

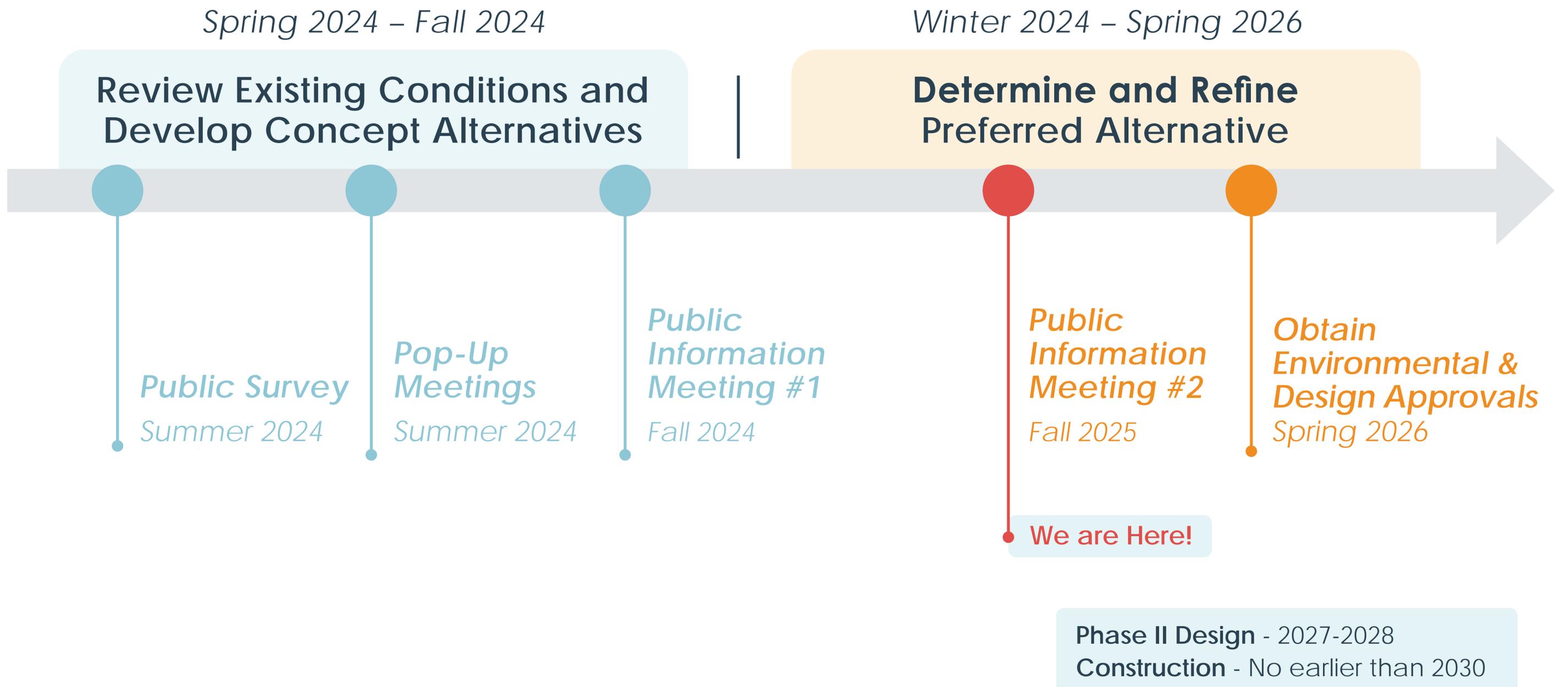


# WELCOME!

COMMUNITY OPEN HOUSE 11.18.2025



# Schedule



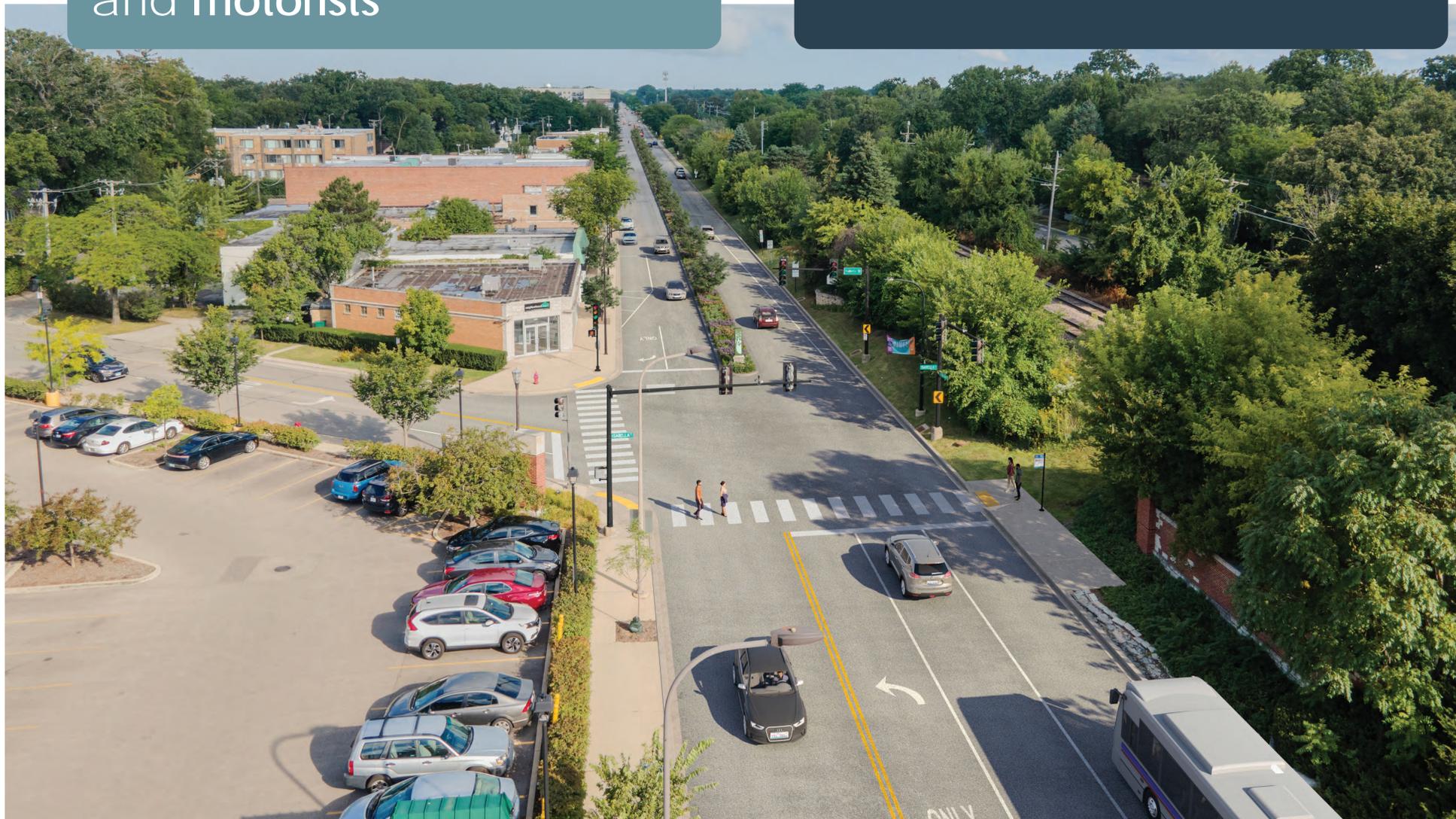
# Project Study Goals



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 To Date

Public Information Meeting #1, Interactive Map Survey, Pop-Up Table Events, Email/Website Comments

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

- Examples: pedestrian refuge islands, more crosswalks
- Locations mentioned: Ashland/16<sup>th</sup>, 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

## Activities at a Glance

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



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



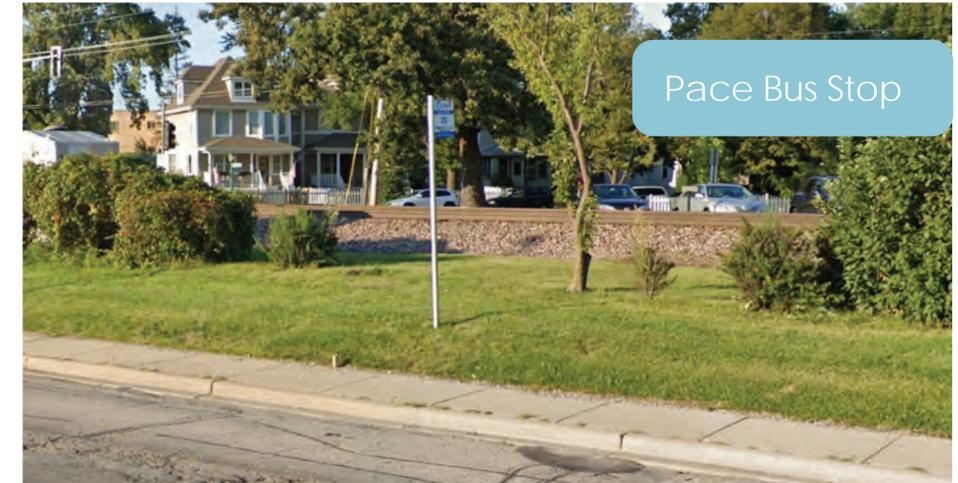
# Existing Streetscape and Landscape Conditions



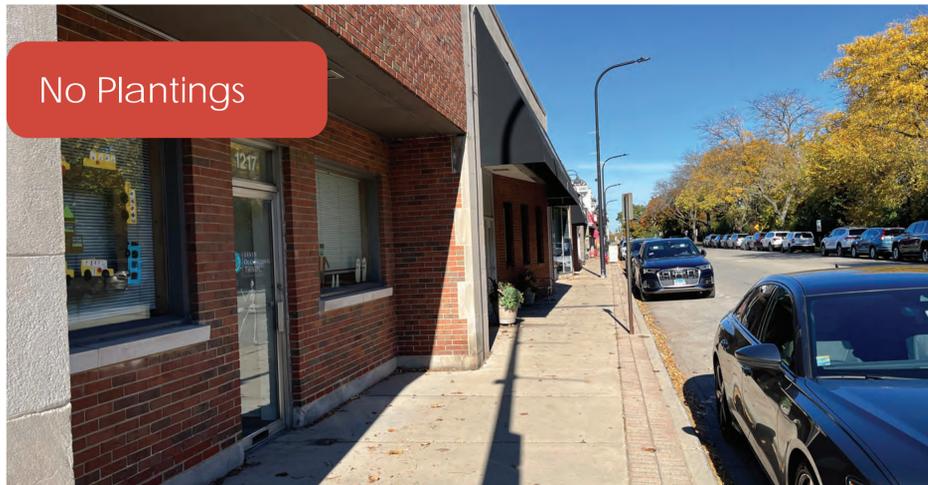
Wilmette Metra Station Drop Off Area



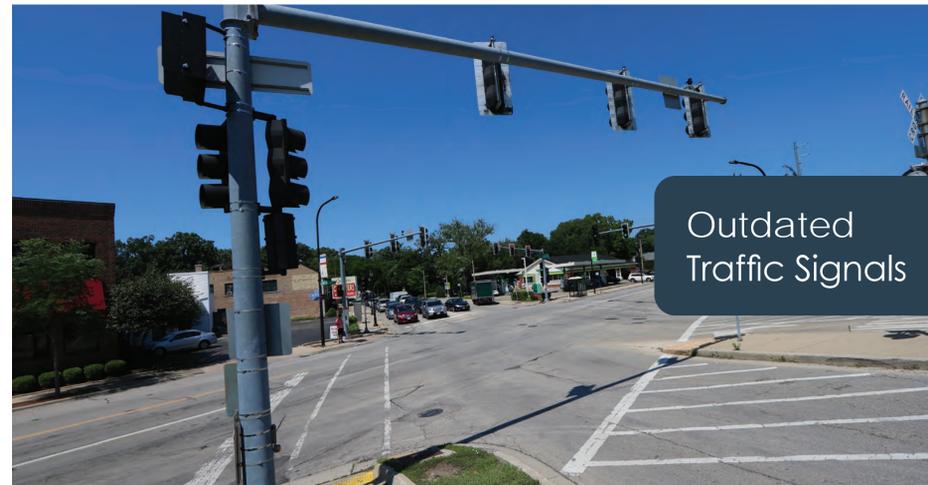
Narrow Walk



Pace Bus Stop



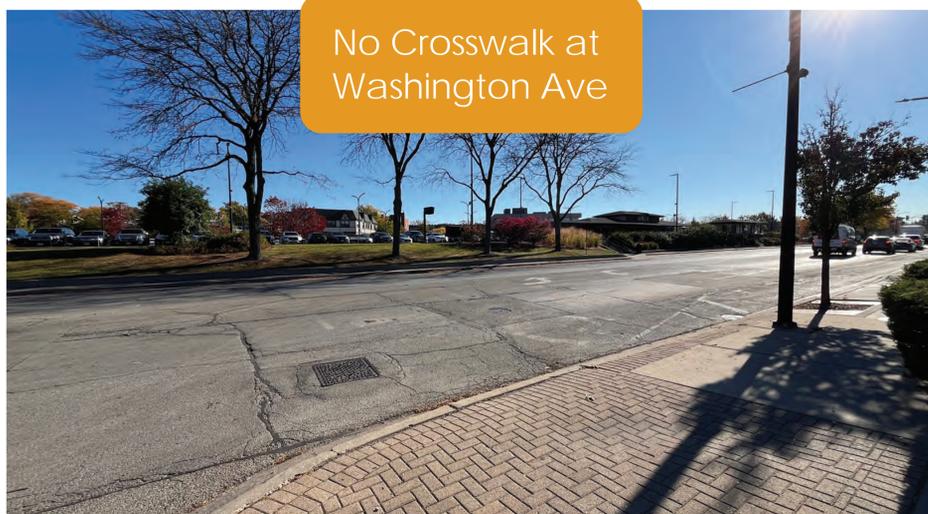
No Plantings



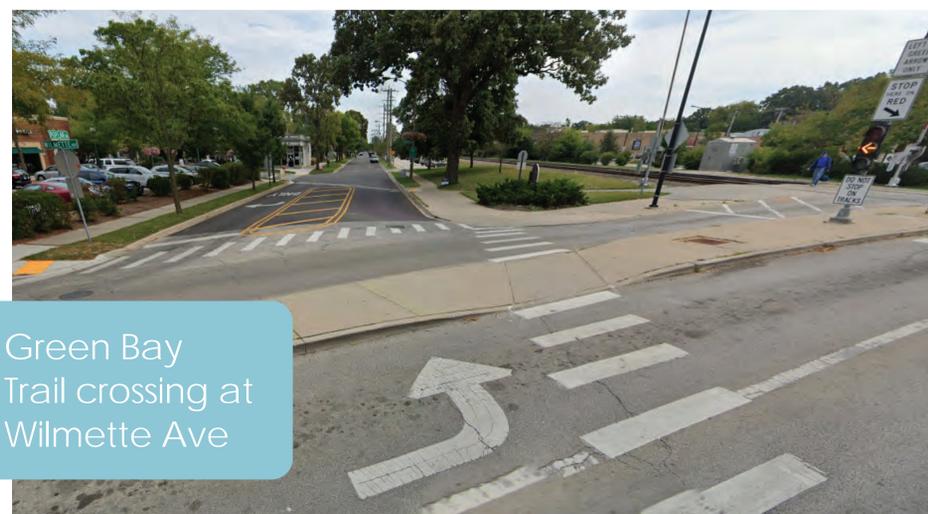
Outdated Traffic Signals



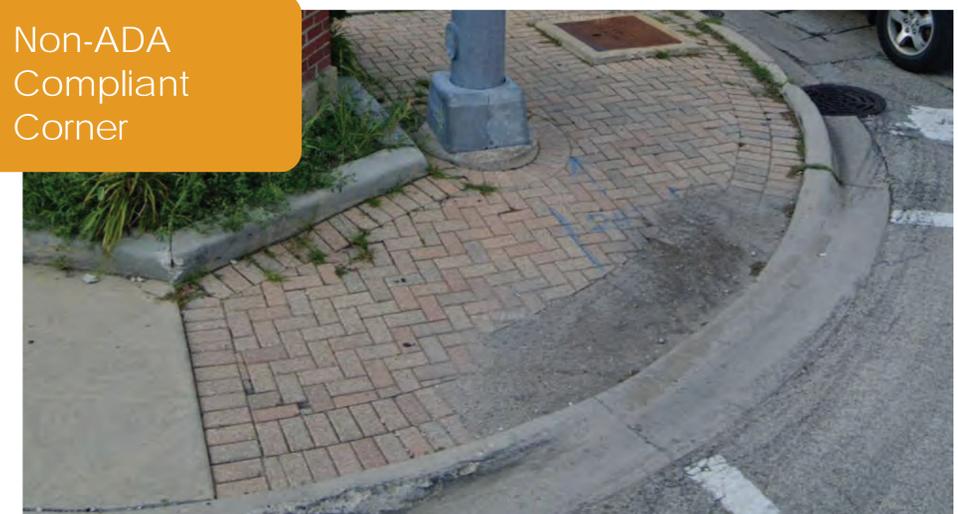
Patched Pavement



No Crosswalk at Washington Ave



Green Bay Trail crossing at Wilmette Ave



Non-ADA Compliant Corner

# On-Street Parking Utilization

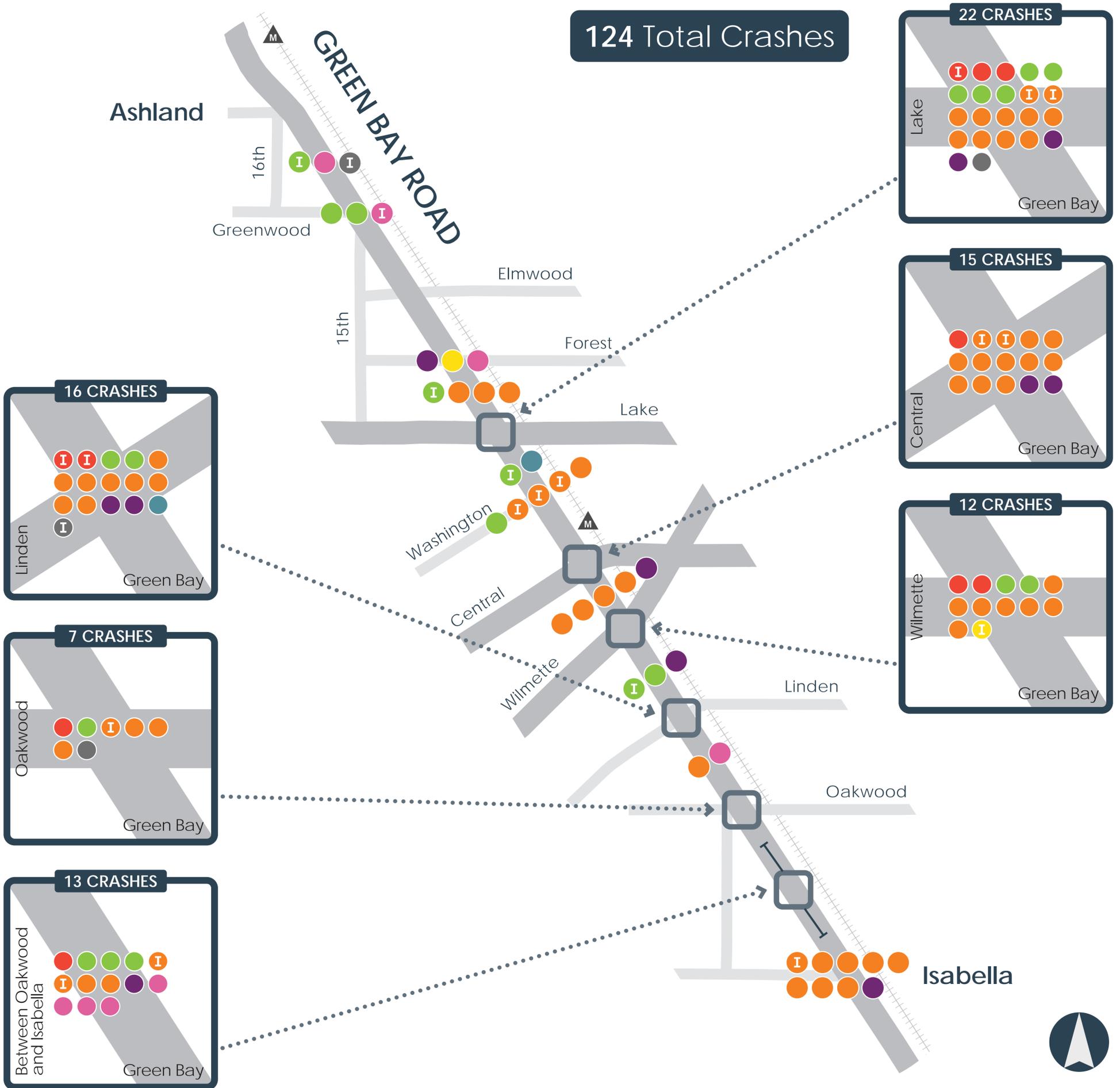


## Key Takeaways:

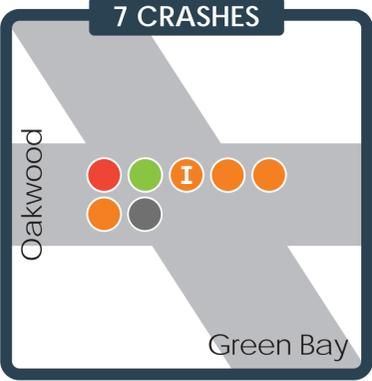
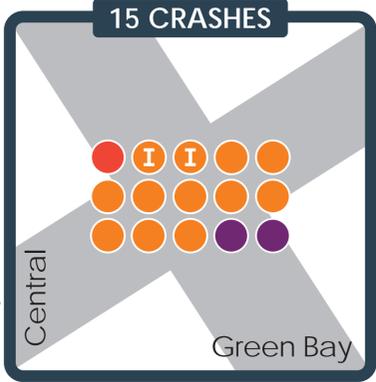
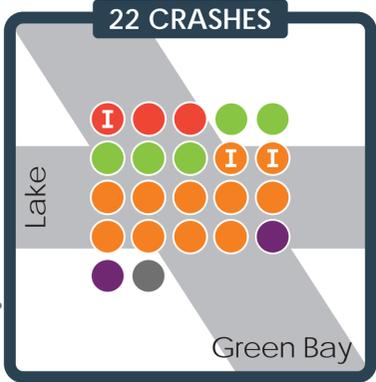
- Parking is underutilized on the east side of Green Bay Road but in moderate demand on the west side of the street.
- Parking is in more demand towards the north and south ends of Green Bay Road.
- No significant alterations to on-street parking are planned as part of this project.

# Crash Locations

2020-2024



124 Total Crashes



● Right Angle	10	● Parked Vehicle	8
● Left Turn	21	● Fixed Object	2
● Rear End	66	● Other	4
● Sideswipe	11	ⓘ Injury Crash	22
● Person Biking	2		

**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.

# 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 AM/PM Peak Hour - Level of Service  
PM LOS X 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.

# Potential Improvements Toolkit



TRAFFIC SIGNAL REPLACEMENT



COUNTDOWN PEDESTRIAN SIGNALS



BUMP-OUTS



ENHANCED PLANTING



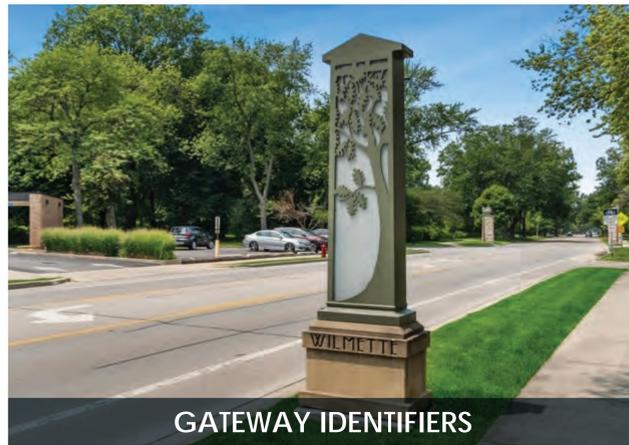
LITTER RECEPTACLE



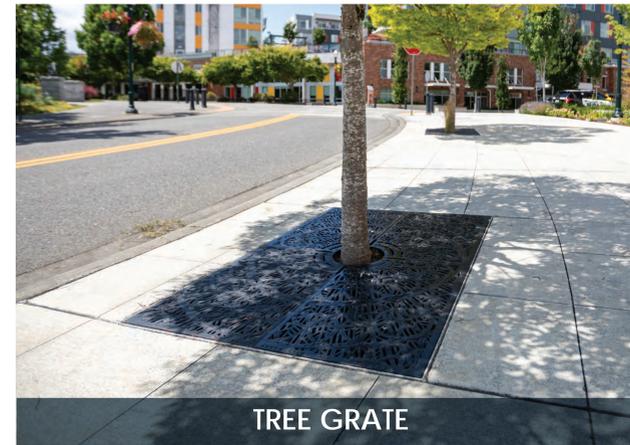
HIGH VISIBILITY CROSSWALKS



RECTANGULAR RAPID FLASHING BEACONS



GATEWAY IDENTIFIERS



TREE GRATE



BIKE RACK



ACCESSIBILITY IMPROVEMENTS



RAILROAD CROSSING IMPROVEMENTS



STREET TREES



BENCH

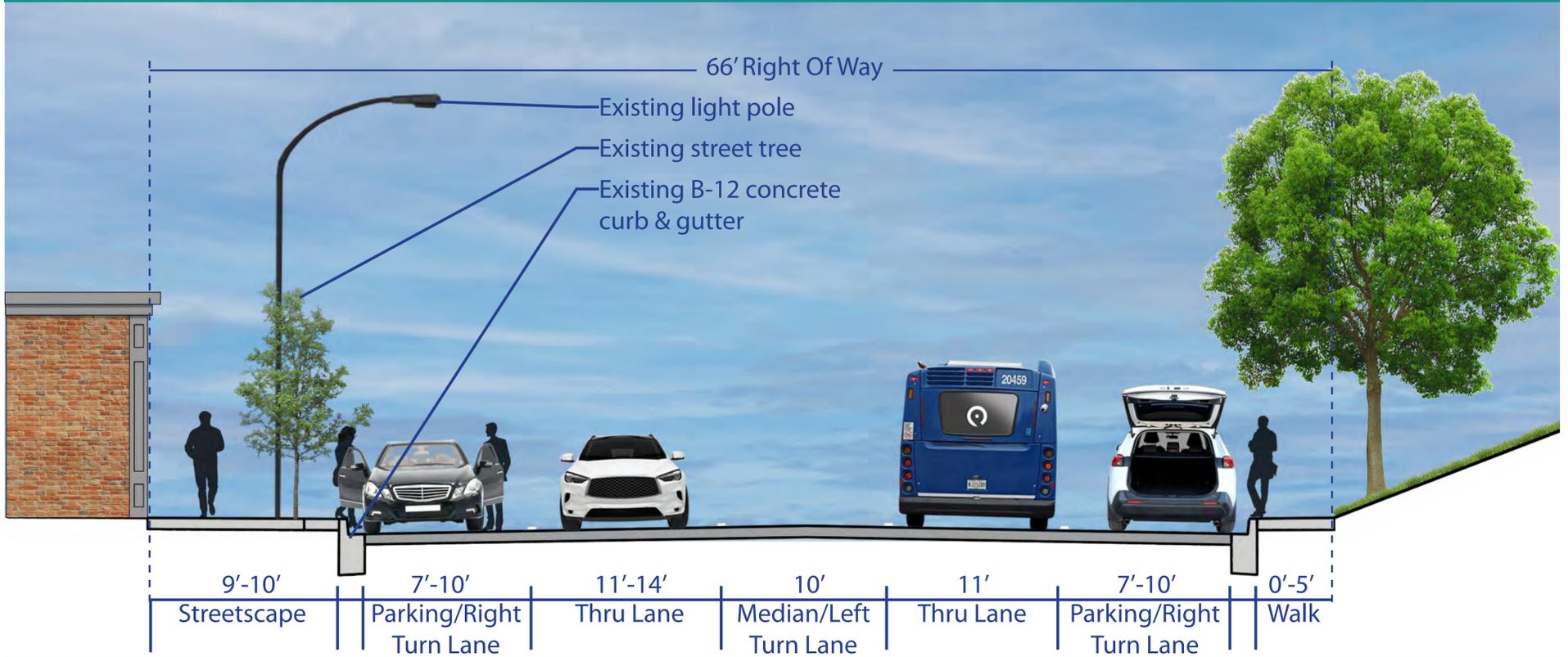


PLANTER

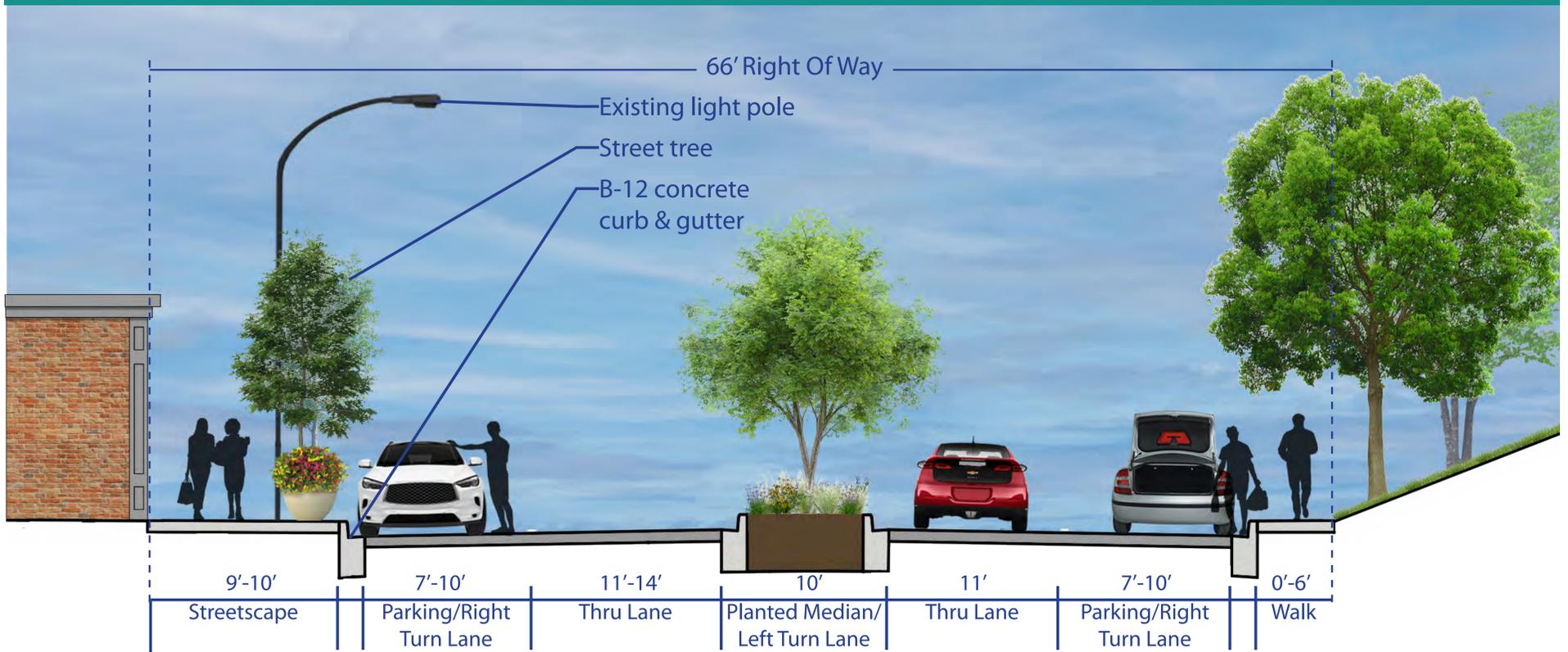
# Roadway Sections



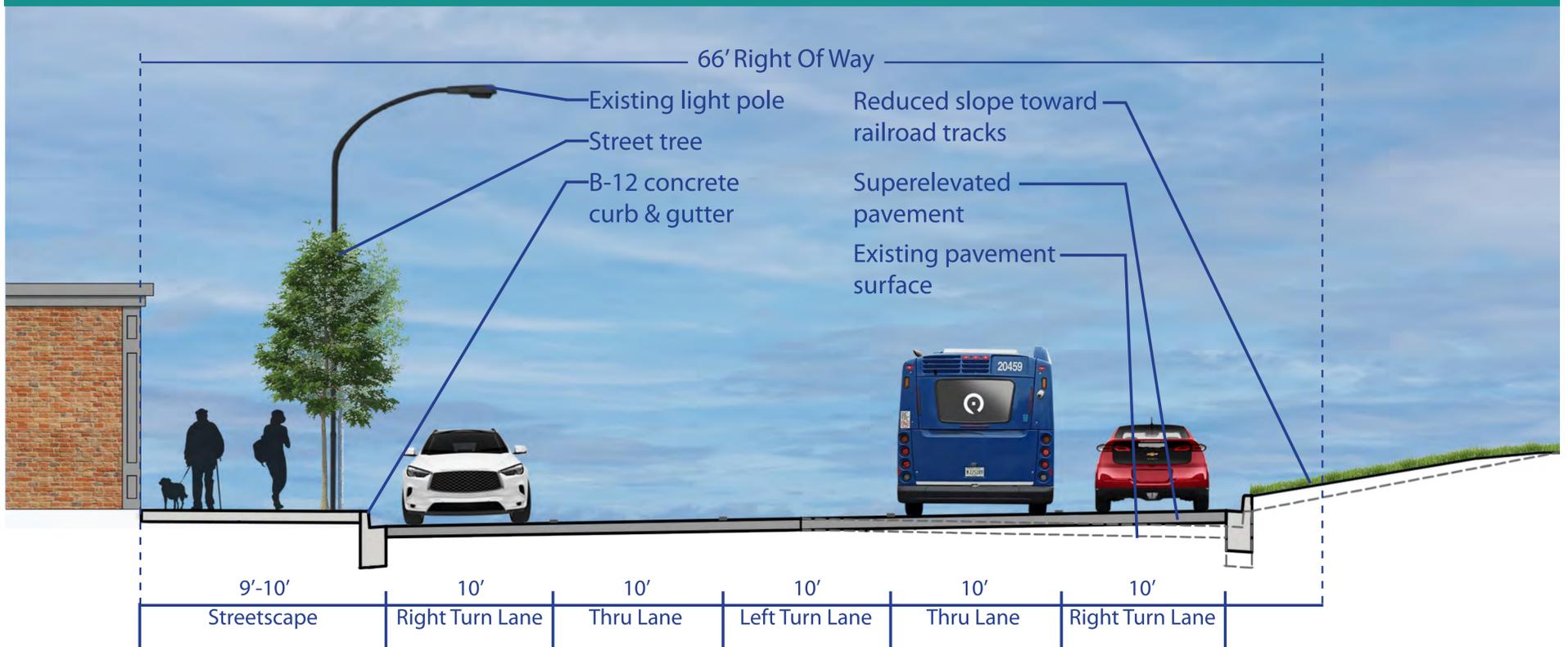
## Existing



## Proposed (Mid-block)



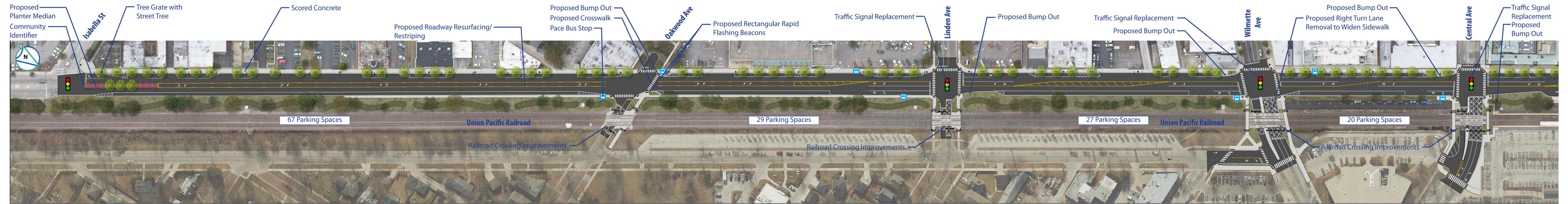
## Proposed (Intersection Approach)



# Overall Plans



## Existing

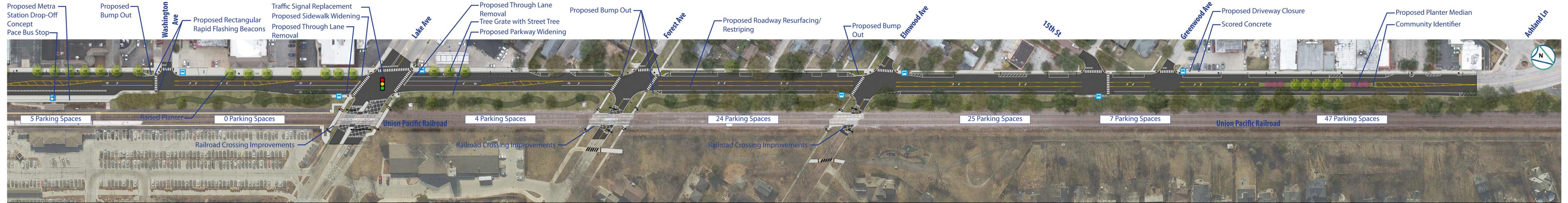


## Proposed

# Overall Plans

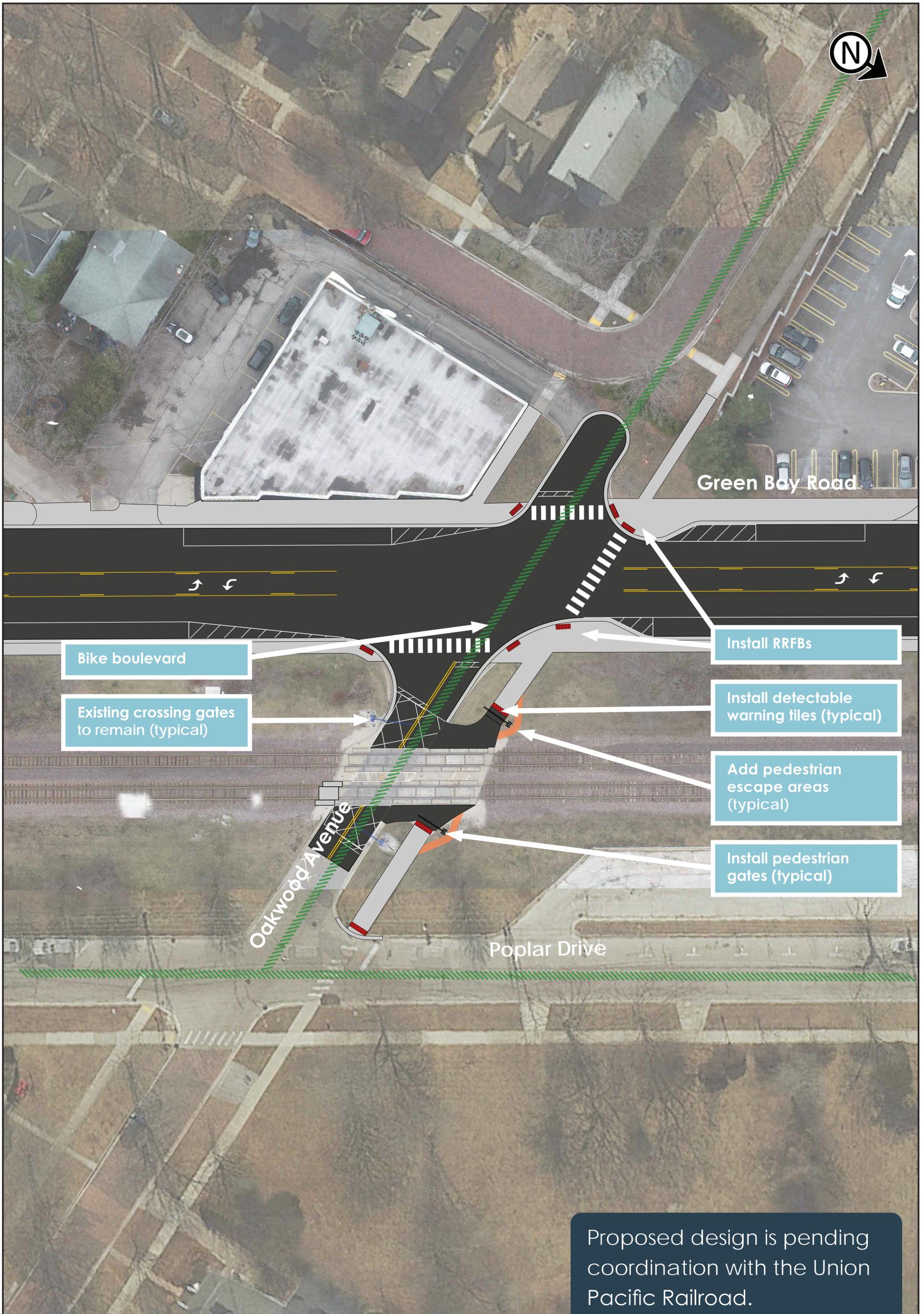


## Existing



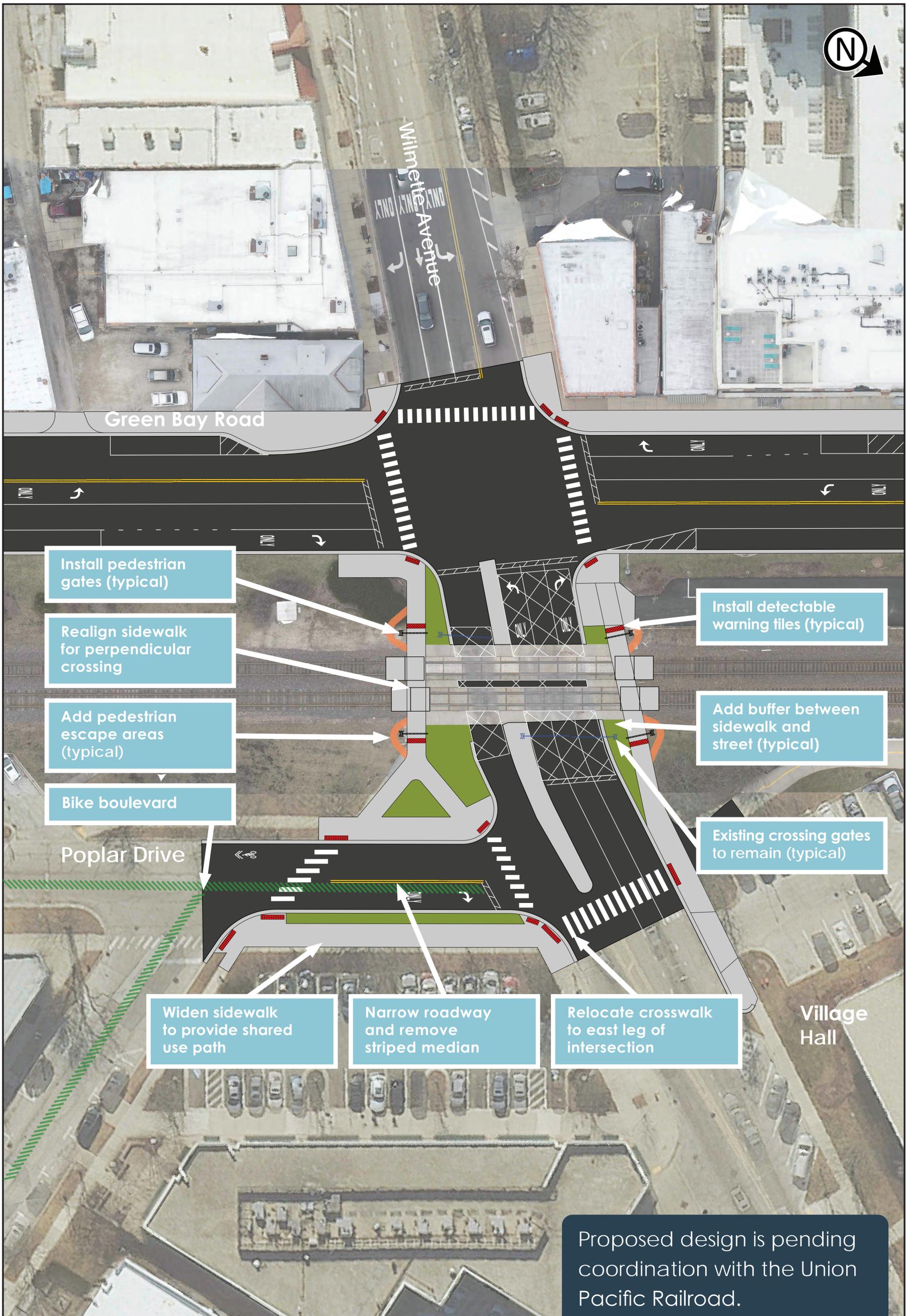
## Proposed

# Oakwood Avenue at Union Pacific Railroad Crossing

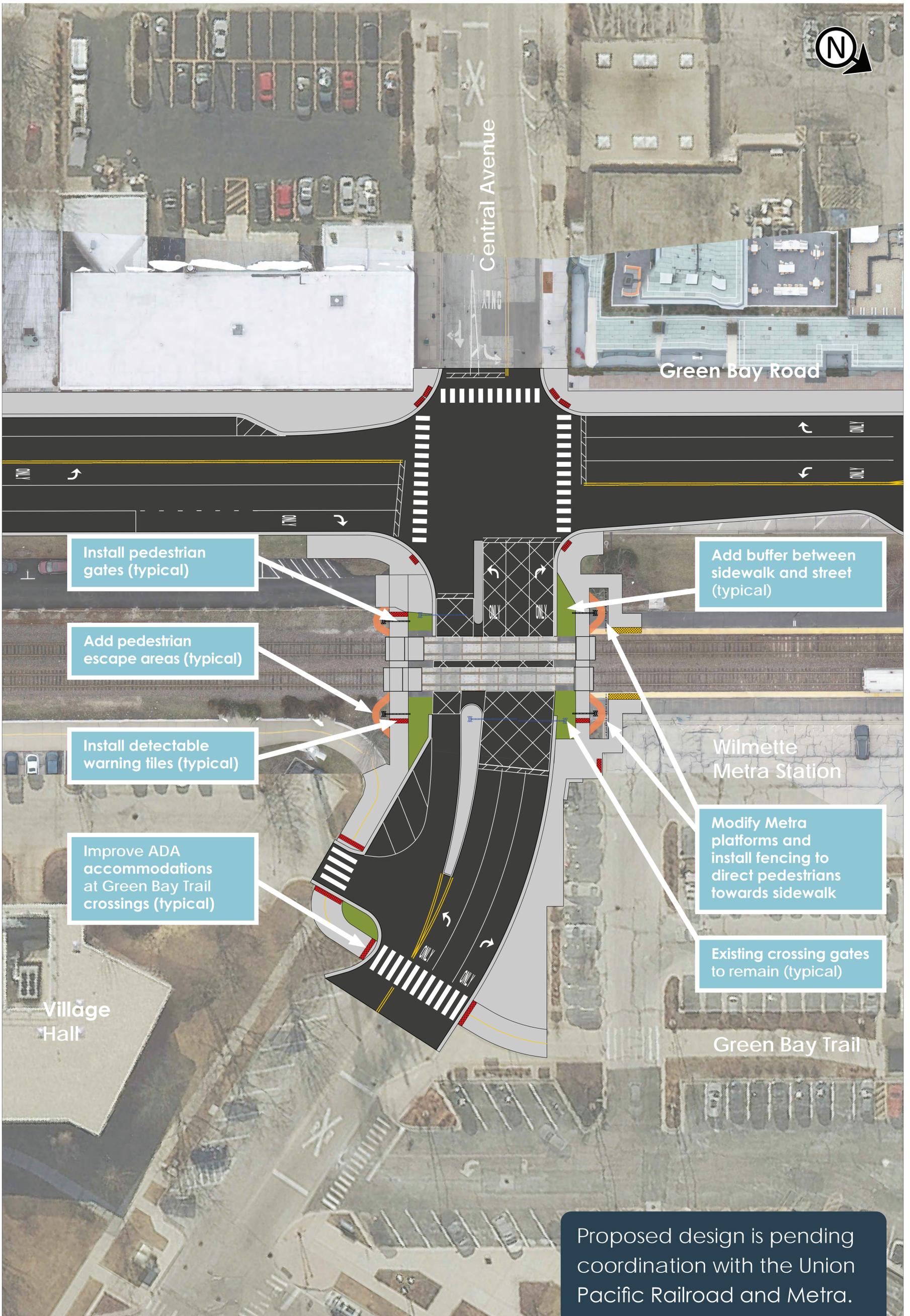


Proposed design is pending coordination with the Union Pacific Railroad.

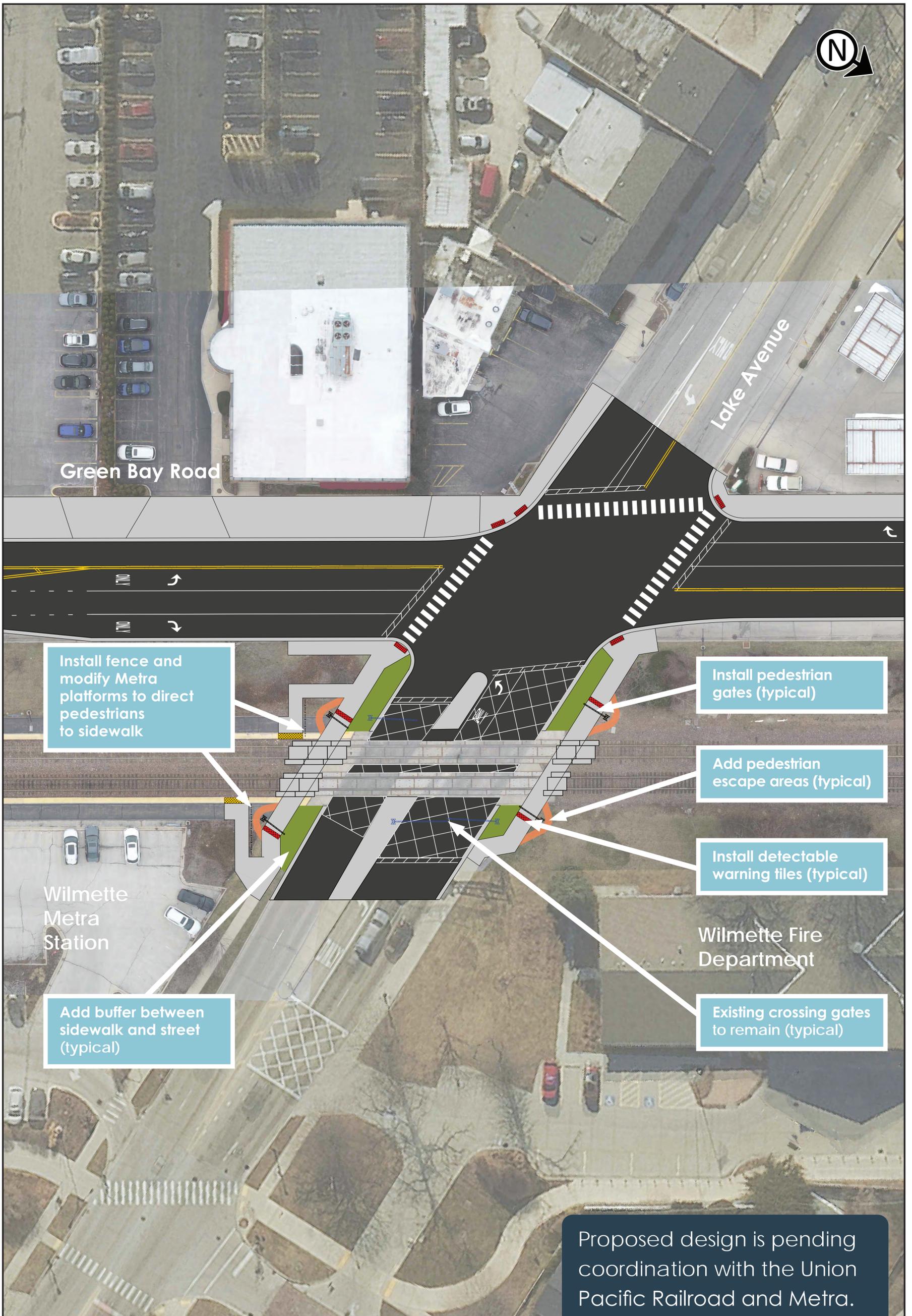
# Wilmette Avenue at Union Pacific Railroad Crossing



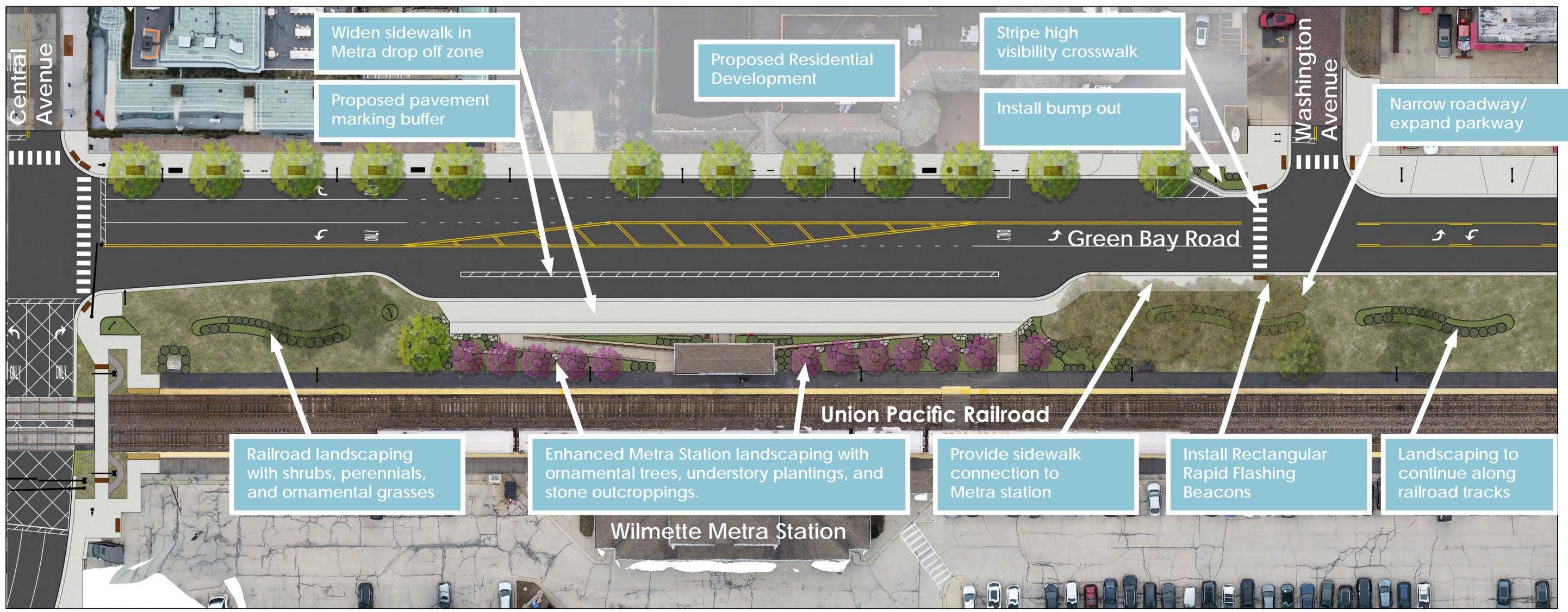
# Central Avenue at Union Pacific Railroad Crossing



# Lake Avenue at Union Pacific Railroad Crossing



# Green Bay Road at Washington Ave & Metra Station



# 3D Renderings



## Metra Station Crosswalk at Washington Avenue



## Existing



- Proposed site furnishings for additional seating
- New hardscape with improved ADA accessibility
- Improved high visibility crosswalks
- Additional understory landscaping and trees to soften hardscape and provide shade

## Key Map

Metra Crosswalk at Washington Avenue Rendering Location



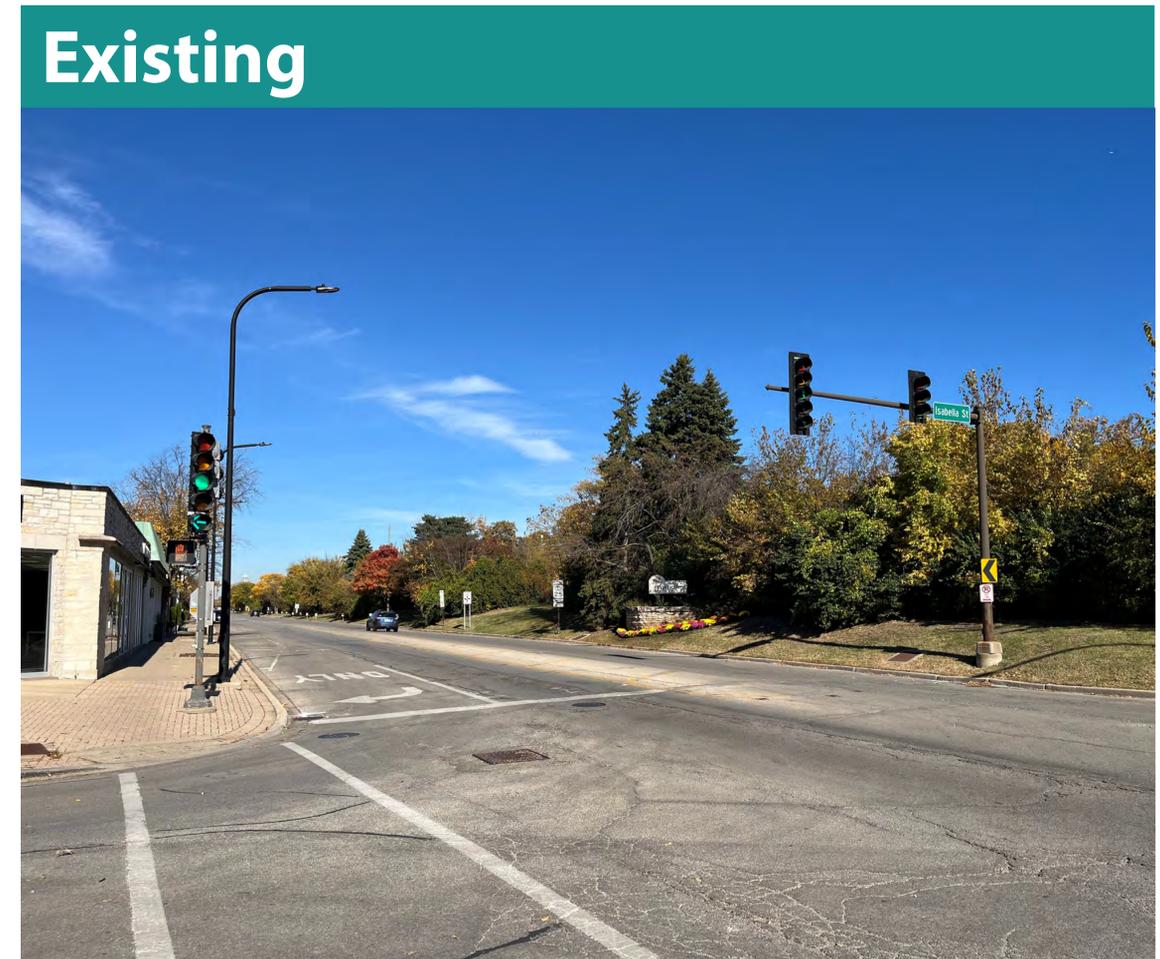
# 3D Renderings



## Identifier at Isabella Street



## Existing



- Proposed median for traffic calming
- New hardscape with improved ADA accessibility
- Improved high visibility crosswalks
- Additional understory landscaping and trees to soften hardscape and provide shade

## Key Map

Identifier at Isabella Street Rendering Location



# Right-of-Way Acquisition Process



- **Public Law 91-646** - Right-of-Way Acquisition and Relocation Assistance for all Federal-Aid project is governed by Public Law 91-646: *Title III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and the Uniform Relocation Act Amendments of 1987.*
- **Purpose of Acquisition Process** - To encourage and expedite acquisition by agreement, to avoid litigation, and to assure consistent treatment for property owners.
- **Law Requires “Just Compensation”** - Just Compensation is defined as payment of fair market value for the property taken, taking into account partial takings, damages and benefits to the remaining land.

- **4 Step Acquisition Process** -
  - Preparation of Plat of Survey and Legal Description of property to be acquired
  - Preparation of Property Appraisal by independent professional appraiser
  - Preparation of Review Appraisal by another independent appraiser
  - Negotiations with property owners
- **Acquisition Schedule** - Negotiations cannot begin until Design Approval is received. Design Approval is anticipated in Spring 2026.

Construction of the preferred alternative is anticipated to require temporary easement, permanent easement, and/or permanent right-of-way acquisition of private property in some areas. The temporary construction easements are temporary in nature for grading the shared-use path and the adjacent topography. All temporary easement areas will be restored following construction. All acquisition needs identified in the Proposed Improvement exhibits are preliminary only and will be further refined during the detailed Phase II Engineering phase.

# Potential Right-of-Way Acquisition



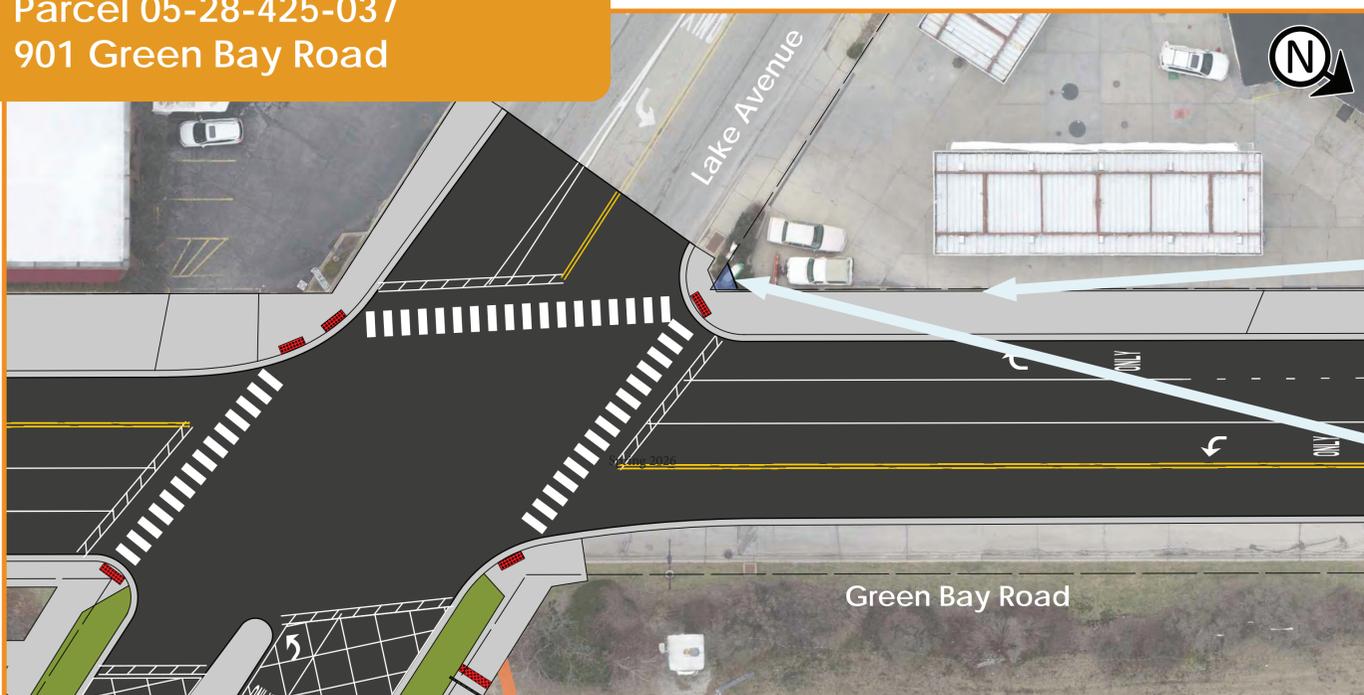
Jewel-Osco Parking  
Parcel 05-34-120-028  
425 Green Bay Road



Proposed right-of-way acquisition  
(108.5 square feet)

Existing right-of-way  
(typical)

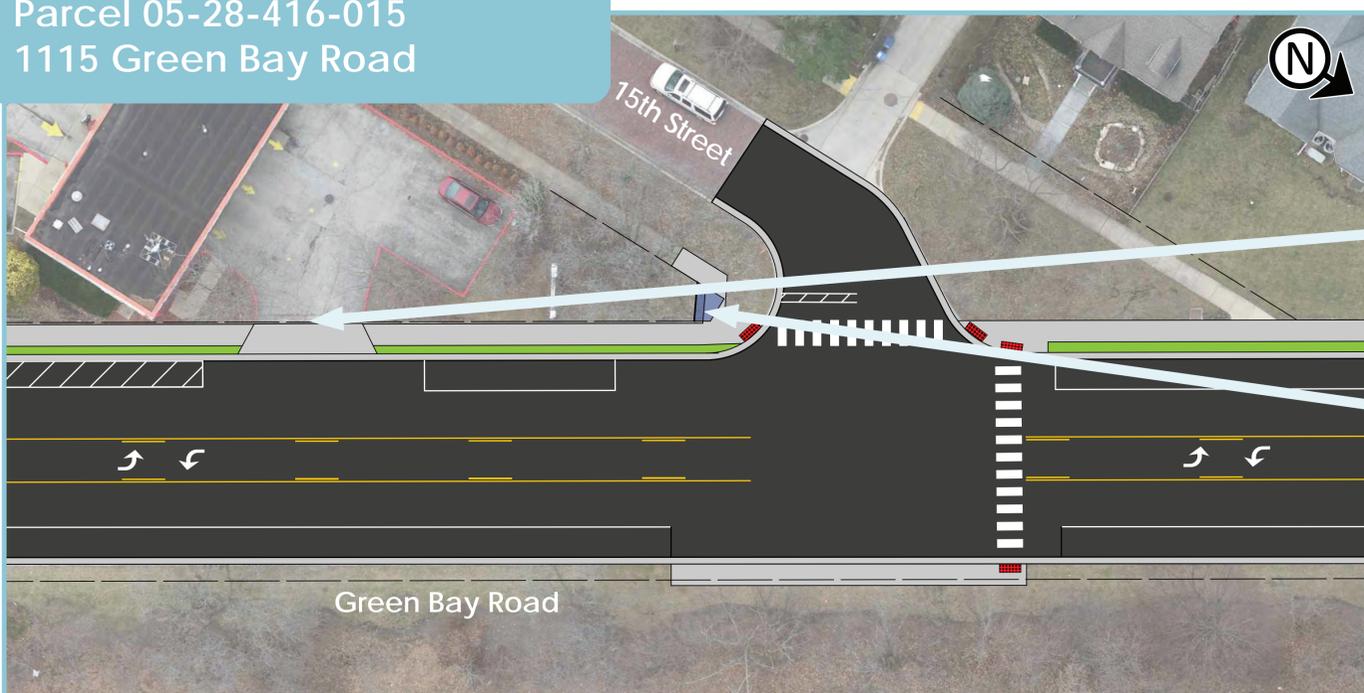
Lake & Green Bay Auto Services  
Parcel 05-28-425-037  
901 Green Bay Road



Existing right-of-way  
(typical)

Proposed right-of-way acquisition  
(19.6 square feet)

Jiffy Lube  
Parcel 05-28-416-015  
1115 Green Bay Road



Existing right-of-way  
(typical)

Proposed right-of-way acquisition  
(39 square feet)

# We Want to Hear From You!



Your comments  
are valuable to us!

**COMMENT FORM**

Name \_\_\_\_\_ Address \_\_\_\_\_ Email \_\_\_\_\_

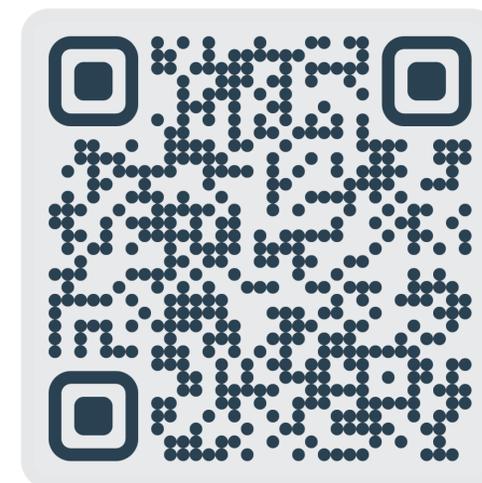
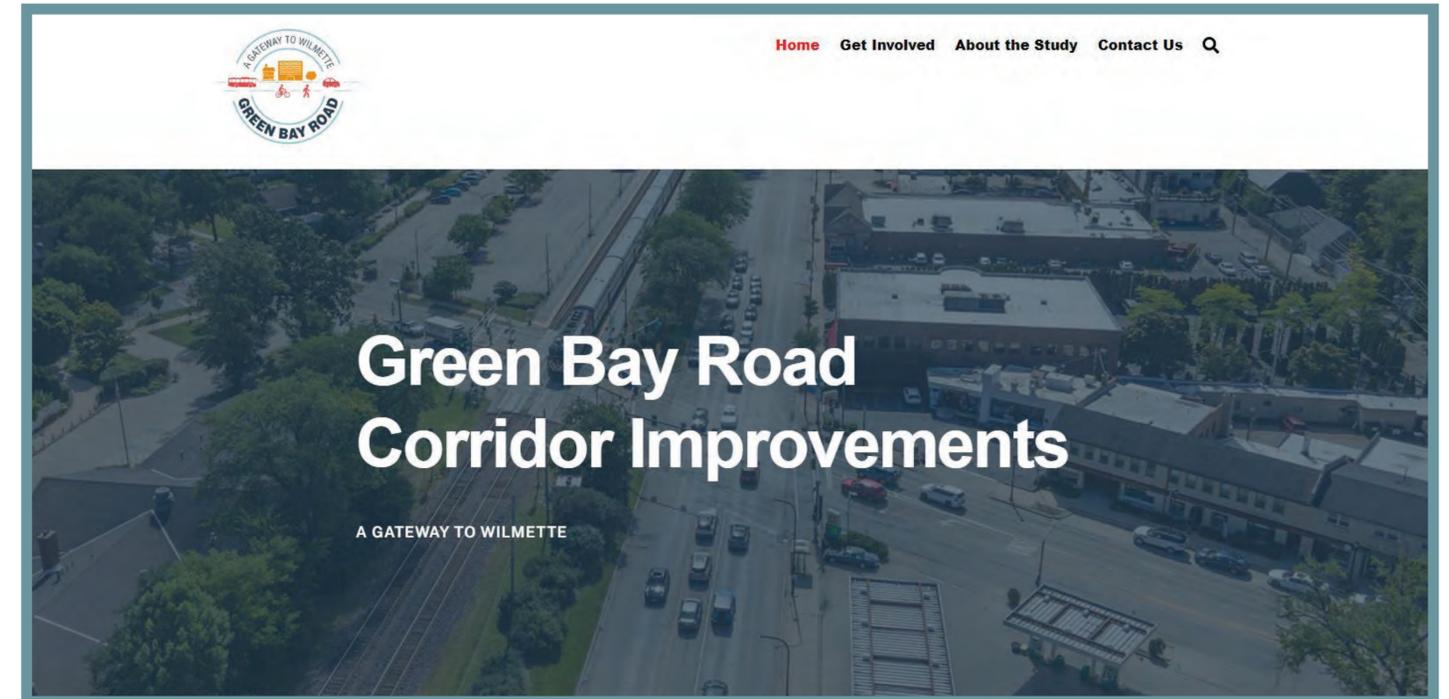
Affiliation \_\_\_\_\_ Would you like to be added to the study  
(e.g., organization, business owner, resident) contact list for updates? **YES / NO**

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

We encourage  
comments  
throughout  
the course  
of the study.  
Comments  
received by  
December  
12, 2025, 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](mailto:info@greenbayrdwilmette.org)

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**THANK YOU FOR JOINING US TODAY!**