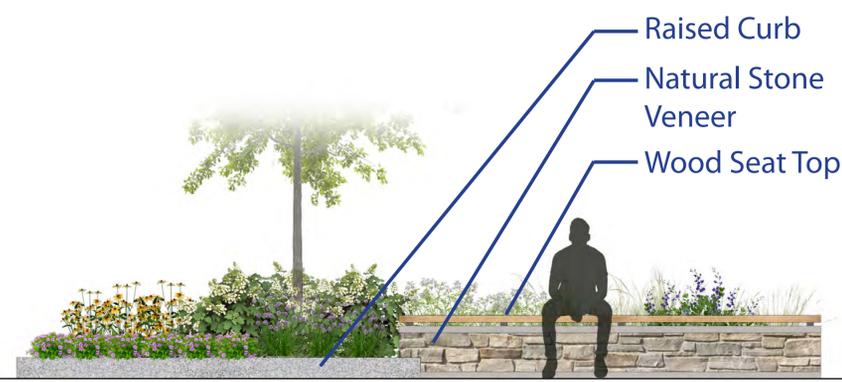
Option 2



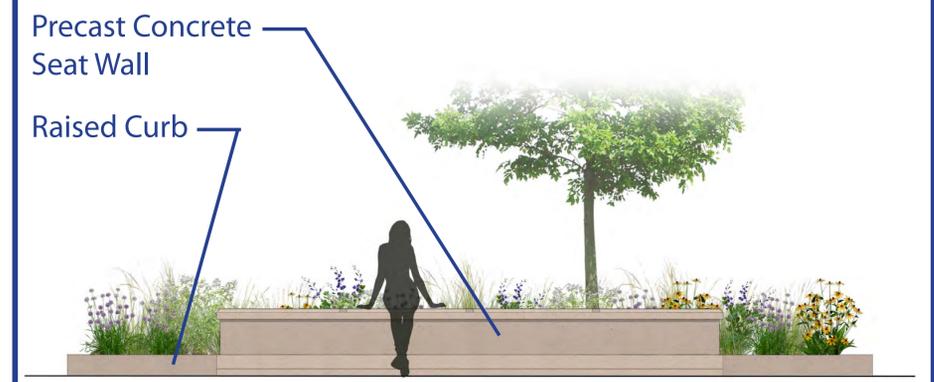
Option 3



This option utilizes a 6' bench with back and companion seating cut out of the planter to provide a highly accessible seating area.

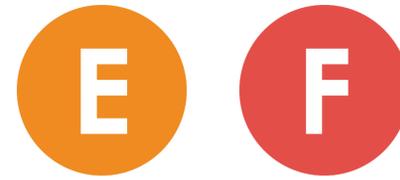


This seat wall is set back into the planter to provide leg space outside of the main 6' walk way. The seat wall cap is made of wood slats with a natural stone veneer facade. These materials add texture and warmth to the streetscape .



Centrally located in the planter, this option maximizes the planter size and uses it to frame the precast seat wall. The seat wall replicates the shape of the Wilmette community identifier base to provide congruency throughout the streetscape.

Curbs & Crosswalks



Cast-in-place Concrete



Cast-in-place concrete curb is the most economic option. It is poured on site and is functional but has limited aesthetic value. Low cost

Exposed Aggregate



Cast-in-place exposed aggregate concrete curb with architectural finish provides more aesthetic value than traditional cast-place concrete. Low cost

Precast Concrete/Granite



Precast concrete is made in a controlled environment and has a more consistent/ decorative finish than cast-in-place concrete. High cost

Granite is a highly durable material that will last for decades. Comes in many different colors for a classic and elegant look. High cost

Striped



High visibility for vehicles with the lowest cost. Needs to be restriped every 2-4 years. Lowest cost

Concrete



Low cost with a long service life. Comes in many different colors to increase aesthetic value and visibility. Higher replacement cost

Stamped Asphalt



Imitates the look of brick and adds a decorative element to the otherwise black and white crosswalk. Will need to be replaced approximately every 5 years. Medium Cost

Site Furniture



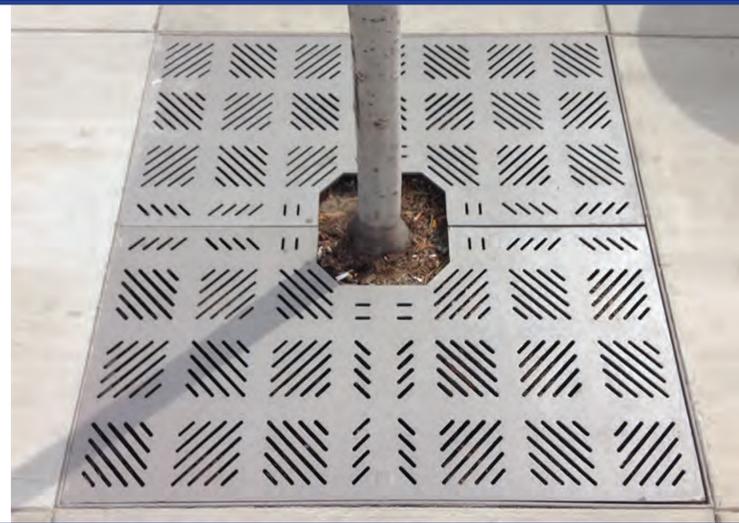
Option 1



Litter Receptacle



Bench



Tree Grate



Bike Rack



Seasonal Planter

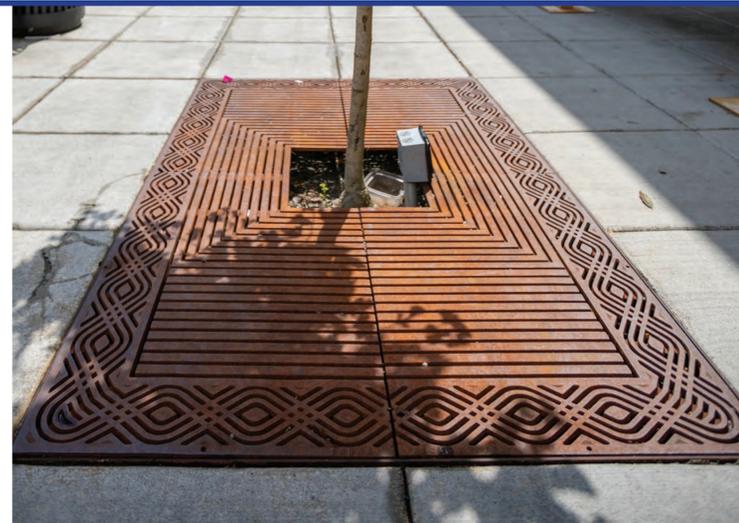
Option 2



Litter Receptacle



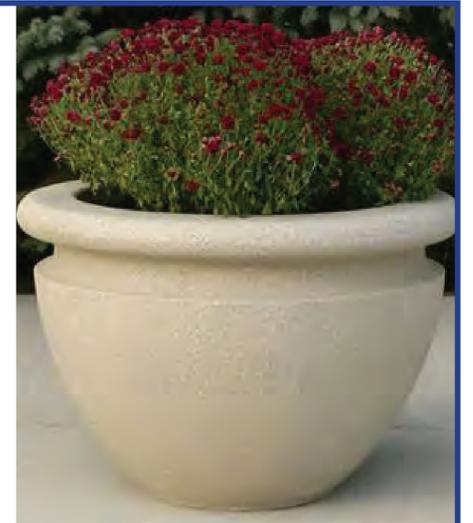
Bench



Tree Grate



Bike Rack



Seasonal Planter

Option 3



Litter Receptacle



Bench



Tree Grate



Bike Rack



Seasonal Planter

Planting Design Styles



Traditional

Traditional planting design is a more manicured look with groupings of shrubs, perennials, and grasses. Has large floristic value and may require supplemental watering.



Matrix

Matrix planting design has a more naturalistic look with a mixture of perennials and grasses. Designed to be long lasting and not require additional watering.



Dwarf Black Eyed Susan



Shamrock Inkberry



Prairie Dropseed



Blonde Ambition Grama Grass



Pennsylvania Sedge



Nodding Wild Onion



Blue Ice Blue Star



Invincibelle Mini Mauvette Hydrangea



Butterfly Weed



Vanilla Cream False Indigo



Rose Vervain



Shining Blue Star



Summer Beauty Onion



Iroquis Beauty Black Chokeberry



Shenandoah Switchgrass



Yellow Coneflower



Carousel Little Bluestem



Dark Towers Beard Tongue

3D Renderings



Identifier- Option 1



Identifier- Option 2



Metra Station Crosswalk



Striped



Colored Concrete



Stamped Asphalt

We Want to Hear From You!



Your comments are valuable to us!

COMMENT FORM

Name _____ Address _____ Email _____

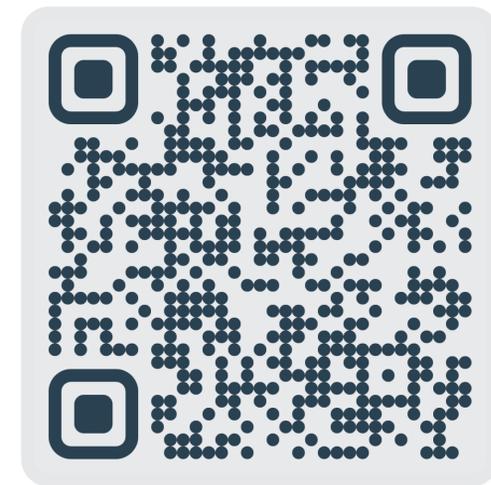
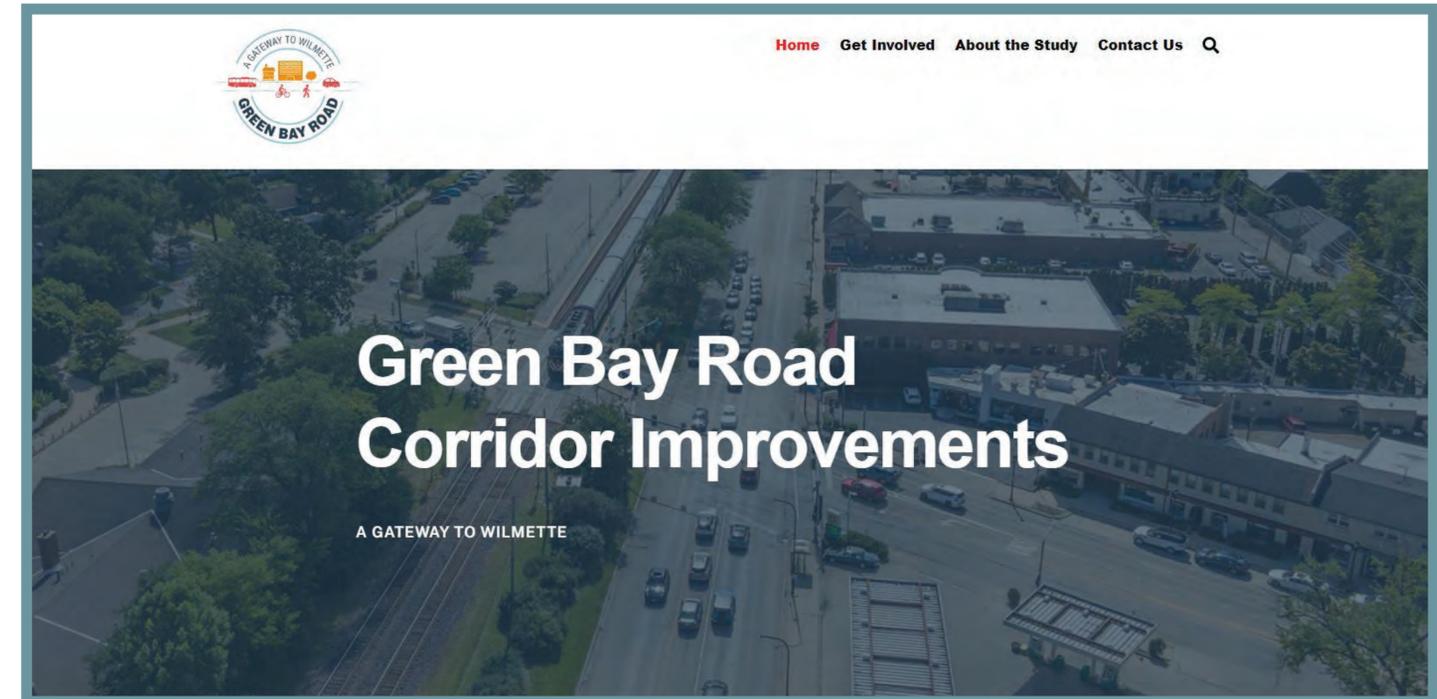
Affiliation (e.g., organization, business owner, resident) _____ Would you like to be added to the study contact list for updates? **YES / NO**

Any additional comments? Please write your feedback on the lines below.

We encourage comments throughout the course of the study. Comments received by **December 10, 2024**, will be added to this public meeting record.

This completed form may be submitted today or submitted to the Village of Wilmette by mail or email via the contact information below.
info@greenbayrdwilmette.org

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Scan QR code to visit our project website!
GreenBayRdWilmette.org

THANK YOU FOR JOINING US TODAY!