Winnetka Village Council
RESCHEDULED STUDY SESSION
Village Hall
510 Green Bay Road
Thursday, April 11, 2013
7:00 PM

Emails regarding any agenda item are welcomed. Please email contactcouncil@winnetka.org, and your email will be relayed to the Council. Emails for a Tuesday Council meeting must be received by Monday at 4 p.m. Any email may be subject to disclosure under the Freedom of Information Act.

AGENDA

1) Call to Order

2) Winnetka Park District - Bikeway Master Plan

3) Public Comment

4) Adjournment

NOTICE

All agenda materials are available at **villageofwinnetka.org** *(Council > Current Agenda);* the Reference Desk at the Winnetka Library; or in the Manager's Office at Village Hall (2nd floor)**.**

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Agenda Item Executive Summary

Title: Winnetka Park District – Bikeway Master Plan

Presenter: Steven M. Saunders, Director of Public Works/Village Engineer

Agenda Date: 04/11/2013

Consent: ☐ YES ☑ NO

☐ Ordinance
☐ Resolution
☐ Bid Authorization/Award
☑ Policy Direction
☐ Informational Only

Item History: *(reference past Council reviews, approvals, or authorizations)*

None.

Executive Summary:

In September, 2011, the Winnetka Park District engaged the services of Hitchcock Design Group to develop a bikeway master plan for the Village of Winnetka. The objective of the bikeway master plan is to identify both on- and off-road bike trail routes, with the goal of providing links between other trail systems, the lakefront, key parks and recreation facilities, the downtown business district and other important community destinations; and to identify key areas for signage and a specific east-west links between the Green Bay Trail and the Cook County Forest Preserve District connection to the Skokie Trail.

The Winnetka Bikeway Master Plan evaluates land ownership and use patterns, existing bicycle facilities, key destinations and attractions, existing roadways and their suitability for bicycle travel, and public transportation routes and connections, to identify opportunities and challenges for improving and enhancing the way bicycling is accommodated within the Village. Plan recommendations include development of an overall bikeway network, route and wayfinding signage, pavement markings, bicycle amenity and storage improvements, improved connections to existing bicycle facilities, and enhanced bicycle paths or routes. The Winnetka Bikeway Master Plan includes a proposed implementation plan using three phases.

The Park District's Winnetka Bikeway Master Plan was presented to the Plan Commission on June 29, 2012. At that meeting the eight members of the Plan Commission present voted unanimously to find the proposed Winnetka Bikeway Master Plan consistent with the Village's Winnetka 2020 Comprehensive Plan.

The Park District's purpose in bringing this forward at this time is to present the project to the Council, and to determine (a) the acceptability of the general concept, and (b) the Village's willingness and ability to contribute to the project. The Park District is requesting that the Village Council assess the proposed plan and provide comment, suggestions, and observations about the Plan, and to provide suggestions on how, when, and if the Winnetka Bikeway Master Plan should be implemented.

Recommendation / Suggested Action: *(briefly explain)*

Review the Park District's Winnetka Bikeway Master Plan and:

1. Provide comments, suggestions for revisions, and other observations about the content and overall acceptability of the Plan;
2. Assess whether the Plan is generally consistent with the Winnetka Comprehensive Plan or determine what additional information the Council may wish to see to assist in making this determination;
3. Determine if there is sufficient Council concurrence with the identified signage in the first phase of the proposed implementation plan, for the purpose of allowing the Park District and Village to identify and seek potential grant or other funding for this work.

Attachments: *(please list individually)*

1. Agenda Report
2. Winnetka Bikeway Master Plan – April 2012
3. Plan Commission Agenda Report – June 22, 2012
4. Plan Commission Minutes – June 27, 2012

Agenda Report

Subject: **Winnetka Park District – Bikeway Master Plan**

Prepared By: Steven M. Saunders, Director of Public Works/Village Engineer

Date: April 1, 2013

In September, 2011, the Winnetka Park District engaged the services of Hitchcock Design Group to develop a bikeway master plan for the Village of Winnetka. The objective of the bikeway master plan is to identify both on- and off-road bike trail routes, with the goal of providing links between other trail systems, the lakefront, key parks and recreation facilities, the downtown business district and other important community destinations; and to identify key areas for signage and a specific east-west links between the Green Bay Trail and the Cook County Forest Preserve District connection to the Skokie Trail.

Summary of Plan

The *Winnetka Bikeway Master Plan* evaluates land ownership and use patterns, existing bicycle facilities, key destinations and attractions, existing roadways and their suitability for bicycle travel, and public transportation routes and connections, to identify opportunities and challenges for improving and enhancing the way bicycling is accommodated within the Village. Plan recommendations include development of an overall bikeway network, route and wayfinding signage, pavement markings, bicycle amenity and storage improvements, improved connections to existing bicycle facilities, and enhanced bicycle paths or routes. The proposed *Winnetka Bikeway Master Plan* is shown in **Attachment #1**.

The *Winnetka Bikeway Master Plan* includes a proposed implementation plan using three priority levels:

The first priority level of the implementation plan focuses on evaluation of the existing roadway characteristics together with the location of parks, schools and other facilities, resulting in a proposed designation of select local streets as recommended bicycle routes, to be designated with signage. In addition, priority level one includes the recommended enhancement to Hibbard Road route through pavement markings which would be accomplished within the existing pavement width.

The second priority level includes additional signed bike routes along Hibbard Road, and near the New Trier High School East Campus, as well as **separated shared-use trails** to complete the proposed trail network by providing bicycle access to areas lacking adequate access today. Sections of Hill Road/Winnetka Avenue, and the Skokie Playfields are recommended for construction of additional separated shared-use trails.

The third priority level of the implementation plan includes recommendations for establishing better access to already existing bikeway facilities which include the Green Bay Trail (extending from Wilmette to downtown Winnetka, Glencoe, Highland Park and Lake Forest), and the Forest Preserve District's North Branch Trail (extending to Chicago Botanic Gardens on the north, and going southwesterly toward New Trier's west campus and following the North Branch of the Chicago River).

Because the Green Bay Trail lies within the lowered railroad right-of-way, existing access is limited due to the grade change. Proposed improvements would address accessibility at Pine Street (west of the Community House) and at Tower Road/Old Green Bay Road. Connections to the North Branch Trail would be improved through proposed construction of **separated shared use trails** at Crow Island Woods and Crow Island School.

Stakeholder Engagement

The Winnetka Park District assembled a Task Force with key stakeholders to work with the Park District and the Hitchcock Design Group on this project. The Task Force met in December 2011 and January 2012. Task force members include: Police Chief Pat Kreis, Winnetka-Northfield Chamber of Commerce Executive Director Terry Dason, Cook County Board Commissioner Larry Suffredin, Assistant Village Engineer Susan Chen, along with Winnetka Park District staff members, Executive Director Terry Schwartz, Superintendent of Parks Robert Smith and Superintendent of Facilities Tom Gullen. Local business representatives include Larry Faulkner and Bill McKinley, and community members Barb Cornew, Eric Chan and Don Moloney round out the task force participants. The Task Force met several times to provide information from their various perspectives.

At its January 12, 2012 meeting, the Park District Board reviewed the preliminary work to date and determined to bring this information forward to the community for feedback via an open house forum that was held February 2, 2012.

During the course of this open house, representatives from Hitchcock Design Group and the Winnetka Park District were available to share the preliminary plan to date and document comments/suggestions received from the community.

On April 26, 2012 the Winnetka Park District Board of Commissioners approved the *Winnetka Bikeway Master Plan*.

Plan Commission Review

The *2020 Comprehensive Plan* was approved by the Plan Commission and adopted by the Village Council in 1999, and provides a foundation for most of the Village's land use and long range planning efforts. The *Comprehensive Plan* articulates policies and recommendations on a variety of topics related to the Park District's *Winnetka Bikeway Master Plan*, ranging from recommendations specifically calling for an enhanced bicycle

and pedestrian network, to recommendations on matters such as the character of residential neighborhoods and streets.

The Park District's W*innetka Bikeway Master Plan* was presented to the Plan Commission on June 29, 2012. Assistant Community Development Director Brian Norkus' report to the Plan Commission is shown as **Attachment #2**. At that meeting the eight members of the Plan Commission present voted unanimously to find the proposed *Winnetka Bikeway Master Plan* consistent with the Village's *Winnetka 2020 Comprehensive Plan*. Due to the conceptual nature of the Plan, discussion by the Commission identified areas of concern as the plan proceeds into further detail:

- The *Winnetka 2020 Comprehensive Plan* calls for minimizing the number of regulatory signs in the Village, suggesting that the signing of bicycle routes will require a balanced approach in order to maintain the ambiance and character of residential neighborhoods;

- The *Winnetka 2020 Comprehensive Plan* identifies the existing narrow street widths as a positive defining characteristic of the Village. While the *Winnetka Bikeway Master Plan* does not call for increasing the width of existing streets, the Plan Commission expressed concern that the roadways continue to contribute positively to the residential character of neighborhoods;

- The Plan Commission noted that the conceptual nature of the *Winnetka Bikeway Master Plan* at this stage leaves many details unclear. Details such as the proposed routing of separated paths, appearance and size of wayfinding elements, bicycle racks and lockers require further study and detail;

- The Plan Commission's discussion pointed to the need for further resident input on the proposed plan, particularly with respect to areas which are proposed to receive separated shared-use trails.

The June 27, 2012 Plan Commission minutes are shown in **Attachment #3**.

Cost and Funding Implications

The *Winnetka Bikeway Master Plan* includes conceptual cost estimates for implementing the proposed improvements, beginning on page 39 of the Plan. These costs include funding from a variety of entities including the Village, the Park District, the Cook County Forest Preserve District, the Illinois Department of Transportation, and local school districts. Each of these entities will need to evaluate relevant aspects of the Plan and determine what, if any, improvements to fund, based on availability of funds and agency priorities.

Council Action Requested

The Park District's purpose in bringing this to the Council at this time is to present the project, and to determine (a) the acceptability of the general concept, and (b) the Village's willingness and ability to contribute to the project. The Park District is

requesting that the Village Council assess the proposed plan and provide comment, suggestions, and observations about the Plan, and to provide suggestions on how, when, and if the *Winnetka Bikeway Master Plan* should be implemented.

Recommendation:
Review the Park District's *Winnetka Bikeway Master Plan* and:

1. Provide comments, suggestions for revisions, and other observations about the content and overall acceptability of the *Plan*;
2. Assess whether the *Plan* is generally consistent with the Winnetka Comprehensive Plan or determine what additional information the Council may wish to see to assist in making this determination;
3. Determine if there is sufficient Council concurrence with the identified signage in the first priority level of the proposed implementation plan, for the purpose of allowing the Park District and Village to identify and seek potential grant or other funding for this work.

Attachments:
1. Winnetka Bikeway Master Plan – April 2012
2. Plan Commission Agenda Report – June 22, 2012
3. Plan Commission Minutes – June 27, 2012

Attachment #1

Winnetka Bikeway Master Plan – April 2012

WINNETKA
Bikeway Master Plan

APRIL 2012

ACKNOWLEDGEMENTS

Park and Recreation Board

Richard Pierce, *President*

Brad McLane, *Vice President*

John DiCola, *Commissioner*

Edward Harney, *Commissioner*

Gerri Kahnweiler, *Commissioner*

Ian Larkin, *Commissioner*

John Thomas, *Commissioner*

Task Force Committee

Terry Schwartz, *Executive Director*
Winnetka Park District

Robert Smith, *Superintendent of Parks*
Winnetka Park District

Tom Gullen, *Superintendent of Facilities*
Winnetka Park District

Patrick Kreis, Police Chief
Village of Winnetka

Susan Chen, Assistant Village Engineer
Village of Winnetka

Don Maloney, *President*
Bike Winnetka

Barb Cornew
Active Transportation Alliance and Winnetka Resident

Terry Dason
Chamber of Commerce

Bill Mckinley
BMO Harris Bank

Larry Faulkner
Green Bay Cycles

Eric Chan
Greeley / Washburne School

Brian Miller
Office of Cook County Commissioner Larry Suffredin

Special Thanks To

GIS Consortium

Cook County Government
Department of Geographic Information Systems

Project Team

HITCHCOCK DESIGN GROUP
creating better places®

On the Cover

Photo of Winnetka Avenue, just West of Sheridan Road.

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EXECUTIVE SUMMARY

"Nothing compares to the simple pleasure of a bike ride."
-John F. Kennedy

In the age of rising oil prices, increased concern for the impact of automobile pollution on the environment, and the heightened awareness for physical well-being, bicycling is steadily becoming a more popular mode of travel for many. With the expected increase in bicycle use in communities such as Winnetka, it is important for communities to develop comprehensive plans that allow bicycles to become a viable mode of transportation. In recognizing this need, the Winnetka Park District has commissioned the *Winnetka Bikeway Master Plan*.

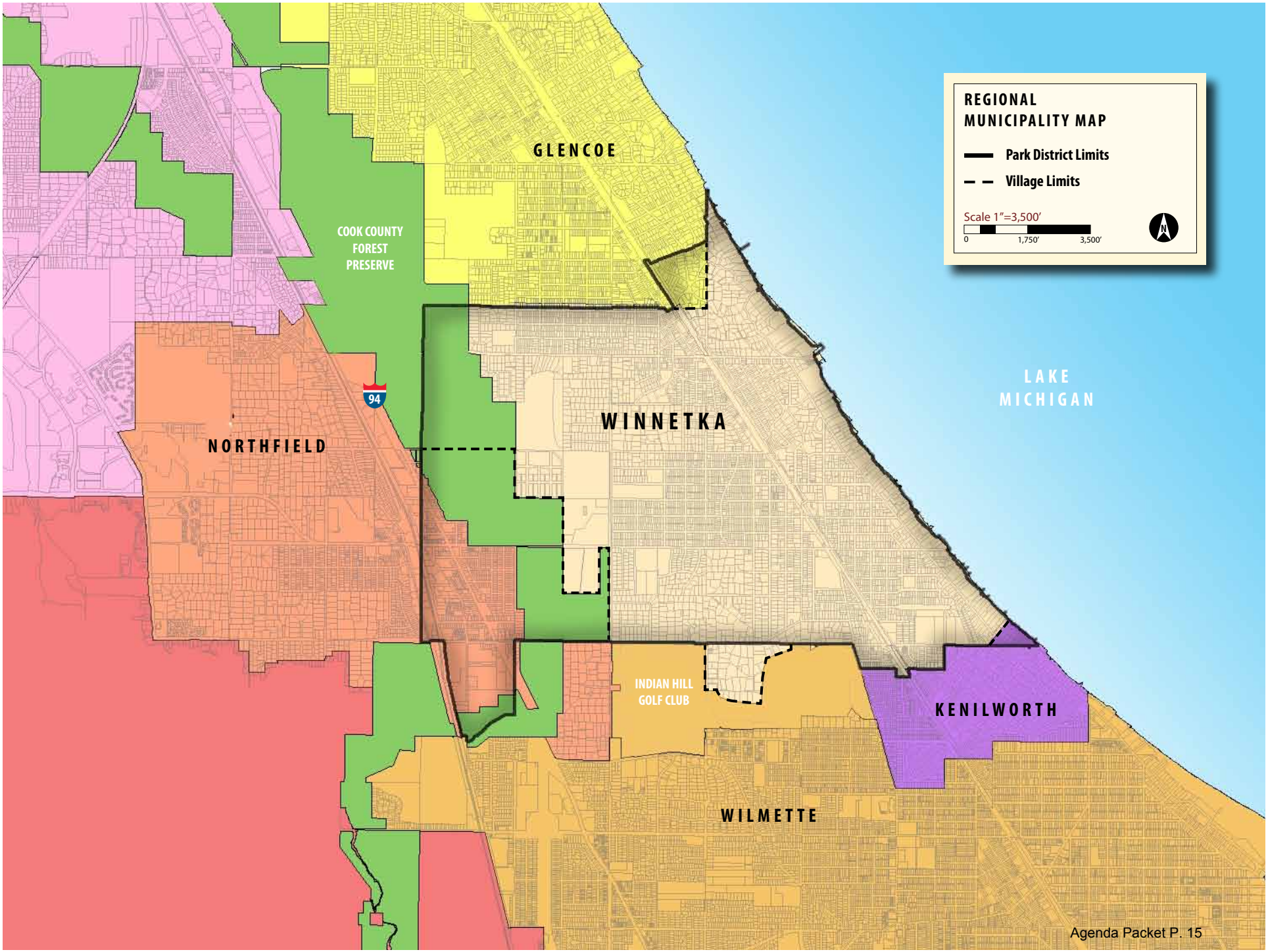
The *Winnetka Bikeway Master Plan* aims to serve Winnetka residents for generations to come. This document lays out in clear detail a visionary, yet practical, action strategy to make Winnetka one of Chicago's finest bicycling communities. It provides the necessary framework needed to make bicycling a viable choice for a wide range of users. With local and regional support for greener, more efficient transportation alternatives, Winnetka residents and community leaders are well-positioned to create a bicycle network that supports all. The *Winnetka Bikeway Master Plan* provides the framework for:

- Developing safe, connected bicycle routes
- Providing access to local and regional amenities
- Developing programs for bicycle education and encouragement
- Securing the resources needed to implement the network
- Establishing city policies that are supportive of bicycling
- Enhancing the quality of life for residents

While many of Winnetka's residents and visitors currently bicycle within the community, many more would do the same if new improvements such as signed bicycle routes, bike lanes, and bicycle parking were provided throughout the village.

By investing in and implementing the bicycle facility improvements, educational and encouragement opportunities, the Winnetka Park District and Village will ultimately make bicycling a safer, more viable mode of travel. Ensuring the implementation of this plan will bring a significant increase in the number of cyclists within the community. This will require strong leadership from local elected officials, cooperation between a host of jurisdictional agencies, schools, and village departments, along with continued public involvement throughout the process.

RESEARCH AND ANALYSIS


REGIONAL
MUNICIPALITY MAP
Park District Limits
Village Limits
Scale 1"=3,500'
0
1,750'
3,500'
N
GLENCOE
COOK COUNTY
FOREST
PRESERVE
94
NORTHFIELD
WINNETKA
LAKE
MICHIGAN
INDIAN HILL
GOLF CLUB
KENILWORTH
WILMETTE

RESEARCH AND ANALYSIS SUMMARY

The initial phase of this project included extensive research and analysis that intended to construct a more complete picture of the challenges and opportunities present within Winnetka and its surrounding region. To better understand the study area the project team researched past resources, existing roadway conditions, land and roadway ownership, circulation routes and desired connections. Along the way the design team sought input and recommendations from the following individuals and groups:

- **Task Force Committee**: Comprised of various village staff members, local business owners, and village residents, this group provided invaluable input and served as an important voice throughout the entirety of the project.
- **Village of Winnetka**: Several meetings were conducted with village engineering staff members to review plans and help determine current and future infrastructure improvements.
- **Public Input**: A meeting with the public was conducted and provided insight into the needs and desires of the residents of Winnetka.
- **Field Visits**: Numerous field visits were conducted and recorded with digital photography. During each of the field visits obstacles and opportunities were documented.
- **Neighboring Land/Roadway Owners**: Meetings were conducted with neighboring land holders, including Cook County Forest Preserve, Village of Northfield, and IDOT to gain consensus of the overall bikeway plan and project vision.

Study Area

The *Winnetka Bikeway Master Plan* study area is defined by the Winnetka Park District boundary which extends past Village limits, as seen on the map to the left, and provides the added benefit of linking bicycle facilities across multiple jurisdictions.

Connections

A primary goal of the *Winnetka Bikeway Master Plan* is to establish safe, efficient, connected routes. This includes connections to neighborhoods, businesses, parks, and the already existing trails located throughout the village. To better understand these connections, the design team performed detailed GIS mapping of the study area to aid in the planning process. The following list includes many of common connectivity issues found within the project boundaries and are explored in greater detail throughout this chapter.

- Providing safe east-west routes within the project boundary
- Linking existing open space areas
- Ensuring safe bicycle routes to schools
- Providing a bicycle link from the Green Bay Trail to the North Branch Trail
- Providing bicycle routes to all four business centers
- Providing access to the nearby Metra stations

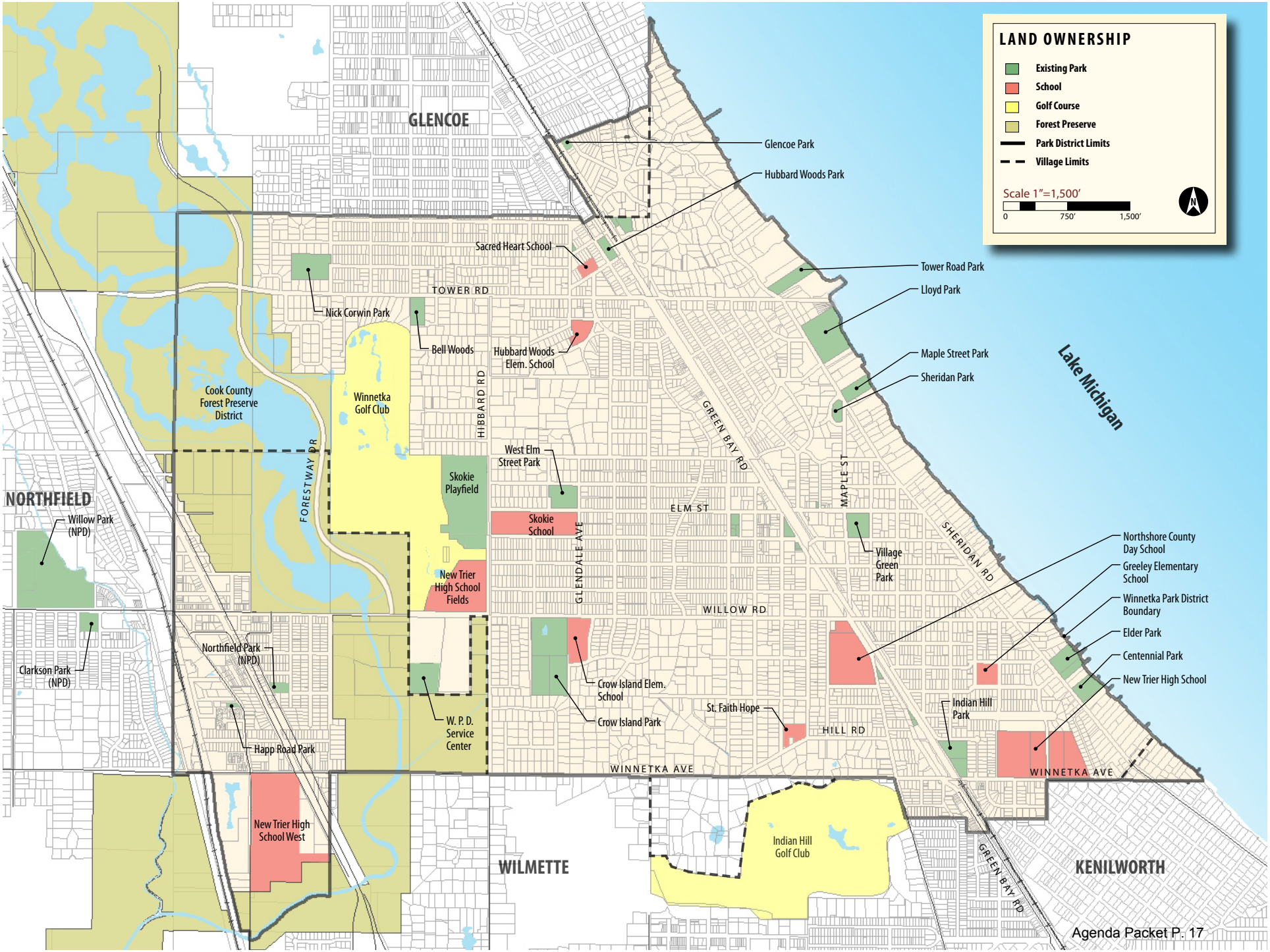
Existing Roadways

Initial research and analysis was performed on selected roadways within the study area. With direction from the park district, task force committee, and public input, selected roadways were studied to quantify their suitability for on-road bicyclists. This Bicycle Level of Service is located on pages 14 and 15 of this chapter.

Current Development Projects

There are several projects currently planned within the corridor study area. Although these projects range in funding, jurisdiction, and timeframe, it is important to anticipate future improvements and to integrate bicycle friendly facilities, when possible. The ability to do so, will largely determine the overall success of the project. The following planned projects have been incorporated into the phased implementation plan of the *Winnetka Bikeway Master Plan*.

- Willow Road and Forestway Drive Intersection Improvements
- Hibbard Road/Skokie Playfield Improvements
- Winnetka Road Bridge @ Skokie River
- Winnetka Road from Hibbard Road to I-94


LAND OWNERSHIP
Existing Park
School
Golf Course
Forest Preserve
Park District Limits
Village Limits
Scale 1"=1,500'
0
750'
1,500'
GLENCOE
NORTHFIELD
WILMETTE
KENILWORTH
Lake Michigan
Glencoe Park
Hubbard Woods Park
Sacred Heart School
Tower Road Park
Lloyd Park
Maple Street Park
Sheridan Park
Nick Corwin Park
Bell Woods
Hubbard Woods Elem. School
Cook County Forest Preserve District
Winnetka Golf Club
West Elm Street Park
Skokie Playfield
Skokie School
New Trier High School Fields
Willow Park (NPD)
Clarkson Park (NPD)
Northfield Park (NPD)
Happ Road Park
W. P. D. Service Center
Crow Island Elem. School
Crow Island Park
St. Faith Hope
Village Green Park
Northshore County Day School
Greeley Elementary School
Winnetka Park District Boundary
Elder Park
Centennial Park
New Trier High School
Indian Hill Park
New Trier High School West
Indian Hill Golf Club
TOWER RD
HIBBARD RD
FOREST WAY DR
GREEN BAY RD
ELM ST
MAPLE ST
SHERIDAN RD
GLENDALE AVE
WILLOW RD
HILL RD
WINNETKA AVE

LAND/ROADWAY OWNERSHIP

The study area boundary, or park district boundary, is comprised of various parks, schools, open space, and local and state roadways. As expected with any bikeway planning, there are a large number of land owners and constituents that need to be directly involved in the successful implementation of the bikeway plan. There are six major land/roadway owners that are critical in developing the full vision of the bikeway master plan.

IDOT

The following roadways are under state control: Green Bay Road, Sheridan Road, and segments of Tower Road and Willow Road.

Village of Winnetka

While the majority of open space is owned by the park district, key portions are owned by the Village including: Village Green, Green Bay Trail easement, and smaller pocket parks found throughout the village.

Winnetka Park District

The Park District currently owns 220.5 acres of open space while maintaining an additional 14 acres owned by the Village.

Cook County Forest Preserve

Located along the western edge of Winnetka sits the 190 acre Skokie Lagoons. This area serves as a major recreational area for village residents and a key north-south link to nearby communities.

Public and Private Schools

Similar to the parks system, schools located in Winnetka are characterized by being well-planned and spaced out.

Neighboring Communities

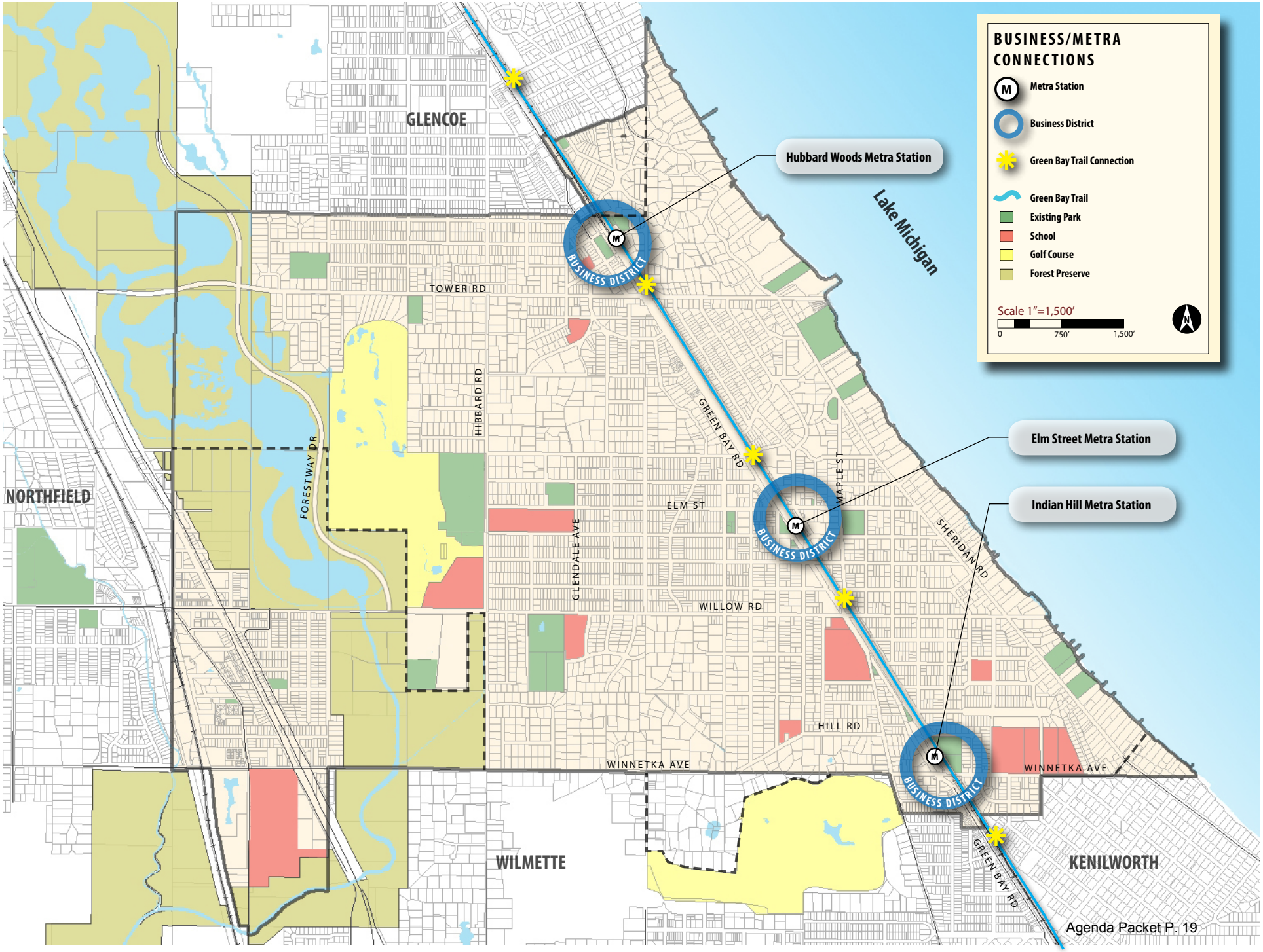
Kenilworth, Wilmette, Northfield, Glencoe.

Opportunities to work with these landowners on easements, acquisitions, or donations will be important in creating a cohesive and continuous bikeway network in the future.

Many people use the Green Bay Trail which provides a valuable regional connection to the area.

Crow Island Park, one of many Park District open spaces.

Cook County Forest Preserve District, located on the Western edge of the Village.


BUSINESS/METRA CONNECTIONS
Metra Station
Business District
Green Bay Trail Connection
Green Bay Trail
Existing Park
School
Golf Course
Forest Preserve
Scale 1"=1,500'
0
750'
1,500'
N
Hubbard Woods Metra Station
Elm Street Metra Station
Indian Hill Metra Station
Lake Michigan
GLENCOE
NORTHFIELD
WILMETTE
KENILWORTH
TOWER RD
HIBBARD RD
FOREST WAY DR
GREEN BAY RD
ELM ST
MAPLE ST
GLENDALE AVE
WILLOW RD
SHERIDAN RD
HILL RD
WINNETKA AVE
BUSINESS DISTRICT

BUSINESS DISTRICTS / METRA CONNECTIONS

The Village of Winnetka has the distinct advantage of having four main business districts, with a Metra station that serves each location. This development can be attributed to the 1921 Plan that placed the railroad stations at the center of the commercial centers, resulting in smaller business areas that can be conveniently accessed by nearby residents.

According to the Winnetka 2020 Comprehensive Plan, 91% of respondents shop regularly in at least one of the Village's four business districts. This unique situation allows a majority of village residents the ability to walk to the nearest business district or Metra station. However, this ease of mobility for pedestrians is currently not associated with bicyclists looking to do the same. Providing this access would work to decrease automobile traffic, promote healthier lifestyles, and improve the local economy.

Through initial site analysis and discussions with residents it was clear that many problems exist when one tries to ride a bike from their home to a nearby business districts or Metra station. The following is a list of a few of the concerns with these key areas:

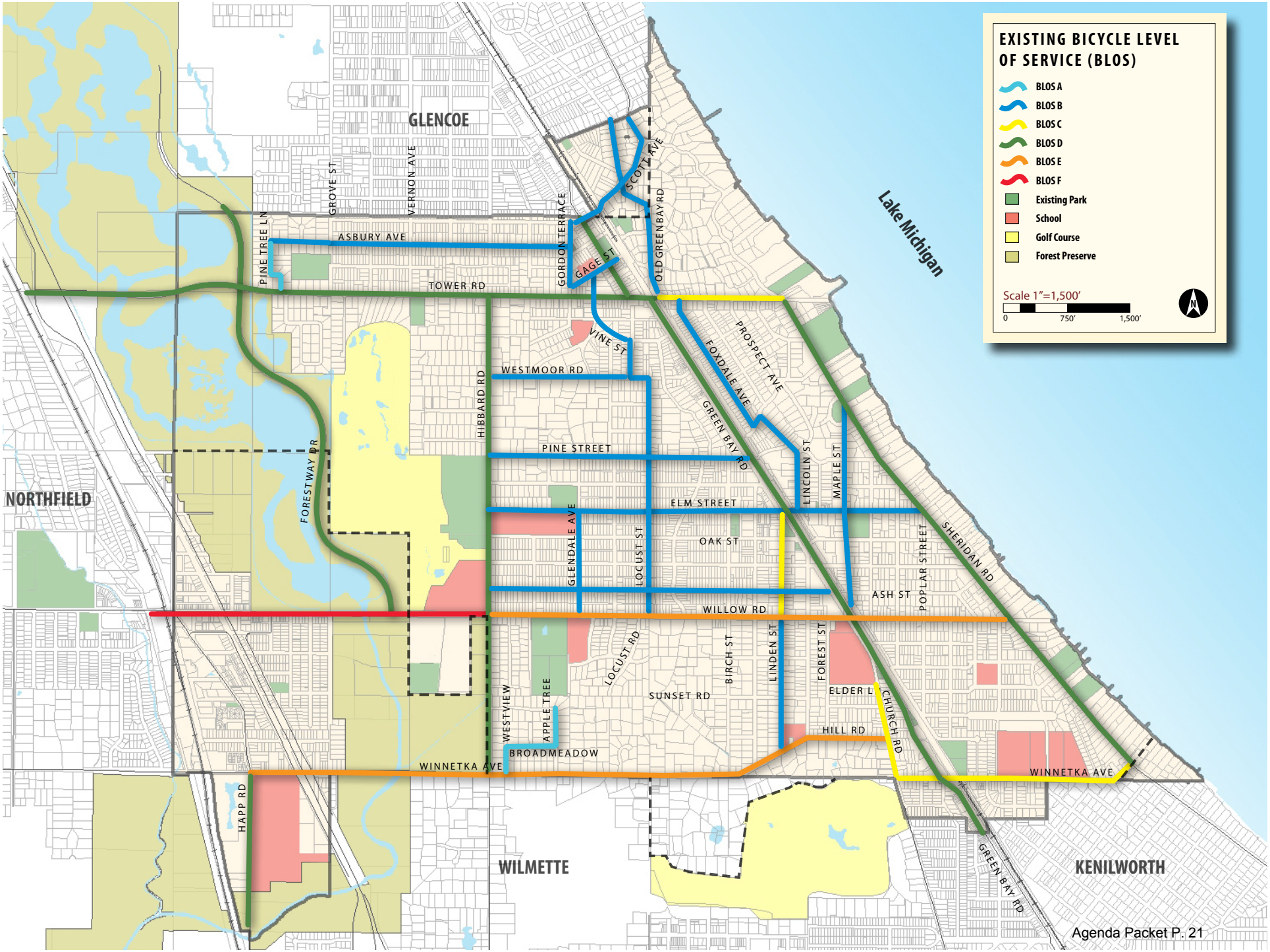
- A lack of sufficient, safe bicycle parking
- The need for safe and established bicycle routes
- The need for directional signage to/from the Green Bay Trail

Another important goal identified by village leaders and business owners alike, was to establish bikeway routes to and from the Green Bay Trail. The ability to do so, provides the opportunity to capture regional users of the popular Green Bay Trail, thus providing a boost to the local economy.

Hubbard Woods Business District, a popular spot for many residents of Winnetka.

Village Hall, located in the heart of the Elm Street Business District

Hubbard Woods Metra Station, one of three Metra stops within Winnetka


EXISTING BICYCLE LEVEL OF SERVICE (BLOS)
BLOS A
BLOS B
BLOS C
BLOS D
BLOS E
BLOS F
Existing Park
School
Golf Course
Forest Preserve
Scale 1"=1,500'
0
750'
1,500'
GLENCOE
NORTHFIELD
WILMETTE
KENILWORTH
Lake Michigan
GROVE ST
VERNON AVE
PINE TREE LN
ASBURY AVE
TOWER RD
GORDON TERRACE
GAGE ST
SCOTT AVE
OLD GREEN BAY RD
VINE ST
WESTMOOR RD
HIBBARD RD
FOREST WAY DR
PINE STREET
FOXDALE AVE
PROSPECT AVE
GREEN BAY RD
LINCOLN ST
MAPLE ST
ELM STREET
GLENDALE AVE
LOCUST ST
OAK ST
POPLAR STREET
SHERIDAN RD
ASH ST
WILLOW RD
LOCUST RD
BIRCH ST
LINDEN ST
FOREST ST
SUNSET RD
ELDER LN
CHURCH RD
HILL RD
WESTVIEW
APPLE TREE
BROADMEADOW
WINNETKA AVE
HAPP RD
GREEN BAY RD

BICYCLE LEVEL OF SERVICE

The Bicycle Level of Service Map is a tool intended to quantify the suitability and perceived comfort level for an ***on-road*** bicyclist on any roadway.

BLOS input factors include:

- Traffic speed
- Daily traffic volumes
- Surface conditions
- Right most lane width
- Percentage of occupied parking
- Total number of through lanes
- Presence of on-road bike lanes or paved shoulders

Evaluation of each roadway results in a designated letter grade ranking from "BLOS A" (best suited for bicyclists) to "BLOS F" (least suited for bicyclists). Following is a short explanation of each level of service rating.

BLOS A
Roadways with a BLOS A designation are generally safe and attractive routes for all bicycles. These roadways have a low level of interaction with motor vehicles, provide adequate space for bicyclists, and have low speed limits. This level of service is typically found throughout neighborhood streets.

BLOS B
Roadways with a BLOS B designation are typically safe for all bicyclists and experience slightly higher traffic volumes. This level of service is typically found on local collector streets and residential roadways.

BLOS C
Roadways with a BLOS C designation will be adequate for most bicyclists, but some riders feel less comfortable. These roadways can expect moderate vehicular traffic and minor surface condition problems.

BLOS D
Roadways with a BLOS D designation will experience moderate to high levels of motor vehicle traffic volumes and speed. Roadways with these scores are often only adequate for high-level, experienced riders. Share the Road signage on these routes will improve conditions for these cyclists by increasing motorist awareness of bicycle traffic.

BLOS E
Roadways with a BLOS E designation will experience a high level of interaction with vehicular traffic resulting in infrequent use by bicyclists.

BLOS F
Roadways with a BLOS F designation are roadways with high traffic volumes, high traffic speeds, and often lack space for bicyclists. These roadways are often inadequate for any bicycle user and have major safety issues.

Existing BLOS

Roadways selected and analyzed within the study area produced a wide range of scores and results. After analyzing the results, there were common characteristics associated with a majority of existing roadways.

Most residential streets produced bike-friendly BLOS scores due to low traffic volumes and low posted speed limits. Certain segments of roadways displayed BLOS scores of D, E, and F. These included segments of Winnetka Avenue, Willow Road, and Tower Road. Typical characteristics of these roadways are higher high traffic counts, narrow road widths, and poor surface conditions.

Future BLOS

Taking into account the recommended improvements to on-street roadways and the addition of off-road bicycle routes, the implemented changes can increase the BLOS scores thus creating safer, more attractive roadways for cyclists.

OPPORTUNITIES AND CHALLENGES

OPPORTUNITIES AND CHALLENGES

As with any comprehensive bikeway system, there are multiple opportunities and challenges that merit discussion early and throughout the planning process. The development of this bikeway plan will provide the Park District and Village a resource in predicting future opportunities in order to plan for the current challenges that exist.

To realize the plan vision, there are three key areas that merit further consideration. These are roadway and land improvements, funding, and branding. By developing strategies to overcome the challenges and advance the opportunities associated with this project, the Village will move toward realizing a grand and unique vision that will have positive impacts for the community and the region.

Roadway and Land Improvements

Opportunities: It is important to note that this plan is not a comprehensive village transportation plan, therefore special provisions and park district awareness are critical to ensuring that bicycle accommodations are to be included in all future village roadway projects. Working to coordinate and raise awareness of the bikeway plan with the implementing agencies will benefit both the park district and the residents of the community.

Challenges: A majority of the challenges that bicyclists encounter occur on IDOT owned roadways and bridges. The Village and Park District should actively engage in early and frequent dialogue with IDOT in order to ensure that bicycle friendly measures are incorporated in upcoming projects.

Funding

Opportunities: The *Winnetka Bikeway Master Plan* represents a prime example of a significant shift in approach toward transportation planning. Such bikeway networks have been recognized as important community assets for decades. As a result, cities, states, the federal government, and private foundations have all developed programs that help fund the implementation of clear well-articulated visions. For the Village of Winnetka this means there is ample opportunity for available outside funding.

Challenges: The primary challenge to the implementation of the *Winnetka Bikeway Master Plan* is a consistent effort to seek out and identify funding resources.

Branding/Signage

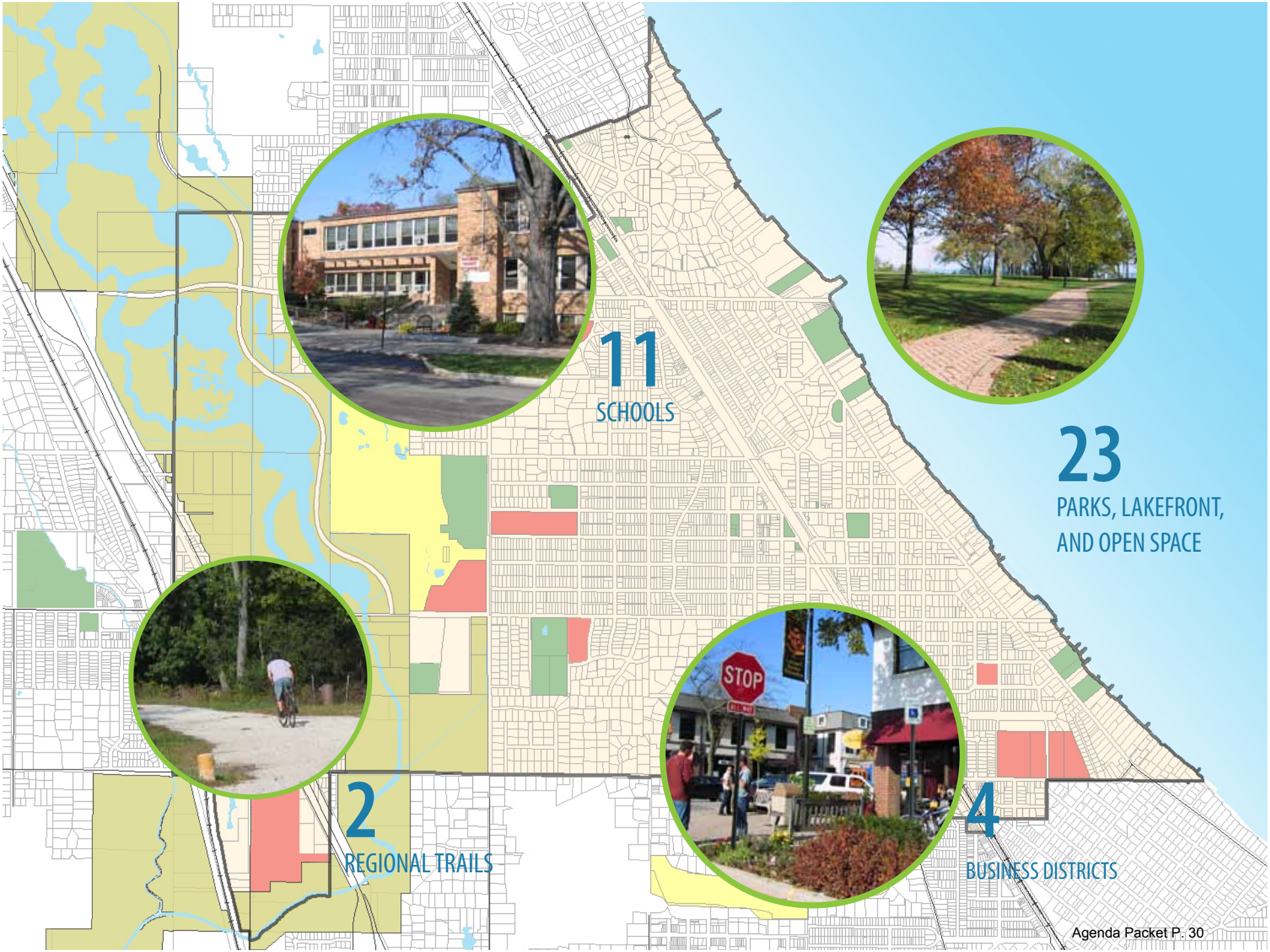
Opportunities: With the opportunistic positioning of two regional trails and four business/Metra districts the Village of Winnetka has the opportunity to attract a large group of outside visitors. Aside from signed bike routes the village has the opportunity to create a brand image at key nodes of the bikeway plan.

Challenges: To accomplish this, the Park District and Village must come to a consensus about the image Winnetka wishes to present. This can prove to be challenging, where interests and motivations are often disparate and contradictory.

RECOMMENDATIONS

PROJECT VISION

To encourage, promote, and establish a safe and convenient bicycle network that provides access to nearby neighborhoods, communities, businesses, parks, lakefront, and schools.



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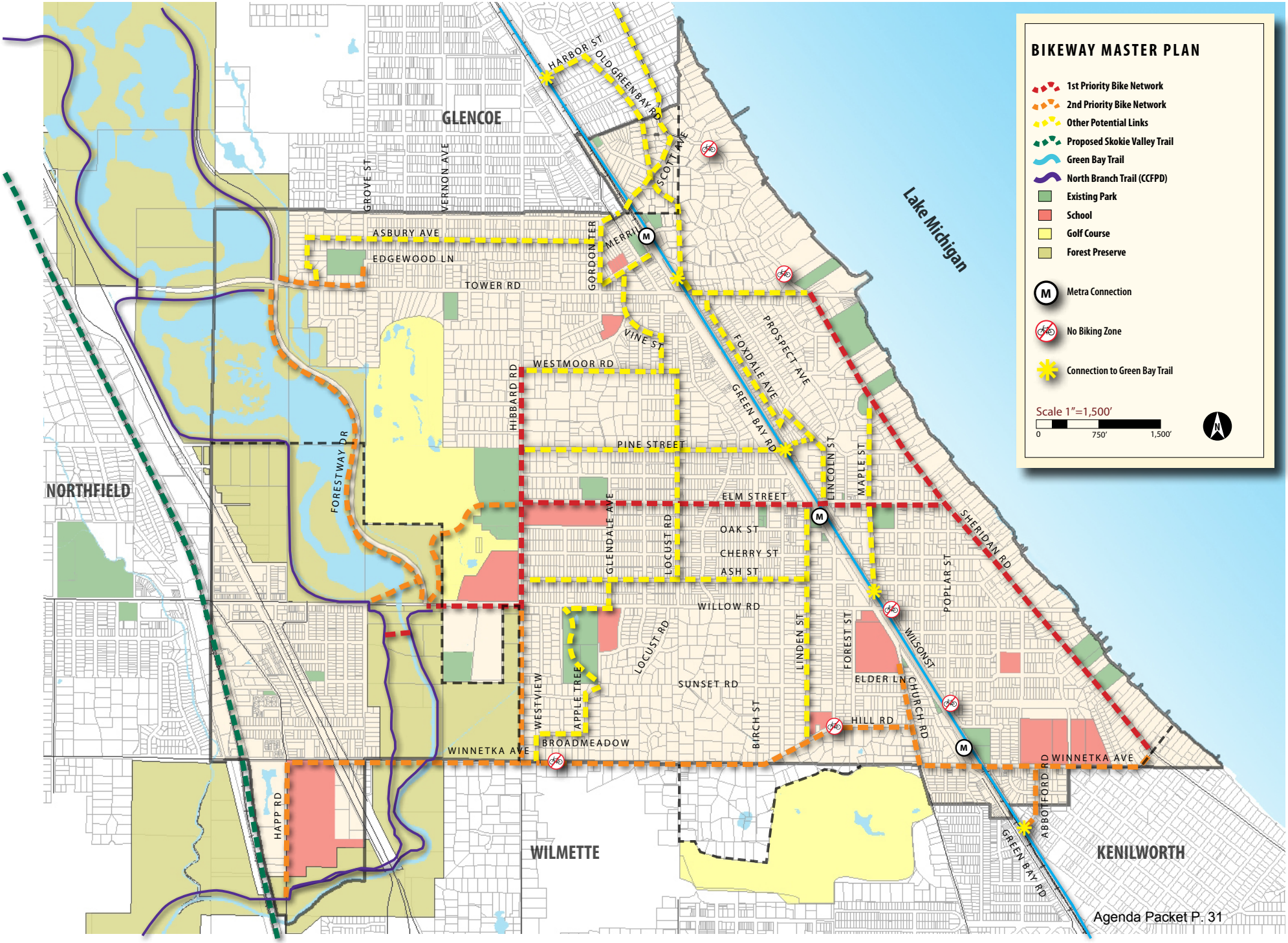
BIKEWAY MASTER PLAN
1st Priority Bike Network
2nd Priority Bike Network
Other Potential Links
Proposed Skokie Valley Trail
Green Bay Trail
North Branch Trail (CCFPD)
Existing Park
School
Golf Course
Forest Preserve
Metra Connection
No Biking Zone
Connection to Green Bay Trail
Scale 1"=1,500'
0
750'
1,500'
N
GLENCOE
NORTHFIELD
WILMETTE
KENILWORTH
Lake Michigan
HARBOR ST
OLD GREEN BAY RD
SCOTT AVE
GROVE ST
VERNON AVE
ASBURY AVE
EDGEWOOD LN
TOWER RD
GORDON TER
MERRY
VINE ST
WESTMOOR RD
HIBBARD RD
PINE STREET
FOXDALE AVE
PROSPECT AVE
GREEN BAY RD
LINCOLN ST
MAPLE ST
SHERIDAN RD
FORESTWAY DR
ELM STREET
GLENDALE AVE
LOCUST RD
OAK ST
CHERRY ST
ASH ST
WILLOW RD
POPLAR ST
WESTVIEW
APPLE TREE
SUNSET RD
LINDEN ST
FOREST ST
WILSON ST
ELDER LN
CHURCH RD
BIRCH ST
HILL RD
BROADMEADOW
WINNETKA AVE
ABBOTFORD RD
HAPP RD

OVERALL BIKEWAY NETWORK

The *Winnetka Bikeway Master Plan* will work to create a bicycle network that is connected, safe, and attractive for all users with amenities that attract local and regional users. This chapter sets forth a list of bikeway development recommendations that includes: an overall bikeway network map, proposed roadway facility treatments, signage and wayfinding recommendations, and bicycle amenity suggestions.

The bikeway network described in this plan lays several strategies for improving the way bicycling is accommodated within the project study boundaries. The planned network builds upon the existing trails and planned improvements. It is important to note that in an attempt to create safe, continuous bicycle routes to high priority areas, some proposed routes extend beyond village boundaries with the vision of creating a bikeway plan that incorporates neighboring communities. These areas are included throughout the following maps.

The map to the left shows the recommended bicycle network map for the Village of Winnetka. It clearly illustrates a large majority of bikeway improvements that are recommended for Phase One implementation. This is largely due to the tight and narrow nature of many of the Village roadways resulting in limited opportunities for providing new bike dedicated lanes. Many of the current roadway conditions are due in part to the 1921 Plan that ascribed to an 18 foot width for minor residential streets and a 36 foot width for thoroughfares. These characteristically narrow streets, which maximize parkway space, provide many challenges when looking to integrate on-street bikeway facilities.

The Village of Winnetka and surrounding areas are filled with an abundance of opportunities and uses. As various phases of the bike network move toward implementation, revisiting the recommendations and bikeway plan in this document will provide direction as the network develops.

Typical Signed Route /
Marked Signed Route

traffic lane | traffic lane

Typical Designated Bike Lane

5′-6′ bike lane | traffic lane | traffic lane | 5′-6′ bike lane

BIKEWAY FACILITY TREATMENTS

The following bicycle facility treatments introduce a few of the potential improvements that are recommended for the overall *Winnetka Bikeway Master Plan*. The plan includes a mixture of on-road and off-road trails to provide a network of bicycle routes to serve the Village of Winnetka.

Designation for each trail segment is based on the proposed use, existing condition, bicycle level of service factors, and potential easements, and will be further detailed within the implementation plan.

Signed Route

Signed routes represent on-road bicycle routes that are recognized by appropriate signage with no major roadway improvements needed. These routes are often established where there is not enough room or less of a need for dedicated bike lanes. These signs serve three primary functions: regulating bicycle usage, warning of unexpected conditions, and directing riders along established routes.

Generally, it is recommended that bike route signs always include destination, direction, and distance information. A set of standards for the implementation of bicycle signs is guided by the Manual of Uniform Traffic Control Devices (MUTCD). While these standards provide an essential tool for implementation it is necessary to coordinate sign placement with village policy and existing conditions.

Marked Signed Route

A marked signed route is often found in situations where it is appropriate to provide a higher level of guidance to both bicyclists and motorists alike. Shared lane markings, or often coined "sharrows", are pavement markings designed to help bicyclists position themselves within the roadway, and to alert vehicular motorists to the presence of cyclists on the roadway. These markings are often appropriate along roadways with insufficient width to accommodate a bike lane.

http://blog.bicycledecoalition.org

Example of a signed bike route

http://bikefriendlyarlington.com

Example of marked lane

http://richmondva.wordpress.com

Example of a striped bike lane

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Typical Multi-Use Trail

Typical Separated Multi-Use Trail

Bike Lane

A bike lane is a portion of the roadway designed for bicycle use. Bike lanes are typically 5' wide on each side of the road and include a solid white stripe with recommended signage, and pavement markings. This bicycle facility provides cyclists dedicated road space that is adjacent to but separated from vehicular traffic.

Where roadway width permits, bike lanes are the recommended and preferred bicycle facility for thoroughfares in both urban and suburban areas. A rendering of a typical bike lane section can be seen on page 26.

Shared-Use Trail

A shared-use trail is an off-road facility separated from motor vehicle traffic, except at road crossings. These trails accommodate a wide variety of users including bicyclists, pedestrians, wheelchairs, and others. These trails, often located away from roadways, are a popular choice among users.

The nearby Green Bay Trail and North Branch Trail are two excellent examples of the recreational benefits that shared-use trails exemplify.

Separated Shared-Use Trail

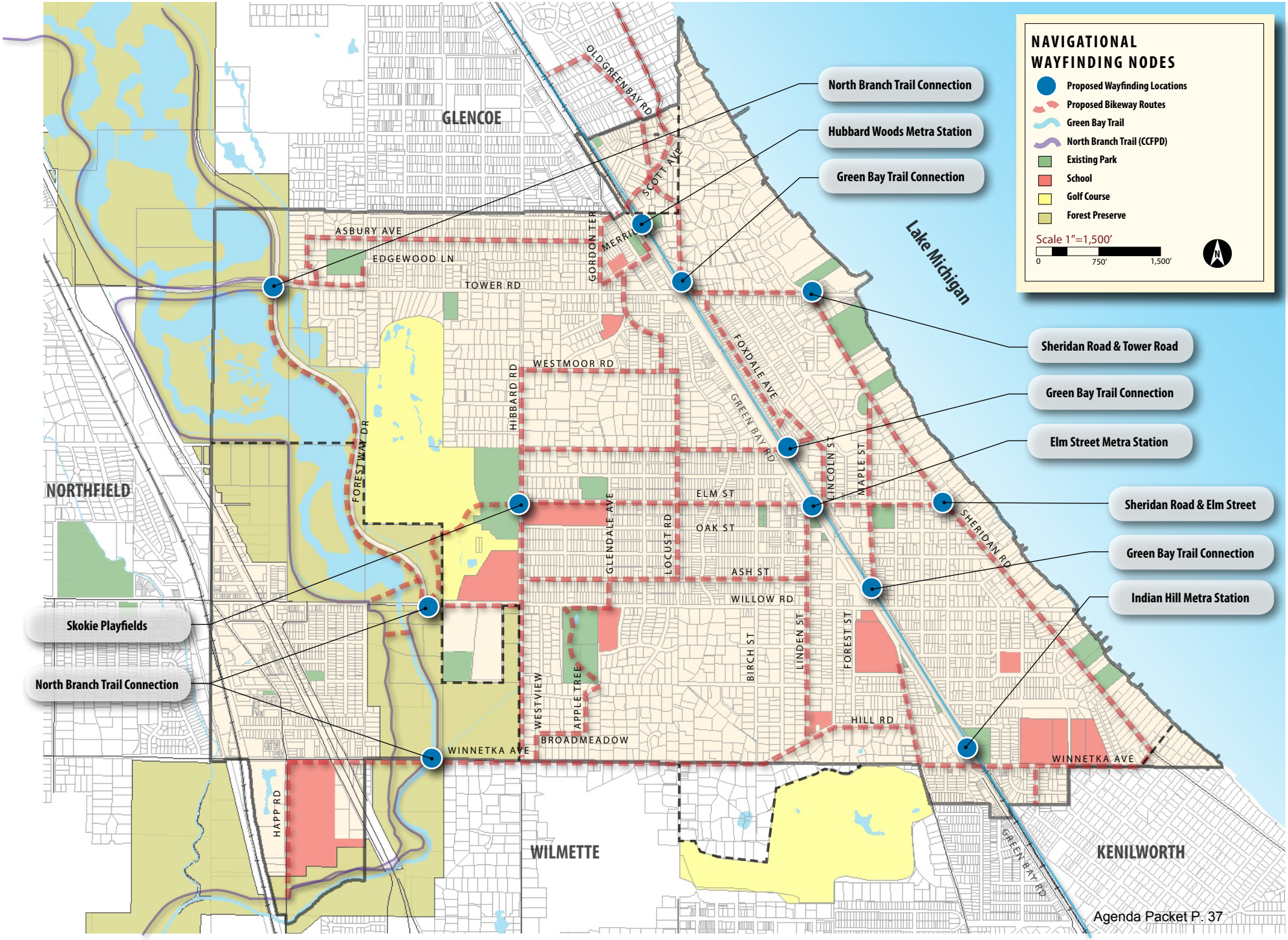
A separated shared-use trail is an off-road facility that runs parallel to a roadway, separated by a parkway. Often separated shared-use trails are an appropriate facility on busier roads, with limited access, and well designed intersections.

The figure to the left illustrates the separation of the trail from the roadway which results in a safer experience for the cyclists.

Existing photo of the North Branch Trail crossing at Tower Road and Forestway Drive

Example of separated multi-use trail

A pedestrian bridge links International Friendship Gardens across Trail Creek.


NAVIGATIONAL WAYFINDING NODES
Proposed Wayfinding Locations
Proposed Bikeway Routes
Green Bay Trail
North Branch Trail (CCFPD)
Existing Park
School
Golf Course
Forest Preserve
Scale 1"=1,500'
0
750'
1,500'
North Branch Trail Connection
Hubbard Woods Metra Station
Green Bay Trail Connection
Sheridan Road & Tower Road
Green Bay Trail Connection
Elm Street Metra Station
Sheridan Road & Elm Street
Green Bay Trail Connection
Indian Hill Metra Station
Skokie Playfields
North Branch Trail Connection
GLENCOE
NORTHFIELD
WILMETTE
KENILWORTH
Lake Michigan
OLD GREEN BAY RD
SCOTT AVE
MERRILL
GORDON TER
ASBURY AVE
EDGEWOOD LN
TOWER RD
WESTMOOR RD
HIBBARD RD
FOREST WAY DR
FOXDALE AVE
GREEN BAY RD
LINCOLN ST
MAPLE ST
ELM ST
OAK ST
ASH ST
WILLOW RD
GLENDALE AVE
LOCUST RD
SHERIDAN RD
BIRCH ST
LINDEN ST
FOREST ST
HILL RD
WESTVIEW
APPLE TREE
BROADMEADOW
WINNETKA AVE
HAPP RD

SIGNAGE

The introduction of signed bicycle routes throughout the village will serve as a significant and important first step in establishing the Winnetka Bikeway Network. Signing of bikeway routes must adhere to uniform and consistent standards in order to command respect from the public. This uniformity is guided by the Manual of Uniform Traffic Control Devices (MUTCD) and is the recommended standard for implementation.

In general, well-designed roadways often make it clear for users how to proceed, and require little signage. Contrary to this are many of the planned signed routes throughout the *Winnetka Bikeway Master Plan*. Therefore following the MUTCD standards will be essential for the safety of the bicyclists while also providing the added benefit of alerting motor vehicles to the presence of bicyclists on the roadway.

WAYFINDING

Adequate wayfinding will serve as an important function to the implementation of the *Winnetka Bikeway Master Plan*. Within the initial research and analysis conducted, one major objective identified was the desire for signage that connected the various key destination points throughout the village. The accompanying map illustrates proposed locations for bikeway navigational maps that will help direct visitors to the many trails, parks, schools, and business districts found throughout the area.

Bikeway navigational maps should be provided with an aesthetically pleasing consistent theme that is obvious enough to be noticed, but does not overwhelm the natural setting. Although signage and wayfinding may seem somewhat simple, careful thought and design should be applied to this element of the overall project. The tone, appearance, and locations of these signs will help to define the "brand" of Winnetka and its open space destinations.

http://raleigh-consult.timehouse.com

BICYCLE AMENITY IMPROVEMENTS

With the development of the *Winnetka Bikeway Master Plan* and the expected increase in bicycle users as a result, it is critical to adapt and accommodate existing spaces to promote the bikeway network.

Through initial site inventory and comments received from the public, it was clearly illustrated that the need for adequate bicycle parking is not being met in the following areas of Winnetka.

- Hubbard Woods Metra/Business District
- Elm Street Metra/Business District
- Indian Hill Metra/Business District
- Majority of parks
- Local Schools

While many areas throughout the village lack adequate bike parking, the three areas of highest priority for improvements include the four business districts. These areas provide the greatest benefit to increasing bicycle amenities. Like drivers, bicyclists are potential customers, and businesses should be encouraged to incorporate bicycle parking into their infrastructure to better serve the residents of Winnetka.

Additional bike parking should also be a high priority at all three Metra stations found throughout the village. These areas are in need of an increase in bicycle parking and an updating in existing bicycle parking racks. Providing an increase in bicycle parking in these areas will take pressure off the already over-crowded automobile parking spaces and will make it more likely for residents to use their bike if adequate parking is available.

As the images to the right indicate, bicycle parking comes in many shapes and styles, but should follow a set of standards that allow for the safe and effective storage of bicycles.

http://soundwalk.org/2011/

Conversion of Vehicular Parking Stall into Bicycle Parking

http://www.google.com/imgres?q=bicycle+lockers

Typical Bicycle Lockers

Typical Inverted U Bicycle Rack

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IMPLEMENTATION STRATEGY

NO
PARKING

IMPLEMENTATION STRATEGY

The realization of the goals and objectives outlined by the Park District, Village, and the residents of Winnetka will require a phased implementation strategy. It is important to note that this plan is not a village transportation plan, but rather a bicycle master plan outlining specific action items in order to create a unified and safe bicycle network throughout the Village of Winnetka.

To assist with the overall project build out, an implementation strategy was developed for each phase of the project. This strategy phases the project over a period of years, which will accommodate enhancement and development of the bikeway plan as funding and community interest allows. Because project funding is a particularly sensitive and difficult subject, a funding strategy has been outlined to assist current and future community leaders for the development of this project.

Each phase provides the following network details:

- Location of improvements
- Facility type
- Coordinating agency
- Estimated cost

Funding Strategy

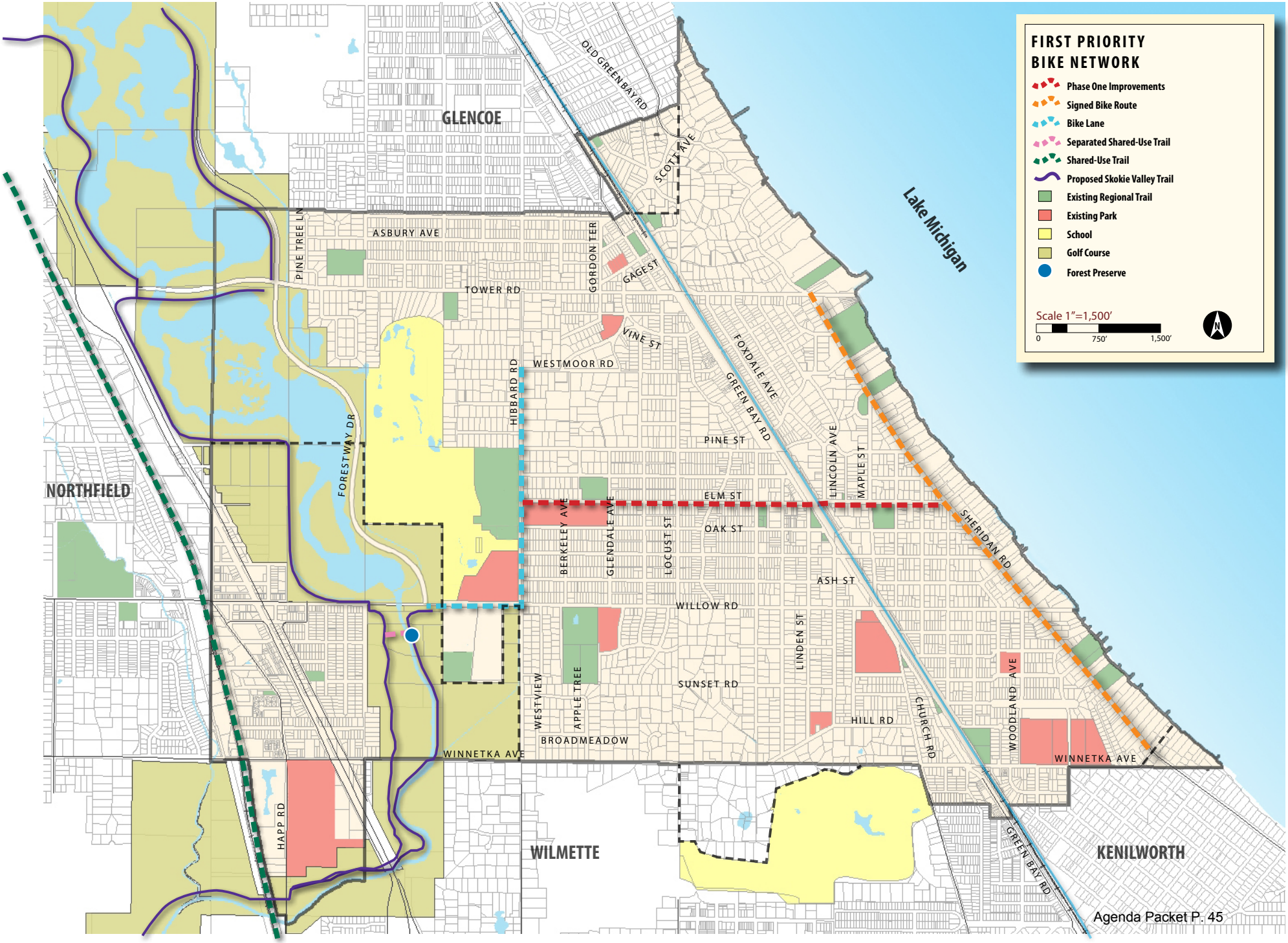
Project funding consists of two primary elements, bikeway development costs and policy and programming costs. The *Winnetka Bikeway Master Plan* factors in a three-part phasing plan. Each phase is designed to build upon the previous phases with the ultimate goal of achieving the greater vision of the bikeway network. Development strategies are described in more detail below.

Winnetka Park District Funding:
The Winnetka Park District may decide to self-fund the development of this master plan. This may be done in a series of substantial initiatives, or over a period of years, which is the most likely scenario. Should this route be taken, a disciplined approach that integrates development costs into appropriate budget projections would be most helpful. A more likely scenario, sharing this financial burden across municipal departments and commissions through strategic memorandums of understanding, has been successful elsewhere in expediting the development of larger scale park projects, particularly for projects like the *Winnetka Bikeway Master Plan* where quality of life and educational opportunities abound.

IDOT Funding:
The ownership of various roadways and bridges throughout the village allows for the opportunity to incorporate bicycle facilities with IDOT programmed projects. This is likely to create fragmented bicycle facilities until the remaining portions of the bikeway are constructed. This is unavoidable yet adequate, as long as suitable transitions are put in place.

Grant Funding:
Any strategy selected should include an aggressive grant writing campaign. The redevelopment and enhancement outlined in this document is well-positioned for a variety of funding sources. Many near term grant opportunities have been included in the attached funding matrix, see appendix A.

Philanthropic Funding:
Philanthropists who wish to leave a legacy have often been sought after to finance substantial community projects. In many cases, these individuals, groups, or corporate foundations have funded quite impressive projects and should be considered a resource. Although not as common in bikeway implementation, philanthropic funding of major parks has been a vital component of parks across the country.


FIRST PRIORITY BIKE NETWORK
Phase One Improvements
Signed Bike Route
Bike Lane
Separated Shared-Use Trail
Shared-Use Trail
Proposed Skokie Valley Trail
Existing Regional Trail
Existing Park
School
Golf Course
Forest Preserve
Scale 1"=1,500'
0
750'
1,500'
GLENCOE
NORTHFIELD
WILMETTE
KENILWORTH
Lake Michigan
OLD GREEN BAY RD
SCOTT AVE
ASBURY AVE
PINE TREE LN
TOWER RD
GORDON TER
GAGE ST
VINE ST
WESTMOOR RD
HIBBARD RD
FOREST WAY DR
FOXDALE AVE
GREEN BAY RD
PINE ST
LINCOLN AVE
MAPLE ST
ELM ST
OAK ST
BERKELEY AVE
GLENDALE AVE
LOCUST ST
SHERIDAN RD
ASH ST
WILLOW RD
LINDEN ST
SUNSET RD
WESTVIEW
APPLE TREE
BROADMEADOW
HILL RD
CHURCH RD
WOODLAND AVE
WINNETKA AVE
HAPP RD

PHASE ONE
IMPLEMENTATION PLAN

	Project Description	Estimated Cost	Coordinating Agency
Bikeway Development	Signed Bike Routes	**$41,700** *$3,900	Village
	Trailhead Signage • provide signage to and from Green Bay Trail • provide signage to and from CCFPD trails • provide navigational bikeway signage	**$17,250**	Park District
	Bicycle Parking • additional bike racks to be located at all three Metra stations • additional bike racks to be located at Green Bay Trail access points • bike racks to be located at key destinations along bikeway plan • bike racks to be located at all three business districts • bike racks to be located at various schools	**$13,200**	Park District Village Local Schools
	Bike Lane Striping • Sheridan Road	**$20,000**	IDOT
Policy & Programming	Safe Routes to School	**N/A**	Village Local Schools
	Bike Ambassadors Program • program to promote safety and raise awareness for all road users	**N/A**	Park District Police
	Bicycle Parking Policy • if adopted policy would could require bicycle parking at all retail, commercial, and multi-family zoned properties	**N/A**	Village
	Estimated Funding Needed	**$96,000**	* Outside Village Limits

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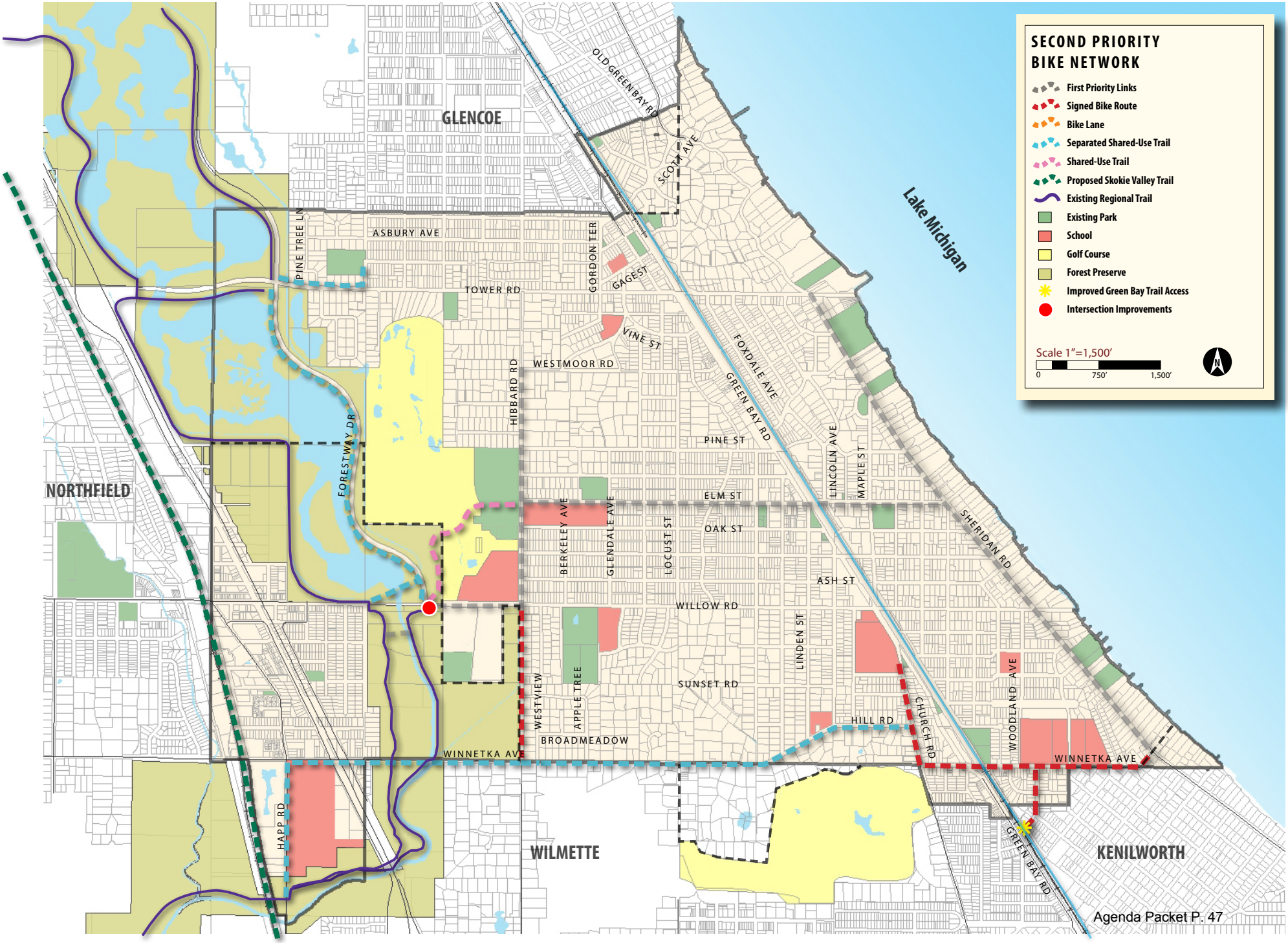
SECOND PRIORITY BIKE NETWORK
First Priority Links
Signed Bike Route
Bike Lane
Separated Shared-Use Trail
Shared-Use Trail
Proposed Skokie Valley Trail
Existing Regional Trail
Existing Park
School
Golf Course
Forest Preserve
Improved Green Bay Trail Access
Intersection Improvements
Scale 1"=1,500'
0
750'
1,500'
N
GLENCOE
NORTHFIELD
WILMETTE
KENILWORTH
Lake Michigan
OLD GREEN BAY RD
SCOTT AVE
ASBURY AVE
PINE TREE LN
TOWER RD
GORDON TER
GAGE ST
VINE ST
WESTMOOR RD
HIBBARD RD
FOREST WAY DR
FOXDALE AVE
GREEN BAY RD
PINE ST
LINCOLN AVE
MAPLE ST
ELM ST
OAK ST
BERKELEY AVE
GLENDALE AVE
LOCUST ST
SHERIDAN RD
ASH ST
WILLOW RD
LINDEN ST
SUNSET RD
WESTVIEW
APPLE TREE
BROADMEADOW
HILL RD
CHURCH RD
WOODLAND AVE
WINNETKA AVE
HAPP RD

PHASE TWO
IMPLEMENTATION PLAN

	Project Description	Estimated Cost	Coordinating Agency
Bikeway Development	Additional Bike Parking • additional bike racks to be located throughout park system	**$6,000**	Park District Village Local Schools
	Shared Lane Markings • a strategic implementation of roadway marking in order to gauge effectiveness and determine if future implementation is needed • based on application of 25% of signed roadways	**$8,000**	Village
	Separated Shared-Use Trail • Willow Road (concrete widening) • Willow Road-Crow Island Gap (concrete widening) • Winnetka Avenue (concrete widening) & Bridge Improvements • Illinois Road (concrete widening) • Tower Road (concrete widening)	**$40,000** *$120,000	Village IDOT
	Improved Green Bay Trail access points (ADA accessibility, additional bicycle infrastructure) • Old Green Bay Road and Tower Road connection • Pine Street connection	**TBD**	Village Park District
	Shared-Use Trail • Crow Island Park internal trail (limestone screenings)	**$18,000**	Park District
Policy & Programming	Street Design Guidelines • adoption of bicycle friendly design standards for all future roadway improvements	**N/A**	Village
	Complete Streets Policy	**N/A**	Village
	Estimated Funding Needed	**$192,000+**	* Outside Village Limits

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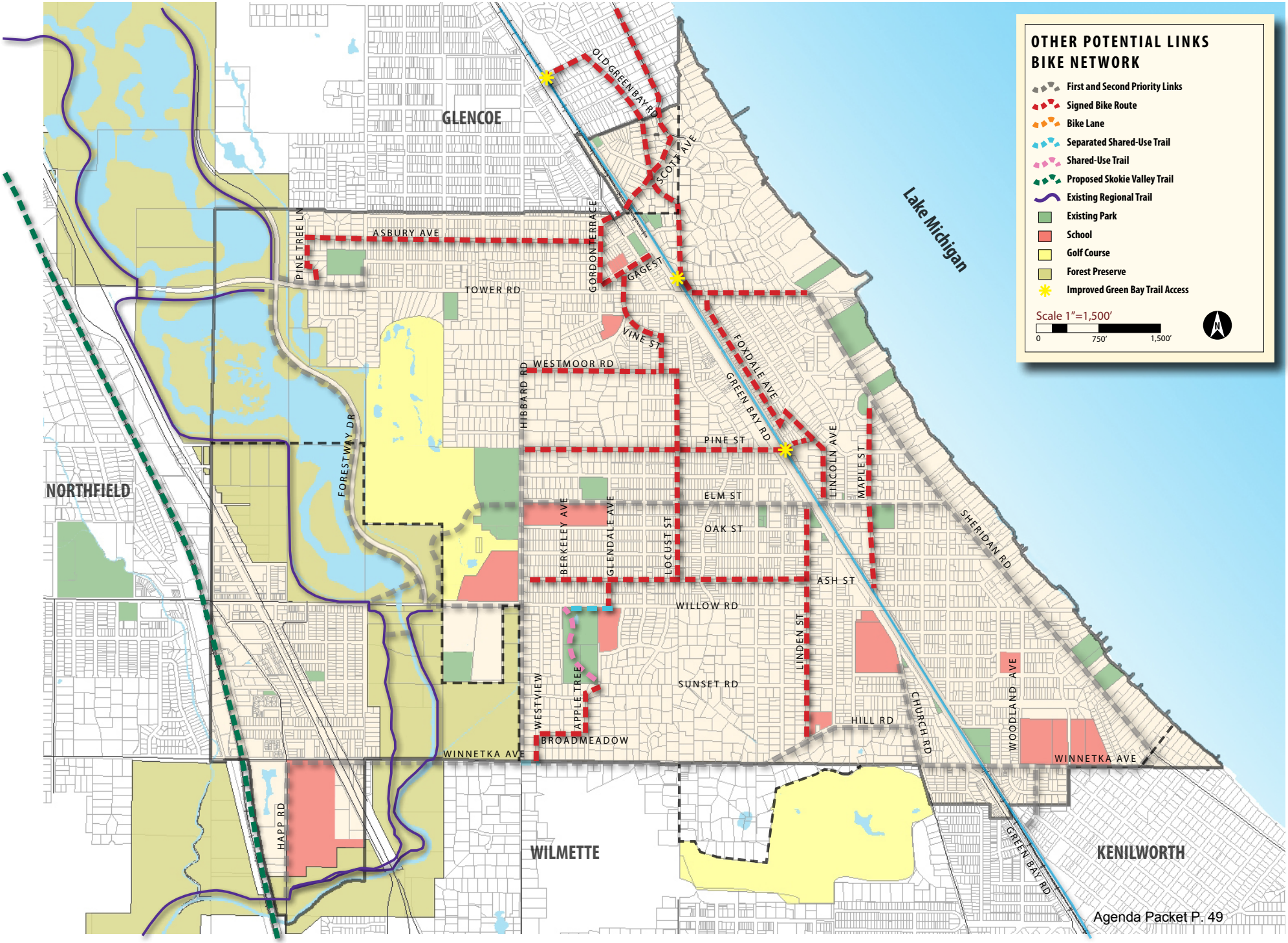
OTHER POTENTIAL LINKS
BIKE NETWORK
First and Second Priority Links
Signed Bike Route
Bike Lane
Separated Shared-Use Trail
Shared-Use Trail
Proposed Skokie Valley Trail
Existing Regional Trail
Existing Park
School
Golf Course
Forest Preserve
Improved Green Bay Trail Access
Scale 1"=1,500'
0
750'
1,500'
GLENCOE
NORTHFIELD
WILMETTE
KENILWORTH
Lake Michigan
OLD GREEN BAY RD
SCOTT AVE
ASBURY AVE
PINE TREE LN
GORDON TERRACE
GAGE ST
TOWER RD
VINE ST
WESTMOOR RD
HIBBARD RD
FOXDALE AVE
GREEN BAY RD
PINE ST
LINCOLN AVE
MAPLE ST
FORESTWAY DR
ELM ST
OAK ST
BERKELEY AVE
GLENDALE AVE
LOCUST ST
SHERIDAN RD
ASH ST
WILLOW RD
LINDEN ST
SUNSET RD
WESTVIEW
APPLE TREE
HILL RD
CHURCH RD
WOODLAND AVE
BROADMEADOW
WINNETKA AVE
HAPP RD
GREEN BAY RD

PHASE THREE
IMPLEMENTATION PLAN

	Project Description	Estimated Cost	Coordinating Agency
Bikeway Development	Shared Lane Markings • implementation based on effectiveness of Phase Two results	**$8,000**	Village
	Separated Shared-Use Path • Forestway Drive • Improved Willow Road Dam connection • Hibbard Road improvements • Winnetka Road corridor	**$98,000+** *$57,000	Village CCFPD IDOT
	Shared Use Path (Alternative Strategy) • Skokie Playfield connection	**$288,000**	Village Park District CCFPD
	Pedestrian/Bicycle Bridge • Construction of bridge and link to existing North Branch Trail	*$210,000	Park District CCFPD
	Intersection Improvements • Planned improvements-Willow & Forestway Drive	**N/A**	Village
Policy & Programming	Development Code Reform • creation of standards that guide all future development to require bicycle friendly practices	**N/A**	Village
	Various programs aimed at education and enforcement	**N/A**	Park District Local Schools
	Estimated Funding Needed	**$661,000**	* Outside Village Limits

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APPENDIX A:
FUNDING MATRIX

APPENDIX A
FUNDING MATRIX

This list is intended to provide a number of available resources to fund portions of the Winnetka Bikeway Network as the project progresses toward and into implementation. Because grant funding is dynamic and funders have variable resources, this list should be updated regularly.

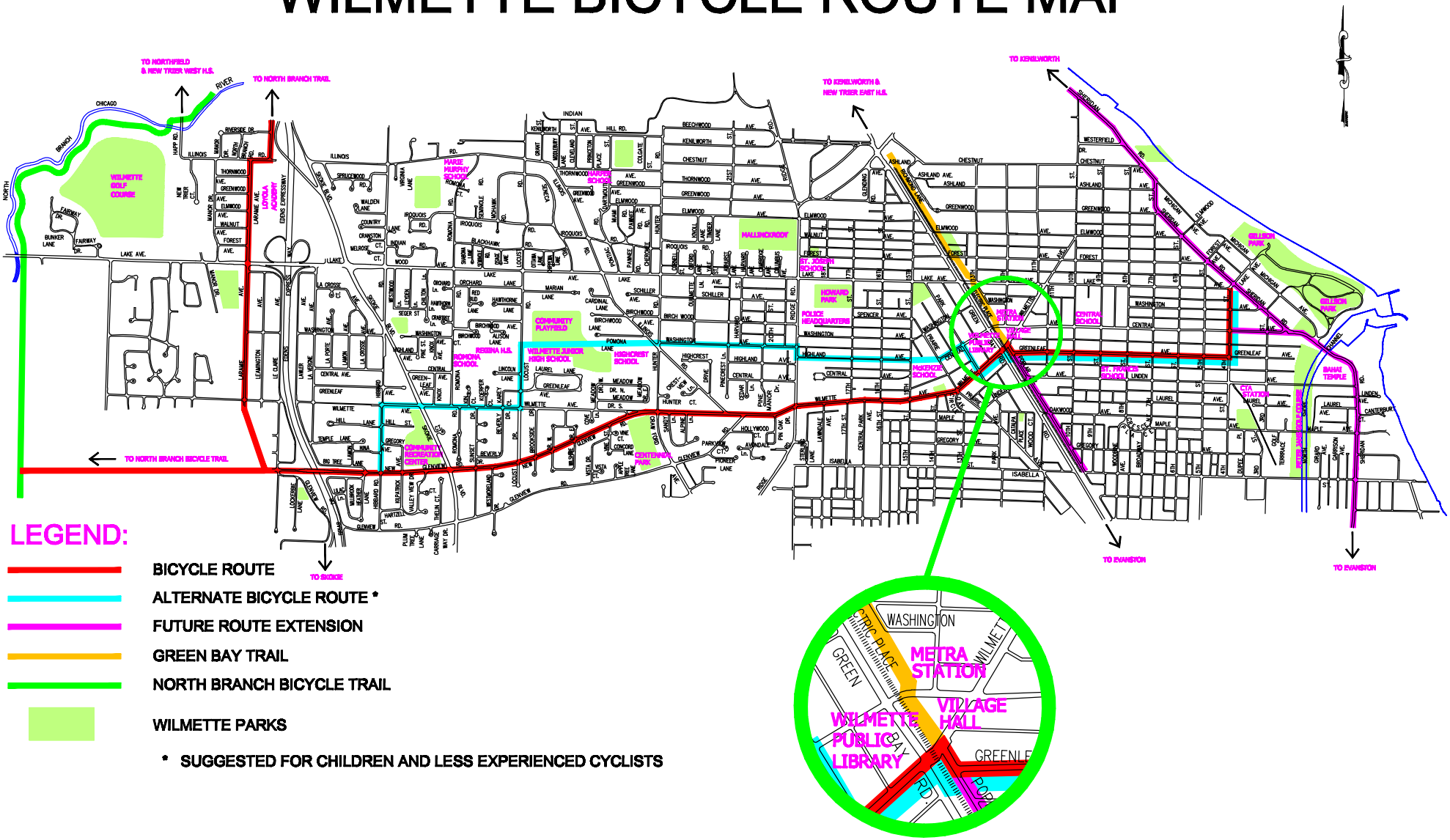
Funding Source	Grant	Funding Amount	Description
IDNR	**Illinois Bicycle Path Program**	50% Max.	Created in 1990 to financially assist eligible units of government to acquire, construct, and rehabilitate public, non-motorized bicycle paths and directly related support facilities. Bicycle path development or renovation including site clearing, grading, drainage, surfacing, bridging, fencing, signage, and support features.
Federal Highway Administration	**Recreation Trails Program (IDNR)**	80% Max.	Program supports the following programs: trail construction, trail rehabilitation, restoration of areas adjacent to trails, trail head parking, restrooms, rest areas, and signage.
IDOT	**Illinois Transportation Enhancement Program (ITEP)**	80% Max.	Program provides funding for community based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of our transportation infrastructure
IDOT	**Congestion Mitigation and Air Quality Improvement (CMAQ)**	80% Max.	Provides funding to communities and agencies for projects that will lead to quantifiable reductions in auto emissions and/or traffic congestion.
IDOT	**Safe Routes to School**	100% Max.	Program supports projects and programs that enable and encourage walking and bicycling to and from school. The program applies to all bike/pedestrian infrastructure within a two-mile radius of a K-8 school.
North Shore Council of Mayors	**Surface Transportation Plan**	70% Max.	Program to fund local road and transit projects. Program encourages projects aimed at reducing automobile trips and emissions. Eligible projects include all bike and pedestrian infrastructure improvements.

Funding Source	Grant	Funding Amount	Description
MOTOR FUEL TAX (MFT)	**N/A**	100% State	Use of funds limited to MUTCD standard signing and roadway striping. Projects must compete with other roadway needs in village.
VILLAGE GENERAL FUNDS	**N/A**	100% Local	No restrictions. Improvements will compete with all other village funding requirements.
PARK DISTRICT GENERAL FUNDS	**N/A**	100% Local	No restrictions. Improvements will compete with all other park district funding requirements.

More than likely, a combination of these funding sources will be necessary to realize the vision of the *Winnetka Bikeway Master Plan*. Being creative, deliberate, and disciplined is the key to capitalizing on these opportunities. Leveraging spending with grant opportunities and maintaining the vision through periodic public meetings and regular success, no matter how small, will help to cultivate project momentum and transform Winnetka into a bicycle friendly community.

APPENDIX B: COMMUNITY BICYCLE NETWORK MAPS

WILMETTE BICYCLE ROUTE MAP



LEGEND:

- BICYCLE ROUTE
- ALTERNATE BICYCLE ROUTE *
- FUTURE ROUTE EXTENSION
- GREEN BAY TRAIL
- NORTH BRANCH BICYCLE TRAIL
- WILMETTE PARKS

* SUGGESTED FOR CHILDREN AND LESS EXPERIENCED CYCLISTS

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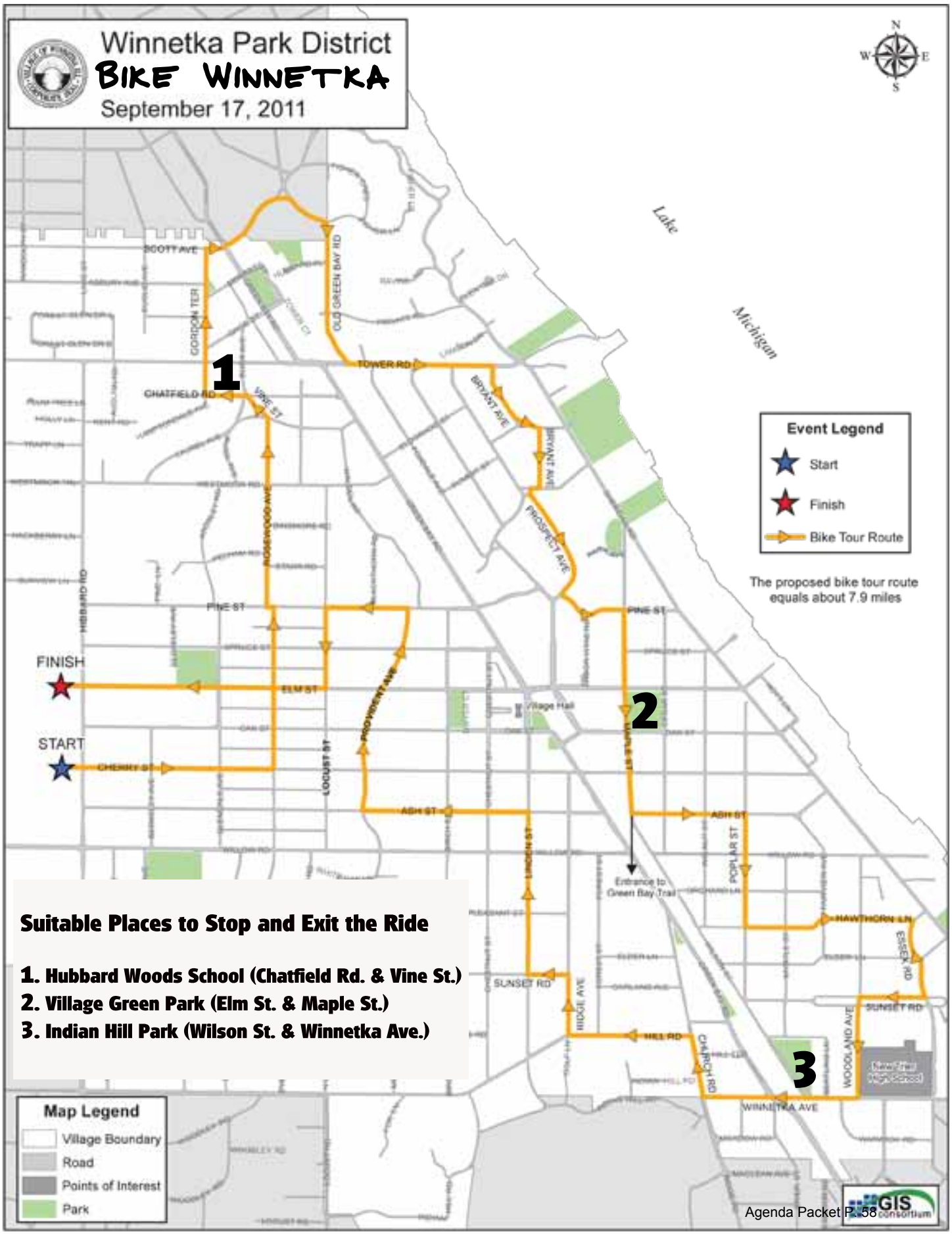

Suitable Places to Stop and Exit the Ride

1. **Hubbard Woods School (Chatfield Rd. & Vine St.)**
2. **Village Green Park (Elm St. & Maple St.)**
3. **Indian Hill Park (Wilson St. & Winnetka Ave.)**

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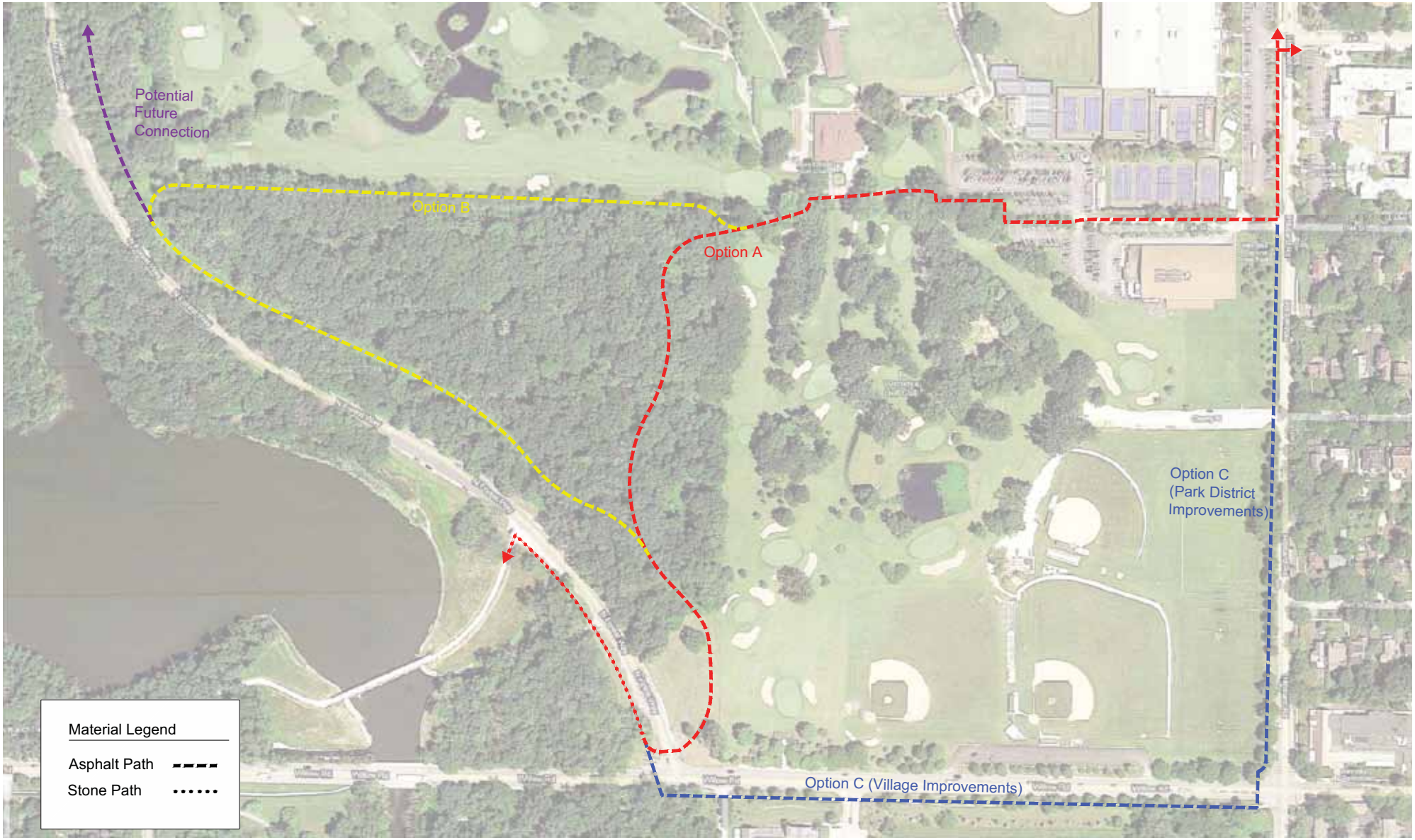
APPENDIX C: EAST–WEST CONNECTOR TRAIL OPTIONS



Alignment Concepts

Winnetka Bike Trail

Winnetka, Illinois

NORTH

SCALE: 1" = 100'

0' 50' 100' 300'

ISSUE DATE: JUNE 16, 2011
PROJECT NUMBER: 04-0972-002-01-02
All drawings are preliminary and subject to change
©2011 Hitchcock Design Group

PREPARED FOR:
Winnetka Park District
IN ASSOCIATION WITH:
Gewalt Hamilton Associates, Inc.

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APPENDIX D: PUBLIC MEETING COMMENTS

HITCHCOCK DESIGN GROUP
creating better places

Public Open House Comment Card

Date: February 2, 2012

Time: 5:30 PM

Location: Winnetka Park District

RE: Winnetka Bikeway Master Plan

Project #: 04-0972-003-01-03

Name: Steve Hudson

Address/Email (Optional): steve@thehudsoncompany.com

General Comments:

- Get us from east to west (to CCFD trail) without having to bike on Willow or Tower.

221 W. Jefferson Avenue
Naperville, Illinois 60540
630.961.1787

hitchcockdesigngroup.com

Planning
Landscape Architecture

HITCHCOCK DESIGN GROUP
creating better places

Public Open House Comment Card

Date: February 2, 2012

Time: 5:30 PM

Location: Winnetka Park District

RE: Winnetka Bikeway Master Plan

Project #: 04-0972-003-01-03

Name: TERI LOWINGER

Address/Email (Optional): 950 HILL ROAD

General Comments:

Love the plan, but not the restricted zone on Hill Road. Why not use this opportunity to add to pedestrian/bicycle infrastructure? Sidewalks in the south end of town are completely inadequate and need to be widened – even to accommodate existing activity.

221 W. Jefferson Avenue
Naperville, Illinois 60540
630.961.1787

hitchcockdesigngroup.com

HITCHCOCK DESIGN GROUP
creating better places

Public Open House Comment Card

Date: February 2, 2012

Time: 5:30 PM

Location: Winnetka Park District

RE: Winnetka Bikeway Master Plan

Project #: 04-0972-003-01-03

Name: CM Dowch.

Address/Email (Optional): C-dowding@northwestern.edu

General Comments:

(1) Keep the option of access to Forest-Way-Dam path by way of the golf course on table

(2) Provide detail of plans for Willow - Forestway intersection: sidewalk/bike path improvements

(3) Our preference for route to Botanic Gardens is the Hibbard to ~~[illegible]~~ Tower Road path. Please add as an option.

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Naperville, Illinois 60540
630.961.1787

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2/2/12

Date: February 2, 2012

Time: 5:30 PM

Location: Winnetka Park District

RE: Winnetka Bikeway Master Plan

Project #: 04-0972-003-01-03

Name: Michael J. O'Connell

Address/Email (Optional): MIKEOCONNELL@AOL.COM

General Comments:

CONCERNED ABOUT PROPOSED BIKE PATH ON LINDEN. SAFETY OF RIDERS & PEDESTRIANS IN FRONT OF LIBRARY ALREADY AN ISSUE. OUR LINDEN PLACE CONDO ASSOC. HAS 10 CARS IN & OUT & A BIKE PATH WOULD PRESENT ADDITIONAL VISUAL ISSUES ON LINDEN.

M. O'Connell
PRESIDENT
LINDEN PL. CONDO ASSOC.

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Naperville, Illinois 60540
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Date: February 2, 2012

Time: 5:30 PM

Location: Winnetka Park District

RE: Winnetka Bikeway Master Plan

Project #: 04-0972-003-01-03

Name: DIANE NOTHNAGEL

Address/Email (Optional): doyane@aol.com

General Comments:

I'm happy that you're working to improve the bike trails, but I would like to see the focus on providing good accessibility along Winnetka Ave (allowing kids to ride to NT West) & families easily ride to the Skokie Trail. My second emphasis would be to improve the route along ~~Winnetka~~ Willow connecting Green Bay to the Skokie Trail. The rest is immaterial to me. Thank you for doing this! Dian

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Public Open House Comment Card

Date: February 2, 2012

Time: 5:30 PM

Location: Winnetka Park District

RE: Winnetka Bikeway Master Plan

Project #: 04-0972-003-01-03

Name: Josh Mark Bike commuter

Address/Email (Optional): j@joshmark.com
545 Lincoln #15

General Comments:

- Tower Rd - very little room for cyclists, ill advised for kids

- Sheridan Rd - needs a bike lane as there is to the south
  - pavement is presently in unsafe condition

(+)! for trail along Forest Way

- More dedicated bike lanes please! esp. on Sheridan

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January 30, 2012

Luvie Owens
922 Elm St.
847-446-7146

Likes and support the bikeway system project. Wants to make sure parking is not eliminated on Elm by her house.

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Public Open House Comment Card

Date: February 2, 2012

Time: 5:30 PM

Location: Winnetka Park District

RE: Winnetka Bikeway Master Plan

Project #: 04-0972-003-01-03

Name: SUZANNE DISSETTE

Address/Email (Optional): 553 HILL TERRACE
dissette@comcast.net

General Comments:

1.- IT SEEMS TO ME THAT IT WOULD MAKE SENSE TO HAVE A DIRECT BIKE ROUTE ON THE SOUTH END OF TOWN THAT RUNS EAST-WEST, TO COLLECT THE N.T. EAST & WEST CAMPUS'. I WOULD THINK THAT THERE ARE MANY CHILDREN H.S. AGE THAT USE BIKES AS A PRIMARY SOURCE OF TRANSPORTATION

2.- BIKERS ON SHERIDAN RD. OFTEN CAUSE A PROBLEM FOR DRIVERS. I PROPOSE PROHIBITING BIKING ON SHERIDAN RD. OR AT THE VERY LEAST SET & ENFORCE RULES FOR BIKERS. OR PERHAPS RESTRICT BIKING HRS TO OTHER THAN RUSH HR.

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Attachment #2

Plan Commission Agenda Report – June 22, 2012

Date: June 22, 2012

To: Plan Commission

From: Brian Norkus, Assistant Director of Community Development

RE: Winnetka Park District Bikeway Master Plan

The Winnetka Park District's proposed *Bikeway Master Plan* makes recommendations for creation of a continuous system of bicycle facilities throughout the Village. Recommendations contained in the plan provide detailed recommendations for enhancement to existing bicycle networks. The plan also includes a phased implementation plan, identifying preliminary budget amounts and identifying cooperating agencies (Park District, Village of Winnetka, Forest Preserve District, School District, IDOT, etc.).

A significant portion of the Bikeway master plan involves use of public rights of way, and as such the plan is being presented by the Park District to the Plan Commission for comment prior to consideration by the Village Council.

The *2020 Comprehensive Plan* was approved by the Plan Commission and adopted by the Village Council in 1999, and provides a foundation for most of the Village land use and long range planning efforts. In order to assist the Plan Commission in evaluating and commenting on the Park District Plan, a summary of relevant policy statements is included in the materials that follow.

The report concludes with a table of numbered goals, policies and objectives contained within the 2020 Plan, which is intended to assist the Commission in evaluating and commenting on the Park District's plan.

Comprehensive Plan's 1997 Community Survey

As part of the early stage of Comprehensive Plan update process, the Plan Commission surveyed residents on a variety of topics, forming the basis for many of the recommendations contained within the Plan itself. In some instances, the survey results themselves are an indicator of resident sentiment. The results of the 1997 survey are summarized in pages 1-4 through 1-6 of the Comprehensive Plan. Findings from the 1997 Community Survey which are partially relevant to the *Bikeway Master Plan* include the following:

- "Over half [of 875 respondents] felt that at least some naturalistic enhancement is required for Forest Way drive and adjacent open space and natural habitat areas There was very little support for a more manicured appearance." (page 1-6)

The Park District's Bikeway master plan includes as part it's Phase Three improvements the enhancement of Forest Way Drive, as well as a pathway system linking Hibbard Road to Forest Way Drive and the existing North Branch Trail. Trail improvements may be viewed as an enhancement to the natural appearance of this area, as called for in the survey.

- "Nearly 60% of those who expressed an opinion (about 15% of respondents) regarding adequacy of staff and student parking at New Trier High School considered parking facilities *inadequate*." (page 1-6)

While bicycle networks may not substantially reduce the number of student and staff members driving to New Trier's campus, its proximity to the Green Bay Trail suggests that improvement to the bicycle network would enhance options for students.

Chapter 3 of the 2020 Comprehensive Plan [*Village Background and Existing Conditions*] provides an analysis of existing transportation systems, including specifically the Village's *pedestrian and bicycle network* (page 3-27). The 2020 Plan includes ample support for the importance of maintaining and enhancing the bicycle network;

> "Accessibility to the entire Village by either foot or bicycle is one of Winnetka's defining characteristics. The business districts are within walking distance of most houses. The public transportation system functions effectively, as people can walk from the transit stop to their residence or place of work. The sidewalk system serves almost as an extension of the park system: residents use the sidewalks for exercise, for access to neighborhood parks, as places to play or congregate and simply as a place to stroll or jog." *(pp. 3-27)*.

Chapter 3 continues by noting that while most neighborhoods have sidewalks on at least one side of the street, several areas, including subdivisions constructed in the 1950's were built when sidewalks were not a priority. Additionally, the *2020 Plan* draws attention to the importance of the Green Bay Trail as both a recreational use as well as a vital link (a) among business districts, (b) to other communities, and (c) to New Trier High School.

Chapter 4 of the Comprehensive Plan [*Land use recommendations*] includes recommendations which lend support to principles contained within the *Bikeway Master Plan.* The 2020 Comprehensive Plan draws attention the fact that schools and other institutions in the Village were often established within residential neighborhoods, with little or no room to expand, and insufficient space for parking or automobile drop-off (page 4-5).

Potential findings

The following goals and objectives have been culled from the 2020 Comprehensive Plan, and may serve to assist the Plan Commission in reaching a determination as to whether the proposed Bikeway Master Plan is consistent with the Comprehensive Plan.

2020 Comprehensive Plan - select goals and objectives		
	Goal, Objective or Policy	*Plan achieves or supports this goal?*
	Parks, Open Space Recreation and Environment	
1	"Preserve or expand the quantity, quality and distribution of open space and recreational opportunities" (page 2-5)	
2	"Support the development of recreational facilities to meet the needs of residents of all ages." (page 2-6)	
3	"Encourage the Cook County Forest Preserve District to improve the natural appearance of the public right of way and property adjacent to Willow Road, Forest Way and Tower Road west of Forest Way." (page 2-6)	
	Educational and Community Institutions	
4	"Ensure safe and attractive access to educational and community institutions. Pursue improvements that address public safety as well as traffic, congestion and parking" (page 2-5).	
	Transportation	
5	"Provide for safe pedestrian, bicycle and vehicular movement consistent with the scale and peaceful character of the Village" (page 2-6).	
6	"Improve major streets, especially their intersections, to enhance traffic flow, safety and appearance, as well as use by pedestrians and bicyclists" (page 2-6).	
7	"Ensure safe, efficient and convenient access to all areas of the Village" (page 2-6).	
8	"Promote alternatives to motor vehicles such as bicycling or walking"(page 2-6).	
9	"Enhance and expand the Village's bike route system" (page 2-6).	
10	"Foster improvement in public transportation and cooperate with adjacent communities in anticipating future needs" (page 2-6).	
11	"Enhance the overall appearance and environmental quality of public rights-of-way, including the railroad right of way. (page 2-7).	

Chapter 4 – Issues and Recommendations		
12	"Encourage schools to work with the Village, neighborhoods, parents and students to reduce parking and traffic problems. Encourage alternatives to individual families driving to school" (p 4-7)	
13	"Encourage the Forest Preserve to build a bike path along Forest Way between Willow and Tower to complete the circuit around the Skokie Lagoons" (p 4-10)	
14	"Include beautification improvements of the Forest Way intersections at Tower Road and Willow, as well as along Willow abutting Duke Childs Field". (p4-14)	
15	"One of the defining characteristics of the Village is the relatively narrow width of its residential streets, providing room for wider parkways and promoting pedestrian oriented ambience. Retain existing street widths." (p 4-17)	
16	"Continue assessing the need for sidewalks, and give priority to areas near schools, commuter stops and parks" (p 4-18)	
17	"No designated link exists between the Green Bay Trail and Forest Preserve trail system. Bike riding is difficult on east-west primary roadways, while riding on the sidewalk creates a hazard for pedestrians. Create an east-west bike trail that would link the two north-south routes" (p 4-18)	
18	"study ways to make Sheridan Road safer for bicycle use" (p 4-18)	
19	"Create designated bicycle routes around schools where feasible" (p 4-18)	
Chapter 5 – Green Bay Road corridor and Business Districts		
20	"Assure a better balance in the use of Green Bay Road that addresses the safety and convenience of motorists, bicyclists and pedestrians" (p 5-4)	
21	"Encourage bicycling and walking as alternatives to motor vehicles within the Green Bay Road corridor and within Business Districts" (p 5-4).	
22	"Encourage pedestrian and bicycle accessibility, safe crossings at major intersections, convenience safety and amenities in all business districts" (p 5-9).	

Attachment #3

Plan Commission Minutes – June 27, 2012

WINNETKA PLAN COMMISSION
MEETING MINUTES
JUNE 27, 2012

Members Present:	Gene Greable, Chairman Jack Coladarci Chuck Dowding John Golan Louise Holland Joni Johnson Keta McCarthy Jeanne Morette John Thomas
Non-voting Members Present:	None
Members Absent:	Jan Bawden Patrick Corrigan Paul Dunn Matt Hulsizer
Village Staff:	Brian Norkus, Assistant Director of Community Development

Call to Order:

The meeting was called to order by Chairman Greable at 7:33 p.m.

Adoption of Minutes of Previous Meeting

Chairman Greable began the meeting by welcoming the new Commission members. He stated that first, he would like to thank Becky Hurley for her outstanding service as chairperson of the Commission. Chairman Greable welcomed Pat Corrigan and stated that he would be arriving late to the meeting. He informed the Commission that Mr. Corrigan would be the Village Trustee liaison. Chairman Greable also stated that Keta McCarthy is the replacement for John Jansson on the Library Board and that Matt Hulsizer is the replacement for Susan Whitcomb from the school district. He thanked the departing Commission members for their time and service.

Chairman Greable stated that since there are so many new Commission members, everyone

should introduce themselves. He identified himself as the chairman of the Commission as well as a former Village Trustee. Chairman Greable stated that he has been in the Village for 39 years and that he has been on several boards and commissions and chair of the 2005 Winnetka Caucus.

Ms. Johnson introduced herself as the Zoning Board of Appeals liaison which meant that she did not vote twice on matters which come before both boards. She stated that when there is dual jurisdiction, her vote would take place on the Zoning Board of Appeals. Ms. Johnson then stated that she has been on the Zoning Board of Appeals since 2008, she grew up in Winnetka and moved back to the Village 23 years ago. She also stated that she has served as the caucus co-chair.

Mr. Coladarci stated that he is a relatively new Commission member at-large. He stated that he was born in the Village, moved away for a while and then moved back to the Village in 2005. Mr. Coladarci stated that he was also the chairman of the caucus a couple of years ago and that he was chairman of the Parks Board caucus prior to that. He then stated that he is a lawyer.

Mr. Thomas stated that he is the liaison from the Park Board and that this is his third tour of duty with the Commission. He stated that he has also served on the Zoning Board of Appeals, caucus chair as well as the Parks chairman before that. Mr. Thomas then stated that is the chairman of the Winnetka Youth Organization board.

Mr. Golan stated that he grew up in the Village and moved back in 1985. He stated that he was appointed to the Commission as an at-large member by Jessica Tucker and that he is a vascular surgeon. Mr. Golan then stated that after a year of being on the Commission, he finally understood what they are all about.

Ms. McCarthy stated that she has been an advisor and a librarian at New Trier High School. She also stated that she has been working in libraries and research centers in the local schools for over 22 years. Ms. McCarthy then stated that she has lived in the community for 30 years and that she has previously been involved in community affairs prior to working full time at New Trier.

Ms. Morette stated that she is a member at-large and that she is relatively new member who began earlier in the year. She informed the Commission that she grew up in Boston and that she has lived in the Village for 10 years and on the North Shore prior to that in Glencoe. Ms. Morette also stated that she has served on the caucus and has done a lot of fund-raising work.

Ms. Holland stated that she is starting the 43rd year that she has lived in Winnetka which she described as wonderful. She stated that she was a Village Trustee for five years and Village President for four years. Ms. Holland then stated that she served on the garbage committee with Mr. Dowding in the early 1990's.

Mr. Dowding stated that he has been here for 36 years. He also stated that he has been part of

the caucus several times and that he is the liaison from the Environmental and Forestry Commission. Mr. Dowding then stated that he is a civil engineering professor and that he is excited to be on the Commission.

Chairman Greable stated that in connection with a couple of other matters, Ms. Hurley used to ask for brief reports from all of the liaisons in order to fill everyone in on a general basis. He then asked the Commission if they would like to continue that practice or if they had other suggestions. Chairman Greable stated that while he would not ask for a report at this meeting, he would appreciate the Commission's feedback.

Chairman Greable then stated that for all of the new members, including himself, he referred to the Open Meetings Act requirement for education of new Commission members within 90 days of appointment.

Chairman Greable stated that the next item on the agenda is the adoption of the previous meeting minutes. He reminded the Commission that any non-substantive comments are to be sent to Mr. Norkus, as well as any substantive comments. Chairman Greable then stated that any substantive comments should also be mentioned now before final approval of the minutes. He referred the Commission to the April 4, 2012 special meeting minutes and asked for a motion.

A motion was made by Mr. Coladarci, and seconded by Mr. Golan to approve the Plan Commission meeting minutes from the April 4, 2012 special meeting.

Chairman Greable asked if there were any substantive changes to be made to the meeting minutes. No changes were made at this time. A vote was taken and the motion was unanimously passed.

Chairman Greable then referred to the April 25, 2012 meeting minutes.

Chairman Greable asked if there were any substantive changes to be made to the meeting minutes. No changes were made at this time. Chairman Greable then asked for a motion to adopt the meeting minutes, as amended.

Mr. Coladarci noted that he was at the meeting and is listed as being not in attendance.

A motion was made by Mr. Thomas, seconded by Mr. Golan to approve the Plan Commission meeting minutes from the April 25, 2012 meeting, as amended. A vote was taken and the motion was unanimously passed.

Comment to Winnetka Park District and Winnetka Village Council
Regarding Proposed Winnetka Bikeway Master Plan

Chairman Greable welcomed the Park District representatives, particularly Terry Schwartz who

is the Executive Director of the Park District.

Terry Schwartz stated that they appreciated the opportunity to speak to the Commission with regard to what he described as an important element to the Village. He stated that they look at it as an opportunity them to focus on the values of healthy lifestyles using the pedestrian and transportation systems to move people from one end to the other. Mr. Schwartz stated that it is a project for which they hired the Hitchcock Design Group to assist and informed the Commission that they have worked with the Hitchcock Design Group on a number of projects. He stated that they put together a very interesting project so that they can begin to navigate the waters to begin the bicycle plan throughout the community.

Mr. Schwartz stated that they are a catalyst for change and that they like the idea of them being a catalyst for change and that they believe that they can encourage the community to do the same in terms of traveling through the park systems and the Village systems. He then introduced Steve Konters who would walk the Commission through the plan.

Mr. Konters introduced himself to the Commission and informed the Commission that they are a landscape architectural land planning company located in both Naperville and Chicago. He stated that they focus on a lot of the primary market sectors with alleys and parks being one of the primary ones that he has been involved with. Mr. Konters then introduced Alex Salmon who is a major staff member with their company involved throughout the process. He stated that they would provide the Commission with a brief presentation and allow for the Commission to ask questions at the end of the presentation.

Mr. Konters began by stating that with regard to background, in addition to a description of the people who helped put the plan together, he referred to the research which was done to help develop the plan and that they would also discuss the implementation strategy. He encouraged the Commission to ask questions throughout the presentation if something is unclear.

Mr. Konters stated that Mr. Schwartz began the process by reaching out to quite a few people in the community realizing that to have a successful bicycle plan, they would need to draw upon the community intelligence in terms of what worked and what did not and their preferences. He stated that they had communications with the Park District, the police chief and Susan Chen, as well as individual meetings outside of the task force along with Steve Saunders and the Village staff as part of the process. Mr. Konters stated that quite a few members of the community were key and that a wealth of ideas and knowledge was obtained.

Mr. Konters stated that the areas they considered primarily were the Park District boundaries and areas beyond the Village boundaries in some spots. He then referred the Commission to the Northfield area, some unincorporated areas, some portions of the Forest Preserve District and the area near Glencoe. Mr. Konters stated that the master plan booklet which was provided to everyone was broken into these sections, the small summary, the RMA and key points which they would focus on at this meeting, the opportunities and challenges and the recommendations and limitations. He also referred to a few items in the appendix which he described as reference

documents which were utilized throughout the planning process including some of the public meeting comments.

Mr. Konters stated that they started out the research plan with a site analysis with the Park District staff and throughout the community and did a mapping exercise. He stated that the primary goal was to identify the opportunities and challenges of where they could do routes and where the destinations are to be. He stated that the different items they looked at ranged from everything from land ownership to the school system to some of the community destinations such as the three business districts, as well as the Metra stations. Mr. Konters also stated that they looked at some of the regional trail systems such as the Green Bay Trail and the Forest Preserve Trail. He stated that the primary point was to make an east-west connectivity close to the regional trail systems as well.

Mr. Konters stated that another part of the analysis included what they called bike level of service which included a few categories including the width of the road, miles per hour, the amount of daily traffic and road conditions which were used to determine a score or rating system which summarized the different levels of what these might be. He stated that using a grading system which ranged from A through F, they attempted to determine streets which were rated a “C” or better where on-road biking could be done in a safe manner. Mr. Konters informed the Commission that if a road did not rate a ”C” or better did not mean that the road could not be improved to allow for a different level of bike service.

Mr. Konters stated that at the public meeting, they had quite a few people who attended the presentation where they went through a lot of this data. He stated that they received a lot of comments and referred to the first meeting as pretty critical in terms of the east-west connections and working out regional trail systems on either side of the community. Mr. Konters then referred to Willow Road and Tower Road and the fact that it seemed as though those roads would be great with regard to making those connections with the understanding that they are currently pretty unsafe or undesirable for quite a few reasons, but did not mean that they could not be improved. He added that signage was discussed as a key element as well for the benefit of those traveling through the system specifically with regard to the Green Bay Trails. Mr. Konters then mentioned the incorporation of bicycle amenities such as bicycle parking at locations which made sense throughout the downtown areas and parks.

Chairman Greable asked if the slide presentation was included in the packet of materials.

Mr. Konters responded that it is not and that the information was summarized in the text. He indicated that he could provide the presentation to the Commission. Mr. Konters then referred to the types of bicycle facilities that they are looking at. He identified Sheridan Road and stated that it did not have to be a marked lane and that it would have signage which would designate it as a bicycle route. Mr. Konters indicated that having markings on the lane would serve as an extra step to help vehicles better recognize that it is a shared lane. He stated that these would be primarily for the lower traveled roads and roads which did not have enough width to have a separate bicycle lane.

Mr. Konters stated that there are also paved shoulders which would have enough right-of-way and stated that it was one type which did not exist in this plan and would be discussed later. He then referred to designated bicycle lanes and identified one of the key ones as Sheridan Road which is an IDOT road. Mr. Konters noted that there would have to be communication with IDOT in order to accomplish this. He also referred to the separated trails which he described as an off-road and multi-use trial which is used for walking and jogging for use as a possible connection. Mr. Konters then referred to the identified bicycle routes and key destinations so that people know which routes to take in order to reach certain destinations.

Mr. Konters informed the Commission that this represented the overall master plan which was developed as a result of their planning and analysis. He stated that of most of the trail system which is shown here, he identified the red dashed lines as the on-street trails. Mr. Konters described a lot of roads as very narrow and that there is not a lot of opportunity for a separate bicycle lane or an off-trail bicycle lane. He indicated that most of this would be signed, shared road path systems. Mr. Konters then stated that the key areas which would be off-road or a bicycle lane would be Sheridan Road off the east side running north and south and that it would be an extension of the existing bicycle road there. Mr. Konters commented that they felt positive that it would be achievable with IDOT. He then stated that at the far south along Winnetka Avenue, there is an existing non-right-of-way to allow for off-road trails. Mr. Konters informed the Commission that a lot of this would go outside of the Village limits and would have to be coordinated with Northfield and the county.

Mr. Konters then referred to the Commission to areas which are currently designated which run along Winnetka Avenue and which is currently designated as a no biking zone. He stated that while there are a lot of challenges to overcome that, in discussions with the task force and the Park Board, it was their feeling that they would prefer to represent this as a goal and make this a bike-able area. Mr. Konters identified some of the obstacles to overcome as the very narrow right-of-way and a lot of obstructions in the parkway such as utility poles and mature trees as well as residential areas which encroach with their landscaping on the right-of-way. He stated that this might be the longer term goal in terms of obstacles to overcome, but is still represented as an overall goal in the master plan.

Mr. Konters stated that one statement which he should have made up front is that this is not a bike plan and that this is a bikeway master plan which meant that this is the goal to achieve but that there are steps which need to be done to make each of these an actual route. He indicated that while each of these can become routes, those become the bikeway plan and that the bikeway plan would evolve as new routes are incorporated.

Mr. Konters then informed the Commission that they are looking at the area along Forest Way Drive which ran along the Forest Preserve property and identified it as the green dashed line in the illustration. He noted that there is enough room there in the right-of-way to accomplish an off-road path. Mr. Konters stated that they have had discussions with them and the Commissioner's office and informed the Commission that they are on board with the idea. He

noted that they elected not to do something along the paved shoulder since it is a fairly high mile per hour route and that the nature of it made visibility very difficult.

A Commission member asked if this would be in addition to the trail which is already there.

Mr. Konters referred to part of the trail which is already there and the stone shoulder currently there.

Chairman Greable referred to the area between Willow Road and Tower Road and commented that it is bad in terms of safety.

Mr. Konters then informed the Commission that one of the other items that was determined to be a key obstacle in terms of an east-west connection related to the section of Willow Road that crossed the river and stated that the bridge and the walk got very narrow in that area. He indicated that there happened to be a key opportunity just south of Willow Road and stated that there is a small segment of green dashed line and identified the black dashed line as the equestrian trail. Mr. Konters stated that in this area, they could bring people off the road and make a connection over the river and to let people come back up to Willow Road to get on the main trail system. He reiterated that there have been conversations with the district with regard to this and that positive feedback was received.

Ms. Morette asked if for the routes in red, if all of those were proposed for signage.

Mr. Konters responded that is correct and noted that the only difference which may be unclear on the plan is that the color coding on this particular plan actually represented the phasing. He identified red as Phase One, orange as Phase Two and green as Phase Three. Mr. Konters stated that there would be additional discussion with regard to what those phases represent. He then stated that for the most part, the trail system as shown here would be on-street aside from a few areas which would be Sheridan Road as on-road trails and Winnetka Avenue and Forest Way as off-road trail systems. Mr. Konters stated that the remainder of these is meant to be on-road trails which would contain signs. He informed the Commission that Hibbard Road is also being explored for use as an off-road trail and that the Park District is currently looking at a certain segment of that.

Chairman Greable asked how would that work.

Mr. Schwartz stated that Hibbard Road to Pine Street already contained a sidewalk and that they want to increase it to 10 feet. He described it as a fairly narrow sidewalk. Mr. Schwartz stated that the idea would be to step that and that they are in negotiations with New Trier with regard to the area south to Willow Road to connect across Willow Road and then travel east to the bridge Mr. Konters mentioned. He then informed the Commission that all of these items have been budgeted and that they are being very cautious with regard to what can be accomplished.

Chairman Greable stated that he is very familiar with Pine Street and that you park on the south

side of the street. He described it as a narrow street and that you have to dodge in and out along the entire way. Chairman Greable then asked Mr. Konters how they planned to make Pine Street suitable for bicycle traffic and to keep it safe since it is only one lane. He also referred to truck traffic at the end of the block near Grand Foods.

Mr. Konters responded that Pine Street would be a signed route and that the obstacles would still be there. He agreed that there would be times during the day when these types of areas would be more challenging. Mr. Konters noted that it is common for bicycle systems to be along crowded streets and that having signs would be particularly helpful and would serve to make vehicle drivers more aware that there could be bicyclers on the road.

A Commission member referred to the fact that Pine Street is used as a major parking block for the Park District facility. He stated that people are used to parking on Pine and Spruce Streets and suggested that Westmoor may be a better street.

Mr. Schwartz stated that part of this is an educational process to inform people that vehicular traffic comes in a lot of different ways. He referred to living in San Francisco for several years and described every street as dangerous. Mr. Schwartz stated that bicyclists have rights as well and that they need to start communicating that it is an educational process as well as to encourage people to ride bicycles. He referred to the number of SUVs on the road.

Mr. Dowding commented that it is an important issues from an environmental standpoint. He described bicycles as the most efficient and most sustainable form of transportation. Mr. Dowding commented that it is important for the town to embrace that and congratulated the applicant. He also commented that it is important that they begin to promote the idea of riding bicycles and that it should take precedence over vehicle travel locally.

Mr. Konters stated that the Commission will also see with this plan that there are not just physical improvements proposed, but that there are also some policy improvements.

Ms. Holland informed the Commission that the worse street she has driven on with regard to bicycle traffic is Sheridan Road and commented that the condition of the road is so bad, that the bicyclists cannot stay at the curb. She also commented that while it is a wonderful plan, that is something which should be addressed sooner than not.

Mr. Konters indicated that there may already be policies in place at the state level that if an agency, district, county or board deemed something as an on-road bicycle lane, there is a higher level of maintenance of the roadway required. He then stated that if they are successful in working with the state to put a bicycle lane on Sheridan Road, they would also be made to agree to maintaining the road at a higher level in terms of safety.

Ms. Morette referred to the route on Sheridan between Tower Road and New Trier and bicyclists and that she questioned where would a bicycle lane be located. She stated that when she passed bicyclists, she crosses the yellow line onto the other side. She stated that she is in favor of the

plan and questioned where would the bicycle lane go. She then stated that further south into Wilmette, there is a dedicated bicycle lane and that the road seemed to be wider there.

Mr. Konters responded that measurements were taken of the road and that most of the roads met the required width. He stated that as each segment of the plan for the road is implemented, there is further analysis of the plan in order to implement each section of the plan.

Ms. Holland stated that Wilmette widened the road when the bicycle path was put in.

A Commission member asked if there were any plans to resurface Sheridan Road.

It was noted that Sheridan Road is on the IDOT list for resurfacing.

Mr. Coladarci commented that Sheridan Road appeared to have gotten much worse and referred to the amount of traffic on that street.

Mr. Konters indicated that they do not know the details of that project, but only that it is scheduled for improvement.

Chairman Greable asked the applicant to finish the presentation and that the Commission members can ask questions afterward.

Mr. Konters then stated that the implementation would be broken into phases. He stated that they are called phases and not years because years are really sort of an unrealistic goal. Mr. Konters stated that opportunities and funding would change over time and that they saw Phase One as items that can be more short term and that Phase Three represented items that would have more obstacles to overcome.

Mr. Konters stated that the key item on which they would focus for Phase One is the streets that are already acceptable for on-road bicycle lanes and that there would be low cost to develop signage for those. He noted that since IDOT did have Sheridan Road on their schedule earlier on in the process, they have also identified that as a possibility early on in relying on IDOT to be on board.

Mr. Konters stated that the chart that they went through identified not only the physical improvements which contained some very general rough estimated costs and what agencies would be required to coordinate with regard to land ownership or policies. He also stated that they have the lower blue category of policy and programming. Mr. Konters stated that it would be going through the Village, the Park District, the school district and having them implement policies to adopt the idea of safe routes through schools. He informed the Commission that there are examples online and of what other communities have done.

Mr. Konters stated that with regard to Phase Two, he referred to the blue segments identified in the illustration. He stated that with regard to an area near Tower Road, a connection would be

made via a north-south road bicycle lane and indicated that there may be room there to widen the sidewalk. Mr. Konters stated that would allow a short western connection to the Forest Preserve regional system. He then stated that further south on the illustration on Willow Road, there is a section for which the Village already has a program in place for improvements. Mr. Konters stated that they have talked to the staff to explore the possibility of a walkway which is part of that program and for it to be widened for use as a multi-use trail. He informed the Commission that they assisted Northfield recently with a grant for other improvements along Willow Road. Mr. Konters then stated that the last Phase Two item is on Winnetka Avenue which represented the opportunity to do an off-road trail since there is enough right-of-way and which would require the coordination of the Village, the county and Northfield through a segment of it. He added that there would be some small trail systems that would make the connection to Crow Island. Mr. Konters stated that [the illustration] represented some of what the tasks are to accomplish the goals and the associated costs and the further advances of the policies which related to some of the concerns raised by the Commission.

Mr. Konters then referred to Phase Three and that the off-road trail along Forest Way, that may be something which could be accomplished sooner rather than later because of the fact that Cook County may be able to help with some of it financially. He informed the Commission that the reason it is shown as a Phase Three component is because it was deemed to be a low priority amongst the task force and the community members and the fact that there is already a north-south regional trail system nearby. Mr. Konters then stated that since the east-west connections are considered a higher priority, this trail system was represented as a later phase item.

Mr. Konters stated that they also showed the possibility of an off-road trail along Hibbard Road, as well as along the eastern section of Winnetka as Hill Road. He indicated that he explained earlier that the process for that is a longer phase item since there would be a lot of obstructions to overcome to realize that goal, which include the width of the road, the right-of-way, trees and utility lines. Mr. Konters noted that it is currently designed as no bicycles allowed. He then stated that in talking with the task force and community members, the police chief and some of the Village staff, no one was privy to the exact reason why it became that way and referred to the safety issues that exist there. Mr. Konters stated that the final aspect related to the wayfinding system and installing signage such as the use of kiosks and full bicycle maps at certain locations in order for people to see the entire system.

Chairman Greable suggested that the Commission members now ask Mr. Konters specific questions.

Ms. Johnson asked if they are proposing changes or improvements now to the Green Bay Trail. She stated that it obviously had some problems and is being used by bicyclists, etc.

Mr. Konters responded that this plan does not propose that. He stated that it is their understanding that property is owned by Metra and that there is an agreement in place with the Village.

Ms. Holland informed Mr. Konters that the Village owned that property.

Mr. Konters stated that they did discuss improving the elevation connection and that currently, there are a couple of sections which are challenging from the standpoint of getting from the top to the bottom.

Ms. Johnson stated that one of the goals which she agreed with is getting people from the Green Bay Trail and other trails into the business district to shop. She stated that Mr. Konters indicated that to go to New Trier, it would be impossible unless you are on Willow Road.

Mr. Dowding stated that there is an off ramp south of Winnetka Avenue and suggested that a sign is needed there. He stated that there is a star in that location and that there is not a sign there. Mr. Dowding referred to the Commission to page 38 in the packet of materials.

Mr. Konters stated that is located in Kenilworth.

Ms. Johnson referred to making grade changes.

Mr. Konters stated that some of that may need to include the widening of the street and improving the pavement in order to make it accessible. He reminded the Commission that this is at the planning level and that the solutions are not all figured out. Mr. Konters stated that the planning level is to identify the objectives and determine what they are attempting to accomplish.

Ms. Johnson referred to the congestion and complication in the area.

Mr. Schwartz stated that is what the wayfinding signage would do. He informed the Commission that Betty and Peter Skalski have given them $1,800 to initiate that and that he promised that he would match that to start the signage program along the Green Bay Trail.

Mr. Dowding asked in terms of clarification if the Commission at this meeting is to look at the details of the plan or giving it their blessing as a very good idea and that the applicant is to come back before the Commission with additional details.

Chairman Greable stated that to him, the overall bike master plan is consistent with the Village Comprehensive Plan and that they can spend three years tearing it apart. He stated that to him, the question is whether what the applicant is presenting is consistent with the 2020 Plan and referred to the agenda report which was given to the Commission.

Ms. Johnson stated that in connection with Mr. Norkus' cheat sheet, for instance with regard to narrow streets, paragraph 15 in Chapter 4 clearly stated that one of the defining characteristics of the Village is the relatively narrow width of residential streets....retaining existing street widths. She stated that if they are going to widen Sheridan Road or other roads, that is clearly not consistent with the Comprehensive Plan and that it would require further discussion and, she

assumed, approval.

Mr. Golan stated that he would like to make three observations and first commented that as a bicycle rider, he loved all of the bicycle signs located on the inner streets of Winnetka and that the reality is that children can ride bicycles on the streets they live on. He stated that the more important thing is that they like to get to the Skokie trail and described it as terrifying in terms of navigating the route. Mr. Golan stated that if they were to somehow fix the narrow section on Willow Road, they would not have to have a trail on Forest Way. He also commented that the plans for Sheridan Road are great and indicated that 80% of the bicycles on Sheridan Road are not Winnetka residents.

Mr. Norkus informed the Commission that the Village is in the very early stages of redesigning the intersection of Willow Road and Forest Way. He stated that in many ways, this plan may serve as a catalyst leading to an appropriate intersection which takes into consideration the needs of bicyclists and pedestrians.

Ms. Johnson asked if that would include the bridge just west of the intersection.

A Commission member asked if that road bridge is just outside of Winnetka and is located in Northfield.

Chairman Greable confirmed that is correct and added that it is a state road.

Mr. Schwartz stated that the bridge that they talked to the Forest Preserve about is along Willow Road just south of Willow Road and that west of the Village's service center, there is the beginning of a horse trail. He stated that they would use the horse trail to get access to the river with a pedestrian and bicycle bridge and then connect to the north-south bicycle trail. Mr. Schwartz reiterated that they have talked to the Forest Preserve and that they are all aware of how those budgets go. He informed the Commission that they did not say no and that they did not believe that this is chump change compared to what they have spent on bicycle trails. Mr. Schwartz also stated that they have made end roads with a lot of different groups and that they would use the south side of Willow Road up to Hibbard Road and increase the size of that sidewalk up to 10 feet.

Ms. Johnson stated that there are various sections of Tower Road and other formerly state controlled streets which have been transferred to Winnetka. She asked if that is still something that is a priority and asked if there were significant advantages to having the ownership of roads transferred to Winnetka.

Mr. Norkus responded that he had not heard of that being at the top of the Village's priorities.

Ms. Holland stated that she remembered when the Village purchased Hibbard Road. She stated that the state put it in order and that it was the Village's responsibility to maintain it in perpetuity. Ms. Holland then referred to a portion of Willow Road up to Provident from Green

Bay Road to Provident which has been redone and turned back to the Village. She stated that she had a question with regard to bicycle storage and that when the applicant recommended bicycle storage, at this time of the year, every child coming from Washburne and Skokie School has a bicycle and that they are all over the sidewalks. Ms. Holland then referred to the school for the visually impaired east of Lincoln Avenue and that they cannot get down the sidewalk because of the all of the bicycles in front of the yogurt stand. She suggested that with proper signage and a little encouragement from the shop owners, they can be made to move the bicycles.

A Commission member commented that she really liked the plan and that more bicycle paths would be terrific. She stated that a lot of people do use the Green Bay Trail and that signage is an issue with regard to where to get on and off. She also stated that she liked the idea of having a bicycle rack at the school. She indicated that she did not know if it was the school's responsibility or the Park District's responsibility and that more children are riding their bicycles with not enough space to park them.

Mr. Schwartz stated that they needed to gain approval for the request so that they can begin to navigate the concerns which have been raised and begin to find funding sources to fund some of these items. He stated that it would be to everyone's benefit to identify the high profile items such as bicycle racks downtown and by the schools. Mr. Schwartz indicated that it is important for them to get a sense from the Village as to where their interest is so that they can begin applying for grants which are available.

Mr. Dowding asked Mr. Schwartz if it would helpful for the Commission to ask the Village Trustees to partner with the other boards to have a committee to look at the details of what he described as a wonderful plan. He stated that he is very excited about the fact that the applicant is spending their money to do this for the Village.

Mr. Schwartz confirmed that they have paid for the plan.

Mr. Dowding commented that while these are all good ideas, he stated that it is important for the Village to find a path forward in getting the project done and develop the project to its full potential. He then asked Mr. Schwartz what was needed to move the project forward.

Mr. Schwartz stated that since much of the planning incorporated the Village right-of-way, they would need the Village's approval before they could move forward. He then stated that since the impetus of change came from the Park District, with regard to the groups which would be interested in participating, there is already a nice list of people on the task force and indicated that they are all excited about moving forward. Mr. Schwartz added that if it required growing the size of the task force, they would be willing to do that.

Mr. Dowding then suggested that the project be focused more narrowly so that more progress can be made.

Mr. Norkus stated that one way which may help the Commission in moving forward with the plan being presented at this meeting is to look at this as one more step in a rather incremental process. He referred to when the Village wrote the 2020 Plan in 1999 and that in the agenda report, there are a good number of recommendations which are either directly supportive of the concept of creating this Village-wide bike network and the directives and policies that are indirectly related, but which are still germane to the topic. Mr. Norkus stated that, for example, the notion of maintaining the Village ambiance through narrow street widths, he suggested to the Commission that with regard to that particular finding, that was raised as they have seen in a lot of these planning issues that come before the Commission as very much a balancing act in ways that are best demonstrated by this conflict between this desire to have the Village-wide bike network and that by maintaining that Village ambiance of narrow streets, it is up to the Commission to figure out how that balance would be struck. Mr. Norkus suggested that the recommendation to the Village Council could be that the desire to create this bike network not necessarily be done at the cost of super wide streets that the people of the Village would not support. He stated that is one way in which the Village Council can benefit from the Commission's comments.

Mr. Norkus then stated that tonight would be the time to frame this plan in terms of consistency with the Comprehensive Plan with the understanding that the applicant and the Village would have to continue working together resolving many of these details such as grade crossings. He indicated that many of the details of the issues would lie ahead.

Ms. Johnson questioned whether the residents living on the affected streets would receive notice and have the ability to provide input.

Mr. Schwartz stated that would be a long way off.

Chairman Greable then asked if the master plan had been vetted. He stated that it is a master plan and that work from a master plan can go on for years and have a ton of comments. Chairman Greable again asked if this plan had been vetted with the community so that they know. He indicated that they all love bicycle paths and that he would like to know if this is really compatible with the community. Chairman Greable also stated the cost of the project is an issue. He stated that with the Village Trustees, there are a lot of financial commitments at this time. Chairman Greable then stated that in his opinion, if this request is taken to the Village Council today, it would take a long time and that there would be a lot of questions and issues. He indicated that he could understand small pieces of the project and that it would be difficult for him to say that the east-west connection is not needed. Chairman Greable stated that his overall sense of the request is that when you read the 2020 Plan, it was obvious that the plan which was written in 1999, needed to recognize bicycles and transportation. He stated that at this meeting, they could spend many hours going through the master plan and that he did not intend to do that. Chairman Greable reiterated that the issue is whether the master plan is consistent with the 2020 Comprehensive Plan and that with that, they could qualify the request with conditions.

Mr. Thomas suggested that the Commission move to the worksheet to see if the Commission thought that this master plan is consistent and that if that is the case, it should be sent on to the Village Council with the comment that the Commission thought that it is compatible.

A Commission member referred to the funding section on page 3 of the materials with regard to the agency and more expensive items and questioned the reference to CCFPD.

Chairman Greable noted that reference related to the Cook County Forest Preserve District.

Ms. Johnson stated that unfortunately, Mr. Corrigan is not present and that as the Commission went through the matrix, if it has to be a condition, it has to be a condition. She stated that she did not believe that any of the Commission members are going to the Village Council meeting to comment on this. Ms. Johnson also stated that according to caucus surveys, Village residents have repeatedly said that they do not like a lot of signage and that Mr. Saunders has said that as well. She stated that they are now talking about more signage for safety and informational reasons. Ms. Johnson described it as a balancing act and that the Village Council is going to have to weigh in on that.

Chairman Greable informed the Commission that Carol Fessler is present who is the chairperson of the Caucus Village Platform Committee. He asked Ms. Fessler if she had heard anything relating to this or if her committee discussed the master plan.

Ms. Fessler responded that they have not discussed it. She referred to her own personal reflections and observations are that this is a master plan bike plan for recreational bicyclists. Ms. Fessler indicated that she saw some gaps in terms of bicyclists who are children getting to school. She stated that in terms of priority for the community, there would be a direct impact on the children. Ms. Fessler also stated that she agreed with Ms. Johnson's comments with regard to the signage and suspected that would be an issue. She stated that there is a tremendous appreciation for the vision of this project especially the signage for the Green Bay Trail and the connections. Ms. Fessler commented that there would be a lot of support for that. She indicated that she realized that the Park District's responsibility is for recreation and that if it is left there, the children would be left with substandard bicycle parking at school. Ms. Fessler stated that as a community, they will have spent a lot of money so that it served the needs of the people who are not necessarily residents and agreed that it is a balancing act.

Ms. Holland stated that as members of the Commission, they have a duty to go down this matrix and give the request their encouragement or approval. She referred to Mr. Schwartz's comment with regard to biting off small pieces and that there are small pieces of the request. Ms. Holland stated that the Village Council has to be concerned with the safety aspects of those people who come through the community on a bicycle and that there are areas which are very dangerous which is something that should be addressed.

Chairman Greable then asked Mr. Norkus to go through his presentation.

Mr. Norkus stated that what the Commission is seeing this evening is somewhat different from the typical appearance by the Park District. Mr. Norkus stated that the Park District typically is before the Commission with more specific improvement plans for a particular Park District facility, seeking approval of a special use permit applications periodically for the parks. He noted that this is a rather different effort in that it relates to a more general planning document of a longer term nature. Mr. Norkus stated that in order to give the Village Council the kind of comment they need, there are some very similar findings in the agenda report relating to what the Village Council would want to know for this case as well as for special use requests. He stated that they relate to whether the plan presented is consistent with the Comprehensive Plan. Mr. Norkus informed the Commission that the agenda report contained 22 or 24 statements, recommendations or objectives that are pulled from the Comprehensive Plan in an attempt to help lead the Plan Commission to a determination of the plan's consistency with the Village's own plans, specifically the Comprehensive Plan.

Mr. Norkus then stated that there are a couple of other things in the Comprehensive Plan that he wanted to draw the Commission's attention to and that they are the additional findings and standards in the agenda report. He stated that there was mention of a 1997 community survey which was done as a precursor to the actual drafting of the Comprehensive Plan which he described as a widely distributed and well responded to survey that the Commission did to arm themselves with information before writing the actual plan. Mr. Norkus stated that he pointed to a couple of questions on that survey which he felt were particularly relevant and referred to the bikeway plan. He referred to the question in the 1997 survey which related to the possible upgrading of Forest Way Drive and that the residents were overwhelmingly in support of doing that. Mr. Norkus stated that there was a strong preference for that upgrade maintaining the natural appearance of Forest Way, versus a more manicured appearance. He indicated that a natural appearance is an important condition and is something that the Commission may want to see carried forward if the intent is to make sure that the Comprehensive Plan is carried out to its fullest possible extent and that the Commission should make reference that any improvements to the bikeway plan keep that natural appearance.

Mr. Norkus stated that second, there was a comment in the 1997 survey showing 60% of respondents felt that parking in the New Trier area is inadequate. He then stated that given the fact that Green Bay Trail is so proximate to New Trier's campus, the enhancement of the bike network to the extent that it does provide these connections which are currently lacking will help address some of those issues. Mr. Norkus stated that he wanted to point out that this did not only address the recreational needs of the Village, but that it also addressed some of the broader transportation issues.

Mr. Norkus stated that the materials represent a bit of a change from the typical agenda report in terms of the format and that these items were included under a few different headings. He stated that they fall under three main categories and come from specific chapters of the Comprehensive Plan. Mr. Norkus stated that there is a chapter in the Comprehensive Plan dealing with parks, open space and recreation. He then stated that there is an additional section on education of communities, institutions and that transportation is another section of the Plan. Mr. Norkus

stated that Chapter 4 represented a recap summary of the major policy recommendations throughout the various areas of the Plan. Mr. Norkus then stated that Chapter 5 dealt with specific recommendations from the Plan in the Village's commercial districts. He indicated that there are bike plan related comments in each of those particular areas.

Mr. Norkus read the first three findings with regard to Parks, Open Space and Recreation and Environment:

1. "Preserve or expand the quantity, quality and distribution of open space and recreational opportunities."

2. "Support the development of recreational facilities to meet the needs of residents of all ages."

3. "Encourage the Cook County Forest Preserve District to improve the natural appearance of the public right-of-way and property adjacent to Willow Road, Forest Way and Tower Road west of Forest Way."

Mr. Norkus stated that if the Commission found these items consistent with the Comprehensive Plan, that is the comment that they are looking for and that the Commission is to find "yes" or "no" for each of these standards.

Chairman Greable stated that the Commission is to review each of the findings.

Several Commission members stated that these findings are compatible.

Mr. Dowding stated that the finding relating to meeting the needs of residents of all ages, by increasing the bicycle access to many of these institutions would be a benefit to the younger people in town.

Chairman Greable stated that for the first three findings, the Commission found them consistent and asked if anyone had a different opinion.

Mr. Dowding stated that although he is wildly in favor of this plan, there are many parts of it that he would take issue with and that there might be better ways to accomplish this. He stated that by agreeing with the findings on a conceptual level, he would be concerned with the fact that it would need further study.

Ms. Holland stated that the Commission is to make findings with regard to consistency with the Comprehensive Plan.

Ms. Johnson stated that Mr. Norkus informed the Commission to note if they had any reservations.

Chairman Greable stated that just because comments are made did not mean that the Commission could not reach an overall conclusion that the request is [not] consistent with the Comprehensive Plan. He informed the Commission that if they had comments, those are to be passed along to the Village Council.

Mr. Dowding stated that he had a lot of comments and asked Chairman Greable if he is make those comments now.

Chairman Greable stated that any comments should be made and that he did not want to inhibit Mr. Dowding, but that the Commission has to get through this exercise. He suggested that Mr. Dowding state that he has 10 comments, but that they are not going to cover those at this meeting.

Ms. Johnson asked when the request would be presented to the Village Council. She stated that the Commission is obviously going to go through the conditions at this meeting and not continue it.

Mr. Schwartz informed the Commission that all he is looking for is a sense that the Commission would support the request primarily since when you file for a grants from the state and federal government, the grant is more supported if you have other governmental entities that are in support.

Ms. Johnson stated that they have not determined the specific things that they are going to do right away.

Chairman Greable agreed with Ms. Johnson's comment and stated that the plan is vague. He added that he is not convinced yet that this is what the community wanted. Chairman Greable informed the applicant that he would have a condition to put on the request and that any comment he had would be highly qualified in that regard.

Mr. Thomas referred to putting conditions on the request and that all the Commission is being asked at this time is whether the Commission thought that the master plan is consistent with the Comprehensive Plan. He stated that it would be up to the Village Trustees when they hear the proposal to start asking questions since there would be a long way between hearing the plan and actually doing it.

Mr. Schwartz stated that when the Commission asked if they had input from the community, he stated that last year, he referred to a meeting held on September 21st and stated that the plan was introduced to all of those participants which totaled more than 300 people. He stated that these were people who were bicyclists in the community who were in support of the plan because it did foster healthy lifestyles which is their goal as a Park District.

Mr. Schwartz stated that there was a story in *The Winnetka Talk* about the request and that it

referred to the Park District website. He stated that the Village residents have had the opportunity to look at it.

Chairman Greable stated that it would go to a new level when it is presented to the Village Council.

Ms. Johnson stated that the Commission could rely on Mr. Norkus to convey some of their concerns.

A Commission member stated that if the Commission went through the findings and found that the request is consistent with the Comprehensive Plan, could they not put in those people who have concerns and add an addendum to that with modifications or specifications.

Chairman Greable stated that they can add comments.

Mr. Norkus stated that the Commission will either make a recommendation that the request is consistent without any qualifications or say that a request is consistent with expressed concerns or conditions. He stated that would give the Commission the opportunity to hear out the concerns that each of the Commission members may have about the plan. Mr. Norkus then stated that to the extent the Commission is concerned with things that are not yet contained in the plan, it is important for the Commission to keep in mind that this is not a plan for construction and that he is not certain that it represented the final layout of the exact layout of the actual bikeway plan. He stated that as the applicant mentioned, the plan would evolve. Mr. Norkus stated that the plan served as the basis for starting out as this classification system.

Mr. Dowding asked if there is some way they can agree with the statement Mr. Norkus made that this is a starting point and that the Commission is not approving this plan without all of the details.

Ms. Holland stated that the matrix is the 2020 Plan and that all the Commission had to do is look at each line on the matrix and say yes in a very general way that this plan does enhance what the 2020 Plan says. She stated that the applicant is not asking for minutia in terms of details such as the size of bicycle racks, etc.

Ms. Morette asked if the Plan Commission could approve this plan as being consistent with the Comprehensive Plan, but indicate that the Plan Commission has reservations about the proposed bike plan. She stated that, for the record, she did not want her name associated with approving the plan as is, because she has issues with the phases, implementation and the priorities. She added, however, that addressing those issues is probably not the purview of the Plan Commission.

A Commission member asked if they have the right to comment at the Village Council level.

Ms. Holland confirmed that is correct.

A Commission member then stated that if the Commission is asked if the plan is consistent with the 2020 Plan, this commentary is appropriate for them to make the decision. He then stated that if there is a place for those comments to be made...

Mr. Golan stated that the Commission can say that the request is consistent with the Comprehensive Plan with reservations on details to be resolved by future committees.

Ms. Johnson stated that even though the Commission members can appear at the Village Council meeting as residents, it is very difficult to separate that in the public's mind and the Village Trustee's minds. When the Village Council members hear a committee member speak, they might afford them a degree of deference that they might not otherwise afford them. She informed the Commission that she went before the Village Council twice and spoke on an issue that has come before the Zoning Board of Appeals or the Commission and that she always made it clear that she is speaking as a resident. Ms. Johnson then stated that she did not think that it was incumbent on the Commission to have to do that.

Mr. Dowding stated that the attention between their roles as Commission members and their job to say whether or not a request did comply with the Comprehensive Plan, by not commenting in public, how do they speak on these issues.

Ms. Johnson stated that one question would be whether it ever came back before the Commission.

Mr. Norkus stated that he has not heard many specific concerns that the Commission has and that he has heard that they are concerned with attaching approval to the plan and that he is not entirely certain what those concerns are. He stated that, for example, if they are concerned with the possible widening of Sheridan Road, they may think that it is entirely necessary and would like to see how that would be accomplished or for the Commission to understand the relationship between the existing road to the proposed road. Mr. Norkus then stated that if that is an actual concern of the Commission, they could ask for additional details to be flushed out whether it be reviewed by the Commission later. He asked the Commission to elaborate on their concerns.

Ms. Johnson stated that she had a concern in general whether it is Sheridan Road or any other road that widening the road for the purpose solely of putting in a dedicated bicycle lane or putting in the markings to make it more amenable for bicycling, that is something that based on the Comprehensive Plan, that would be something that they would have to see in detail. She stated that is why she asked who would receive public notice. Ms. Johnson stated that is why she asked that as a Commission, where they would have the ability to comment.

Mr. Konters stated that for clarification, in those instances, they would be widening the trail and not the road.

Ms. Johnson stated that would still have an impact on green space, trees and sidewalks.

A Commission member suggested that they go through the findings in order to get that done and that if they were to put exceptions on each one, they would be here until 2:00 a.m.

Chairman Greable agreed with the Commission member's comment.

Mr. Norkus asked for clarification if the Commission voted yes on all of the first three goals and objectives.

The Commission confirmed that is correct.

Mr. Norkus read finding no. 4 which stated to "Ensure safe and attractive access to educational and community institutions. Pursue improvements that address public safety as well as traffic, congestion and parking."

After lengthy discussion, the Commission found the plan consistent with finding #4..

Mr. Norkus stated that finding no. 5 related to "Provide for safe pedestrian, bicycle and vehicular movement consistent with the scale and peaceful character of the Village."

The Commission voted yes.

Mr. Norkus reading finding no. 6 which stated to "Improve major streets, especially their intersections, to enhance traffic flow, safety and appearance, as well as use by pedestrians and bicyclists."

Ms. Johnson stated that if the Commission is to agree with this finding, then they should note that they have to deal with the traffic signals to give people more opportunity to navigate those intersections safely when they are on their bicycles. She stated that it should be included as a condition and that there are many dangerous intersections.

The Commission voted yes.

Chairman Greable then referred to finding no. 7 which stated "Ensure safe, efficient and convenient access to all areas of the Village."

Mr. Dowding stated that he had a general concern with this finding since one of the major objectives is to improve the east-west passage, but that it seemed to relate to Phase Three and not Phase One. He suggested that more emphasis be placed on east-west connection. Mr. Dowding stated that he realized that Phase One represented the more inexpensive way to more forward and get started. He added that while he agreed with the intent, it did not really speak to the important needs of it. Mr. Dowding also stated that there are some more general ideas to improve the east-west connection that he did not see included.

Mr. Schwartz stated that they do not have money yet for Phases Two and Three and that they are looking for sharing in terms of costs. He informed the Commission that they have three resources.

Mr. Konters stated that as an example of where they are trying to get to for this evening's purpose, he referred to the fact that a few weeks ago, the Park District had to pass up applying for a grant for a bridge which would have been a big component of the east-west connection because they have not passed this point yet of all the appropriate agencies having an opportunity to weigh in on the request. He stated that all plans are not static dollars and that they even though the bridge may not be part of Phase One did not mean that on the next round of applications that it would be the right thing to do and go ahead and apply.

The Commission then voted yes.

Mr. Norkus read finding no. 8 which stated "Promote alternatives to motor vehicles such as bicycling or walking."

The Commission voted yes.

Mr. Norkus read finding no. 9 which stated "Enhance and expand the Village's bike route system."

The Commission voted yes.

Mr. Norkus read finding no. 10 which stated "Foster improvement in public transportation and cooperate with adjacent communities in anticipating future needs."

The Commission voted yes.

Mr. Norkus read finding no. 11 which stated "Enhance the overall appearance and environmental quality of public rights-of-way, including the railroad right-of-way."

The Commission voted yes.

Ms. Johnson stated that she would say no, but with the comment that it seemed to be the logical thing which should be done as part of the overall bikeway master plan.

The Commission voted yes with one vote against.

Mr. Norkus read finding no. 12 which stated "Encourage schools to work with the Village, neighborhoods, parents and students to reduce parking and traffic problems."

The Commission voted yes.

Ms. Johnson referred to the routes to schools and commented that she did not think that the schools are doing enough.

Chairman Greable indicated that he did not think the finding is applicable.

The Commission voted yes with regard to the second sentence.

Mr. Norkus read finding no. 13 which stated "Encourage the Forest Preserve to build a bike path along Forest Way between Willow Road and Tower Road to complete the circuit around the Skokie Lagoons."

The Commission voted yes.

Mr. Norkus read finding no. 14 which stated "Include beautification improvements of the Forest Way intersections at Tower Road and Willow Road, as well as along Willow Road abutting Duke Childs Fields."

Mr. Norkus stated referred to the relationship of the finding to beautification efforts and that they should be incorporated in the construction documents with the possible condition of their support.

Mr. Dowding stated that there is a presumption that safety improvements would be enhanced.

Chairman Greable agreed that safety can be added.

The Commission voted yes.

Mr. Norkus read finding no. 15 which stated "One of the defining characteristics of the Village is the relatively narrow width of its residential streets, providing room for wider parkways and promoting pedestrian oriented ambience. Retain existing street widths."

Mr. Konters informed the Commission that the only street widening which would occur would be to accommodate that connection going east of Hibbard Road on Winnetka Avenue and then connecting Hill Road since it would have a lot of challenges, that might be an option. He stated that they are not specifically proposing that solution.

The Commission voted yes.

Mr. Norkus read finding no. 16 which stated "Continue assessing the need for sidewalks and give priority to areas near schools, commuter stops and parks."

The Commission agreed that voted not applicable.

Mr. Norkus read finding no. 17 which stated "No designated link exists between the Green Bay

Trail and Forest Preserve Trail system. Bike riding is difficult on east-west primary roadways, while riding on the sidewalk creates a hazard for pedestrians. Create an east-west bike trail that would link the two north-south routes."

The Commission voted yes.

Mr. Norkus read finding no. 18 which stated "Study ways to make Sheridan Road safer for bike use."

The Commission voted yes.

Mr. Norkus read finding no. 19 which stated "Create designated bicycle routes around schools where feasible."

The Commission voted yes.

Mr. Norkus read finding no. 20 which stated "Assure a better balance in the use of Green Bay Road that addresses the safety and convenience of motorists, bicyclists and pedestrians."

Mr. Norkus stated that the plan did not designate Green Bay Road as a bicycle route and that it would encourage them along alternative routes.

The Commission found this finding to be not applicable.

Mr. Norkus read finding no. 21 which stated "Encourage biking and walking as alternatives to motor vehicles within the Green Bay Road corridor and within the Business Districts."

The Commission voted yes.

Mr. Norkus read finding no. 22 which stated "Encourage pedestrian and bicycle accessibility, safe crossings at major intersections, convenience safety and amenities in all business districts."

The Commission voted yes.

Ms. Johnson stated that with regard to finding no. 22, she reiterated her suggestion that improvements should be made to the traffic signals.

Ms. Holland stated that condition was made in connection with finding no. 6. She indicated that the issue can be resolved with a call to Mr. Saunders.

Chairman Greable suggested that they go around the table and get some overall thoughts to be followed by a motion that the Commission felt that the master plan is consistent with the 2020 Comprehensive Plan.

Mr. Dowding in general, he commented that this is a great idea and that as a liaison of the Environmental and Forestry Commission, they would be wildly enthusiastic about this general plan as it would increase access to their green spaces and increase use of sustainable transportation and the improvement of healthy lifestyles. He stated that he hoped that the Village Trustees would develop some ideas for modifications of this plan.

Ms. Holland stated that she agreed with Mr. Dowding's comments. She stated that the Landmark Preservation Commission would find no problem with the plan. Ms. Holland also commented that it is wonderful and described it as a first step and that some of these things can be done immediately with proper grants and funding, while other items would take longer and would require more input and consideration. She concluded by stating that it has been a long time coming and that it is time to do something about getting a plan to make it easier to use bicycles.

A Commission member commented that the plan is great and that she thought that it was consistent with the 2020 Plan. She then stated that like Mr. Dowding, she has issues that they were told not to look at and that it is not their role with regard to priorities. She also referred to the five key objectives from the PowerPoint presentation and that at the end of the day, there are a lot of items that she would come back to say that should have been the driver while other items were lower on the list of priories. She stated that to her, it came down to the listing of priorities and that she agreed with Ms. Fessler's comments with regard to the location of the route to get the children to New Trier east and west.

A Commission member commented that it is a great plan and that to him as a bicycle rider, he referred to item nos. 1 through 4 as priorities and that there are things that he would like to see implemented sooner rather than later.

Mr. Thomas stated that he is part of the group making the presentation and that he could not vote. He then referred to item no. 5. Mr. Thomas referred to the number of places to put bicycles.

A Commission member stated that the lack of east-west in terms of the first two phases is an important item which was left out. He then stated that even though the most expensive part was cutting a path through to the Forest Preserve, he commented that would be the one item which would be the strongest in terms of having support from the Village. He also stated that he agreed that not having a bicycle route to New Trier west is a big problem. He stated that the third thing he would like to see the plan address is under the funding matrix, he asked what would be the percentage of the Village and the Park District general funds be and that a lot of potential funding would be given by sources other than the Village. He stated that it should be made clear what the Village would actually be responsible for to serve to calm the fears of the people of the Village.

Ms. Johnson stated that the plan represented something which is long overdue and that she would fully support it. She reiterated that they should address sooner rather than the later the

enhancement of the Green Bay Trail. Ms. Johnson then stated that as an overall comment, they have all heard that the very fast bicyclists are not residents and referred to the issue of safety and that they should be cognizant of polite bicycle behavior. She stated that the bicyclists that they are making these improvements for should meet them halfway in terms of being safe and respectful bicyclists. Ms. Johnson then referred to the comment that perhaps Sheridan Road could be widened and that they said that it was imagined that the width of Sheridan Road could support two bicycle lanes.

Chairman Greable stated that in hearing all of the comments, he could not disagree with any of the comments in any material way. He stated that he reached a conclusion himself, and in discussions with people he felt had knowledge of the 2020 Plan, he concluded that the Master Plan is consistent. Chairman Greable then stated that he would still like to be satisfied that the Master Plan goes forward, and that the community has the input which he believed they would when it is presented to the Village Council. He added that he is also concerned about the cost and that it would be well above the estimated million dollar projection. Chairman Greable also commented that the east-west trail should be addressed first.

Chairman Greable stated that with regard to comments from the audience, he asked Ms. Fessler as the only audience member if she had any additional comments.

Ms. Fessler stated that she appreciated the wonderful efforts of the Park District to beautify and to create great amenities for the community. She stated that bicycle safety began first with their own residents and that it not only affected the access to New Trier, but also to Washburne. Ms. Fessler also stated that she wondered if there would be real issues that would come in connection with the designation of bicycles being on the street rather than on the sidewalk and any legal issues in that regard.

Chairman Greable asked if there were any further comments.

Ms. Johnson stated that one the photographs showed taking a parking space and converting it to bicycle racks. She commented that is not going to fly in Winnetka and commented that parking is cherished.

Chairman Greable then asked for a motion to approve that the bikeway master plan is consistent with the 2020 Comprehensive Plan.

A motion was made and seconded by Ms. Holland. A vote was taken and the motion was unanimously passed.

AYES:	Coladarci, Dowding, Golan, Greable, Holland, Johnson, McCarthy, Morette
NAYS:	None
NON-VOTING:	Thomas

Chairman Greable then thanked Mr. Norkus for the work he has done on putting together the presentation. He also stated that they can work on the comments to be presented to the Village Council.

The meeting was adjourned at 9:40 p.m.

Respectfully submitted,

Antionette Johnson