



Village of Winnetka

Village Council Study Session

June 11, 2024 at 7:00 PM
Village Hall
510 Green Bay Road

AGENDA

1. **Call to Order**
2. **Public Comments**
3. **Discussion**
 - a. Hubbard Woods Streetscape Design Concepts Review
4. **Closed Session**
5. **Adjournment**

NOTICE

All agenda materials are available at villageofwinnetka.org (Governance > Agendas & Minutes); the Reference Desk at the Winnetka Library; or in the Manager's Office at Village Hall (2nd floor).

The Village of Winnetka, in compliance with the Americans with Disabilities Act, requests that all persons with disabilities who require certain accommodations to allow them to observe and/or participate in this meeting or have questions about the accessibility of the meeting or facilities, contact the Village ADA Coordinator, 510 Green Bay Road, Winnetka, Illinois 60093, 847-716-3543; T.D.D. 847-501-6041.



Agenda Item Executive Summary

TITLE: Hubbard Woods Streetscape Design Concepts Review

PRESENTER: David Schoon, James Bernahl

AGENDA DATE: June 11, 2024

CONSENT: No

ITEM TYPE: Presentation

ITEM HISTORY:

On September 19, 2023, the Village Council approved Resolution R-90-2023, Approving an Agreement with Teska Associates, Inc. for Professional Services to Prepare a Concept Streetscape Design Plan for the Hubbard Woods Business District.

EXECUTIVE SUMMARY:

At the June 11, 2024, Village Council Study Session, Jodi Mariano, with Teska Associates, and Village staff will present to the Village Council two streetscape design concepts for the Hubbard Woods Business District and will share with the Council what we have heard from the community regarding these design approaches. Attachment 1 includes a copy of the display board materials from the January 30, 2024 community open house which includes the results from the first online survey conducted from November 19, 2023 to January 7, 2024. Attachment 2 includes a summary of community feedback from the January 30, 2024 open house and the second on-line survey conducted from February 16, 2024 to March 16, 2024.

In summary, what we have heard from the public is that community members generally prefer the design concept that includes some elements that the Illinois Department of Transportation (IDOT) generally does not allow within a State right-of-way. Since Green Bay Road is a State-owned road, this design option would require a jurisdictional transfer ("JT"), from the State to the Village, of the Green Bay Road right-of-way between Scott Avenue and Tower Road. Prior to discussing a JT with IDOT staff, we are following up with the Village Council to hear your thoughts regarding the two design concepts.

The following list summarizes the major steps involved with the development of the preferred streetscape design concept. We are currently at Step C.

- A. Community On-Line Survey – Issues Identification
- B. Community Open House & On-Line Survey – Preliminary Design Concept Options
- C. Village Council Meeting – Presentation of Preliminary Designs Concepts & Community Input**
- D. IDOT Meeting – Presentation of Preliminary Concept Plans & JT Discussion
- E. Finalizing Preferred Concept Plan & Costs
- F. IDOT Meeting - Presentation of Preferred Concept Plan & Costs & Further JT Discussion

- G. Community Open House & On-Line Survey – Preferred Concept Design
- H. Village Council Meeting – Presentation of Final Concept Design

The concept streetscape plan for Hubbard Woods would be similar to what the Village created with the Downtown Master Streetscape and Signage Plan for the Elm Street business District. The design concept creates a general vision for the streetscape improvements. Once that vision is agreed to, the next step is to begin refining that vision, which will involve further study. Whether we pursue streetscape improvements along Green Bay Road remaining as an IDOT right-of-way or as a Village right-of-way, the State will require the Village to complete a Phase 1 Engineering Report, which is a detailed study evaluating the impacts, including traffic impacts, of the proposed improvements. That study would then inform decisions when preparing the actual construction documents for the project.

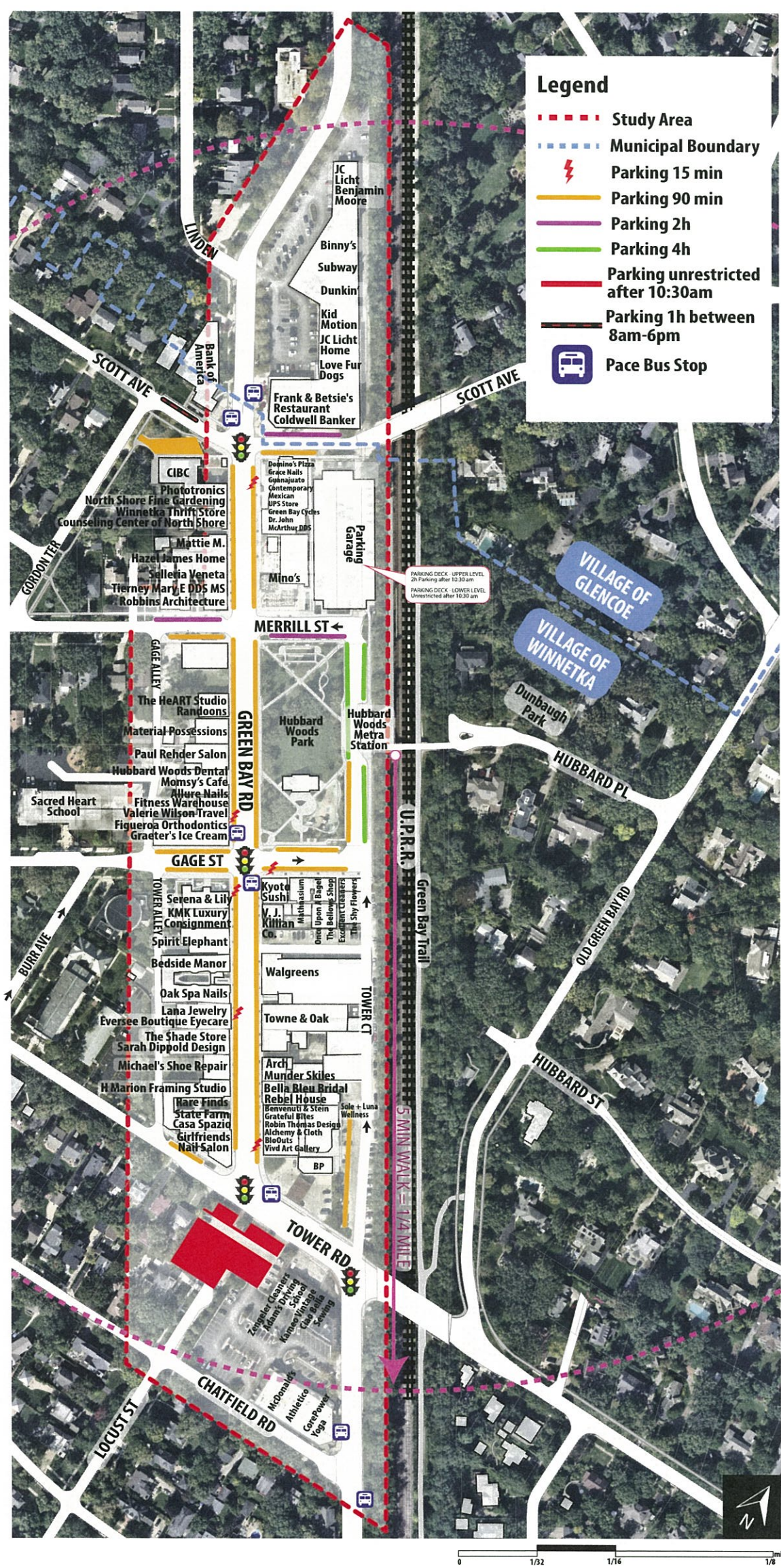
RECOMMENDATION:

Staff requests comments and direction from Council regarding the streetscape design concepts for the Hubbard Woods business district.

ATTACHMENTS:

1. January 30, 2024, Public Open House Display Board Materials
2. January 2024 Public Open House & February-March 2024 On-Line Survey – Public Input Summary

PROJECT INTRODUCTION + EXISTING CONDITIONS MAP



PROJECT INTRODUCTION:

This project evaluates the utilization of the public right-of-way in Hubbard Woods, including the roadways, sidewalks, plantings, and green spaces controlled by the Villages and/or Illinois Department of Transportation (IDOT).

The planning process is designed to offer viable enhancement options that improve pedestrian safety, on-street and off-street parking, lighting, pavement, site furnishings, wayfinding signage, trees, plantings, and outdoor seating and dining.

This study will result in a Hubbard Woods Business District Streetscape Concept Design Plan report paired with concept plans to help guide future Village discussions and decision-making about specific streetscape improvements in the district.

ANTICIPATED TIMELINE	
COMMUNITY OUTREACH + PRELIMINARY CONCEPTS	2023-2024
IDOT COORDINATION	2024-2025
ENGINEERING + FINAL DESIGN*	TBD
CONSTRUCTION*	TBD

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

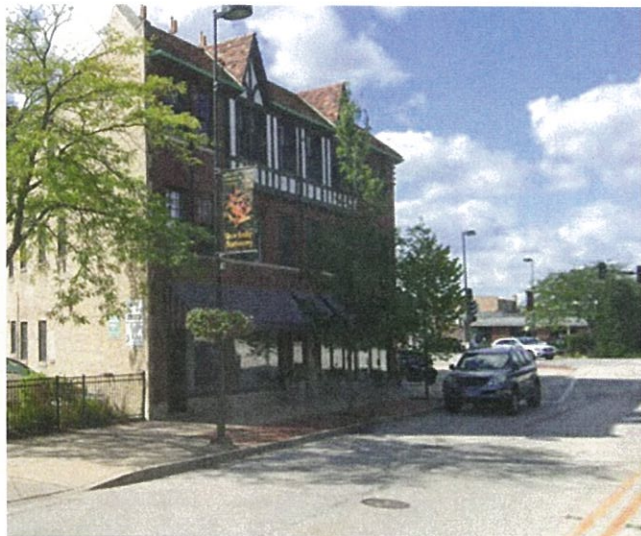


HUBBARD WOODS BUSINESS DISTRICT STREETScape

VILLAGE OF WINNETKA + VILLAGE OF GLENCOE



EXISTING CONDITIONS PHOTOS

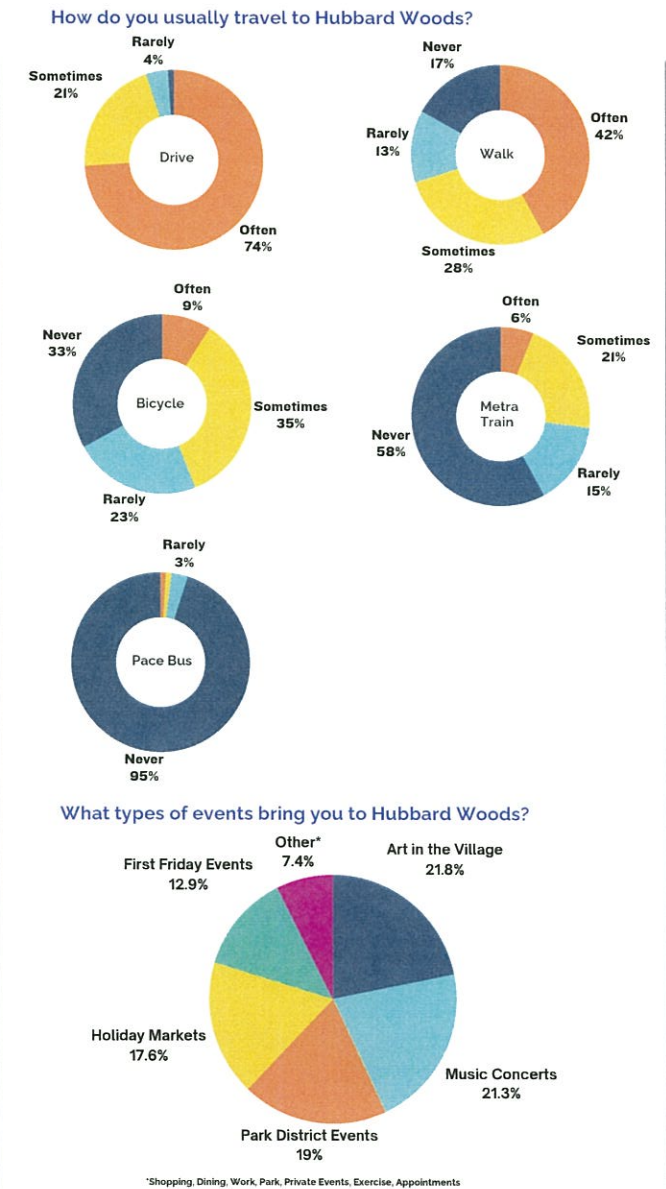
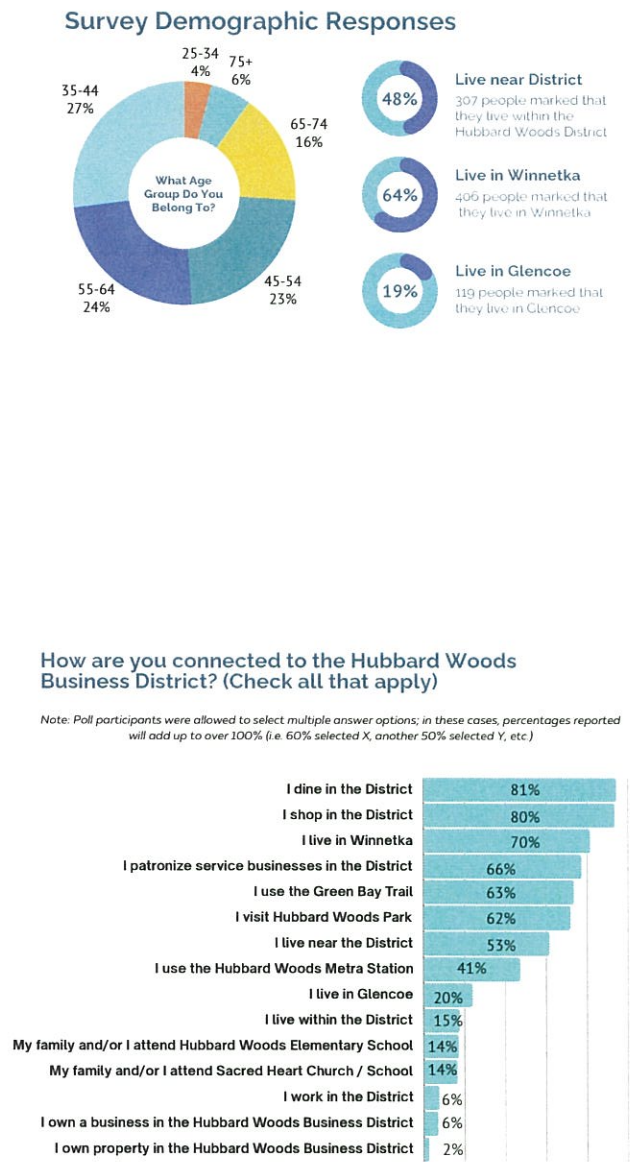


HUBBARD WOODS BUSINESS DISTRICT STREETSCAPE
VILLAGE OF WINNETKA + VILLAGE OF GLENCOE



COMMUNITY SURVEY RESPONSE

SURVEY DATES: NOVEMBER 9, 2023 - JANUARY 7, 2024
PARTICIPANTS: 580



What types of events bring you to Hubbard Woods?

Art in the Village

21.8%

Music Concerts

21.3%

Park District Events

19%

Holiday Markets

17.6%

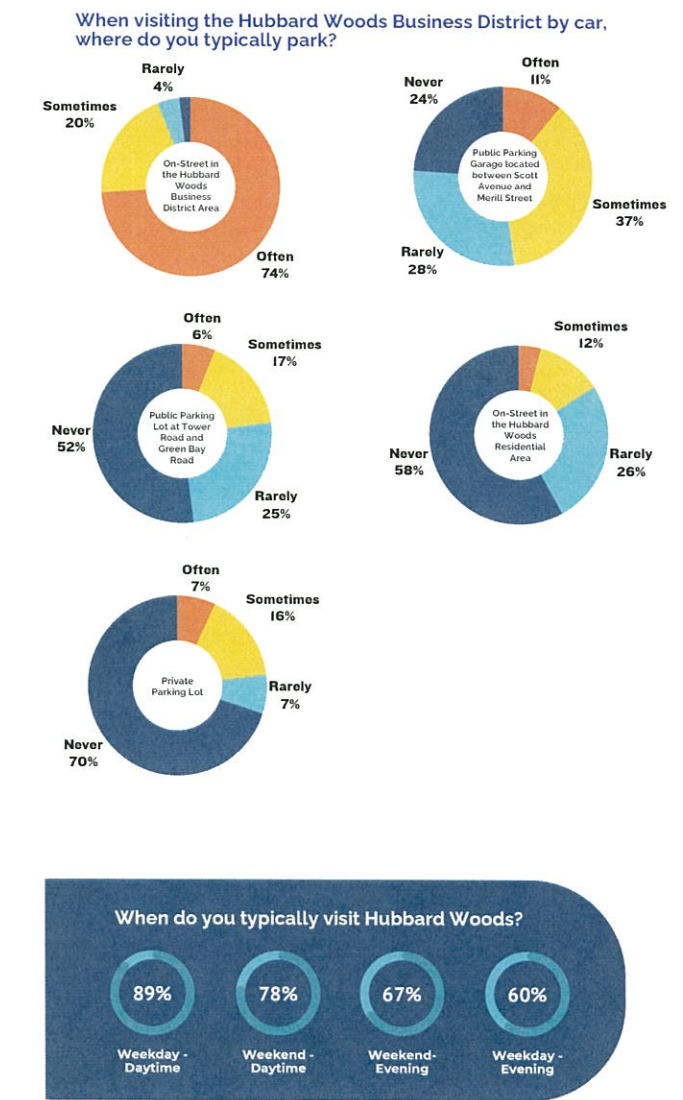
First Friday Events

12.9%

Other*

7.4%

*Shopping, Dining, Work, Park, Private Events, Exercise, Appointments



When do you typically visit Hubbard Woods?

Weekday - Daytime

89%

Weekend - Daytime

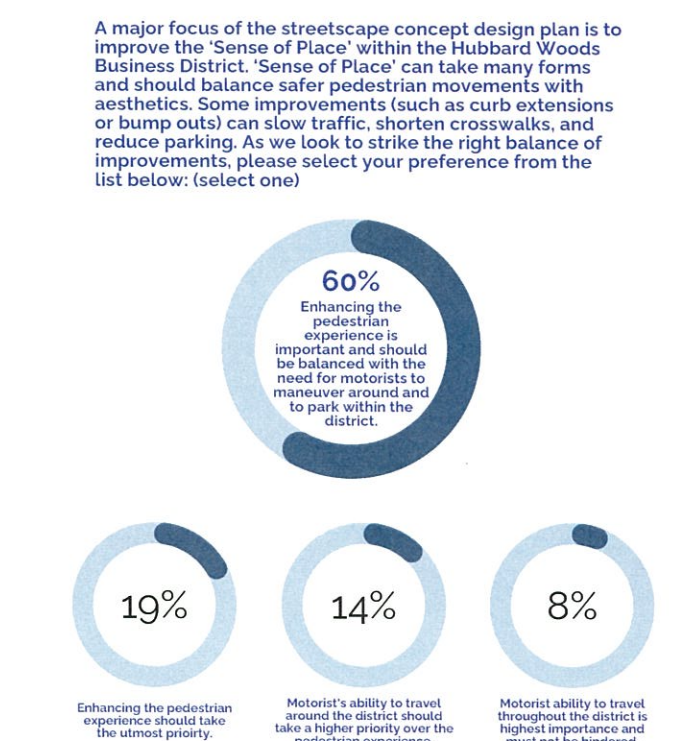
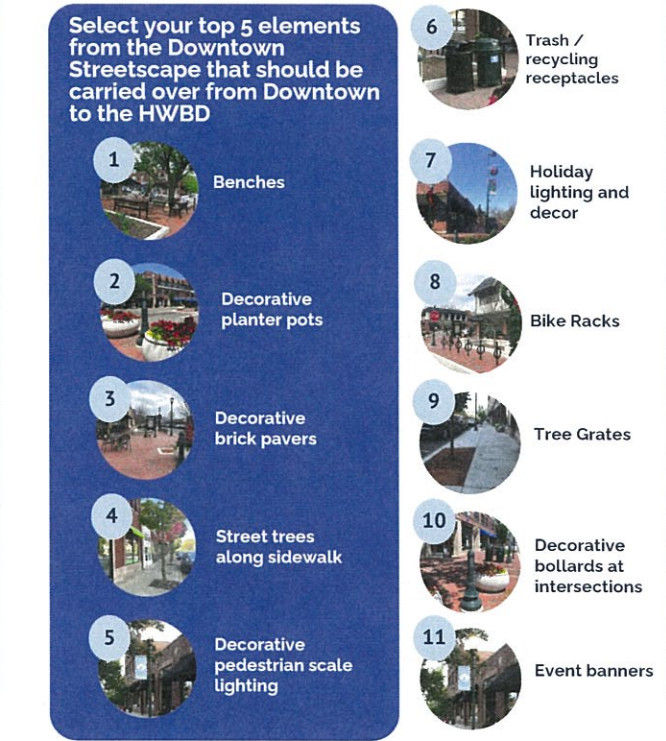
78%

Weekend - Evening

67%

Weekday - Evening

60%



- Summaries of open ended responses
- What about the Hubbard Woods public right-of-way (the roadways, sidewalks, plantings, and green spaces) is special and should be protected?

1. Sense of Place and Small Town Character

2. Hubbard Woods Park and Playground

3. Charming building storefronts and businesses

4. Convenient Traffic flow along Green Bay Road and Do not restrict travel with bumpouts.

5. Low speed limit along Green Bay Road

6. Mature trees in the park and along the street

7. Planters and green spaces

8. Outdoor seating and dining areas

9. Availability of parking

10. Walkability between businesses, park and destinations
- What about the Hubbard Woods public right-of-way (the roadways, sidewalks, plantings, and green spaces) should be improved upon?

1. Repair the roadways and sidewalks in poor condition

2. Calm traffic and improve pedestrian safety and crossings

3. Improve poor visibility and conflicts at Merrill Street

4. Improve pedestrian crossings and appearances at Tower Rd

5. It looks disjointed and needs to be unified and safer for pedestrians

6. Widen sidewalks and accommodate more outdoor seating and dining

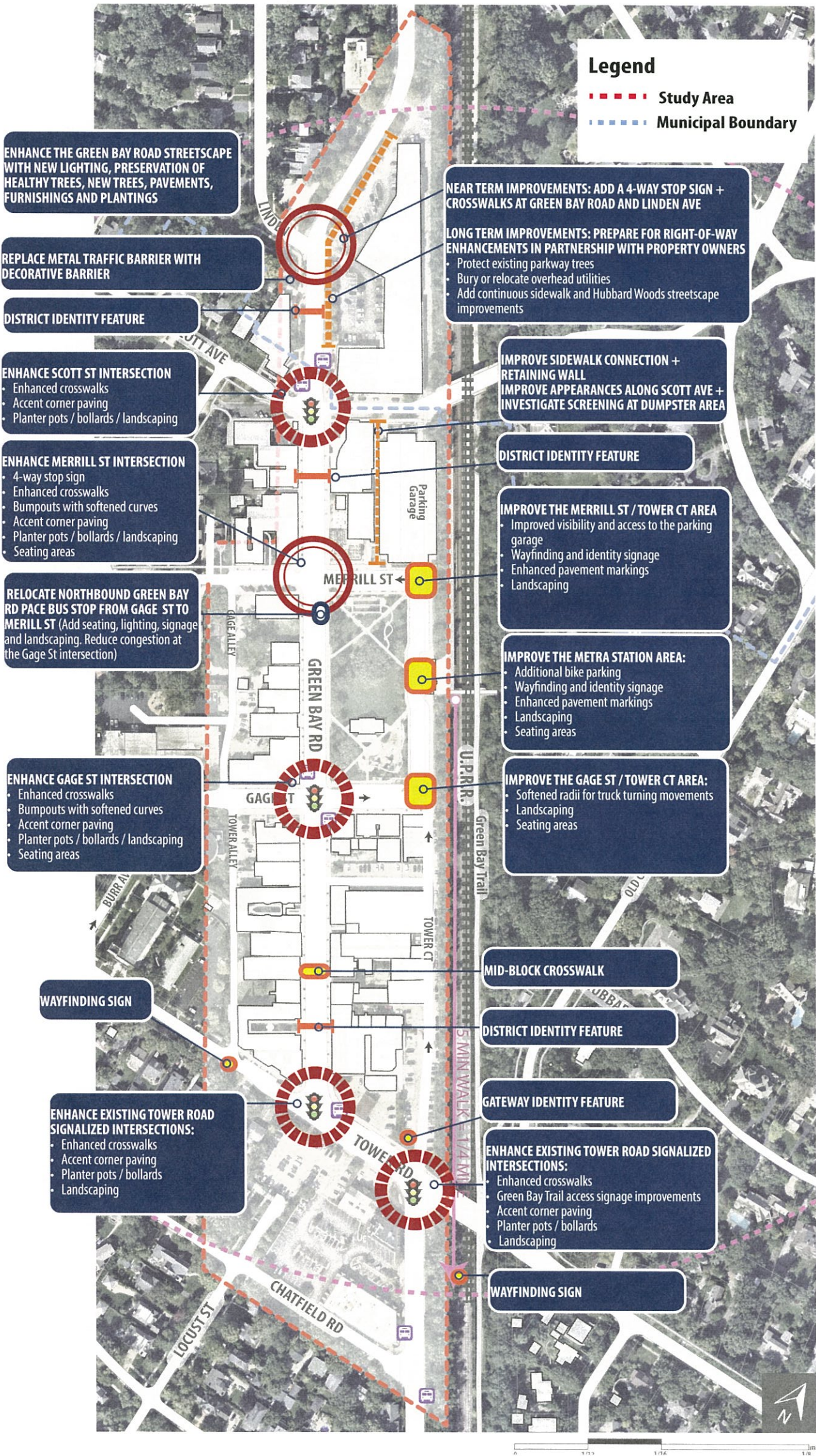
7. Add more trees and seasonal plantings (hanging baskets / pots)

8. Improve roadway / sidewalk lighting and holiday lighting / decor

9. Add decorative pavers, bike racks, planters and benches to match Elm Street

10. Improve parking and add parking signage

DESIGN STRATEGIES, ISSUES + OPPORTUNITIES



DESIGN STRATEGIES:

Balance pedestrian safety and traffic flow with a sense of place that celebrates Hubbard Woods' unique character.

Design concepts consider improvements that are supported by two scenarios for future control of Green Bay Road:

OPTION A:

Roadway continues to be controlled by the Illinois Department of Transportation (IDOT)

OPTION B:

Village of Winnetka assumes control of Green Bay Road via Jurisdictional Transfer (JT)

NOTE: Green Bay Road north of Scott Ave is controlled by the Village of Glencoe.

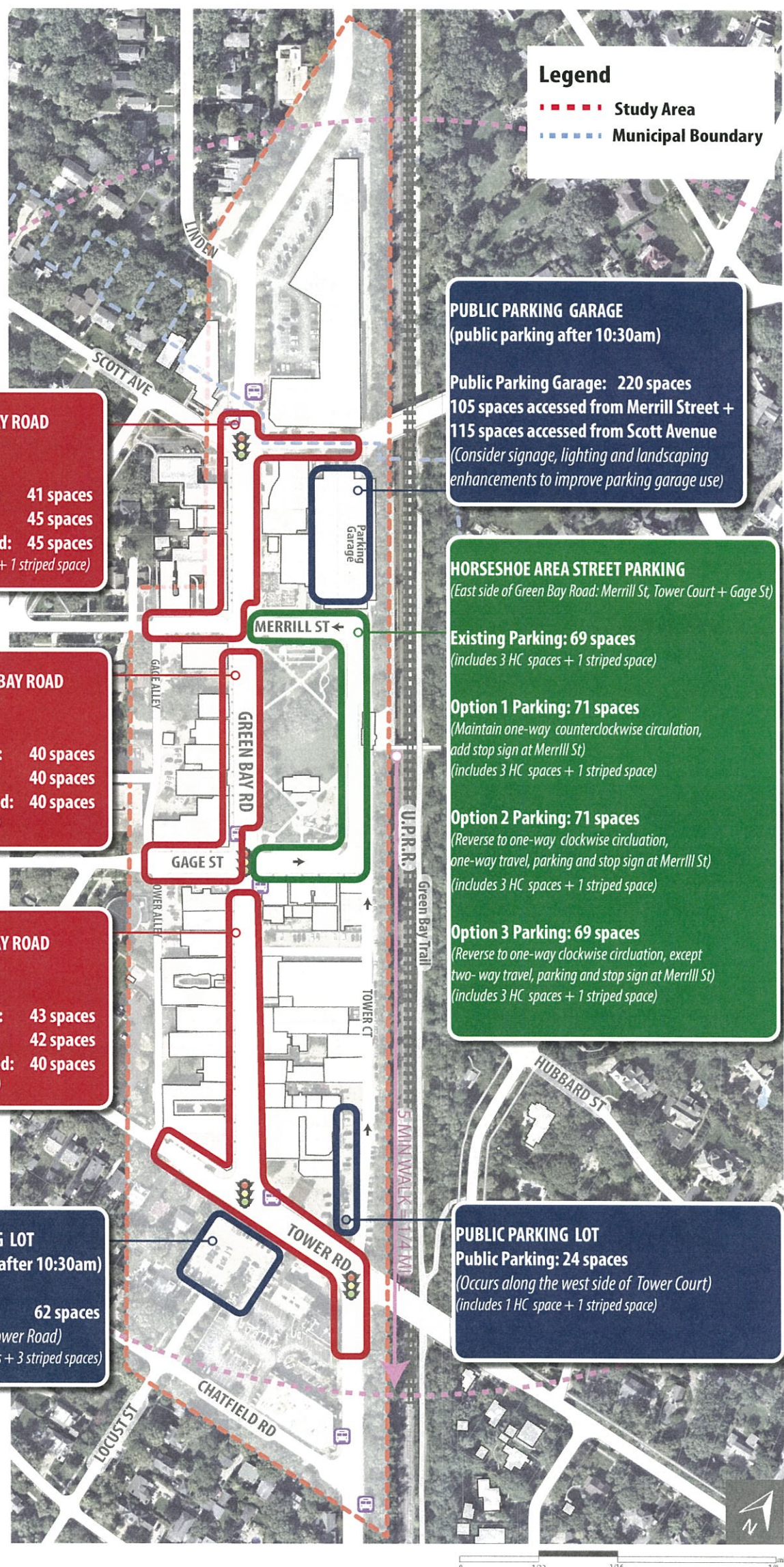


HUBBARD WOODS BUSINESS DISTRICT STREETSCAPE

VILLAGE OF WINNETKA + VILLAGE OF GLENCOE



PUBLIC PARKING



PARKING SUMMARY

SUBAREAS	EXISTING PARKING	IDOT CONTROLLED CONCEPT	VILLAGE CONTROLLED CONCEPT
NORTH GREEN BAY RD (SCOTT TO MERRILL)	41	45	45
CENTRAL GREEN BAY RD (MERRILL TO GAGE)	40	40	40
SOUTH GREEN BAY RD (GAGE TO CHATFIELD)	43	42	40
PUBLIC PARKING LOT (NORTH SIDE OF TOWER)	24	24	24
PUBLIC PARKING LOT (SOUTH SIDE OF TOWER)	62	62	62
HUBBARD WOODS PARKING GARAGE	220	220	220
Lower Level: 105 spaces, public parking after 10:30am			
Upper Level: 115 spaces, public parking after 10:30am			
BASE SUBTOTAL	430	433	431

BASE + HORSESHOE EXISTING (69 spaces)	499	502	500
BASE + HORSESHOE OPTION 1 (71 spaces)		504	502
BASE + HORSESHOE OPTION 2 (71 spaces)		504	502
BASE + HORSESHOE OPTION 3 (69 spaces)		502	500

Note:
For the purposes of this streetscape planning study, on-street parking is calculated as below:
(1) diagonal accessible space plus (1) adjacent striped space equals (2) spaces.



HUBBARD WOODS BUSINESS DISTRICT STREETScape
VILLAGE OF WINNETKA + VILLAGE OF GLENCOE



PLAN ENLARGEMENT CONCEPTS | NORTH

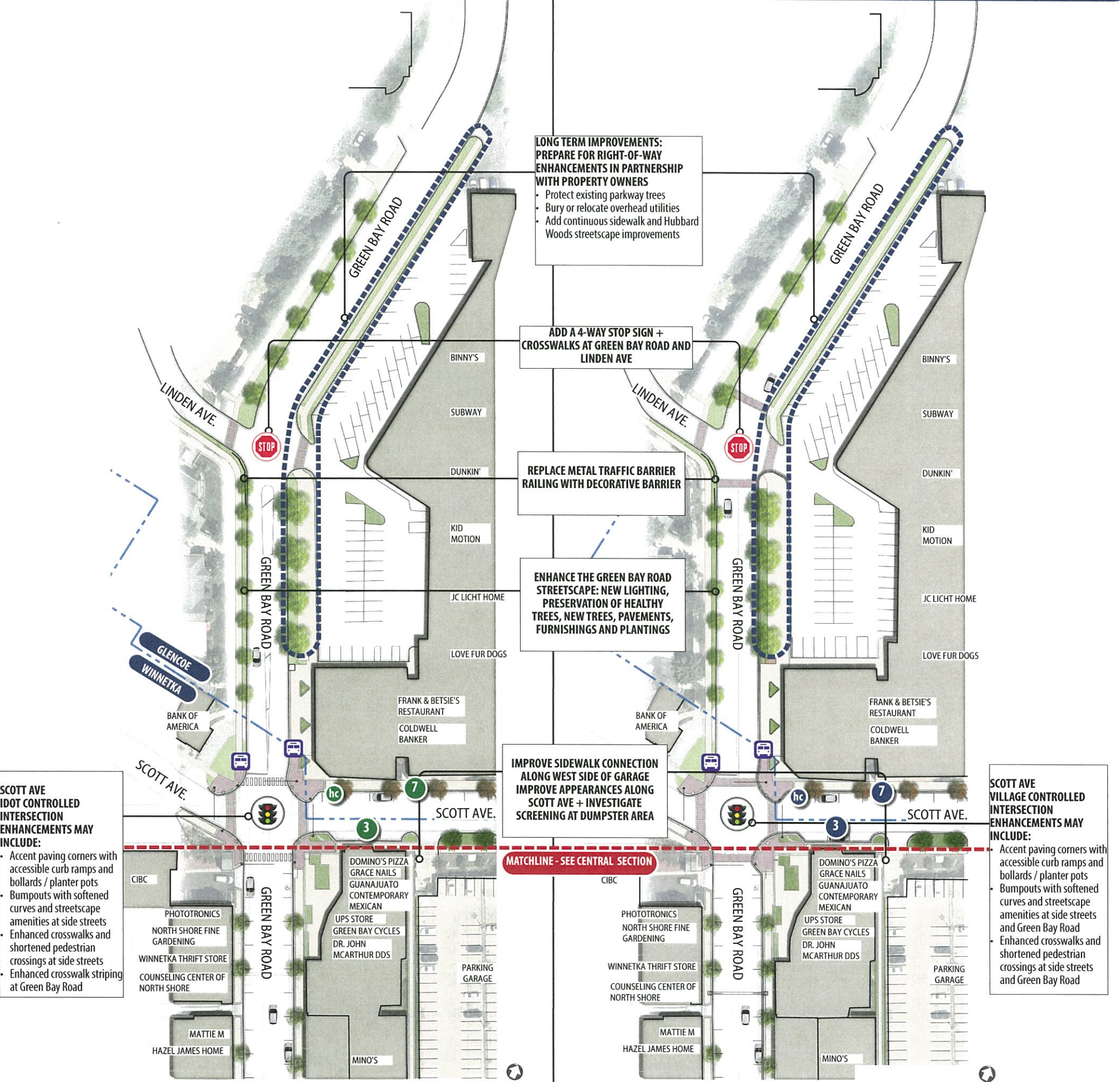
INPUT ACTIVITY:

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

OPTION A:
IDOT CONTROLLED ROADWAY

OPTION B:
VILLAGE CONTROLLED ROADWAY

Green Bay Road north of Scott Ave is controlled by the Village of Glencoe.
Green Bay Road south of Scott Ave is controlled by IDOT.



HUBBARD WOODS BUSINESS DISTRICT STREETScape

VILLAGE OF WINNETKA + VILLAGE OF GLENCOE

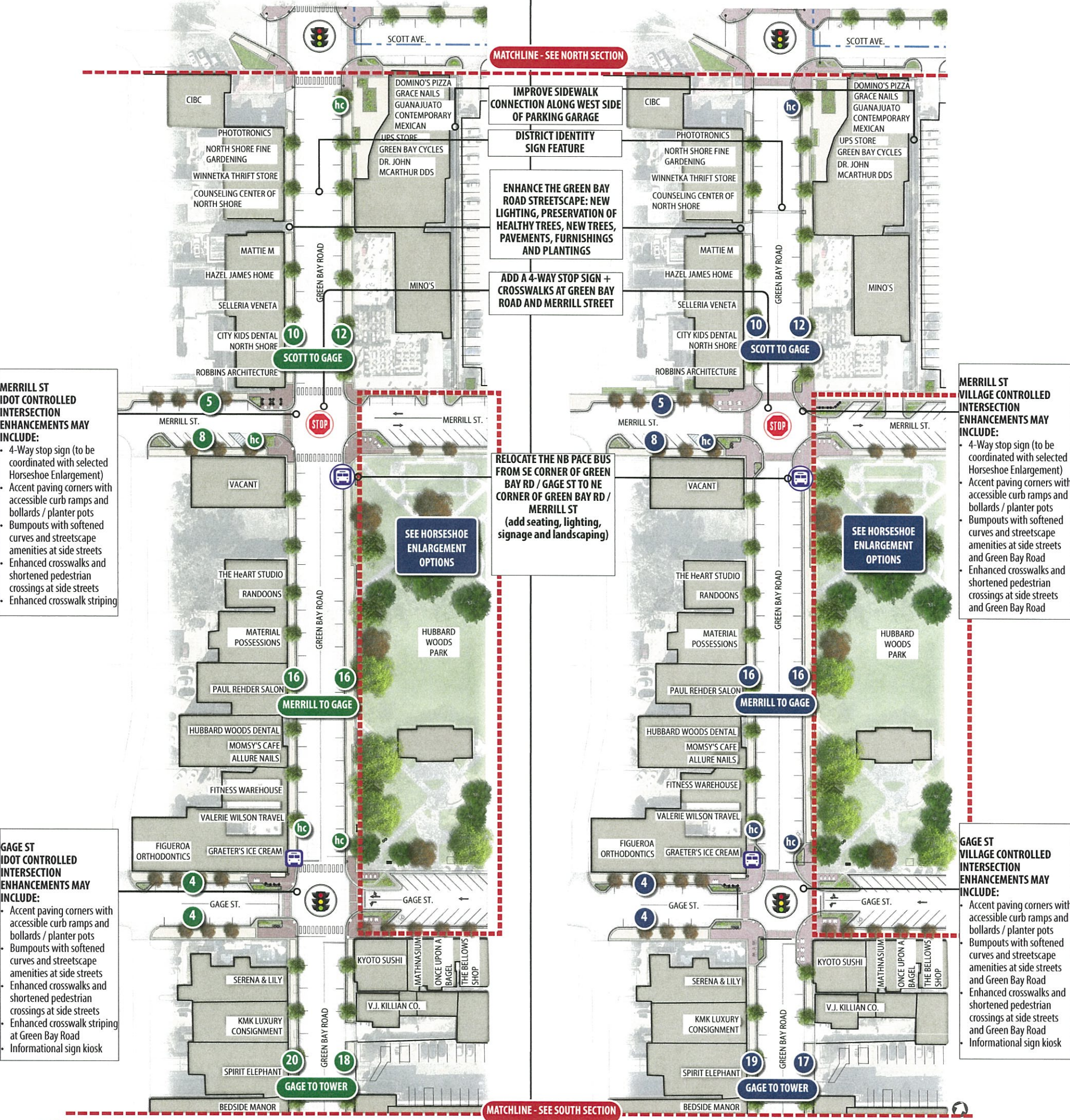


PLAN ENLARGEMENT CONCEPTS | CENTRAL

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

OPTION A:
IDOT CONTROLLED ROADWAY

OPTION B:
VILLAGE CONTROLLED ROADWAY

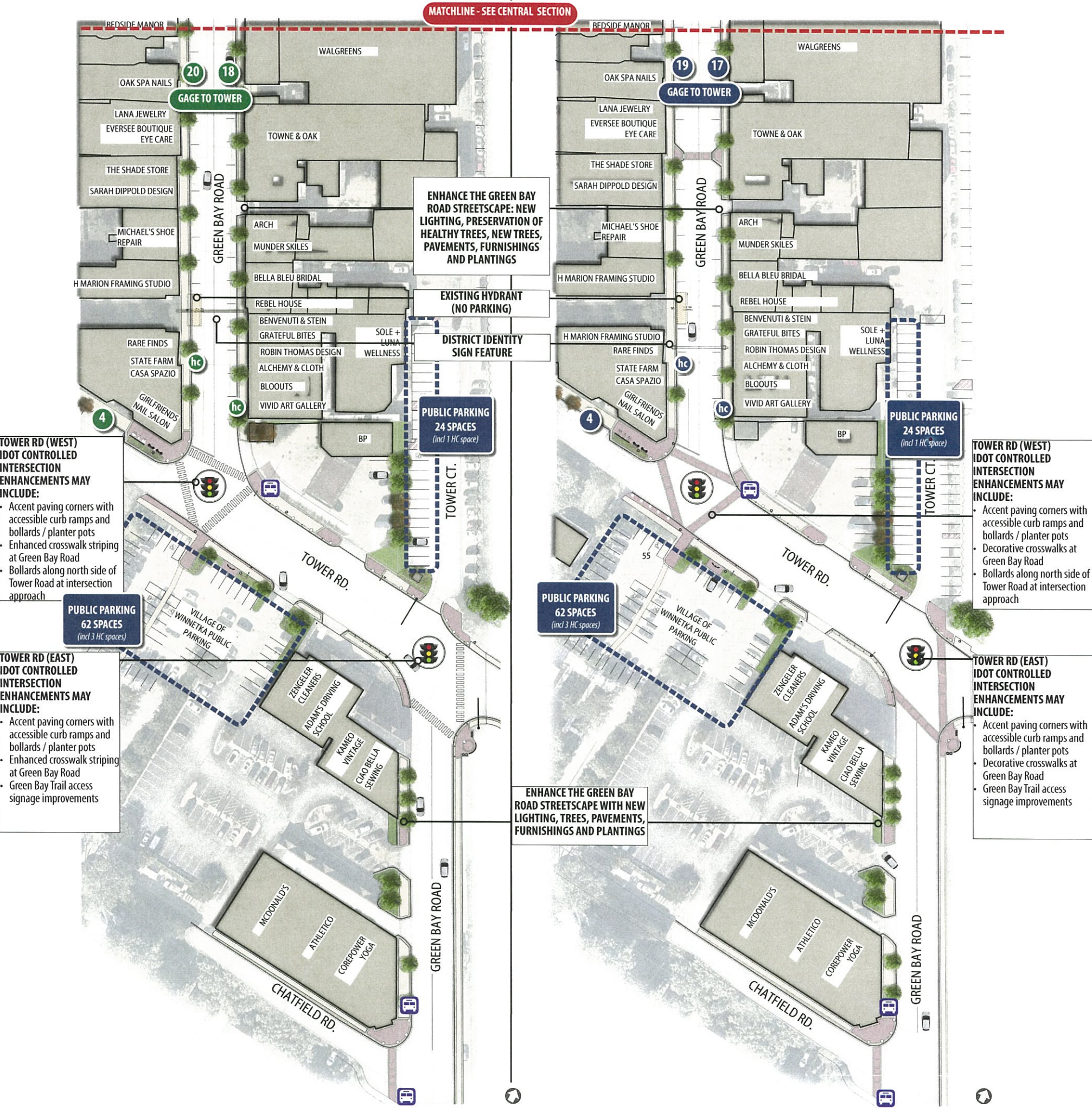


PLAN ENLARGEMENT CONCEPTS | SOUTH

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

OPTION A:
IDOT CONTROLLED ROADWAY

OPTION B:
VILLAGE CONTROLLED ROADWAY



HUBBARD WOODS BUSINESS DISTRICT STREETSCAPE
VILLAGE OF WINNETKA

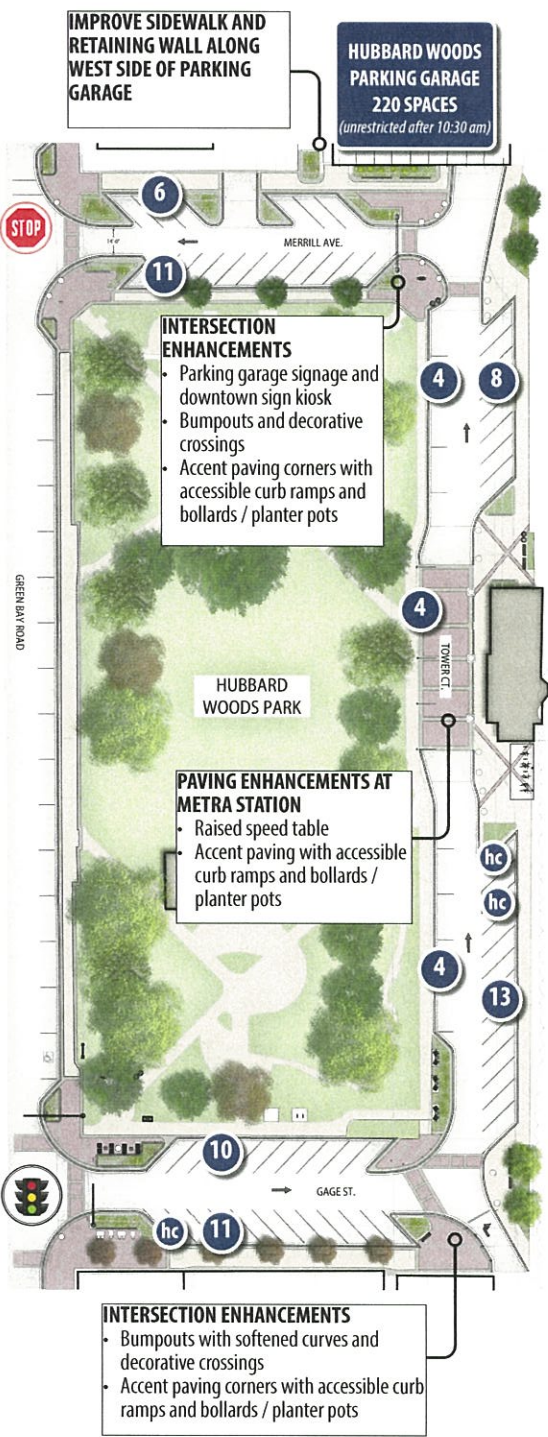


PLAN ENLARGEMENT CONCEPTS | HORSESHOE AREA

INPUT ACTIVITY:
VOTE FOR YOUR PREFERRED OPTION BY PLACING (1) STICKER ON YOUR PREFERRED PLAN ABOVE.
USE THE POST IT NOTES TO TELL US WHAT YOU LIKE OR WHAT YOU DON'T LIKE ABOUT THESE OPTIONS.

OPTION 1

Maintain one-way counterclockwise circulation, add parking and stop sign at Merrill St

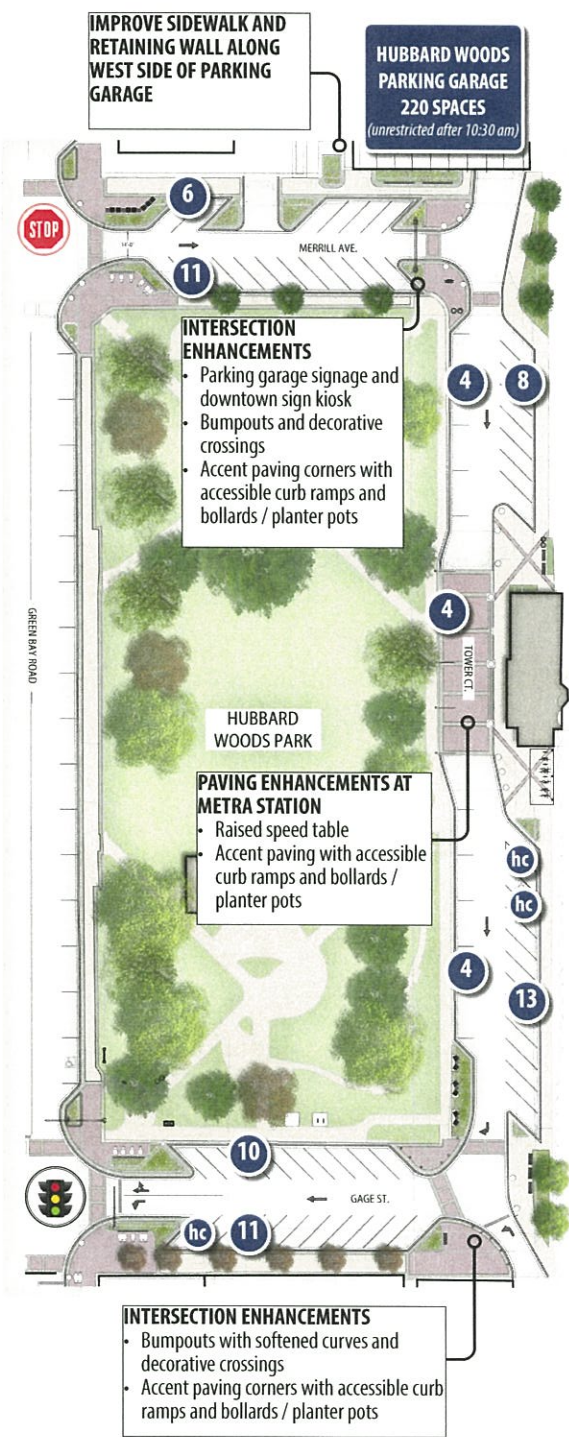


OPTION 1:

VOTE HERE!

OPTION 2

Reverse to one-way clockwise circulation, one-way travel, parking and stop sign at Merrill St

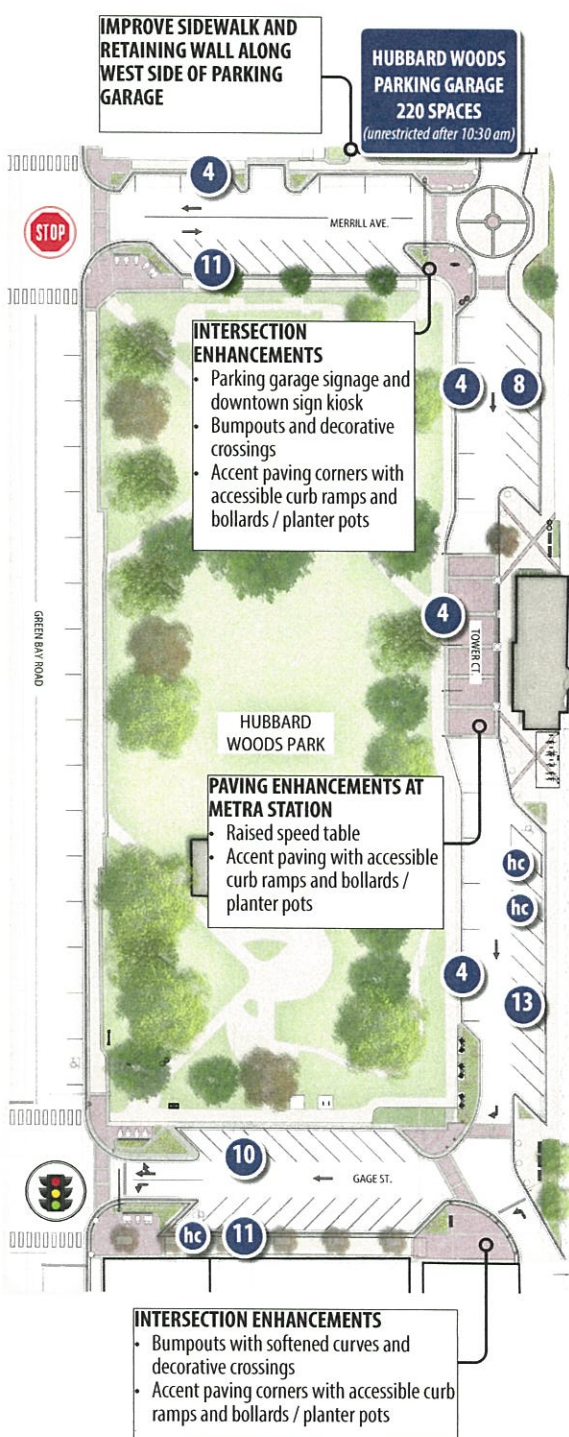


OPTION 2:

VOTE HERE!

OPTION 3

Reverse to one-way clockwise circulation, two-way travel, parking and stop sign at Merrill St



OPTION 3:

VOTE HERE!



HUBBARD WOODS BUSINESS DISTRICT STREETSCAPE
VILLAGE OF WINNETKA



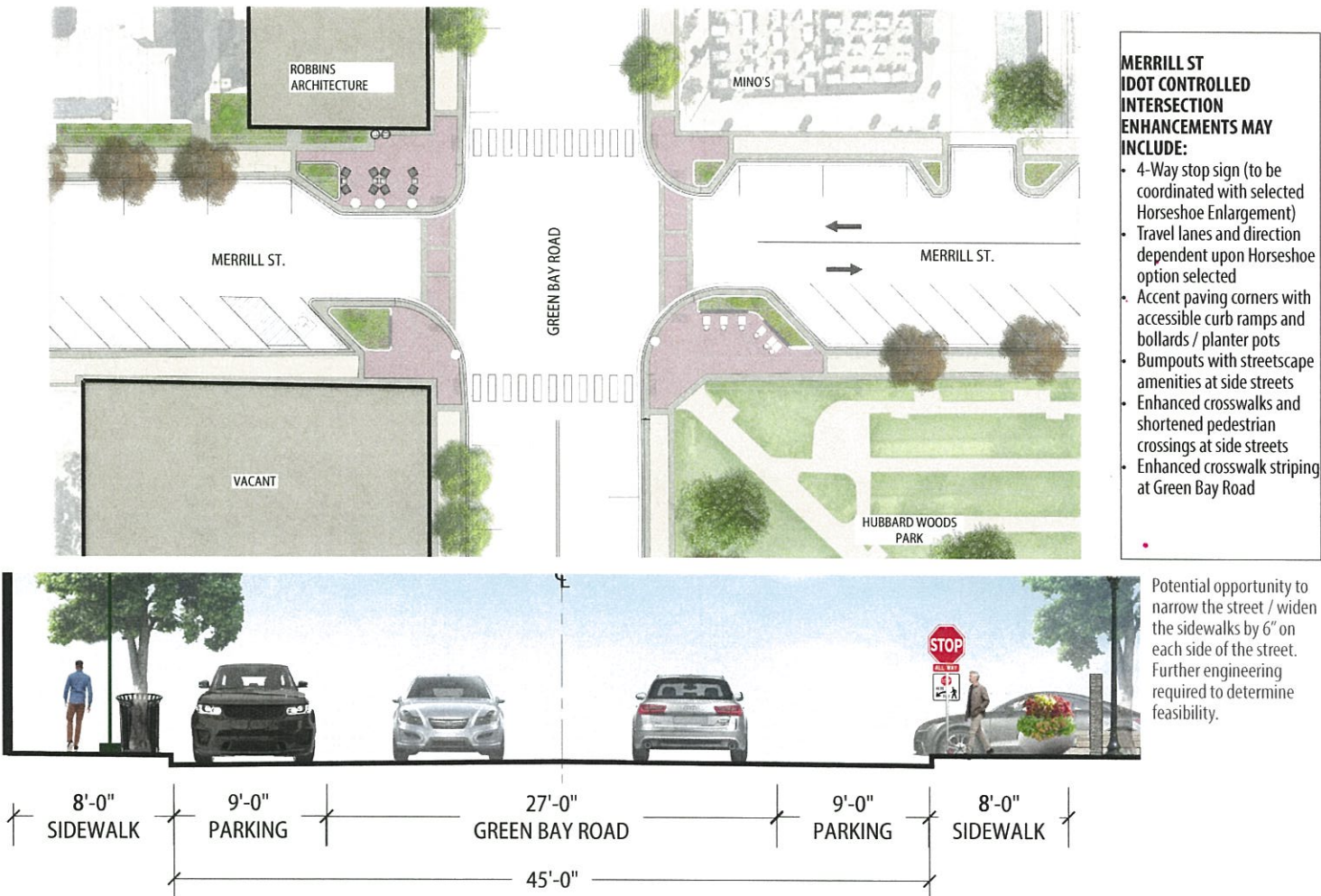
PLAN ENLARGEMENT CONCEPTS | GREEN BAY ROAD + MERRILL STREET

INPUT ACTIVITY:
VOTE FOR YOUR PREFERRED CONCEPT BY PLACING (1) STICKER ON YOUR PREFERRED PLAN.

USE THE POST IT NOTES TO TELL US WHAT YOU LIKE OR WHAT YOU DON'T LIKE ABOUT THESE OPTIONS.

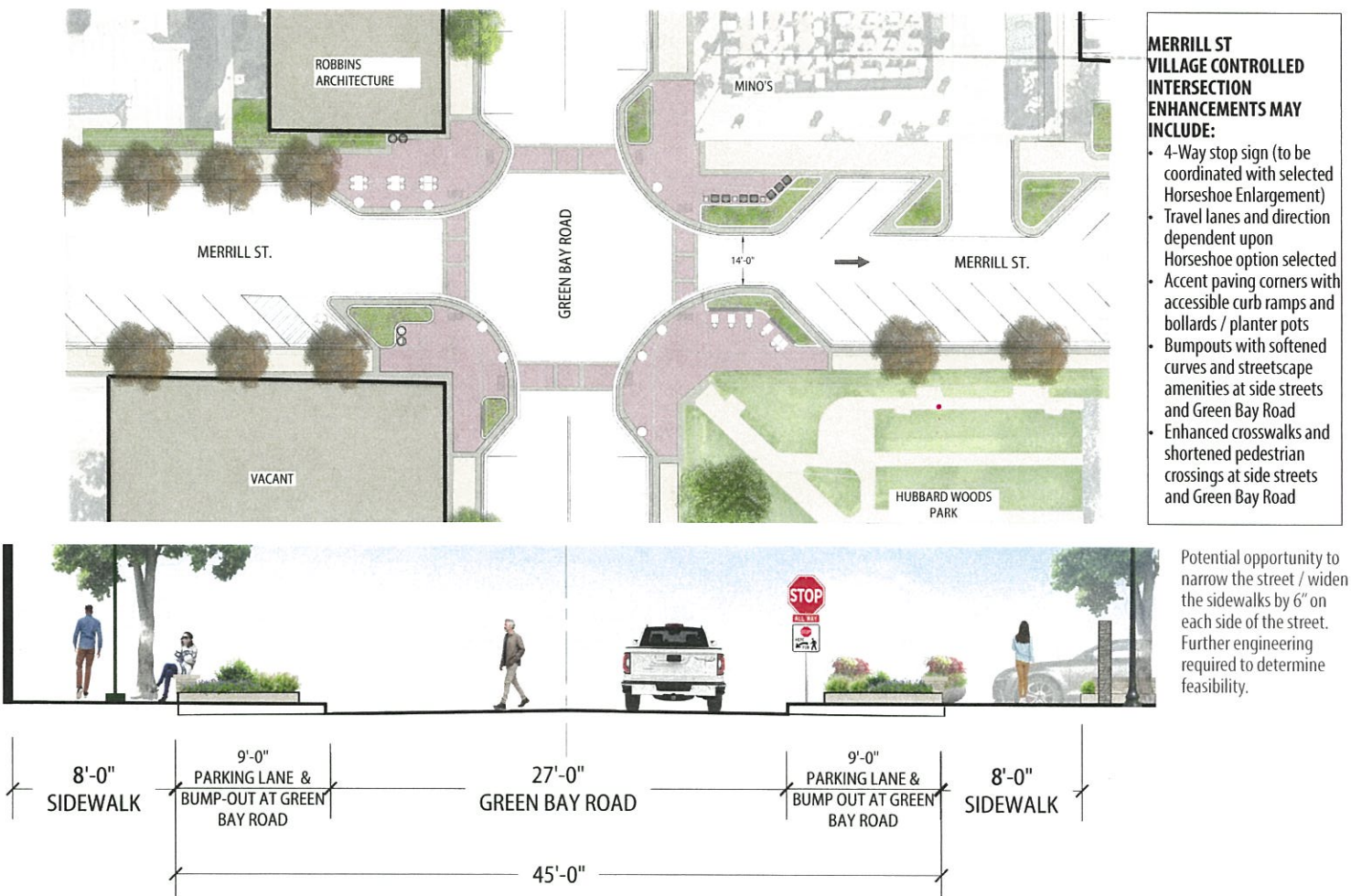
OPTION A:
IDOT CONTROLLED
ROADWAY

VOTE
HERE!



OPTION B:
VILLAGE CONTROLLED
ROADWAY

VOTE
HERE!



HUBBARD WOODS BUSINESS DISTRICT STREETScape
VILLAGE OF WINNETKA



PLAN ENLARGEMENT CONCEPTS | GREEN BAY ROAD + GAGE STREET

INPUT ACTIVITY:
VOTE FOR YOUR PREFERRED CONCEPT BY PLACING (1) STICKER ON YOUR PREFERRED PLAN.
USE THE POST IT NOTES TO TELL US WHAT YOU LIKE OR WHAT YOU DON'T LIKE ABOUT THESE OPTIONS.

OPTION A:
IDOT CONTROLLED
ROADWAY

VOTE
HERE!



OPTION B:
VILLAGE CONTROLLED
ROADWAY

VOTE
HERE!

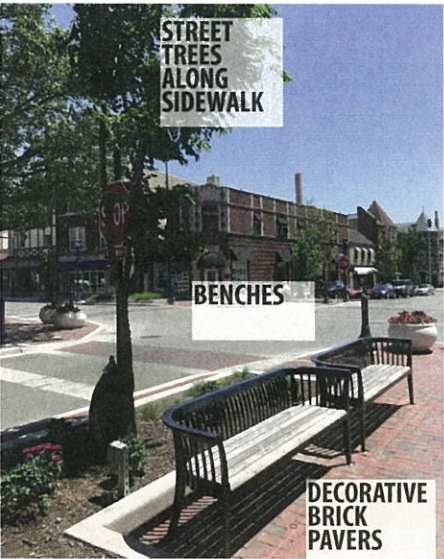


HUBBARD WOODS BUSINESS DISTRICT STREETScape
VILLAGE OF WINNETKA



MATERIALS + PRODUCTS (1 OF 2)

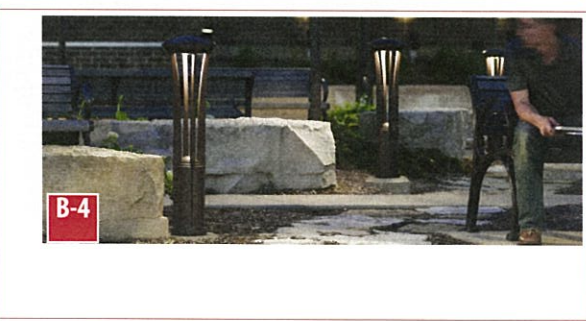
STREETSCAPE FEATURES TO BE CARRIED OVER FROM THE ELM STREET DISTRICT TO HUBBARD WOODS



INPUT ACTIVITY:
BASED ON THE OUTCOMES OF THE COMMUNITY SURVEY, THE STREETSCAPE FEATURES ABOVE WERE SELECTED TO BE CARRIED OVER FROM THE ELM STREET DISTRICT TO THE HUBBARD WOODS DISTRICT.

VOTE FOR YOUR PREFERRED ADDITIONAL STREETSCAPE FEATURES BY PLACING (1) STICKER PER EACH CATEGORY BELOW.

DECORATIVE BOLLARDS AT INTERSECTIONS



TREE GRATES



BIKE RACKS

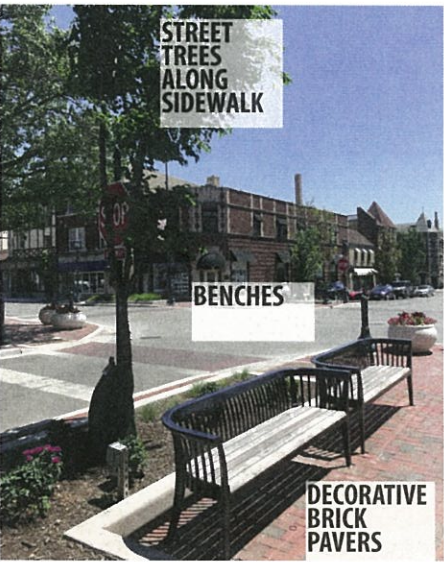


HUBBARD WOODS BUSINESS DISTRICT STREETSCAPE
VILLAGE OF WINNETKA



MATERIALS + PRODUCTS (2 OF 2)

STREETSCAPE FEATURES TO BE CARRIED OVER FROM THE ELM STREET DISTRICT TO HUBBARD WOODS



INPUT ACTIVITY:
BASED ON THE OUTCOMES OF THE COMMUNITY SURVEY, THE STREETSCAPE FEATURES ABOVE WERE SELECTED TO BE CARRIED OVER FROM THE ELM STREET DISTRICT TO THE HUBBARD WOODS DISTRICT.
VOTE FOR YOUR PREFERRED ADDITIONAL STREETSCAPE FEATURES BY PLACING (1) STICKER PER EACH CATEGORY BELOW.

TRASH / RECYCLING RECEPTACLES



HOLIDAY LIGHTING AND DECOR



EVENT BANNERS



HUBBARD WOODS BUSINESS DISTRICT STREETSCAPE
VILLAGE OF WINNETKA



COMMUNITY PROVIDED IMAGERY

INPUT ACTIVITY:
BELOW ARE ADDITIONAL IMAGES PROVIDED DURING THE COMMUNITY SURVEY.
USE THE POST-IT NOTES TO ADD COMMENTS BELOW.



HUBBARD WOODS BUSINESS DISTRICT STREETSCAPE
VILLAGE OF WINNETKA



OPEN COMMENTS

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

Area containing various speech bubble and thought bubble shapes for inputting comments.

NEXT STEPS

Thank you for participating in the Open House!
Next steps include concept development and coordination with IDOT and Village Council.
Refined concepts will be presented at upcoming open house meeting, anticipated Spring 2024.
Stay tuned to the project website for more information:

www.villageofwinnetka.org
Select "Projects", "Hubbard Woods Business District Streetscape"
Scan the code at right with the camera app on your smart phone



HUBBARD WOODS BUSINESS DISTRICT STREETScape
VILLAGE OF WINNETKA



Attachment 2



HUBBARD WOODS STREETSCAPE

PUBLIC OPEN HOUSE MEETING #1 – SUMMARY DRAFT

Public Meeting: January 30, 2024 | Towne & Oak, Winnetka | 5:30pm – 7:30pm

Public Meeting Feedback Online Poll | February 16 – March 16, 2024

The Village of Winnetka, in partnership with the Village of Glencoe, is developing a Hubbard Woods Business District streetscape concept design plan.

The overall design strategy is to balance pedestrian safety and traffic flow with a sense of place that celebrates Hubbard Woods' unique character. Design concepts consider improvements that are supported by two scenarios for future control of Green Bay Road. This study will result in a cohesive Streetscape Design Plan to help guide future discussions with IDOT and decision-making about specific streetscape improvements in the district.

A public open house took place on January 30, 2024, at Towne & Oak located at 921 Green Bay Road in Winnetka, IL. This meeting presented public feedback received during Survey #1 and gathered input from those in attendance regarding presented preliminary streetscape concepts for the Hubbard Woods Business District.

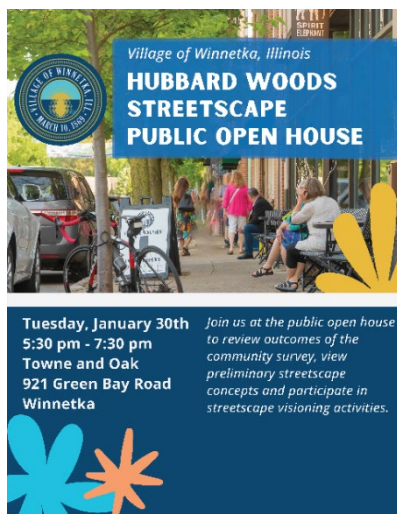
Following the public meeting, an online survey was issued to the community. The survey presented preliminary streetscape concepts and allowed those who were unable to attend the public open house an opportunity to provide input. The survey was open February 16 - March 16, 2024 (Survey #2)

Public Meeting and Online Survey Announcements were distributed by the Villages of Winnetka and Glencoe as follows: announcements in Village newsletters, posts on Village websites, email blasts, social media announcements, printed posters at participating storefronts, posted signage in Winnetka sign kiosks and posters on A-frame signs along the project corridor.

Websites dedicated to this project follow:

- Village of Winnetka: www.villageofwinnetka.org/410/Hubbard-Woods-Business-District-Street
- Village of Glencoe: www.villageofglencoe.org/calendar.

Announcement Posters are below:



Public Open House Poster



Online Feedback Survey Poster

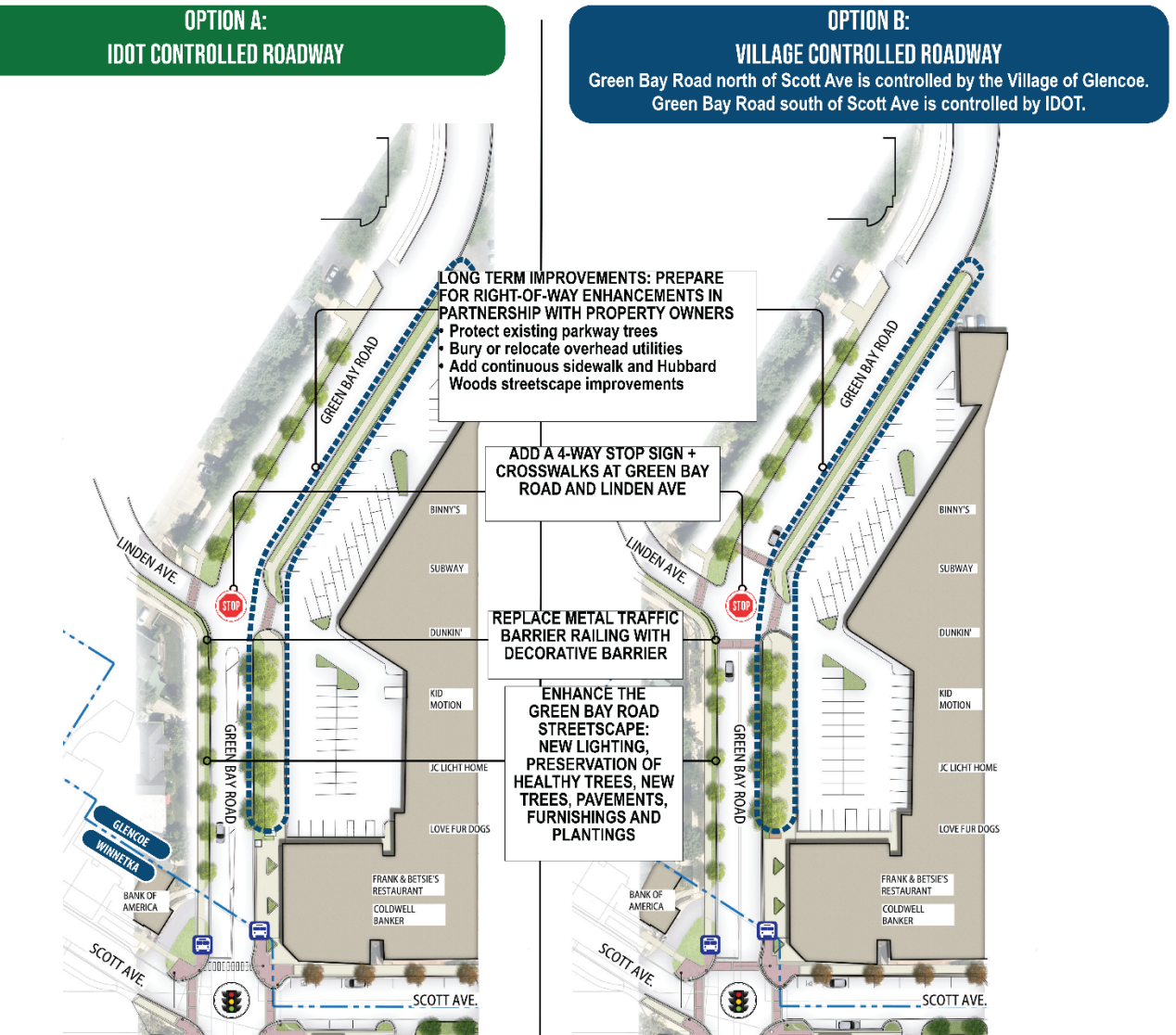
The following numbers of participants signed the sign-in sheet at the public open house:	50
The following number of participants took the public meeting online poll:	111
Total Participants:	161

The following list of exhibits were presented to the public for review:

1. Project Introduction and Existing Conditions Map
2. Existing Conditions Photos
3. Community Survey #1 Responses
4. Design Strategies, Issues and Opportunities
5. Public Parking
6. Plan Enlargement Concept: North
7. Plan Enlargement Concept: Central
8. Plan Enlargement Concept: South
9. Plan Enlargement Concept: Horseshoe Area
10. Plan Enlargement Concept: Green Bay Road + Merrill Street
11. Plan Enlargement Concept: Green Bay Road + Gage Street
12. Streetscape Materials + Products
13. Community Provided Imagery

KEY TAKEAWAYS ORGANIZED BY TOPIC FOLLOW.

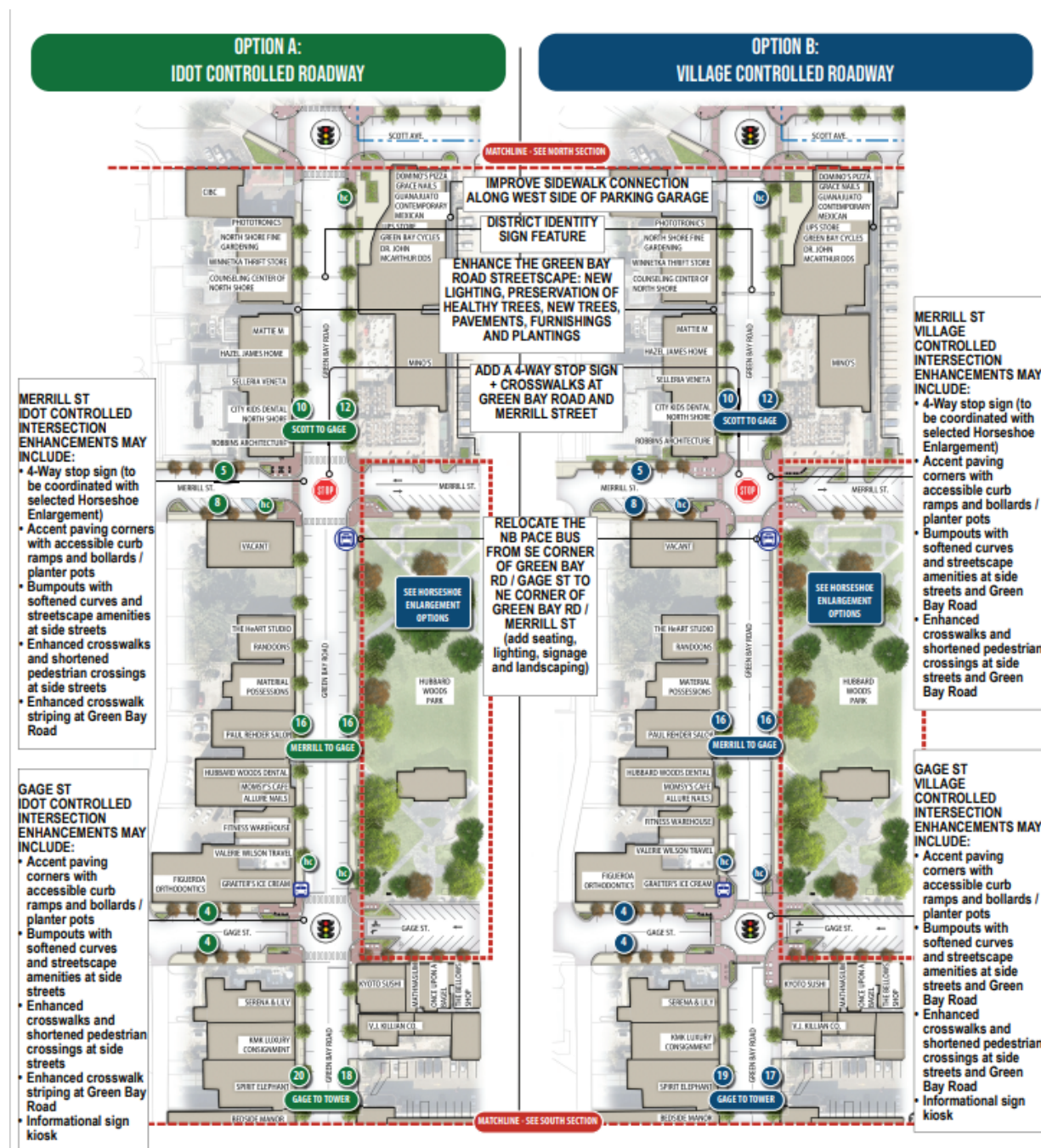
PLAN ENLARGEMENT CONCEPT: NORTH



COMMENT HIGHLIGHTS:

1. **Stop sign at Linden Ave.** There were some negative reactions to adding a stop sign at Linden Avenue and Green Bay Road.
2. **Sidewalk connection along the east side of Green Bay Road.** There were many positive reactions to adding a sidewalk connection on the East side of Green Bay Road.
3. **Existing tree protection and crosswalks.** Tree protection and safer crosswalks were ranked as highest priorities.

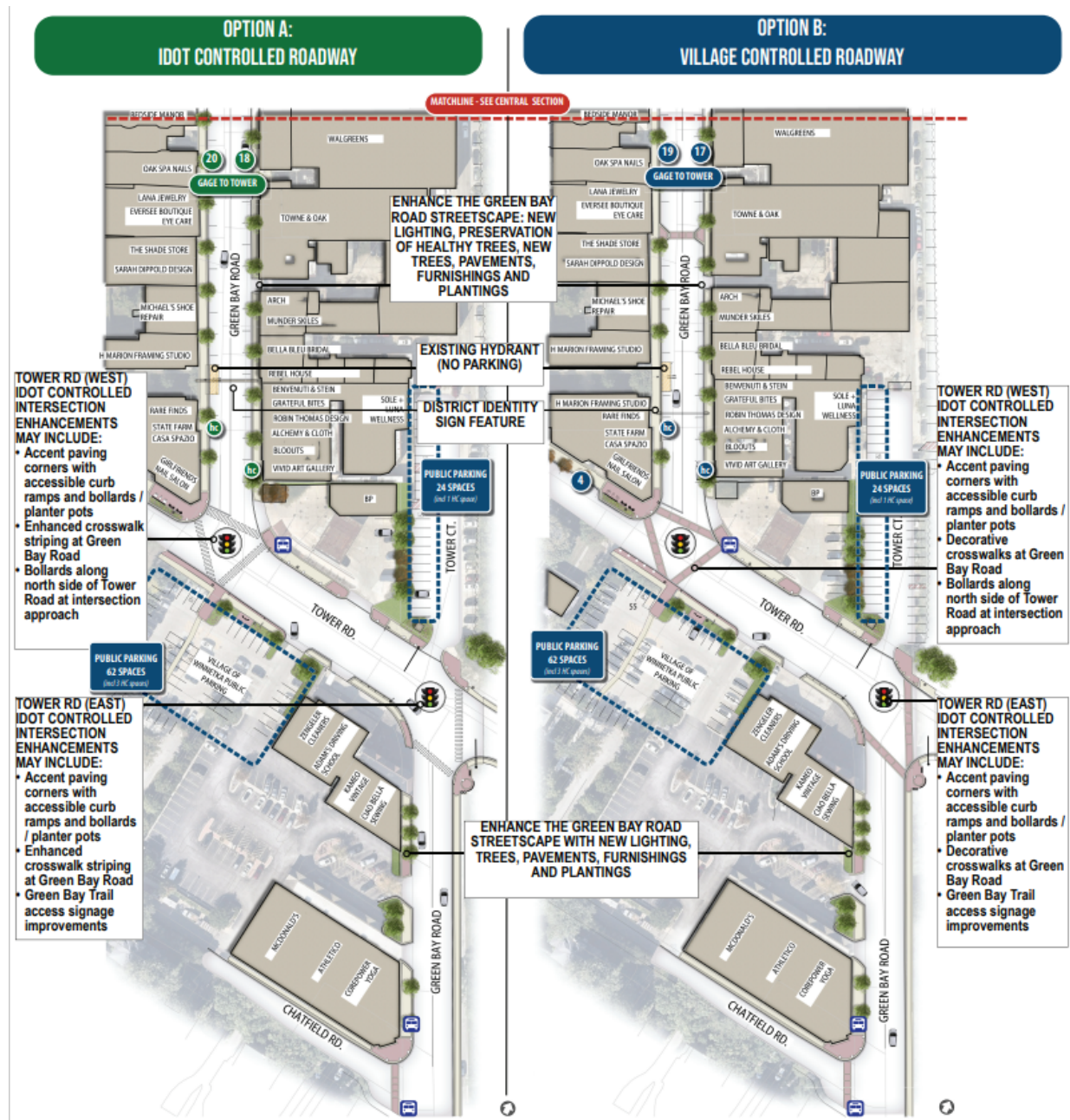
GREEN BAY ROAD IMPROVEMENTS: CENTRAL



COMMENT HIGHLIGHTS:

- Crosswalks.** Safer crosswalks were noted as a high priority. Decorative crosswalks were preferred where feasible.
- Relocated bus stop.** Positive reaction to the relocation of the northbound Pace bus from the southeast corner of Green Bay Road and Gage Street to the northeast corner of Green Bay Road and Merrill Street.
- Stop sign.** Positive reactions to adding a stop sign at Merrill Street and Green Bay Road.

PLAN ENLARGEMENT CONCEPT | SOUTH



COMMENT HIGHLIGHTS:

- Bollards.** Positive response to bollards being located at the intersection of Green Bay Road and Tower Road.
- Crosswalks.** Decorative crosswalks were preferred where feasible. Diagonal crosswalks at Tower Road were preferred to support natural pedestrian flow.
- Mid-block crossing:** Positive responses to adding a mid-block crossing on Green Bay Road with some concern about the loss of parking in the immediate vicinity needed to accommodate this amenity. Note there is an overall increase in parking counts for the entire project area.

HORSESHOE AREA IMPROVEMENTS:

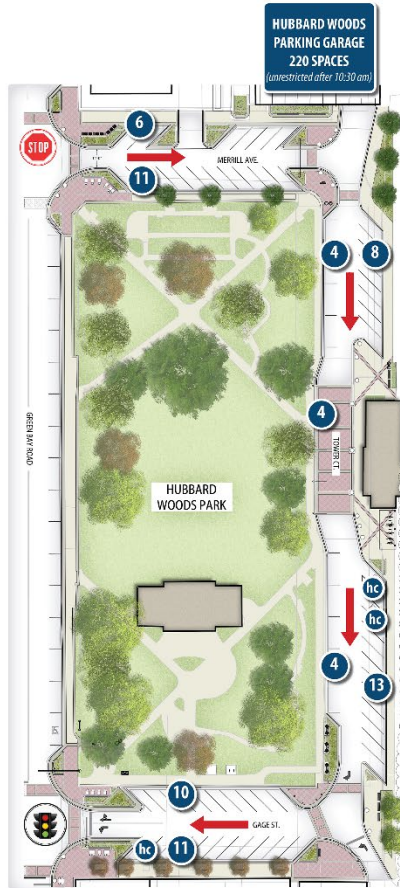
OPTION 1

Maintain one-way counterclockwise circulation, add parking and stop sign at Merrill St



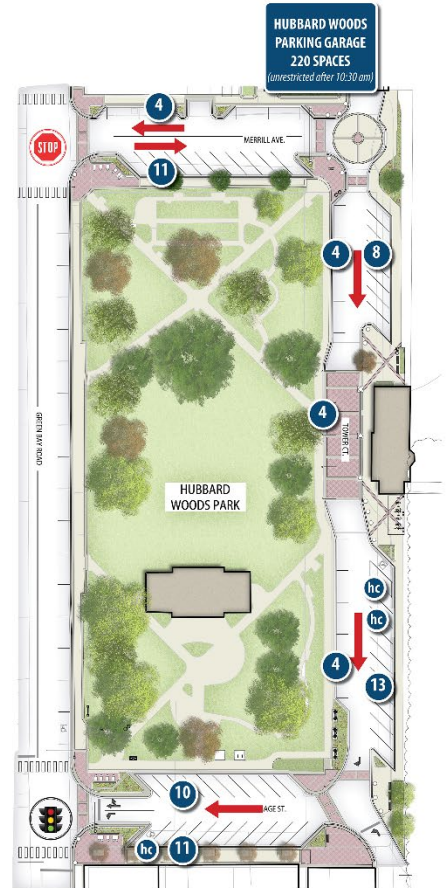
OPTION 2

Reverse to one-way clockwise circulation, one-way travel, parking and stop sign at Merrill St



OPTION 3

Reverse to one-way clockwise circulation, two-way travel, parking and stop sign at Merrill St



COMMENT HIGHLIGHTS:

- 1. Response to three design options for horseshoe area.** There were mixed positive / negative responses to the three options presented. Option 1, which maintains existing traffic flow and adds parking, received the most votes.
- 2. Traffic flow.** Some concerns regarding how delivery truck traffic would navigate a reverse flow system. Further investigations will be made regarding the vehicular movement standards with the proposed enlarged bumpouts near the northeast corner of the park to ensure the radius is appropriate.
- 3. Merrill Avenue and Green Bay Road intersection.** Positive responses to slowing traffic and prioritizing pedestrian crossing safety. The large volume of vehicles in this area makes the intersection feel unsafe.
- 4. Metra station area.** Positive reactions to improvements surrounding the station.
- 5. Pavement markings.** Improve crosswalk and parking pavement markings for clarity and visibility.
- 6. Parking garage.** Improve lighting and signage. Make repairs and clear overgrown plant material.
- 7. Pick-up / drop-off areas for businesses.** Designated pick-up and drop-off areas for businesses are critical.

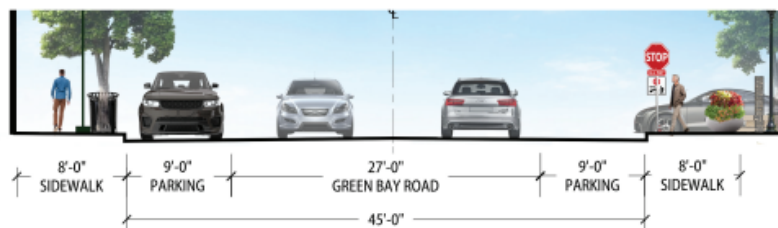
PLAN ENLARGEMENTS: INTERSECTION TREATMENTS (GREEN BAY ROAD AND MERRILL STREET)

OPTION A: IDOT CONTROLLED ROADWAY



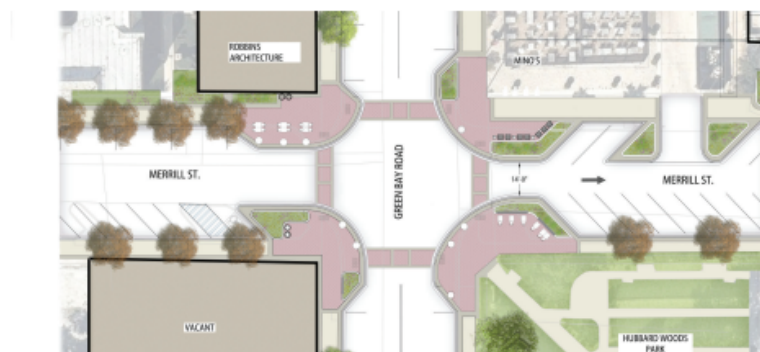
**MERRILL ST
IDOT CONTROLLED
INTERSECTION
ENHANCEMENTS MAY
INCLUDE:**

- 4-Way stop sign (to be coordinated with selected Horseshoe Enlargement)
- Travel lanes and direction dependent upon Horseshoe option selected
- Accent paving corners with accessible curb ramps and bollards / planter pots
- Bumpouts with streetscape amenities at side streets
- Enhanced crosswalks and shortened pedestrian crossings at side streets
- Enhanced crosswalk striping at Green Bay Road



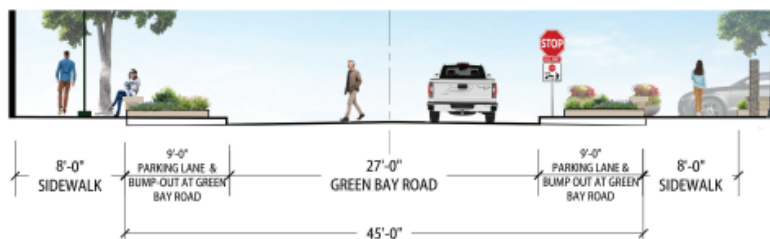
Potential opportunity to narrow the street / widen the sidewalks by 6" on each side of the street. Further engineering required to determine feasibility.

OPTION B: VILLAGE CONTROLLED ROADWAY



**MERRILL ST
VILLAGE CONTROLLED
INTERSECTION
ENHANCEMENTS MAY
INCLUDE:**

- 4-Way stop sign (to be coordinated with selected Horseshoe Enlargement)
- Travel lanes and direction dependent upon Horseshoe option selected
- Accent paving corners with accessible curb ramps and bollards / planter pots
- Bumpouts with softened curves and streetscape amenities at side streets and Green Bay Road
- Enhanced crosswalks and shortened pedestrian crossings at side streets and Green Bay Road



Potential opportunity to narrow the street / widen the sidewalks by 6" on each side of the street. Further engineering required to determine feasibility.

COMMENT HIGHLIGHTS:

1. **Pedestrian safety.** It was noted that this existing intersection configuration feels unsafe for pedestrians due to the high volume of traffic in this area.
2. **Sidewalk bumpouts.** Sidewalk bumpouts located at Green Bay Road and at side streets were generally preferred from the "Village Controlled" design option. It was noted that this feature improves pedestrian visibility, minimizes crosswalk length, and eliminates impatient drivers who use this space to pass other vehicles.
3. **Designated short term parking.** There were requests to provide signed short-term parking in front of businesses as practical.

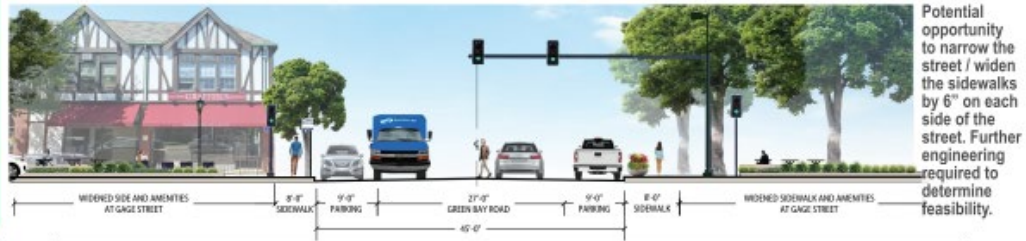
PLAN ENLARGEMENTS: INTERSECTION TREATMENTS (GREEN BAY ROAD AND GAGE STREET)

OPTION A: IDOT CONTROLLED ROADWAY



**GAGE ST
IDOT CONTROLLED
INTERSECTION ENHANCEMENTS
MAY INCLUDE:**

- Accent paving corners with accessible curb ramps and bollards / planter pots
- Travel lanes and direction dependent upon Horseshoe option selected
- Bumpouts with streetscape amenities at side streets
- Enhanced crosswalks and shortened pedestrian crossings at side streets
- Enhanced crosswalk striping at Green Bay Road

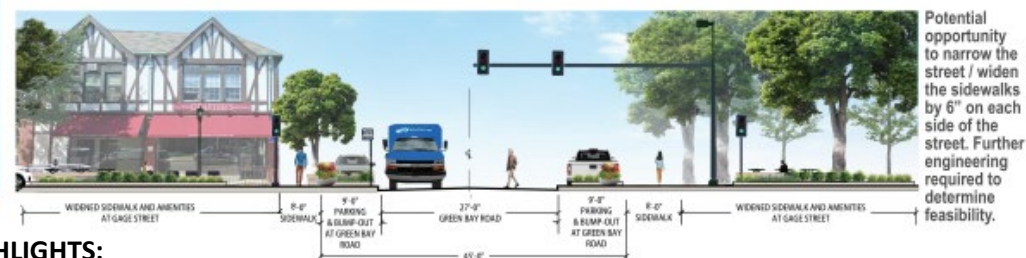


OPTION B: VILLAGE CONTROLLED ROADWAY



**GAGE ST
VILLAGE CONTROLLED
INTERSECTION ENHANCEMENTS
MAY INCLUDE:**

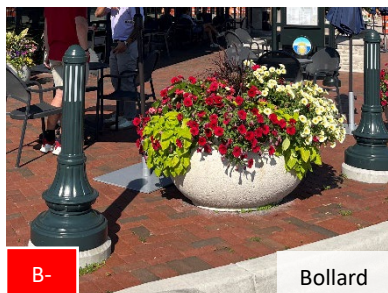
- Accent paving corners with accessible curb ramps and bollards / planter pots
- Travel lanes and direction dependent upon Horseshoe option selected
- Bumpouts with softened curves and streetscape amenities at side streets and Green Bay Road
- Enhanced crosswalks and shortened pedestrian crossings at side streets and Green Bay Road



COMMENT HIGHLIGHTS:

1. **Sidewalk bumpouts.** Sidewalk bumpouts located at Green Bay Road and at side streets were preferred. It was noted that this feature improves pedestrian visibility, minimizes crosswalk length and eliminates impatient drivers who use this space to pass other vehicles.
2. **Streetscape amenities.** Positive reactions to outdoor seating and plantings. Existing large planters block visibility and should be replaced with smaller planter pots.
3. **Parking.** Concerns about bumpouts impacting the number of parking spaces.

FURNISHINGS



B-

Bollard



T-3

Tree



BR-

Bike rack



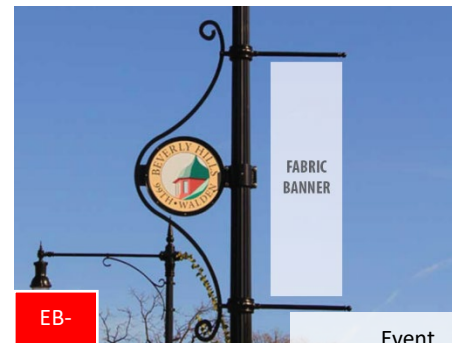
TR-0

Trash / recycling



LD-2

Holiday lighting +



EB-

Event

COMMENT HIGHLIGHTS:

Based on both events (public meeting and online survey), the following streetscape amenities received the highest number of votes.

1. **Bollards.** The existing Winnetka bollard (B-0) received the highest number of votes.
2. **Tree grates.** Tree grate option 3 (T-3) received the highest number of votes.
3. **Bike racks.** The existing Winnetka bike rack (BR-0) received the highest number of votes.
4. **Trash/recycling.** The existing Winnetka receptacles (TR-0) received the highest number of votes.
5. **Holiday lighting + décor.** Option 2 (LD-2) received the highest number of votes.
6. **Event banners.** Option 3 (EB-3) received the highest number of votes.
7. **Other streetscape amenities.** It should be noted that based upon the first survey of the community members, the preference was to continue to use the following elements from the Elm Street Business streetscape project: *benches, planter pots, brick pavers, street trees, decorative pedestrian scale lighting.*

OTHER COMMENTS AND CONCERNS:

1. Maintaining on-street parking throughout the district was identified as a high priority. In the immediate vicinity, there are currently 499 public parking spaces available. The IDOT controlled design option increases the parking count to 504 spaces. The Village controlled design option increases the parking count to 502 spaces.
2. The curb space along Merrill Street, east of Green Bay Road is currently used by Mino's for short term parking and carry out.
3. The horseshoe area offers 3 options which have direct impacts to traffic. A formal traffic study should be conducted to determine the impact.
4. The Hubbard Woods Parking Garage requires long-term maintenance, enhancements, and improved visibility.
5. If traffic is calmed along Green Bay Road, will traffic be diverted to neighborhoods?
6. Bike accommodations and connectivity to the Green Bay Trail should be considered.
7. Provide more lighting throughout the district through a variety of lighting options (i.e. café lights, pedestrian, and vehicular fixtures).
8. Positive reaction to potentially widen sidewalks by six inches.
9. Desire for outdoor dining and café seating while still providing adequate space for passersby.