

**Winnetka Village Council**  
**STUDY SESSION**  
**Village Hall**  
510 Green Bay Road  
Tuesday, October 13, 2015  
7:00 PM

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**AGENDA**

- 1) Call to Order
- 2) Winnetka Park District – Bikeway Master Plan Update.....2
- 3) Stormwater Utility Fee: Application for Partnership Credit by Winnetka Park District for Lloyd Park - 799 Sheridan Road .....81
- 4) Public Comment
- 5) Executive Session
- 6) Adjournment

**NOTICE**

All agenda materials are available at [villageofwinnetka.org](http://villageofwinnetka.org) (Government > Council Information > Agenda Packets & Minutes); the Reference Desk at the Winnetka Library; or in the Manager’s Office at Village Hall (2<sup>nd</sup> floor).

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## Agenda Item Executive Summary

**Title:** Winnetka Park District – Bikeway Master Plan Update

**Presenter:** Robert Smith, Executive Director - Winnetka Park District

**Agenda Date:** 10/13/2015

**Consent:**  YES  NO

<input type="checkbox"/>	Ordinance
<input type="checkbox"/>	Resolution
<input type="checkbox"/>	Bid Authorization/Award
<input checked="" type="checkbox"/>	Policy Direction
<input type="checkbox"/>	Informational Only

### Item History:

In April, 2013, the Village Council discussed a bikeway master plan for the Village of Winnetka, prepared by the Winnetka Park District. The objective of the bikeway master plan was 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.

### Executive Summary:

At the conclusion of the meeting, Village President Tucker suggested that the Park District gather more data, especially about safety, specific areas, the amount of signage, and practices in neighboring communities, before the Council would make a recommendation on the Master Plan.

Responding to this direction, the Park District revised the Plan to reduce the amount of signed routes and focus on connectivity to the existing regional trails. This revised version of the Plan was presented and reviewed at Park District Board meetings in May, June, and August of this year, with a follow-up review scheduled for October 8.

The revised Plan was presented for public input at an August 2015 Open House. The Park District sent direct mail invitations to the neighborhoods along Elm Street and Sheridan Road, and advertised the Open House via its 7,000-subscriber e-mail distribution. The Plan was also presented to the Village's Environmental and Forestry Commission in September 2015.

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 whether the initial signed route along Elm Street should be considered, either separately or in context with the ongoing Downtown Master Plan process.

### 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. Determine if there is sufficient Council concurrence with the identified signage along Elm Street in the first priority level of the proposed Plan, for the purpose of allowing the Park District and Village to identify and seek potential grant or other funding for this work.

### Attachments:

- Agenda Report
- Winnetka Bikeway Master Plan
- Revised Map Exhibits
- Village Council Minutes – April 11, 2013

## Agenda Report

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

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

Date: October 2, 2015

In April, 2013, the Village Council discussed a bikeway master plan for the Village of Winnetka, prepared by the Winnetka Park District. The objective of the bikeway master plan was 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* (“*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 *Plan* is shown in **Attachment #1**, and revised maps are shown as **Attachment #2**.

The *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 a signed route along Elm Street, widening and extension of the sidewalk to provide an off-road path along Hibbard Road, and pavement markings for a shared lane along Sheridan Road (to be accomplished within the existing pavement width).

The second priority level includes additional signed bike routes 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.

### **Council Discussion**

The Council previously engaged in a lengthy discussion of the *Plan*, and offered several comments and suggestions, which are related in the minutes of that meeting shown in **Attachment #3**. At the conclusion of the meeting, Village President Tucker suggested that the Park District gather more data, especially about safety, specific areas, the amount of signage, and practices in neighboring communities, before the Council would make a recommendation on the Master Plan.

### **Park District Follow-Up**

Responding to this direction, the Park District revised the *Plan* to reduce the amount of signed routes and focus on connectivity to the existing regional trails. This revised version of the *Plan* was presented and reviewed at Park District Board meetings in May, June, and August of this year, with a follow-up review scheduled for October 8th.

The revised *Plan* was presented for public input at an August 2015 Open house. The Park District sent direct mail invitations to the neighborhoods along Elm Street and Sheridan Road, and advertised the open house via its 7,000-subscriber e-mail distribution. The *Plan* was also presented to the Village's Environmental and Forestry Commission in September 2015.

### **Council Action Requested**

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 whether the initial signed route along Elm Street should be considered, either separately or in context with the ongoing Downtown Master Plan process.

**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. Determine if there is sufficient Council concurrence with the identified signage along Elm Street in the first priority level of the proposed *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
2. Revised Map Exhibits
3. Village Council Minutes – April 11, 2013

**Attachment #1**  
**Winnetka Bikeway Master Plan**



# 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



**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:

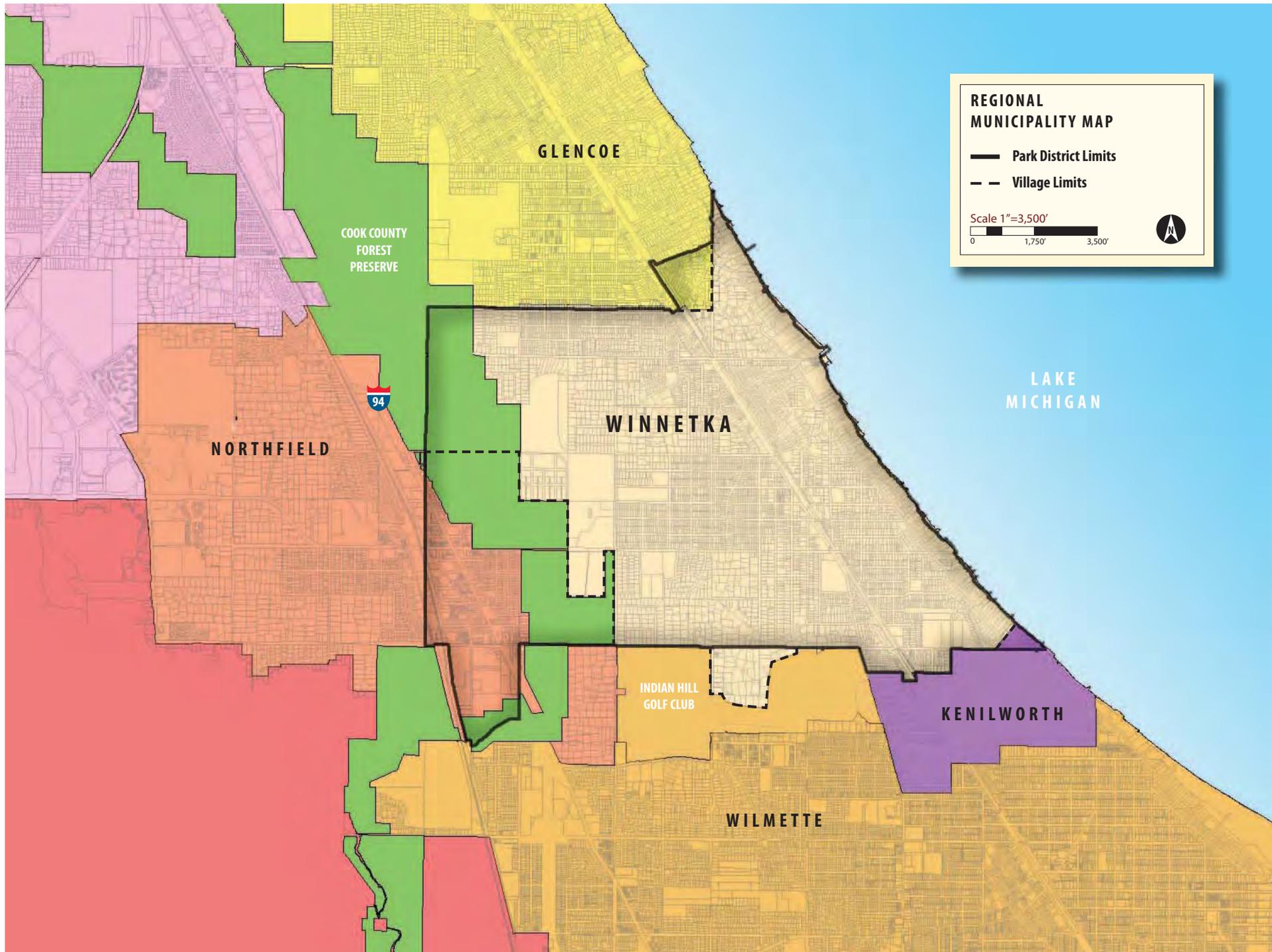
- Developing safe, connected bicycle routes
- Providing access to local and regional amenities
- Developing programs for bicycle education and encouragement
- Securing the resources needed to implement the network
- Establishing city policies that are supportive of bicycling
- Enhancing the quality of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



# 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

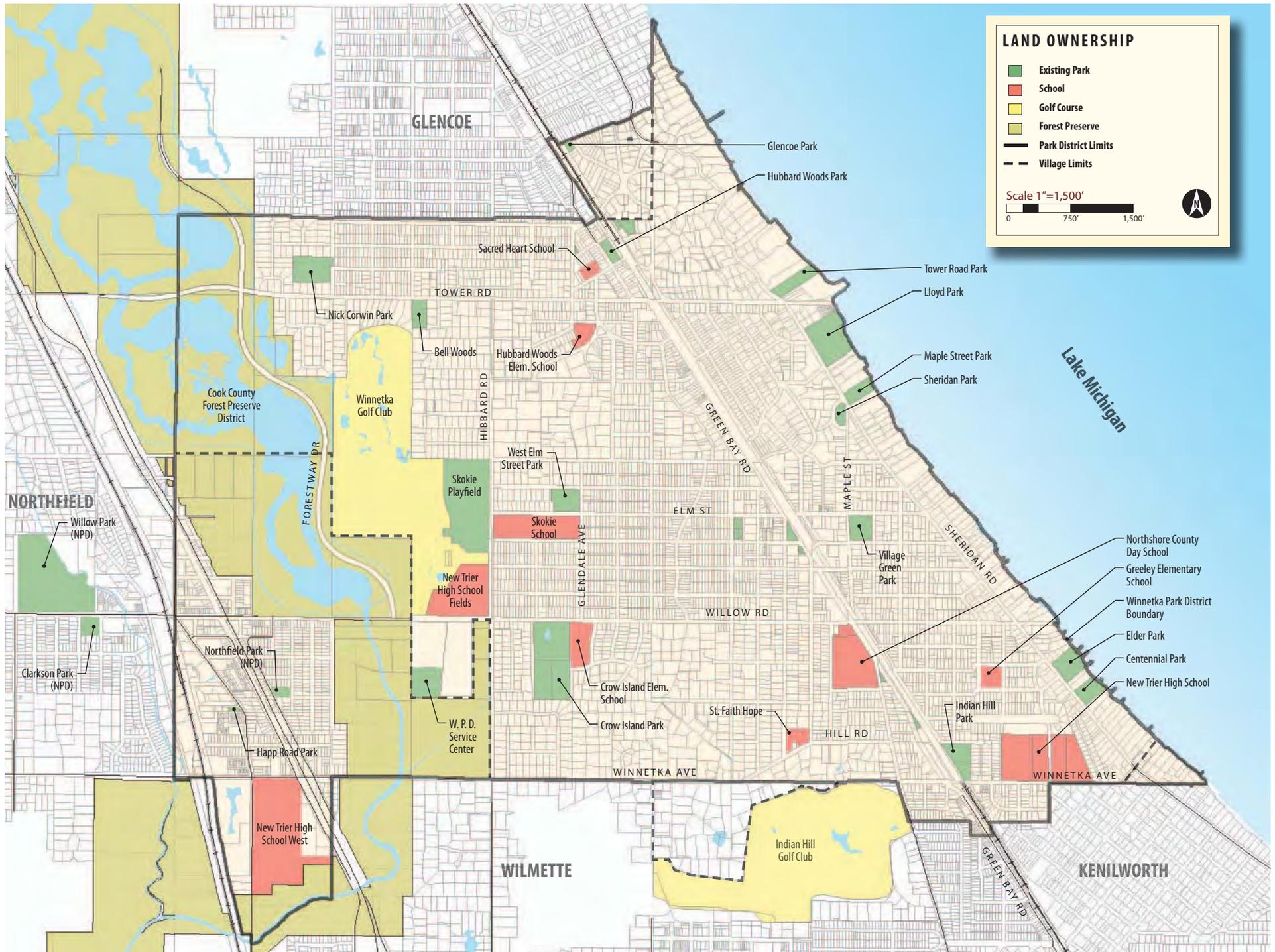
## Existing Roadways

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/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.



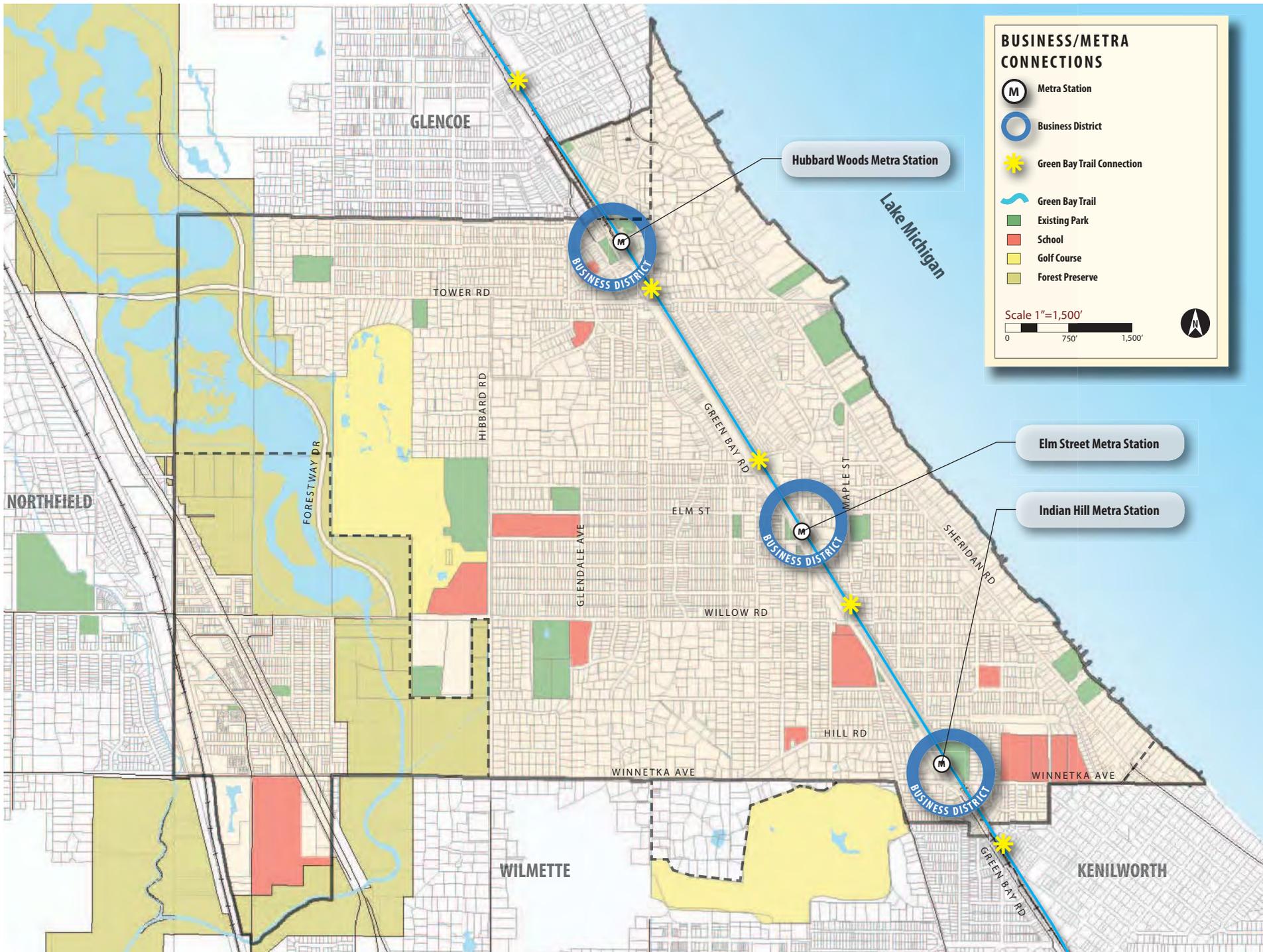
Many people use the Green Bay Trail which provides a valuable regional connection to the area.



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



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



## BUSINESS 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.



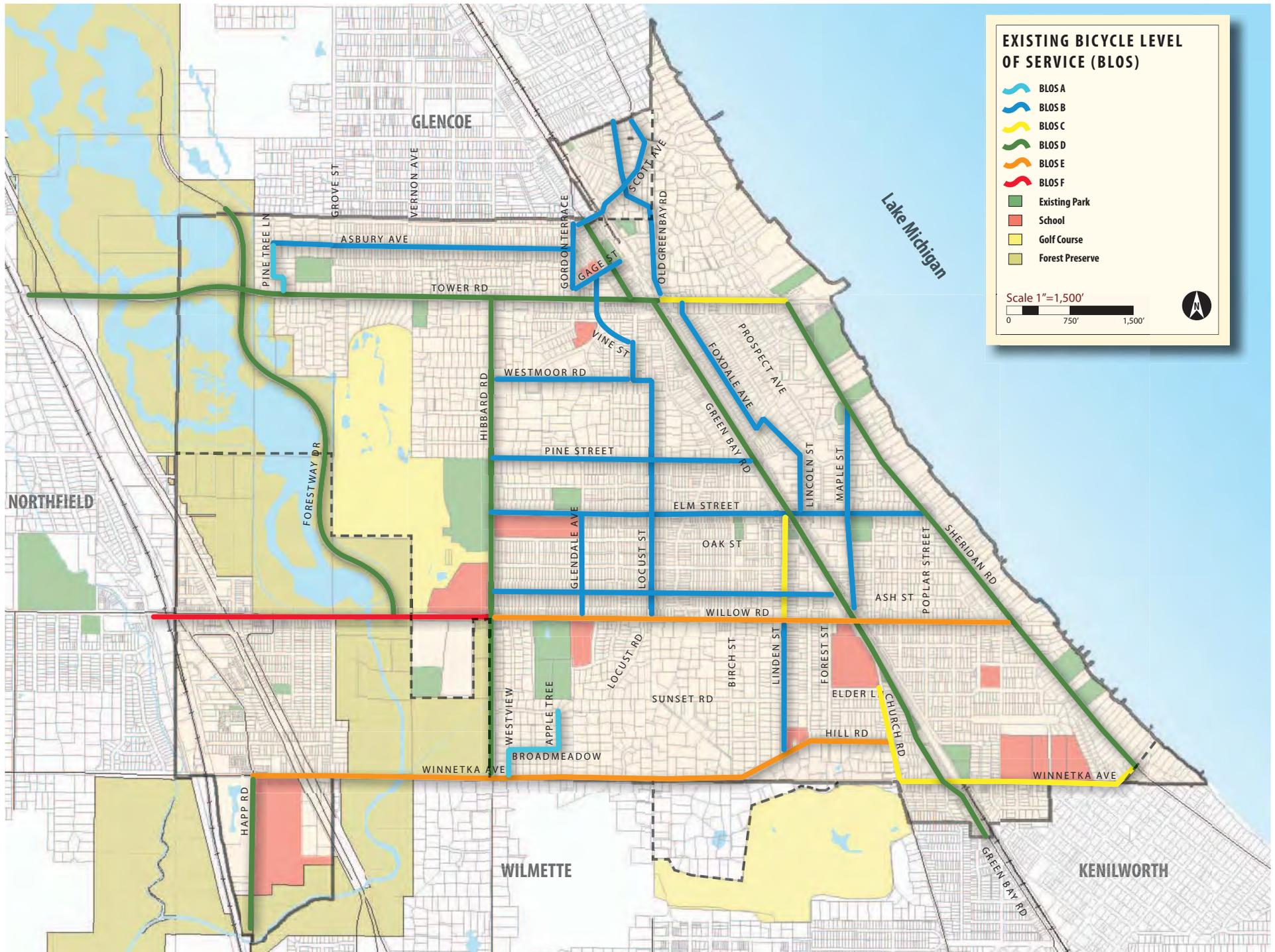
Hubbard Woods Business District, a popular spot for many residents of Winnetka.



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



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



# 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.**

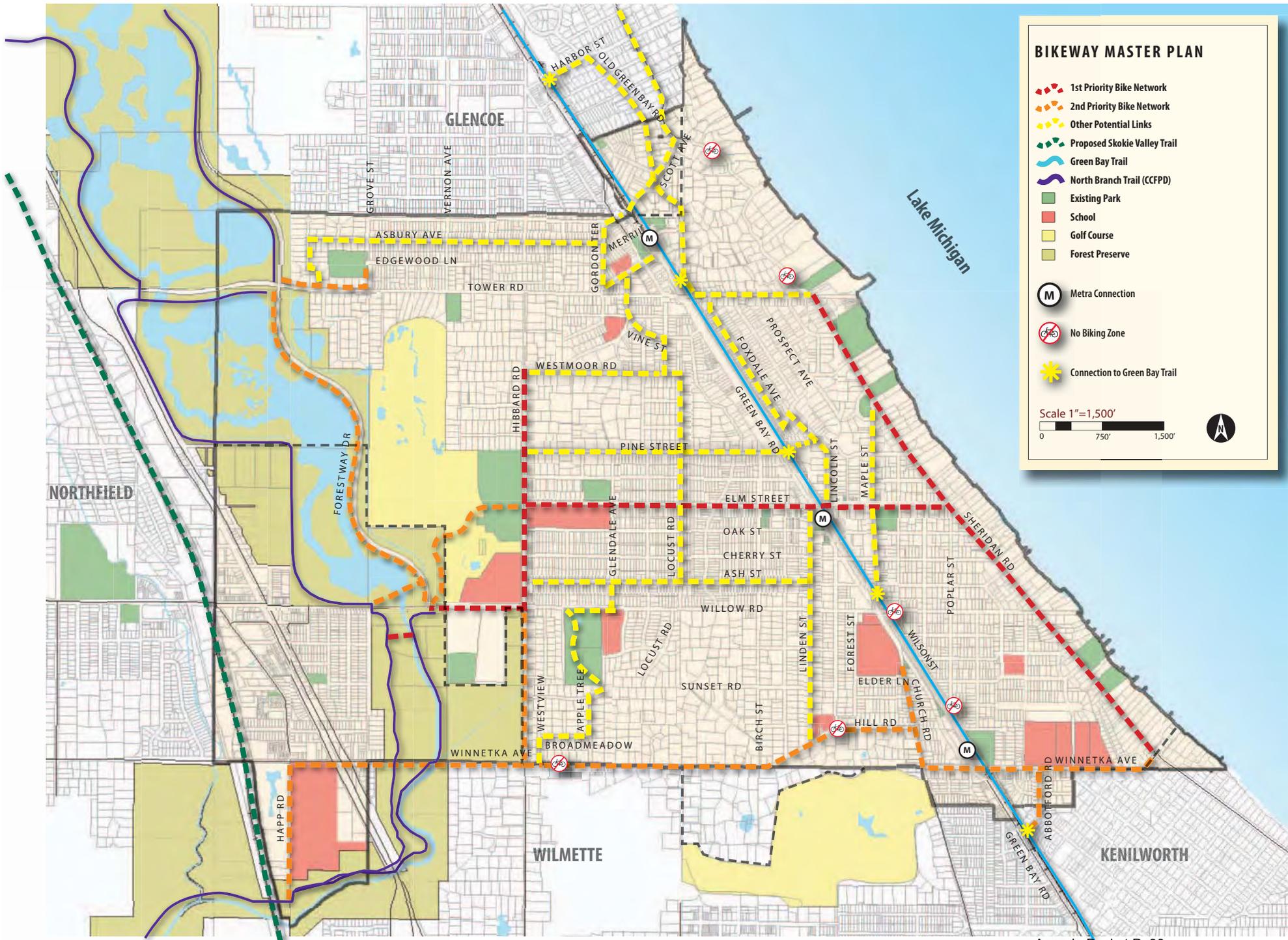


11  
SCHOOLS

23  
PARKS, LAKEFRONT,  
AND OPEN SPACE

2  
REGIONAL TRAILS

4  
BUSINESS DISTRICTS



## 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.



Example of a signed bike route



Example of marked lane



Example of a striped bike lane



Typical Multi-Use Trail



8' multi-use trail

parkway

traffic lane

traffic lane

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.



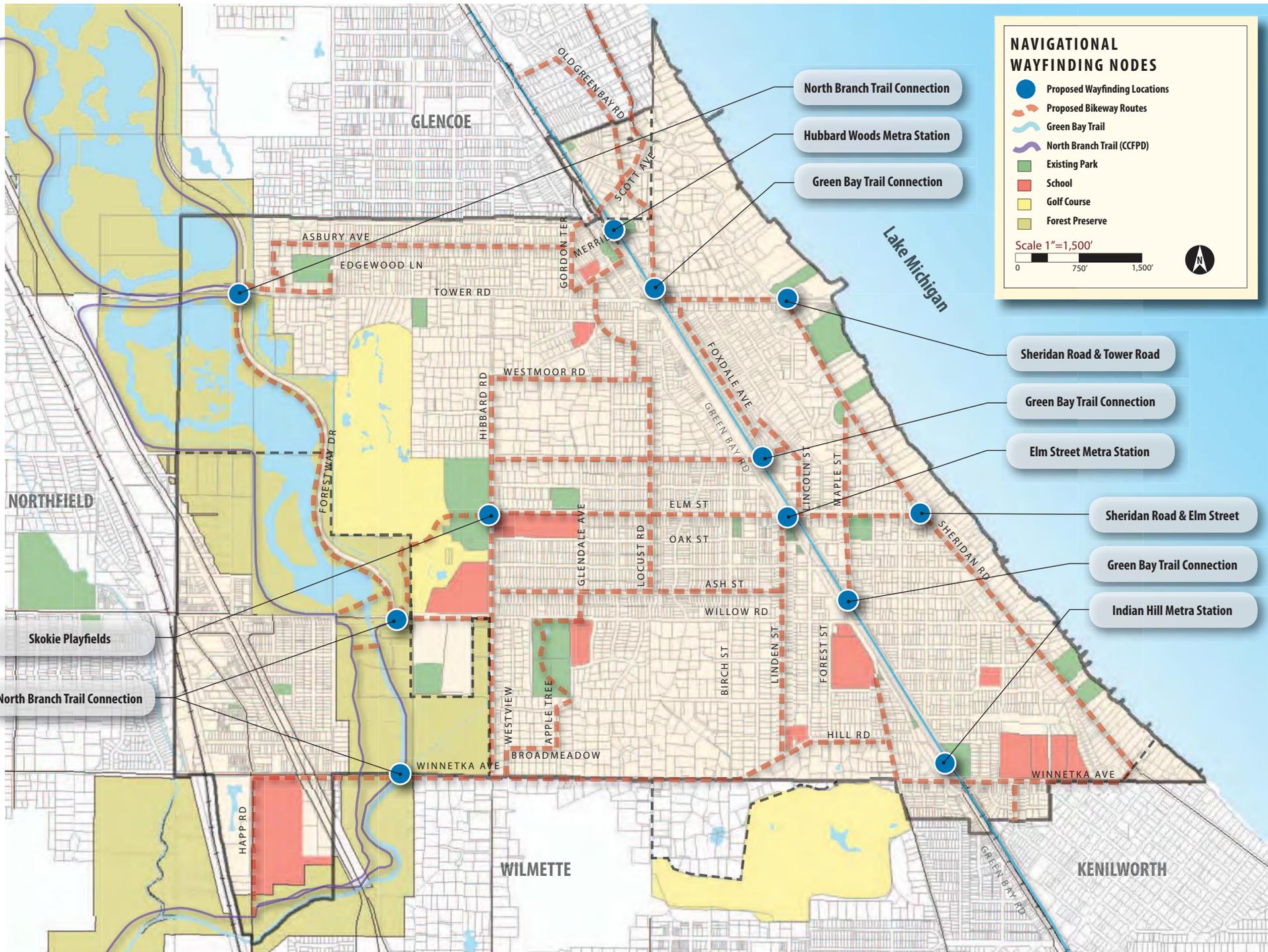
Existing photo of the North Branch Trail crossing at Tower Road and Forestway Drive



Example of separated multi-use trail



A pedestrian bridge links International Friendship Gardens across Trail Creek.



## 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.





# 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.



Conversion of Vehicular Parking Stall into Bicycle Parking



Typical Bicycle Lockers



Typical Inverted U Bicycle Rack



# IMPLEMENTATION STRATEGY



## 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:*

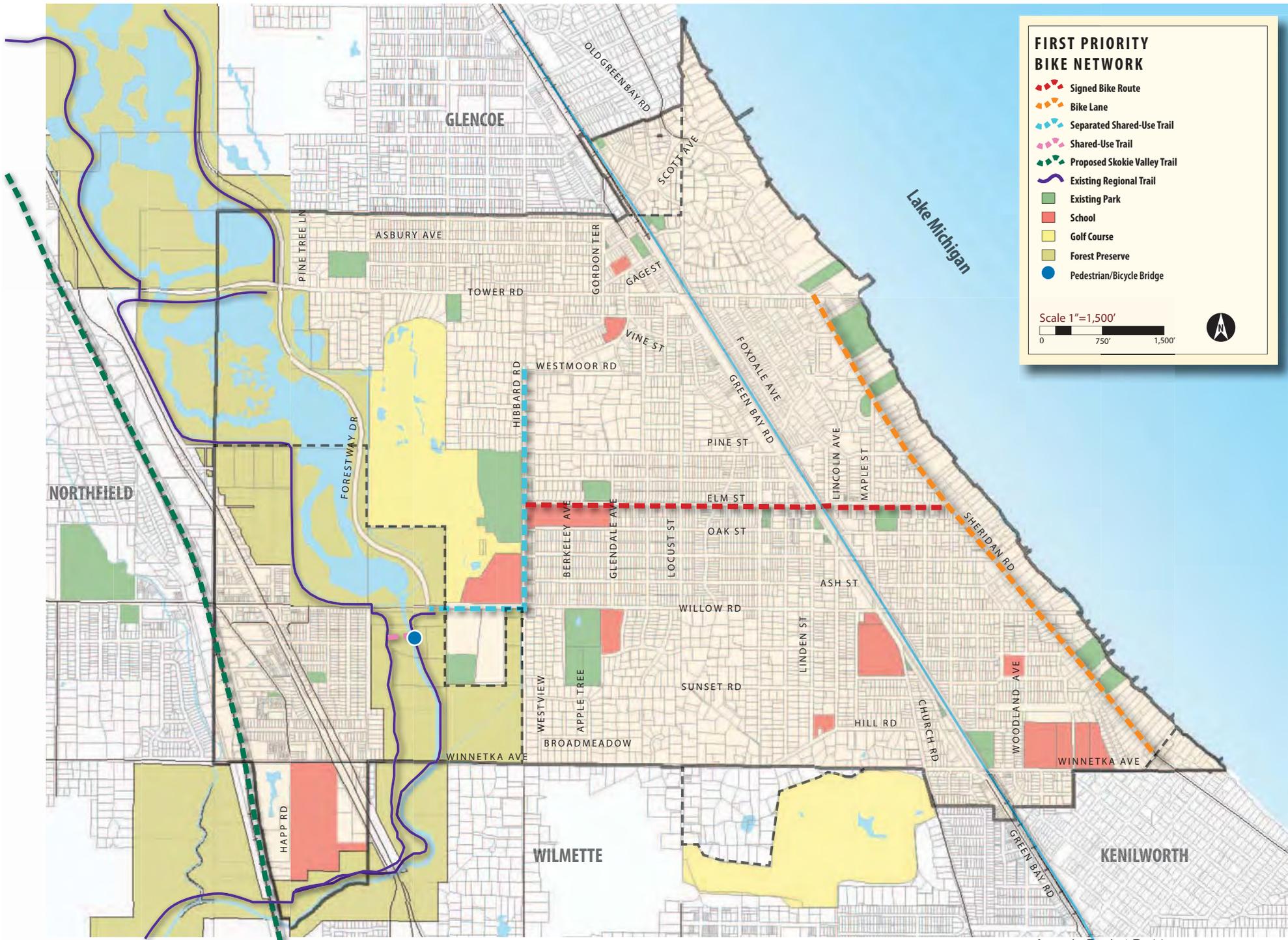
The ownership of various roadways and bridges throughout the village allows for the opportunity to incorporate bicycle facilities with IDOT programmed projects. This is likely to create fragmented bicycle facilities until the remaining portions of the bikeway are constructed. This is unavoidable yet 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.



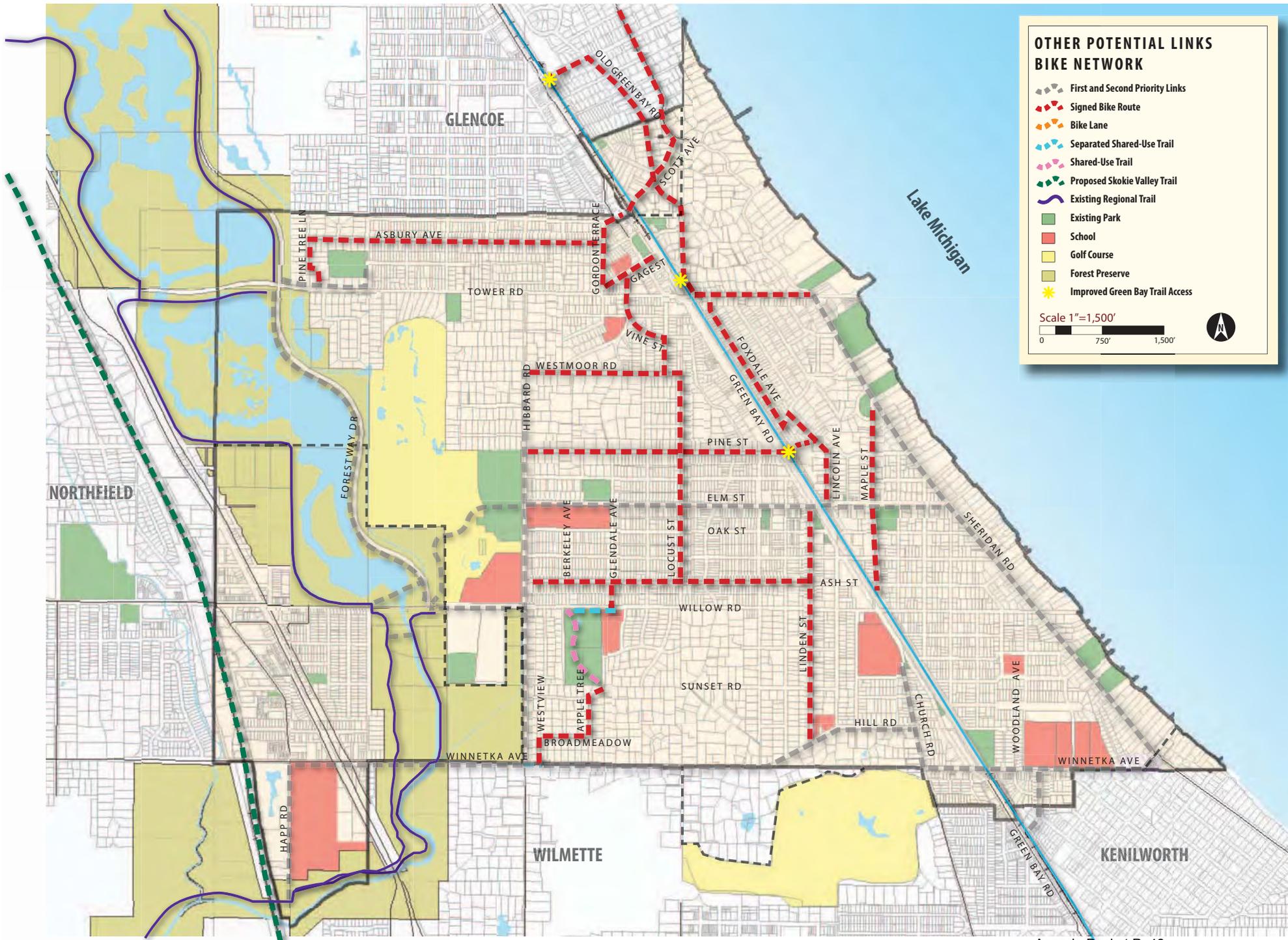
# PHASE ONE IMPLEMENTATION PLAN

	Project Description	Estimated Cost	Coordinating Agency
Bikeway Development	Signed Bike Routes	<b>\$41,700</b> *\$3,900	Village
	Trailhead Signage <ul style="list-style-type: none"> <li>provide signage to and from Green Bay Trail</li> <li>provide signage to and from CCFPD trails</li> <li>provide navigational bikeway signage</li> </ul>	<b>\$17,250</b>	Park District
	Bicycle Parking <ul style="list-style-type: none"> <li>additional bike racks to be located at all three Metra stations</li> <li>additional bike racks to be located at Green Bay Trail access points</li> <li>bike racks to be located at key destinations along bikeway plan</li> <li>bike racks to be located at all three business districts</li> <li>bike racks to be located at various schools</li> </ul>	<b>\$13,200</b>	Park District Village Local Schools
	Bike Lane Striping <ul style="list-style-type: none"> <li>Sheridan Road</li> </ul>	<b>\$20,000</b>	IDOT
Policy & Programming	Safe Routes to School	<b>N/A</b>	Village Local Schools
	Bike Ambassadors Program <ul style="list-style-type: none"> <li>program to promote safety and raise awareness for all road users</li> </ul>	<b>N/A</b>	Park District Police
	Bicycle Parking Policy <ul style="list-style-type: none"> <li>if adopted policy would could require bicycle parking at all retail, commercial, and multi-family zoned properties</li> </ul>	<b>N/A</b>	Village
	<b>Estimated Funding Needed</b>	<b>\$96,000</b>	* Outside Village Limits



## 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
		<b>Estimated Funding Needed</b>	\$192,000+
			* Outside Village Limits



# PHASE THREE IMPLEMENTATION PLAN

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



# 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	<b>Illinois Bicycle Path Program</b>	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	<b>Recreation Trails Program (IDNR)</b>	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	<b>Illinois Transportation Enhancement Program (ITEP)</b>	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	<b>Congestion Mitigation and Air Quality Improvement (CMAQ)</b>	80% Max.	Provides funding to communities and agencies for projects that will lead to quantifiable reductions in auto emissions and/or traffic congestion.
IDOT	<b>Safe Routes to School</b>	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	<b>Surface Transportation Plan</b>	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.

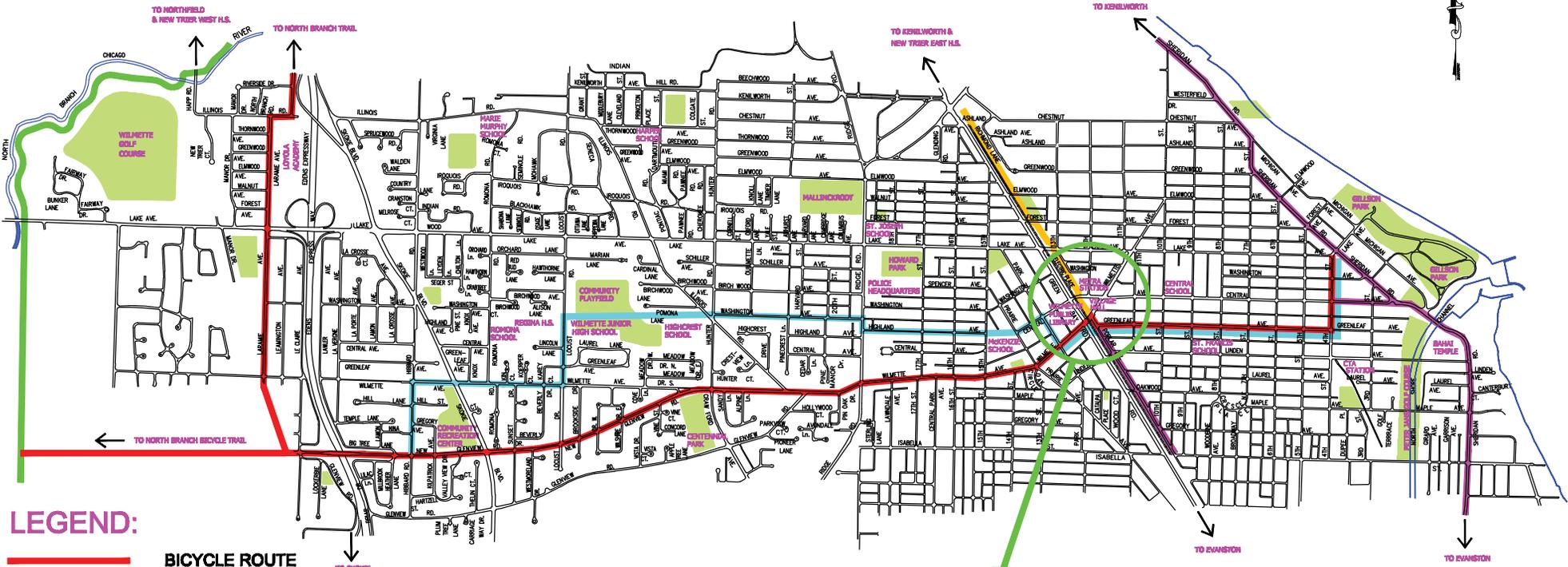
Funding Source	Grant	Funding Amount	Description
MOTOR FUEL TAX (MFT)	N/A	100% State	Use of funds limited to MUTCD standard signing and roadway striping. Projects must compete with other roadway needs in village.
VILLAGE GENERAL FUNDS	N/A	100% Local	No restrictions. Improvements will compete with all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



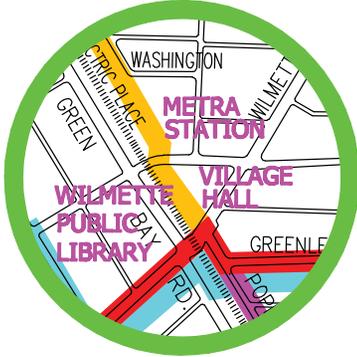
# APPENDIX B: COMMUNITY BICYCLE NETWORK MAPS

# 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





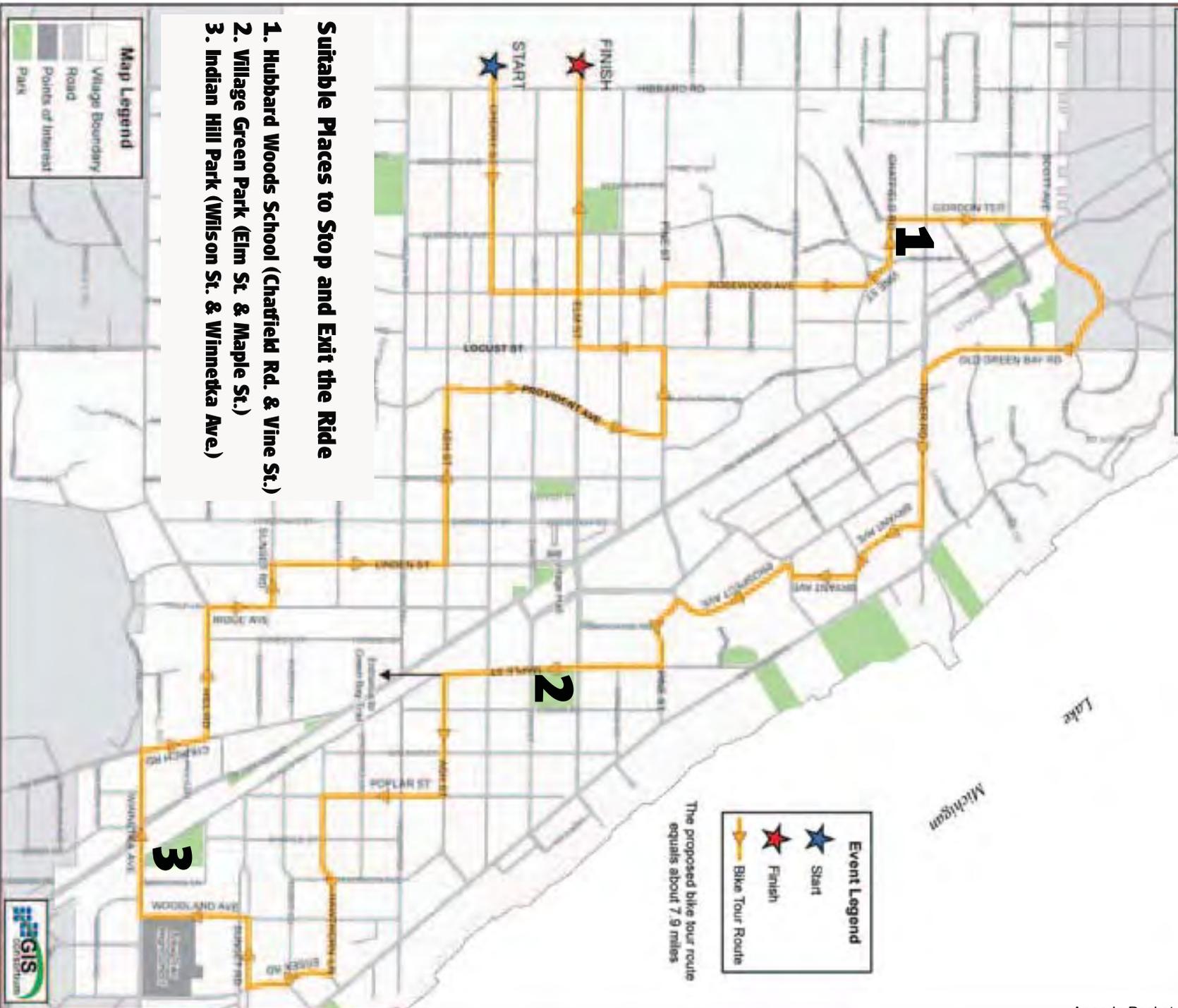
**Winnetka Park District**  
**BIKE WINNETKA**  
 September 17, 2011



**Event Legend**

- Start
- Finish
- Bike Tour Route

The proposed bike tour route equals about 7.9 miles



**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.)**

**Map Legend**

- Village Boundary
- Road
- Points of Interest
- Park





# APPENDIX C: EAST-WEST CONNECTOR TRAIL OPTIONS

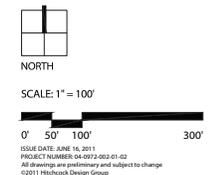




# Alignment Concepts

## Winnetka Bike Trail

Winnetka, Illinois



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

ISSUE DATE: JUNE 16, 2011  
 PROJECT NUMBER: 04-0912-003-01-02  
 All drawings are preliminary and subject to change  
 ©2011 Hitchcock Design Group



# APPENDIX D: PUBLIC MEETING COMMENTS



**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:**

o 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



**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



### 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 Donohy

**Address/Email (Optional):**

C-donohy@northwestwinnetka

#### 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 plan for Willow - Forestway intersection: sidewalk/bike path improvements

③ Our preference for route to Botanic Gardens is the Vt. boulevard to ~~the~~ Tower Road path. Please add as an option.

221 W. Jefferson Avenue  
Naperville, Illinois 60540  
630.961.1787

hitchcockdesigngroup.com



**Public Open House Comment Card**

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.

221 W. Jefferson Avenue  
Naperville, Illinois 60540  
630.961.1787

hitchcockdesigngroup.com



### 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:**

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 N9 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

221 W. Jefferson Avenue  
Naperville, Illinois 60540  
630.961.1787

hitchcockdesigngroup.com



**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*

**General Comments:**  
*545 Lincoln #15*  
*- 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 present in unsafe condition*

*(+)! for trail along Forest Way*  
*- More dedicated bike lanes please!*  
*esp. on Sheridan*

221 W. Jefferson Avenue  
Naperville, Illinois 60540  
630.961.1787

hitchcockdesigngroup.com

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.



**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:**

221 W. Jefferson Avenue  
Naperville, Illinois 60540  
630.961.1787  
hitchcockdesigngroup.com

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 U.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. ★



**HITCHCOCK  
DESIGN  
GROUP**   
creating better places<sup>®</sup>

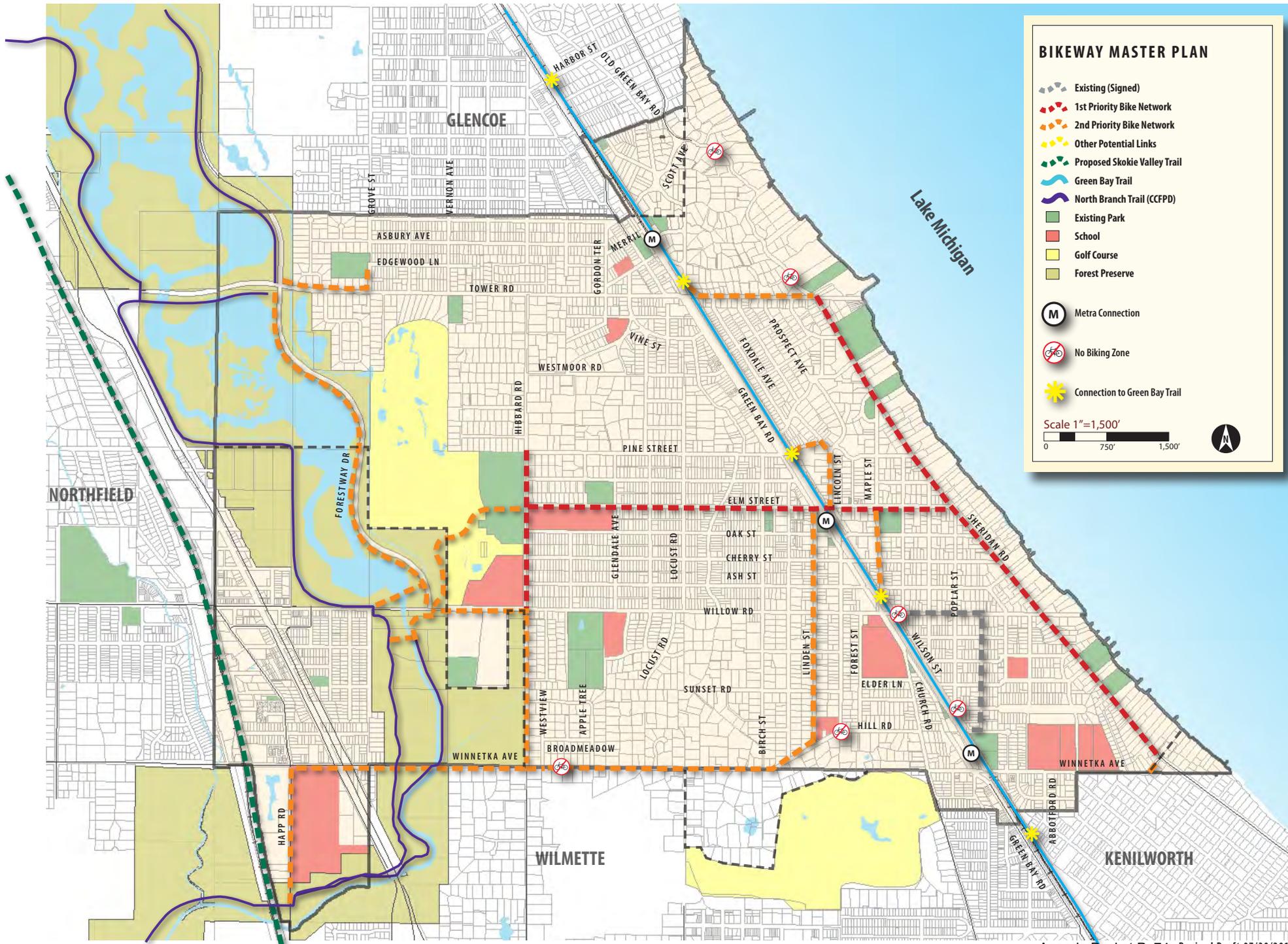
Planning and Landscape Architecture

221 W. Jefferson Avenue  
Naperville, Illinois 60540

T 630.961.1787  
[www.hitchcockdesigngroup.com](http://www.hitchcockdesigngroup.com)

Agenda Packet P. 72

**Attachment #2**  
**Revised Map Exhibits**



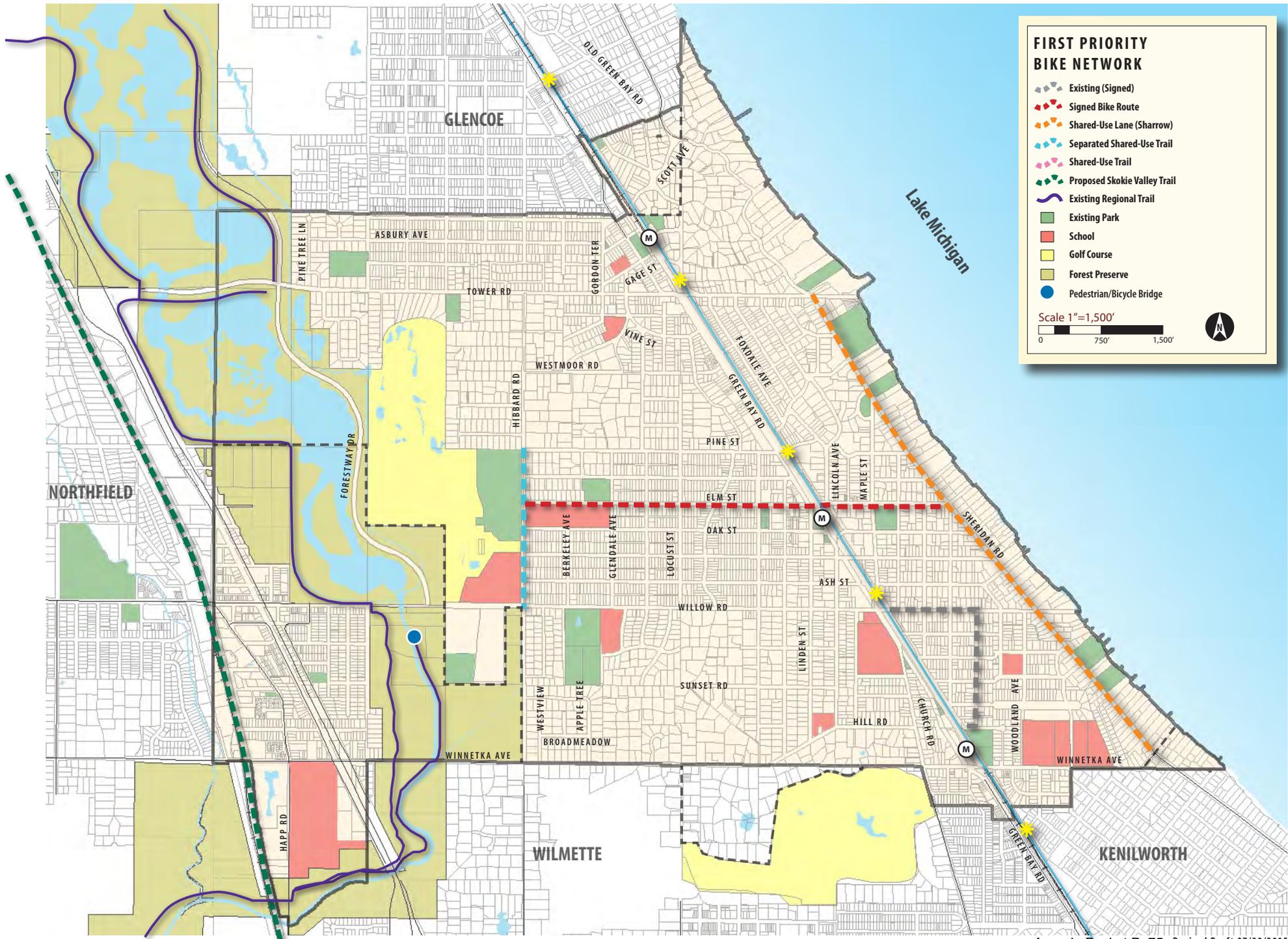
### BIKEWAY MASTER PLAN

- Existing (Signed)
- 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'

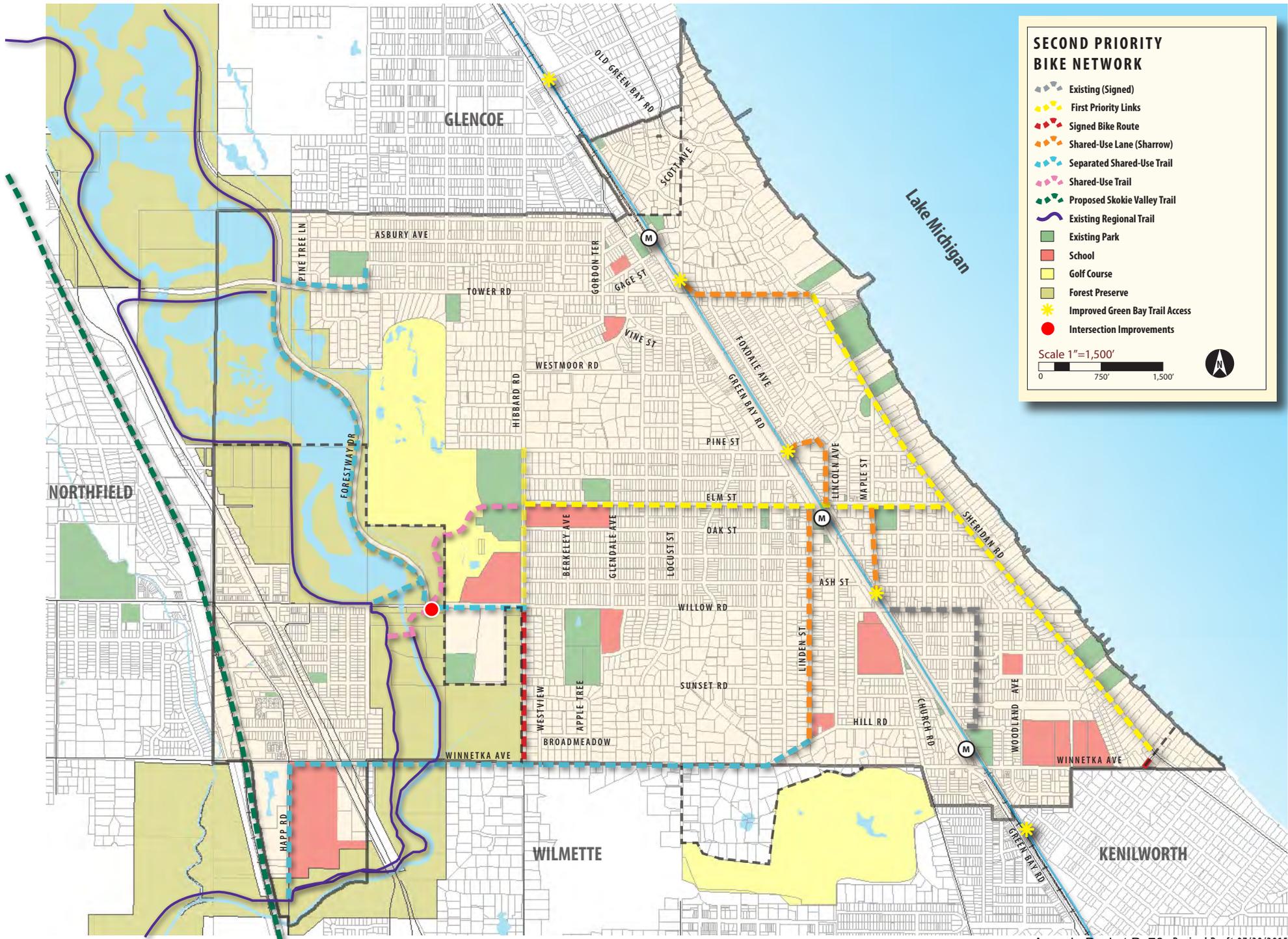


**FIRST PRIORITY BIKE NETWORK**

- Existing (Signed)
- Signed Bike Route
- Shared-Use Lane (Sharrow)
- Separated Shared-Use Trail
- Shared-Use Trail
- Proposed Skokie Valley Trail
- Existing Regional Trail
- Existing Park
- School
- Golf Course
- Forest Preserve
- Pedestrian/Bicycle Bridge

Scale 1"=1,500'

0 750' 1,500'



**Attachment #3**  
**Village Council Minutes – April 11, 2013**

**MINUTES**  
**WINNETKA VILLAGE COUNCIL RESCHEDULED STUDY SESSION**

**April 11, 2013**

(Approved: May 7, 2013)

A record of a legally convened meeting of the Council of the Village of Winnetka, which was held in the Village Hall Council Chambers on Thursday, April 11, 2013 at 7:00 p.m.

- 1) Call to Order. President Tucker called the meeting to order at 7:00 p.m. Present: Trustees Jack Buck, Patrick Corrigan, Richard Kates, Stuart McCrary and Jennifer Spinney. Absent: Trustee Arthur Braun. Also in attendance: Village Manager Robert Bahan, Village Attorney Katherine Janega, Public Works Director Steven Saunders, Police Chief Patrick Kreis, Assistant to the Village Manager Megan Pierce, and approximately 17 persons in the audience.
- 2) Winnetka Park District – Bikeway Master Plan.

Village Public Works Director Steven Saunders reviewed the Winnetka Park District's process to develop a bikeway master plan. He explained the plan identifies both on- and off-road bike routes to better link the lakefront and recreation facilities with the Village's downtown and key community destinations. The Park District conducted an extensive engagement process, including a Task Force and Open Houses with the public. Mr. Saunders noted that the Master Plan was presented to the Village's Plan Commission in June, 2012, and since, the Plan has been revised based on public comment received. Dr. Terry Schwartz, Executive Director of the Winnetka Park District, introduced Steve Connors, of Hitchcock Design Group, to present the Plan. He stated that Winnetka may be lagging behind neighboring communities which already have bicycle plans and facilities in place and that the most recent Winnetka Caucus survey showed support for a bikeway plan.

Mr. Connors said the Bikeway Master Plan is focused on the Park District's boundaries, which extend beyond the Village's borders in some instances, and therefore will require coordination with outside organization. The Plan seeks to create links for bicycle riders in the communities by looking at land holdings and destinations. He described cycling as a rising trend, because it is a more sustainable, environmental way to move that also reduces traffic and congestion. The Plan takes the different roads within the Village and their level of service into consideration, as it is necessary to accommodate diverse types of users. Mr. Connors also gave an overview of the public meeting process and some of the feedback received. Comments from the public focused on significant plan elements such as: need for strong and safer east/west connections, improved signage, lack of bicycle amenities, concern about residential disruption, and desire for public education.

Though the original Plan called for increasing internal roadway links in the community that analysis showed would improve travel, Mr. Connors said public concerns have helped the Park District to revise its recommendations. The Bikeway Master Plan proposes three priority levels for implementation. Mr. Connors then reviewed the bike network plan maps by level of priority and also designating the type of link, such as signed bike routes, bike lanes, and shared-use trail. In the second priority level of implementation, the District has emphasized connections between each of the Metra stations and Village business districts. Wayfinding and signage, as a means to improve directions throughout Winnetka for bicycle

users, was also presented, including trailhead signage for the Green Bay Trail. Mr. Connors stated the current plan does not yet incorporate engineering or surveying and that final recommendations would require more analysis and public input.

Trustee Kates inquired about the planned 5-foot bicycle lane on Sheridan Road. Mr. Connors noted that Sheridan Road is 28-feet wide and that the standard is a 14-foot minimum width which allows for a single bike lane on each side of the road. Mr. Saunders said the proposed lane would leave 9-foot lanes for motorists, which is tight, and that Illinois Department of Transportation would ultimately decide if that width was acceptable. Mr. Connors also responded that the bicycle parking policy included in the first priority level was due to a lack of adequate bike parking in the downtown areas. Concrete widening, street design guidelines and bicycle friendly practices that were noted as developments in the second and third priority levels were also discussed. Since engineering has not been performed, funding has not been determined for these items. The Plan also suggests that the Village could adopt policies so that as streets are improved in the future, bicycle use will be considered in advance planning. Mr. Connors said codes could be improved to be more bicycle friendly.

Trustee Corrigan asked Mr. Connors about experiences in other communities, and whether master plans have helped to increase bike ridership and safety. He asked whether Winnetka could expect to see increased bicycle use and movement to and from the park facilities. Mr. Connors said this information is not gathered as part of the plan, but is tracked by organizations such as the Urban Land Institute and the Active Transportation Alliance. Dr. Schwartz noted that there is already significant bicycle traffic at the main New Trier campus, and that if made more accessible, bicycle use at the West campus would also increase. He described the Master Plan as a 12-15 year venture—saying it focuses on what the community wants to become and integrating as part of the larger bike network. Dr. Schwartz said there are already thousands of people that use our roads and trails, but that the plan would facilitate bringing these people into the community and making travel safer.

Responding to a question on safety statistics from Trustee Buck, Dr. Schwartz said implementation will require identifying the best alternatives and then conducting the research to know which routes and types of use are safest. He said it is difficult to do this level of analysis in the planning stages. Trustee McCrary, who bicycles regularly, noted concern about putting people onto main roads, which he normally tries to avoid. Though the original plan called for more internal routes, Dr. Schwartz said these were eliminated due to community feedback, but that signage would be critical to safe route finding.

Trustee Spinney asked about the width of streets and the potential impact on speed limit. Police Chief Patrick Kreis said that he feels there is a dynamic between lane width and speed and that people tend to travel faster on a wider lane. In response to Trustee Kates' question about expanding sidewalks from 8 to 10 feet along Hibbard Road, the Park District said it is helpful to engage the people who would be directly impacted by the Plan elements. The Council continued to discuss the growing popularity of cycling and practices in other communities. They also considered the potential negative impacts on safety if a plan is not in place. Future plans brought about discussion of funding, on which the Park District said there would be much intergovernmental cooperation required to implement the long-term plan. The Park District would not be permitted to move forward with many of the suggestions, without the approval of numerous agencies, including the Village.

Trustee McCrary said that many of the ideas in the first priority level use existing streets and focus on stripping and concentrating traffic. He believed these were “low hanging fruit” that could make an impact and that most of the large spending items were in later phases. Trustee Kates noted his concern about highly concentrated bicycle routes as well as narrow routes, such as Sheridan Road. He said these routes are often abused by large groups of cyclists. He believed it was too premature to make recommendations and that there should be more engagement and refinement. Trustee Corrigan agreed the Plan required more specificity and study, but that a Plan is needed to direct traffic and keep it enjoyable. President Tucker stated that the Plan Commission found the Park District’s Plan to be in agreement with the Village’s Comprehensive Plan. She suggested that the Park District gather more data, especially about safety, specific areas, the amount of signage, and practices in neighboring communities, before the Council would make a recommendation on the Master Plan.

3) Public Comment.

John Yasenek, 1177 Elm Street: Mr. Yasenek commented about the plans for Elm Street—saying he has never had issues with congestion in Winnetka. He also said that safety is not a large concern, because families use the sidewalks rather than streets.

Bill McKinley, 879 Ash Street: Mr. McKinley stated he is a member of the Bike Task Force and feels the long-range plan is important. He said that improvements for bike parking would be helpful. He also noted the Willow Road bridge is very narrow and that extra pavement would alleviate a significant safety concern.

Kathleen Easton, 915 Elm Street: Ms. Easton stated that her overarching concern is for safety. She said that markings do not necessarily make the use safer, especially for children. She encouraged the Park District to evaluate statistics on safety and accidents that have occurred in Winnetka.

Nancy Fox, 1036 Elm Street: Ms. Fox said her concern was about widening Elm, but sees that the plan calls for markings rather than expansion. She felt the document was more ideas rather than a master plan.

Jenn McQuet, 528 Maple Street: Ms. McQuet recalled that she was happy to have freedom of mobility for her family upon moving here, but has since become concerned about the safety of some of the routes. She suggested focusing on multi-use facilities and shared trails for runners and bicyclists. She believes Winnetka will be a more attractive community if it is a bike friendly community.

Dan Basse, 951 Private Road: Mr. Basse asked the Council to consider the unintended consequences of some of the recommendations. People often find alternatives and short-cuts that may not be safe. He said he was concerned about safety, especially the movement upstream on Sheridan toward Glencoe.

4) Adjournment. Trustee Spinney, seconded by Trustee Kates, moved to adjourn the meeting. By voice vote, the motion carried. The meeting adjourned at 8:38 p.m.

---

Recording Secretary



## Agenda Item Executive Summary

**Title:** Stormwater Utility Fee: Application for Partnership Credit by Winnetka Park District for Lloyd Park - 799 Sheridan Road

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

**Agenda Date:** 10/13/2015

**Consent:**  YES  NO

Ordinance  
 Resolution  
 Bid Authorization/Award  
 Policy Direction  
 Informational Only

### Item History:

When adopting the stormwater utility fee in March, 2014, the Village Council recognized that, in certain unique circumstances, some institutions in the Village, such as schools, parks and churches, have sufficient resources that, in addition to complying with applicable stormwater detention requirements, they are also able to provide significant stormwater management assistance to the Village, through such actions as the donation of land for use in the stormwater system, significant capital contributions for the stormwater system or other such activities. The Council reserved the sole and exclusive right and discretion to enter into agreements with those property owners to provide for such contributions to the Village's stormwater system, and to grant a credit to such owners for all or part of the stormwater utility fee in exchange for such contribution. The Winnetka Park District has submitted a request for consideration of such a partnership credit for Lloyd Park, at 799 Sheridan Road.

### Executive Summary:

In 2014, the Village completed the Northeast Winnetka Stormwater Improvement. The northeast Winnetka watershed previously drained to Lake Michigan via a single outlet at the east end of Spruce Street. This improvement consisted of two separate projects, aimed at separating the large northeast Winnetka watershed into two subwatersheds, by constructing a new connection to an existing outlet across property owned by the Winnetka Park District, at Lloyd Park. The Park District granted the Village an easement across the south end of the Lloyd Park parking lot, under which the new storm sewer could be constructed to access the Lake. Absent this easement, the Village would have needed to identify and acquire another route from Sheridan Road to the Lake, or to significantly increase stormwater conveyance capacity along Sheridan Road and Spruce Street, and a construct new outlet structure at Spruce Street, to provide stormwater flood protection for the southern portion of the northeast Winnetka watershed. Either of these two options would have been significantly more expensive to implement – on the order of several hundred thousand dollars – than the Lloyd Outlet improvement that was ultimately constructed.

The Village Council previously considered a credit application for this property on January 6, 2015. During that discussion, the Village Council discussed two modifications to the application. The first modification would have ended the credit once the current bonds are paid off, in 2045. The second, alternative, modification would have authorized a flat credit of \$5,501.16 regardless of any future increases in the ERU rate. Neither modification mustered sufficient affirmative votes for authorization. The minutes of this discussion are attached.

It is Village staff's opinion that the Park District's involvement in the project, in the form of donating land to significantly reduce the expense of providing stormwater flood relief, precisely fits the conditions for which the partnership credit provision was adopted by the Village Council. The Park District has requested a credit of the 21.0 ERU. Staff recommends that the Council grant the requested partnership credit to the Winnetka Park District.

### Recommendation:

Consider granting a partnership credit to the Winnetka Park District for 21.0 ERU, for an annual amount of \$5,501.16 based on the current ERU rate.

### Attachments:

1. Winnetka Park District Credit Application
2. Winnetka Village Code Section 13.16
3. Meeting Minutes - January 6, 2015 Village Council Regular Meeting



# Application for Partnership Credit

Lloyd Park  
Winnetka, Illinois

Prepared For:

Winnetka Park District  
540 Hibbard Road  
Winnetka, Illinois 60093

Prepared By:

Michael Baker, P.E., CFM  
625 Forest Edge Drive  
Vernon Hills, Illinois 60061

GHA Project #4872.000

October 7, 2015

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- Appendix A - Plat of Survey and Topography - Lloyd Park
- Appendix B - Lloyd Park Storm Sewer Improvements - Plan and Profile
- Appendix C – Tributary Area Exhibit

## 1 Introduction

The Winnetka Park District (WPD) understands that they will be subject to the new stormwater utility fee based on impervious areas of their parcels which discharge stormwater to the Village stormwater management system. The WPD understands the need for this utility fee program and is fully supportive of the Village's goals of improving stormwater management. While the WPD supports this program, they also own and maintain a substantial amount of property within the Village and the financial burden resulting from the utility fee will have a significant impact on the WPD's annual budget. In order to assess the possibility of obtaining relief from the utility fee, the WPD has retained Gewalt Hamilton Associates (GHA) to review the Village requirements and submit, if possible, documentation supporting the reduction of the utility fee for the WPD.

GHA has reviewed the options outlined in the "Stormwater Credit Manual" dated May 30, 2014 and published on the Village of Winnetka website. GHA believes that the WPD qualifies for a "Partnership Credit" for benefits provided to the Village stormwater management system by the Lloyd Park property per the requirements of Section 3.7 of the manual. The purpose of this report is to provide documentation of the stormwater management benefits provided by Lloyd Park and to request that the Village grant the WPD a Partnership Credit for the utility fee associated with the total amount of Equivalent Runoff Units (ERU's) calculated for this property.

## 2 Analysis of Partnership Benefits

An existing plat of survey and topography for Lloyd Park is provided in Appendix A. This survey shows that the majority of the park discharges as overland flow directly to Lake Michigan and places no burden on the Village's stormwater management system. Some areas of the park discharge to a Village storm sewer system that was constructed through the park property at the south parking lot in 2013. Prior to the construction of that sewer, the entire park was directly discharging to the lake.

A plan and profile drawing of this system is provided in Appendix B. Runoff from the areas of the park draining to this sewer creates a small burden to the Village system. However, the construction of Village stormwater improvements within the Lloyd Park property resulted in significant benefits to the Village by providing a convenient direct outfall to Lake Michigan.

In order to construct the new outfall, the Village required roughly 3,700 square feet of land through Lloyd Park. Construction of the stormwater improvements within this area was allowed by the WPD at no cost. Additionally, the WPD granted an 11,700 square foot watermain easement through Lloyd Park, also at no cost. An analysis of neighboring lakefront property included in Table 1 indicates a market value of \$40 per square foot of land.<sup>1</sup> Based on this analysis, the market value of the stormwater improvement construction area is approximately \$148,000 and the market value of the watermain easement provided to the Village is approximately \$468,000. If not for the WPD allowing construction area across the park property

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<sup>1</sup> Source: Cook County Property Tax Portal

to convey stormwater from Sheridan Road the Lake, the Village would have had to find an alternative location for the outfall, and compensate the owner of such property for the use of their land.

It is important to reiterate that prior to the Park District allowing the Village to construct the sewer through the park, the entire property was directly discharging to the Lake and thus would have been exempt from the Stormwater Utility Fee on that basis. By cooperating with the Village and allowing the Village to install the sewer across a portion of the park property, some park areas were directed into that sewer and thus created the condition by which the direct discharge appeal was no longer valid.

The Stormwater Credit Manual states that Partnership Credits are offered to applicants who “provide land and/or facilities for use by the Village to facilitate the management of stormwater”. GHA believes that the use of Lloyd Park area allowed by the WPD at no cost to the Village and the WPD’s cooperation during construction of Village stormwater management improvements qualifies the WPD to receive the Partnership Credit.

**Table 1: Market Value of Lakefront Land<sup>2</sup>**

PIN	Land Area (ft <sup>2</sup> )	Assessed Land Value	Assessed Value per ft <sup>2</sup>	Market Value per ft <sup>2</sup>
05-17-203-039	77,310	\$309,240	\$4.00	\$40.00
05-17-203-036	169,492	\$677,968	\$4.00	\$40.00
05-17-203-025	182,211	\$728,844	\$4.00	\$40.00
05-17-203-026	116,610	\$466,440	\$4.00	\$40.00
05-16-106-017	35,250	\$141,000	\$4.00	\$40.00
05-16-106-050	51,005	\$204,020	\$4.00	\$40.00
05-16-106-077	74,616	\$298,464	\$4.00	\$40.00
05-16-106-074	84,470	\$337,880	\$4.00	\$40.00

### 3 ERU Calculation

GIS data used by the Village to estimate the stormwater utility fee for the Lloyd Park parcel was provided to GHA from the Village. Table 2 provides a summary of the GIS data provided for this park. An ERU value was determined for the park in Table 2 based on 3,400 square feet per ERU, rounded to the nearest 0.1 ERU. The total estimated ERU for Lloyd Park was 21.0.

<sup>2</sup> Source: Cook County Property Tax Portal. Properties are of those lakefront properties near or adjacent to Lloyd Park.

**Table 2: ERU Estimate for Lloyd Park**

PIN	Paved Area (ft <sup>2</sup> )	Path Area (ft <sup>2</sup> )	Sidewalk Area (ft <sup>2</sup> )	Parking Area (ft <sup>2</sup> )	Driveway Area (ft <sup>2</sup> )	Building Area (ft <sup>2</sup> )	Total Area (ft <sup>2</sup> )	ERU
05-16-106-066	6,172	0	2,469	59,706	198	2,864	71,409	21.0

#### **4 Conclusions**

This report has summarized the drainage characteristics and stormwater benefits provided to the Village stormwater management system by the Lloyd Park property. GHA believes that the benefits provided by this property makes the WPD well qualified to receive a partnership credit as defined in the Stormwater Credit Manual. Therefore, on behalf of the WPD, GHA respectfully requests that the 21.0 ERU calculated for Lloyd Park be removed from the WPD utility fee assessment in accordance with the requirements for the “partnership credit” described in the Stormwater Credit Manual.

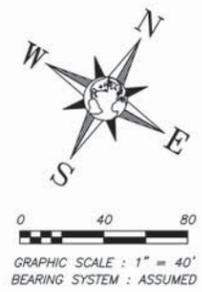
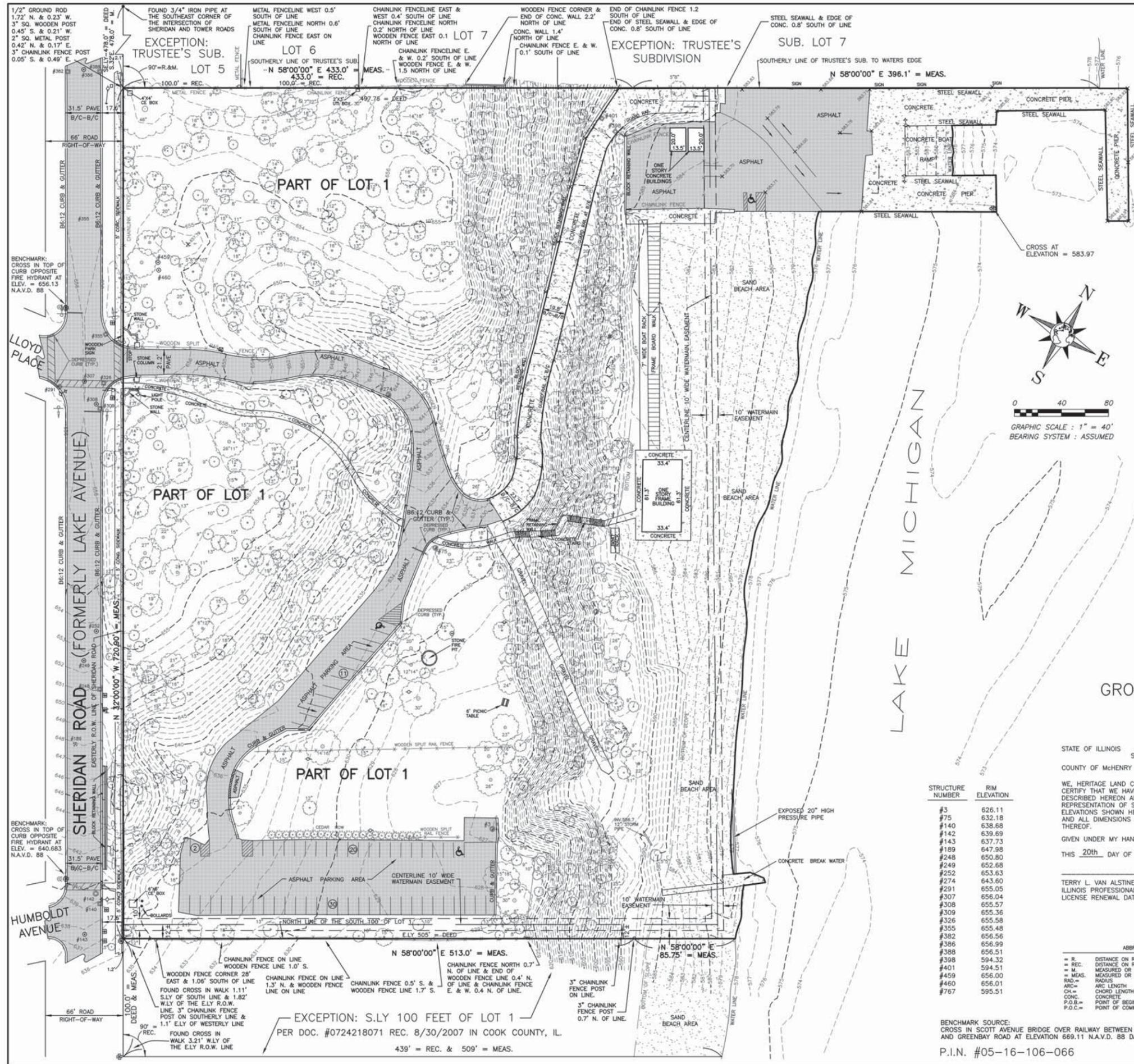
# **Appendix A**

## **Plat of Survey and Topography Lloyd Park**

# PLAT OF SURVEY & TOPOGRAPHY

**PARCEL DESCRIPTION:**  
 THAT PART OF LOT 1 IN LLOYD AND ROBINSON'S SUBDIVISION, BEING A SUBDIVISION OF PART OF FRACTIONAL SECTIONS 16 AND 17 IN TOWNSHIP 42 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MARCH 24, 1887 AS DOCUMENT NUMBER 809744 IN COOK COUNTY, ILLINOIS, LYING SOUTH AND SOUTHEASTERLY OF A LINE DRAWN PERPENDICULAR TO THE CENTERLINE OF SHERIDAN ROAD (FORMERLY KNOWN AS LAKE AVENUE) AND PASSING THROUGH AN IRON STAKE WHICH IS IN THE EASTERLY LINE OF SHERIDAN ROAD, AT A POINT 478 FEET SOUTHEASTERLY ALONG SAID EASTERLY LINE FROM THE POINT OF INTERSECTION OF SAID EAST LINE AND THE SOUTH LINE OF TOWER ROAD (FORMERLY KNOWN AS NORTH AVENUE), EXCEPT THE SOUTHERLY 100 FEET OF SAID LOT 1 AS MEASURED ALONG THE EASTERLY LINE OF SAID SHERIDAN ROAD, PARCEL CONTAINING 9.5323 ACRES, MORE OR LESS, IN THE VILLAGE OF WINNETKA, COOK COUNTY, ILLINOIS.

**WATERMAIN EASEMENT DESCRIPTION:**  
 A 10 FOOT WIDE WATERMAIN EASEMENT OVER THAT PART OF LOT 1 IN LLOYD AND ROBINSON'S SUBDIVISION, BEING A SUBDIVISION OF PART OF FRACTIONAL SECTIONS 16 AND 17 IN TOWNSHIP 42 NORTH, RANGE 13 EAST OF THE THIRD PRINCIPAL MERIDIAN, LYING SOUTHERLY OF THE SOUTHERLY LINE OF TRUSTEE'S SUBDIVISION OF THE NORTHERLY PORTION OF SAID LOT 1 (EXCEPTING FROM SAID LOT 1 THE SOUTHERLY 100 FEET THEREOF, AS MEASURED ALONG THE EASTERLY LINE OF SHERIDAN ROAD) AND THE CENTERLINE OF SAID 10 FOOT WATERMAIN EASEMENT IS A LINE WHICH COMMENCES AT A POINT ON THE NORTHERLY PROPERTY LINE OF THE ABOVE DESCRIBED PROPERTY AT A POINT 497.76 FEET EASTERLY FROM THE EASTERLY LINE OF SHERIDAN ROAD AS MEASURED ALONG SAID NORTHERLY PROPERTY LINE AND RUNS SOUTHERLY TO A POINT APPROXIMATELY 12 FEET NORTH OF THE SOUTHERLY PROPERTY LINE OF THE ABOVE DESCRIBED PROPERTY AND 505 FEET EASTERLY FROM THE EASTERLY LINE OF SHERIDAN ROAD AS MEASURED ALONG SAID SOUTHERLY PROPERTY LINE, THENCE WEST PARALLEL TO SAID SOUTHERLY PROPERTY LINE TO ITS INTERSECTION WITH THE EASTERLY LINE OF SHERIDAN ROAD AT A POINT 12 FEET, MORE OR LESS, NORTH OF SAID SOUTHERLY PROPERTY LINE, IN THE VILLAGE OF WINNETKA, COOK COUNTY, ILLINOIS.



### LEGEND

- FIRE HYDRANT
- WATER MAIN
- SANITARY/STORM MANHOLE
- SANITARY SEWER
- CATCH BASIN
- INLET
- FLARED END SECTION
- STORM SEWER
- POWER POLE STREET LIGHT
- POWER POLE GYE ANCHOR
- VALVE VAULT
- VALVE BOX
- UTILITY BOX
- CONTOUR
- SPOT ELEVATION
- TOP OF WALL ELEV
- BOTTOM OF WALL ELEV
- BUSH ROW
- DECIDUOUS TREE
- CONIFER ( PINE )
- HAND HOLE
- SIGN
- TRAFFIC SIGNAL

GROSS PARK AREA = 9.5323 TO WATERS EDGE

STATE OF ILLINOIS  
 COUNTY OF McHENRY

WE, HERITAGE LAND CONSULTANTS, LLC., DO HEREBY CERTIFY THAT WE HAVE SURVEYED THE PROPERTY DESCRIBED HEREON AND THAT THE PLAT DRAWN IS A REPRESENTATION OF SAID SURVEY AND TOPOGRAPHY. ELEVATIONS SHOWN HEREON ARE ON N.A.V.D. 88 DATUM AND ALL DIMENSIONS ARE GIVEN IN FEET AND DECIMALS THEREOF.

GIVEN UNDER MY HAND AND SEAL AT McHENRY, ILLINOIS  
 THIS 20th DAY OF DECEMBER 2010

TERRY L. VAN ALSTINE  
 ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 35-3055  
 LICENSE RENEWAL DATE : 11-30-2012

STRUCTURE NUMBER	RIM ELEVATION
#3	626.11
#75	632.18
#140	638.68
#142	639.69
#143	637.73
#189	647.98
#248	650.80
#249	652.68
#252	653.63
#274	643.60
#291	655.05
#307	656.04
#308	655.57
#309	655.36
#326	655.58
#355	655.48
#382	656.56
#386	656.99
#388	656.51
#398	594.32
#401	594.51
#459	656.00
#460	656.01
#767	595.51

- ABBREVIATIONS**
- = R = DISTANCE ON RECORDED PLAT OF SUBDIVISION
  - = REC = DISTANCE ON RECORDED PLAT OF SUBDIVISION
  - = M = MEASURED OR CALCULATED DISTANCE
  - = MEAS = MEASURED OR CALCULATED DISTANCE
  - = RAD = RADIUS
  - = ARC = ARC LENGTH
  - = CHL = CHORD LENGTH
  - = CONC = CONCRETE
  - = P.O.B = POINT OF BEGINNING
  - = P.O.C = POINT OF COMMENCEMENT

BENCHMARK SOURCE:  
 CROSS IN SCOTT AVENUE BRIDGE OVER RAILWAY BETWEEN HUBBARD STREET AND GREENBAY ROAD AT ELEVATION 669.11 N.A.V.D. 88 DATUM.

P.I.N. #05-16-106-066

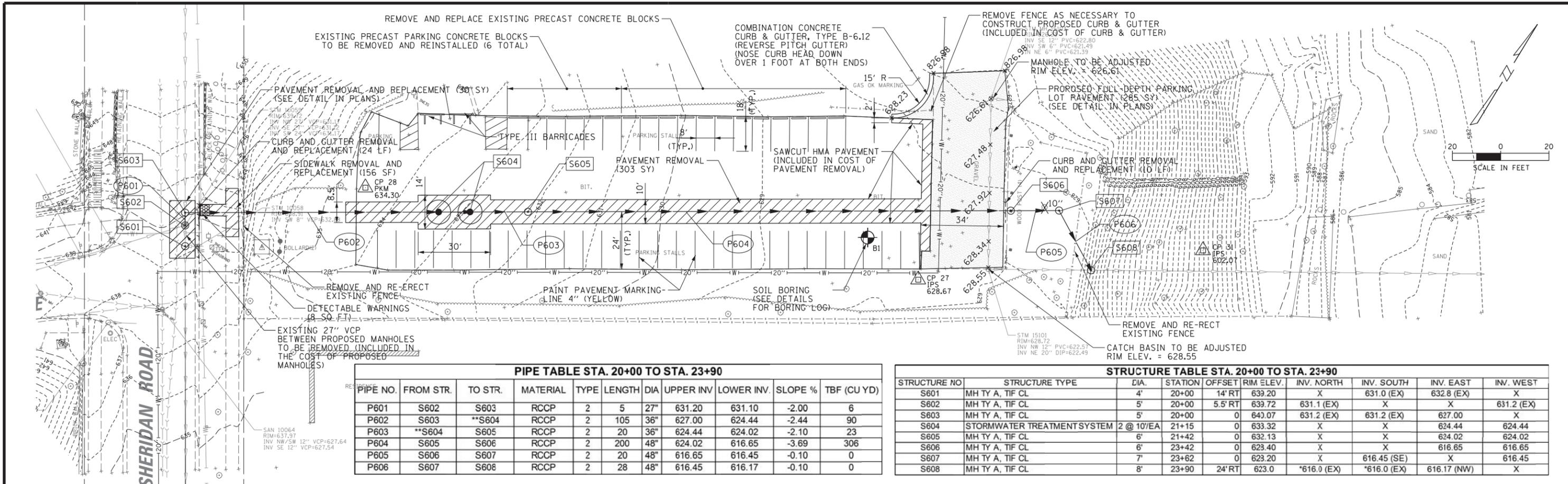
## BOUNDARY SURVEY & TOPOGRAPHY LLOYD PARK, WINNETKA PARK DISTRICT

SCALE : 1" = 40	REVISIONS
DATE : 12-20-2010	101228 NAME CHANGE
DATE OF FIELD WORK: 12-01-2010	
DRN: 101220 FILE NO. 102315UR	
DRN: 10231 PAC. NO. 10231P	
PREPARED FOR: WINNETKA PARK DISTRICT	PROPERTY ADDRESS: SHERIDAN ROAD & LLOYD PLACE
VILLAGE OF WINNETKA	WINNETKA, ILLINOIS
DRAWN BY: TVA	CHECKED BY: MTB
	JOB NO. 2010-231 SUR



# **Appendix B**

## **Lloyd Park Storm Sewer Improvements Plan and Profile**

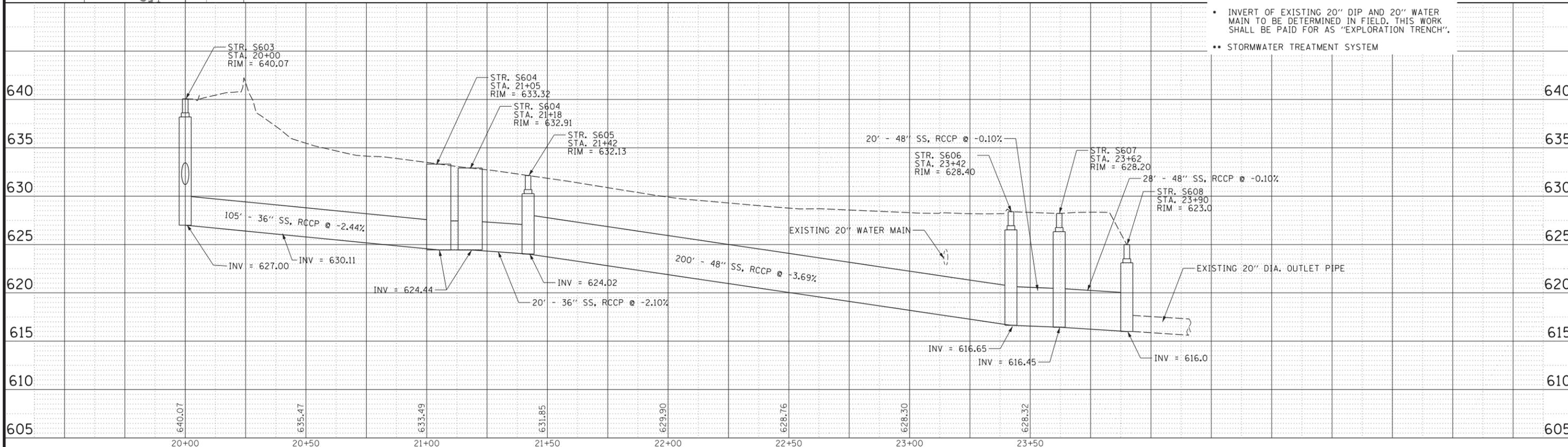


**PIPE TABLE STA. 20+00 TO STA. 23+90**

PIPE NO.	FROM STR.	TO STR.	MATERIAL	TYPE	LENGTH	DIA	UPPER INV.	LOWER INV.	SLOPE %	TBF (CU YD)
P601	S602	S603	RCCP	2	5	27"	631.20	631.10	-2.00	6
P602	S603	**S604	RCCP	2	105	36"	627.00	624.44	-2.44	90
P603	**S604	S605	RCCP	2	20	36"	624.44	624.02	-2.10	23
P604	S605	S606	RCCP	2	200	48"	624.02	616.65	-3.69	306
P605	S606	S607	RCCP	2	20	48"	616.65	616.45	-0.10	0
P606	S607	S608	RCCP	2	28	48"	616.45	616.17	-0.10	0

**STRUCTURE TABLE STA. 20+00 TO STA. 23+90**

STRUCTURE NO	STRUCTURE TYPE	DIA.	STATION	OFFSET	RIM ELEV.	INV. NORTH	INV. SOUTH	INV. EAST	INV. WEST
S601	MH TY A, TIF CL	4'	20+00	14' RT	639.20	X	631.0 (EX)	632.8 (EX)	X
S602	MH TY A, TIF CL	5'	20+00	5.5' RT	639.72	631.1 (EX)	X	X	631.2 (EX)
S603	MH TY A, TIF CL	5'	20+00	0	640.07	631.2 (EX)	631.2 (EX)	627.00	X
S604	STORMWATER TREATMENT SYSTEM 2 @ 10'/EA		21+15	0	633.32	X	X	624.44	624.44
S605	MH TY A, TIF CL	6'	21+42	0	632.13	X	X	624.02	624.02
S606	MH TY A, TIF CL	6'	23+42	0	628.40	X	X	616.65	616.65
S607	MH TY A, TIF CL	7'	23+62	0	628.20	X	616.45 (SE)	X	616.45
S608	MH TY A, TIF CL	8'	23+90	24' RT	623.0	*616.0 (EX)	*616.0 (EX)	616.17 (NW)	X



- INVERT OF EXISTING 20" DIP AND 20" WATER MAIN TO BE DETERMINED IN FIELD. THIS WORK SHALL BE PAID FOR AS "EXPLORATION TRENCH".
- STORMWATER TREATMENT SYSTEM

**CHRISTOPHER B. BURKE ENGINEERING, LTD.**  
 9575 W. Higgins Road, Suite 600  
 Rosemont, Illinois 60018  
 (847) 823-0500



NO.	DATE	NATURE OF REVISION	CHKD.

**LLOYD PARK  
 STORM SEWER IMPROVEMENTS  
 STA. 20+00 TO STA. 23+37**

Agenda Packet P.90 **PLN1**

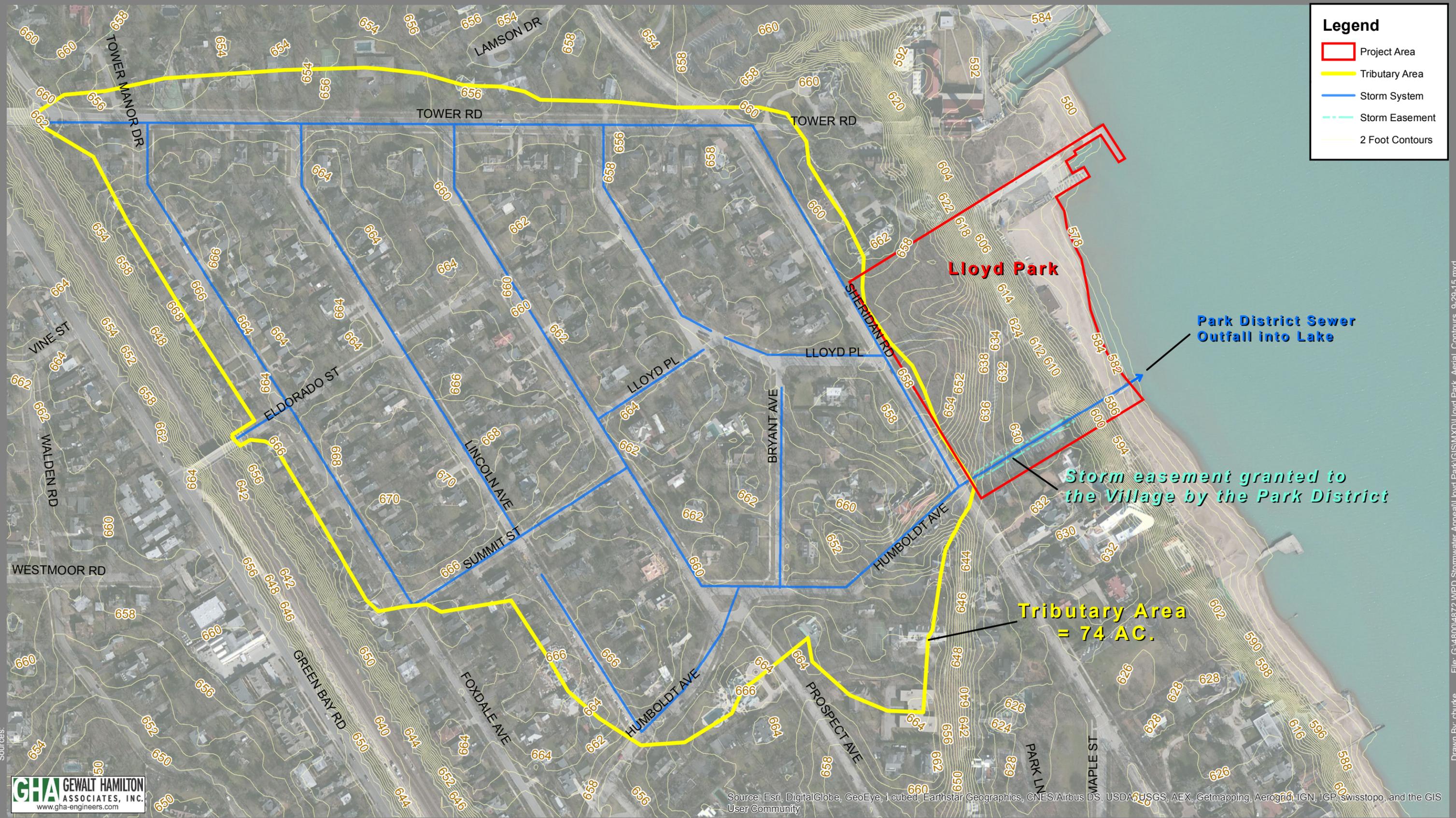
PROJ. NO. 120145  
 DATE: SHEET 3 OF 8  
 DRAWING NO.

# **Appendix C**

## **Tributary Area Exhibit**

**Legend**

- Project Area
- Tributary Area
- Storm System
- Storm Easement
- 2 Foot Contours



**Lloyd Park**

**Park District Sewer Outfall into Lake**

*Storm easement granted to the Village by the Park District*

**Tributary Area = 74 AC.**

Sources:



Source: Esri, DigitalGlobe, GeoEye, i-cubed, Earthstar Geographics, CNES/Airbus DS, USDA/USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



1 inch = 250 Feet

# Existing Drainage Pattern

Lloyd Park  
Winnetka Park District, Winnetka, Illinois  
Agenda Packet P. 92

File: G:\4800\4872 WPD Stormwater Appeal\Lloyd Park\GIS\MXD\Lloyd Park\_Aerial\_Contours\_9-29-15.mxd  
Drawn By: cburke

Print

## Winnetka, IL Village Code

### **Section 13.16.140 Credits.**

#### A. Partnership Credits.

1. The Village Council recognizes that, in certain unique circumstances, some institutions in the Village, such as schools, parks and churches, have sufficient resources that, in addition to complying with applicable stormwater detention requirements, they are also able to provide significant stormwater management assistance to the Village, through such actions as the donation of land for use in the stormwater system, significant capital contributions for the stormwater system or other such activities. The Village Council reserves the sole and exclusive right and discretion to enter into agreements with such owners to provide for such contributions to the Village's stormwater system, and to grant a credit to such owners for all or part of the stormwater utility fee in exchange for such contribution.

2. To avoid delay in the design and construction of stormwater projects, and to assure that a proposed partnership credit will not shift the costs of stormwater compliance from the party proposing the partnership to the other users of the stormwater system, the Village reserves the sole and exclusive right and discretion to limit the time period during which requests or proposals for partnerships for any stormwater project may be submitted and considered.

#### B. Individual Credits.

1. Any property owner whose property does not impact on the Village stormwater utility system to the extent of the stormwater utility fee charged to that property pursuant to section 13.16.070 may apply for one of the following credits against the stormwater utility fee:

a. A credit of up to 50% if not less than one half of the stormwater emanating from the relevant property for the 100-year design storm is detained and cleaned, in accordance with effective engineering practices and techniques, prior to discharge into the Village stormwater utility system; or

b. A credit of 100% if none of the stormwater emanating from the parcel in question discharges into the Village stormwater utility system, either directly or indirectly.

2. Applications for credits against the stormwater utility fee filed pursuant to this subsection shall be filed in writing with the Village Manager or his or her designee, along with documentation that the Rules and Regulations of the Village of Winnetka Stormwater Utility require for the assessment of the application, which documentation shall include, but not be limited to:

a. Detailed specifications of any on-site cleaning of stormwater performed prior to discharge into the Village stormwater utility system, along with sufficient evidence that any on-site cleaning system is in good working order and is maintained on a regular basis;

b. Topographical depictions of the runoff patterns and directions of all stormwater emanating from the relevant property that does not impact the Village stormwater utility system; and

c. Relevant photographic evidence in support of the application.

3. The Village Engineer shall review an application for a credit against the stormwater utility fee, and shall either grant or deny the requested credit, within 60 days after the date on which the application is received. The Village Engineer shall only grant the requested credit upon determining, in the exercise of his professional judgment that the applicant meets the criteria for the credit, as defined in paragraph 1 of this subsection.

4. The owner of any parcel granted a credit under this subsection shall be responsible for keeping the qualifying private stormwater management facilities in good working order, and shall provide an annual report of maintenance and repair activities to the Village Engineer, and the Village shall have the right to enter the property to inspect the private stormwater maintenance facilities to confirm that they remain in good working order. Failure by the owner to maintain the private stormwater management facilities will result in the loss of stormwater utility fee credits.

5. Provided the owner has continued to maintain the private stormwater maintenance facilities as required by paragraph 4 of this subsection, a stormwater utility fee credit granted under this subsection shall remain in effect for 5 years from the date of approval. The owner of the property in question may apply for renewal of the credits for successive 5-year periods, subject to meeting all of the applicable conditions then in effect. The approval of a stormwater fee credit shall not create a property right to renew or be granted a credit upon the expiration of the credit's 5-year term.

C. Application of credits; refund of overpayments. The Finance Director shall apply approved credits to the applicant's account, and shall refund to the applicant any overpayments made from the date of the application. If the amount overpaid is less than the full amount of the customer's bill, the refund shall be in the form of a credit against the customer's next bill. If the amount overpaid equals or exceeds the full amount of the customer's prior bill, then the overpayment shall be refunded directly to the customer within 30 days after the date the credit is approved. (Ord. MC-2-2014 § 2, 2014)

**MINUTES  
WINNETKA VILLAGE COUNCIL  
REGULAR MEETING  
January 6, 2015**

(Approved: January 20, 2015)

A record of a legally convened regular meeting of the Council of the Village of Winnetka, which was held in the Village Hall Council Chambers on Tuesday, January 6, 2015, at 7:00 p.m.

- 1) Call to Order. President Greable called the meeting to order at 7:01 p.m. Present: Trustees Carol Fessler, Richard Kates, William Krucks, Stuart McCrary, and Marilyn Prodrornos. Absent: Trustee Arthur Braun. Also present: Village Manager Robert Bahan, Assistant to the Village Manager Megan Pierce, Village Attorney Peter M. Friedman, Public Works Director Steve Saunders, Director of Community Development Mike D’Onofrio, Assistant Community Development Director Brian Norkus, and approximately 22 persons in the audience.
- 2) Pledge of Allegiance. President Greable led the group in the Pledge of Allegiance.
- 3) Quorum.
  - a) January 13, 2015 Study Session. All of the Council members present indicated that they expected to attend.
  - b) January 20, 2015 Regular Meeting. All of the Council members present indicated that they expected to attend.
  - c) February 3, 2015 Regular Meeting. All of the Council members present indicated that they expected to attend.
- 4) Approval of the Agenda. President Greable announced that a payment of \$6,076.00 to the law firm of Judge, James & Kujawa, LLC, is being removed from the Warrant List, at the request of Trustee Kates. Trustee Fessler, seconded by Trustee Prodrornos, moved to approve the Agenda. By roll call vote, the motion carried. Ayes: Trustees Fessler, Kates, Krucks, McCrary and Prodrornos. Nays: None. Absent: Trustee Braun.
- 5) Consent Agenda
  - a) Village Council Minutes.
    - i) December 9, 2014 Study Session.
    - ii) December 16, 2014 Regular Meeting.
  - b) Warrant List. Approving the Warrant List dated 12/12/2014 – 12/30/2014, as adjusted above, in the amount of \$1,027,034.32.
  - c) Ordinance MC-1-2015: Closing Special Service Areas No. 1 & 2: Introduction. An ordinance terminating Special Service Area #1 and Special Service Area #2, as no further property taxes will be levied for these areas.
  - d) Directional Boring Contract Change Order, B-Max Inc. An authorization for the Village Manager to award a change order in the amount of \$230,000 to B-Max Inc. for directional boring services through May 31, 2015, in compliance with Bid #011-011.

- e) Northeast Winnetka Stormwater Improvements – Tower/Old Green Bay Relief Sewer – Final Change Order. An authorization for the Village Manager to award a change order in the amount of \$182,251.26 to Copenhaver Construction, for additional essential work on the Northeast Winnetka Stormwater Improvements at Tower and Old Green Bay Roads.

Trustee McCrary, seconded by Trustee Fessler, moved to approve the foregoing items on the Consent Agenda by omnibus vote. By roll call vote, the motion carried. Ayes: Trustees Fessler, Kates, Krucks, McCrary and Prodromos. Nays: None. Absent: Trustee Braun.

6) Stormwater Report.

- a) Northwest Winnetka Stormwater Improvements – Authorization to Award Contract(s) for Resident Engineering Services. Mr. Saunders explained that due to the size and complexity of the Northwest Winnetka Stormwater Project, an outside engineer is required to manage the construction. After reviewing the selection process, he recommended engaging two consulting engineers: (i) Christopher B. Burke Engineering, Lt. (CBBEL) to ensure the project is carried out as designed; and (ii) the AT Group to manage day-to-day management of the project, and to function as the project communications point person.

Mr. Saunders confirmed that the consulting engineers are necessary for successful completion of the project, and that the price is fair and within budget.

Trustee McCrary, seconded by Trustee Fessler, moved to award a contract to Christopher B. Burke Engineering, Ltd. for a price not to exceed \$43,050, for engineering services related to the Northwest Winnetka Stormwater Improvements. By roll call vote, the motion carried. Ayes: Trustees Fessler, Kates, Krucks, McCrary and Prodromos. Nays: None. Absent: Trustee Braun.

Trustee Fessler, seconded by Trustee McCrary, moved to award a contract to the AT Group for a price not to exceed \$73,000 for engineering services related to the Northwest Winnetka Stormwater Improvements. By roll call vote, the motion carried. Ayes: Trustees Fessler, Kates, Krucks, McCrary and Prodromos. Nays: None. Absent: Trustee Braun.

- b) Stormwater Utility Fee: Application for Partnership Credit by Winnetka Park District for Lloyd Park – 799 Sheridan Road. Mr. Saunders briefly explained that the Park District (District) has applied for a partnership credit of \$5,501.16 based on an easement it granted the Village during construction of the Northeast Winnetka Stormwater Improvements – Lloyd Park. The easement saved the Village a significant amount of construction costs by allowing part of the new stormwater outlet to be constructed under a portion of the parking lot at Lloyd Park.

Mr. Saunders noted that the District would have qualified for a stormwater utility fee direct discharge credit prior to construction of the storm sewer in Lloyd Park, since virtually all rainwater on the site had previously drained directly to Lake Michigan. Because the District granted an easement for the storm pipe, a portion of the park’s runoff now enters the new storm sewer; therefore, the District becomes a user of the stormwater utility at the site.

Trustee Kates said he was against granting the credit, as he considered the easement a routine case of intergovernmental cooperation.

The other Trustees said they could approve granting the credit in light of the huge sum of money the easement saved the Village. Trustee Fessler raised a concern about credits being in force in perpetuity and she recommended setting a twilight provision, effective when the stormwater bonds are retired.

Trustee McCrary suggested granting the credit in percentages of ERUs, rather than in a dollar amount; however, Trustee Fessler pointed out that the fee per ERU could be raised in the future, and granting the credit in ERUs would then increase the amount of the credit.

Mr. Saunders explained that more debt will be issued if the Tunnel Project ultimately goes forward. The ERU rate is based on the current debt load, and keeping the credit in the dollar amount is more in line with the intent of the partnership credit provision.

Trustee Kates asked if granting this credit will set a precedent for future credit applications. Mr. Saunders said it would not, as the Stormwater Utility Ordinance was crafted so that the Council reviews credit applications on a case-by-case basis. Attorney Friedman added that the Ordinance specifies that it is the sole and exclusive right of the Council to grant a partnership credit at its discretion.

Trustee Fessler, seconded by Trustee Prodromos, moved to grant a partnership credit to the Winnetka Park District for an annual amount of \$5,501.16, which will expire at the end of the term of the first stormwater bonds. By roll call vote, the motion failed. Ayes: Trustees Fessler, and Prodromos. Nays: Trustees Kates, Krucks and McCrary. Absent: Trustee Braun.

Trustee Krucks, seconded by Trustee McCrary, moved to grant a partnership credit to the Winnetka Park District for an annual amount of \$5,501.16. By roll call vote, the motion failed. Ayes: Trustees McCrary and Krucks. Nays: Trustees Kates, Fessler and Prodromos. Absent: Trustee Braun.

President Greable requested that the District's credit application be brought back for further Council discussion in a few weeks.

7) Ordinances and Resolutions.

- a) Ordinance M-1-2015: 385 Winnetka Avenue, New Trier High School (Waiver of Introduction & Adoption). Mr. Greg Robitaille, District 203 School Board Finance Chair and member of the Facilities Steering Committee, explained that Superintendent Linda Yonke could not be present for the meeting, and he reviewed the proposed plan to improve the Winnetka campus of New Trier Township High School. The last classroom at the campus was constructed in 1957, and improvements are needed to meet the demands of 21<sup>st</sup> Century educational goals. He said there was ample community outreach during the development process, and community input has been incorporated into the final design proposal.

Mr. Robitaille described the proposed expansion and renovation of the school, which includes the addition of an athletic storage building, circulation and parking improvements and landscaping to screen parking areas and mechanical equipment. The

improvements are in keeping with the scale of the existing building, so as not to overwhelm the adjacent residential neighborhood.

Mr. Robitaille said the Plan Commission recommended a condition requiring the posting of a crossing guard at the intersection of Sunset and Woodman Roads; and he requested clarification to affirm that the guard is only required during school hours, and not all day long. A waiver of introduction is requested for Ordinance M-1-2015, in order to expedite the first phase of the construction process.

David Powell, Kevin Havens and Scott Flanagan, the project architects, gave a detailed presentation of the proposed improvements and reviewed the zoning variation requests. Eric Russell, of Kenig, Lindgren, O'Hara, Aboona, Inc., reviewed the traffic study and new traffic circulation pattern.

The Council discussed the request and all were in favor of approving the variations and special use permit, as well as the conditions recommended by the Zoning Board of Appeals (ZBA) and Plan Commission (PC). They also concurred on the requested waiver of introduction. Attorney Friedman was asked for suggested language for the crossing guard provision in Section 4 (C) of the Ordinance.

Scott Myers, ZBA Chair and PC member. Mr. Myers clarified that the Plan Commission established the condition due to concerns about elementary school children going to and from Greeley School. He suggested the crossing guard be on duty during morning, lunchtime, and afternoon hours when the children are traversing to and from Greeley school.

There being no other audience comment, Attorney Friedman suggested two revisions to the Subject Ordinance: (i) include the correct proper name of the applicant, Board of Education of District 203; and (ii) the crossing guard must be deployed during peak student/pedestrian hours of Greeley School, at the intersection of Sunset and Woodman Roads, as established in consultation with the Chief of Police and Greeley School.

Trustee Fessler, seconded by Trustee Kates, moved to waive introduction of Ordinance M-1-2015. By roll call vote, the motion carried. Ayes: Trustees McCrary and Krucks. Nays: Trustees Kates, Fessler and Prodromos. Absent: Trustee Braun.

Trustee Fessler, seconded by Trustee McCrary, moved to adopt Ordinance M-1-2015, as amended by the Village Attorney. Ayes: Trustees McCrary and Krucks. Nays: Trustees Kates, Fessler and Prodromos. Absent: Trustee Braun.

8) Public Comment. None.

9) Old Business. None.

10) New Business. None.

11) Appointments. None.

12) Reports.

- a) Village President. None.
- b) Trustees.
  - i) Trustee Kates reported on the last Plan Commission meeting.
  - ii) Trustee Krucks reported on the last Landmark Preservation meeting.
- c) Attorney. None.
- d) Manager. Manager Bahan said the Hubbard Woods Park Master Plan is progressing through the advisory board process. He added that the Village is negotiating with Metra for a warming station at the Hubbard Woods train station.

13) Executive Session. None.

14) Adjournment. Trustee McCrary, seconded by Trustee Prodromos, moved to adjourn the meeting. By voice vote, the motion carried. The meeting adjourned at 8:52 p.m.

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Deputy Clerk