



## **Green Bay Road Reconstruction Project**

### **Public Information Meeting Summary**

#### **Meeting Details**

A public information meeting for the Green Bay Road Reconstruction project was held on Wednesday, January 25, 2023 at the Highland Park City Hall in Highland Park, IL from 5:00 P.M. to 7:00 P.M. The purpose of the public information meeting was to present the proposed bike lane concept alternatives and obtain public input regarding the project.

#### **Notifications**

Prior to the public information meeting, display ads were published in the Chicago Tribune to provide notice of the public meeting and provide details. The public meeting notices were published on January 10, 2023, and January 21, 2023, sixteen and four days before the meeting, respectively. Individual letters were mailed to all the residents along the project corridor on January 10, 2023. The public information meeting notice was also shared on the City of Highland Park project website for Green Bay Road.

#### **Meeting Attendance**

The meeting was held in a hybrid format, enabling both in-person and virtual attendance. The live meeting was held in the Council Chambers Room in the Highland Park City Hall. Signs directed the attendees to the proper room for the meeting, which was fully handicapped accessible. Attendees were greeted at a registration table and provided a project brochure. Exhibits were provided showing the proposed project and alternatives being considered. The virtual meeting took place on a Zoom call, where a computer was set up near the presenters within the Council Chambers Room at the live meeting.

Total meeting attendance was forty-two people signing in, between in-person and virtual.



## Pictures of Public Information Meeting



## Residents in Attendance

### In-Person Attendees (7)

- Kevin Cullather
- Peggy Laemle
- Jenny Futterman
- Lamosh and Natalia Dobos
- Pamela Paisons
- David Smith

### Virtual Attendees (35)

- Roni Zeal
- Elliot Rosen
- Cathy Anderson
- Maureen Buchholz
- Marlene Feder
- Paul Meynan
- Miles Zaremski
- Mark Zaranski
- Pauline Dessler
- Zoey Wolf
- Alison Salzman
- Amy Zisook
- Ron Mann
- Rich Attenborough
- Shelly Farman
- Brent Ross
- Liane and George Fitzgerald
- Dan Concepcion
- Debbie Padley
- Ed Brill
- Joel Haberman
- Jessica Hector Hsu
- Juan McBane
- Julie McCaffery
- Ken Heymann
- Mark Gaines
- Richard Paul
- Susan Evans
- Stuart Senescu
- Debra Kruger
- Rich Eisenberg
- Carol ...
- Lauren and Joel Bennett
- Chrissy Mahlmeister



## Summary of Presentation

- **Project Team introduction**
  - City of Highland Park
  - TranSystems
  - Teska
- **Project Location**
  - Green Bay Road, between Clavey Road and Central Avenue
- **Green Bay Road History**
  - Corridor Planning Documents
    - MOVE HP 2020
    - Central District Plan – Business District (May 2001)
    - South GBR District – Neighborhood Strategic Plan (March 2000)
- **Green Bay Road Improvement Goals**
  1. Modernize Traffic Signals (Edgewood Rd, Bob-O-Link Rd, Deerfield Rd, Laurel Ave, Central Ave)
  2. Implement Bike Lanes
  3. Improve Underground Utilities (New storm sewer, upgrades to water main and sanitary sewer)
  4. Reconstruct Pavement, Curb & Gutter, Driveway Aprons
  5. Upgrade Intersection Sidewalk Ramps
  6. Restore Parkway Landscaping
- **Summary of Phase 1 Preliminary Engineering**
  - Federal Funds for construction
  - Requires IDOT/FHWA review and design approval
  - Environmental Clearances
  - Design Approval issued –2/22/2018
- **Summary of Phase 2 Design Engineering**
  - Kick-off Phase 2 April 2022
  - Topographic survey
  - Geotechnical investigation
  - Evaluate bike lane design
  - Determine the extent of Right-of-Way acquisition
  - Prepare contract plans, specifications, and estimates
  - Construction Letting through IDOT



- **Bike Lane Alternatives**

- Alternative 1 – Bike Lanes protected by curb barriers

- Pros

- Provides best protection for bicyclists.
      - Provides most comfort for motorists, separated from bicyclists.

- Cons

- Requires the most space, 36-feet edge to edge.
      - ROW acquisition required.
      - Most tree impacts (164 or 82% of all trees).
      - Requires relocation of power poles in some locations.
      - Will need to construct sidewalk adjacent to back of curb in some locations (carriage walk).
      - Some impacts to private landscaping features.
      - Removes much of parkway green space.
      - Residential drivers may have difficulty backing out of their driveway, looking to avoid bicyclists, navigating beyond the barrier median and into live traffic. More decision points and more opportunities for crashes.
      - Requires additional drainage structures, pipes, and costs.
      - Transitions from median protection to bike lanes without buffer in north section between Kimball Road and Central Avenue.

- Alternative 2 – Bike Lanes separated by bollard delineators

- Pros

- Requires slightly less space, 34-feet edge to edge in typical section, than the median alternative.
      - Provides comfort for bicyclists and motorists with separation.
      - Less tree impacts than median alternative (133 or 67% of all trees).
      - Less ROW required than median alternative.
      - Better residential driver access than median alternative.

- Cons

- Still requires ROW acquisition.
      - Still large number of tree impacts.
      - Not as significant as with the median alternative, but still reduces parkway green space.
      - Requires maintenance of delineators.
      - Height of delineators may obscure site lines for residential drivers.
      - Transitions from delineator protection to bike lanes without buffer in north section between Kimball Road and Central Avenue.





- Alternative 3 – Green Painted Bike Lanes, not separated
  - Pros
    - Requires the least amount of space, 32-feet edge to edge.
    - Least amount of tree impacts (66 or 33% of all trees).
    - May still need ROW acquisition but would require less than the median and delineator alternatives.
    - Proposed 6-foot-wide bike lane (5-foot pavement and 1-foot gutter) meets design criteria in IDOT BLRS.
    - Proposed green surface color provides a sense of delineation between roadway space and bike lane space.
    - Best transition to north section between Kimball Road and Central Avenue, maintaining a bike lane throughout the project.
    - Residential drivers have least amount of space to negotiate when backing into the proposed bike lane and roadway lane.
  - Cons
    - Costly maintenance of green surface color.
    - Less protection than with median and delineator alternatives.
- Alternative 4 – No Bike Lanes

- **How to Provide Comments**

1. Use comment form and place in Comment Box at meeting
2. Use comment form on City website:
  - a. <https://www.cityhpil.com/>
  - b. Select “Development / Construction Projects / Green Bay Road”
  - c. (Send by February 14, 2023)
3. Use comment form and e-mail to [egomez@cityhpil.com](mailto:egomez@cityhpil.com)
  - a. (Send by February 14, 2023)
4. Use comment form and mail to:
  - a. City of Highland Park  
1150 Half Day Road  
Highland Park, IL 60035  
Attn: Emmanuel Gomez, P.E.
  - b. (Postmark by February 14, 2023)

- **Next Steps**

1. Gather community input and determine preference
2. Develop design for preferred alternative
3. Determine Right-of-Way acquisition for preferred alternative
4. Acquire Right-of-Way
5. Prepare plans, specs, and estimates for construction letting
6. Construction is anticipated to begin in 2024 or 2025 and will take 2 years to complete



## Summary of Feedback (Meeting Q&A)

The following questions and comments were discussed during the meeting. Items in italics represent City responses to questions. Some questions and comments were repeated, and they are organized by topic below:

### 1. PROJECT LIMITS

- a. Why start the project at Clavey Road and not extend south to Lake Cook Road? *Due to the funding received, the project could only extend to Clavey Road.*

### 2. EXISTING TREES

- a. Many residents expressed concerns about the number of trees to be removed.
- b. Trees and greenery along Green Bay Road are important to this area
- c. The City's forester should identify heritage trees to be removed and this should be considered as part of the alternative selection

### 3. UTILITIES + GRADING

- a. Will utilities and structures be replaced? *Yes*
- b. How will grading of the new roadway transition to my driveway? *Based on the elevations of the new roadway, all grading will need to transition back to adjacent driveways and private properties. Each property will have different needs and easements may be required to establish proper transitions.*
- c. How will residents connect to the storm sewer? *If residents are not currently connected to the storm sewer, they will be provided the option to connect to the storm sewer. The City would provide the stub at Green Bay Road and residents will be required to pay for the connection between their homes and Green Bay Road.*
- d. How will existing overhead utilities and light poles be addressed? *They will be relocated and may need to be placed closer to private properties depending on the alternative selected.*

### 4. TRAFFIC FLOW, EMERGENCY VEHICLES, LANDSCAPE TRUCKS, AND DELIVERY TRUCKS

- a. Will emergency vehicles have an issue with Alternative 1, raised curb? It limits the travel lane and doesn't allow cars to pull over for emergency vehicles. *Police and fire will be consulted as part of the design process*
- b. Landscape and delivery trucks often pull over to the side of Green Bay Road. These movements could present conflicts with other motorists and proposed bike lanes. The City should enforce tickets if landscape / delivery trucks



impede traffic/bike flow. Landscape and delivery trucks should pull into private driveways.

- c. Due to high speeds along Green Bay Road, residents mentioned they are often passed on the left when entering their driveways, which makes them feel unsafe.

## 5. HANDICAPPED ACCESS

- a. Buses travel down Green Bay Road to serve people with disabilities. Buses need to provide ADA access between private driveways and the bus. The roadway design should provide access for the bus riders.

## 6. COSTS

- a. Consider the costs for extra snowplowing (Alternative 1) vs. removing bollards seasonally (Alternative 2). Alternative 1 is most expensive and Alternative 3 is least expensive.
- b. Although a federal grant has been secured to implement this project, if bike lanes are not installed, can the grant still be used to fund roadway construction? *Yes*
- c. If additional costs are incurred due to this project, will additional costs / taxes be charged to residents? *No*

## 7. MAINTENANCE

- a. How often with the street be resurfaced? *10+ years lifespan for asphalt*

## 8. BIKE LANE COMMENTS, GENERAL

- a. Bike lanes are preferred: This is a great opportunity to think progressively about complete streets and how to make Green Bay Road safer for future generations
- b. Bike lanes are not preferred: We have other north-south bike routes throughout the community which should be used instead of Green Bay Road
- c. Will bikers use the roadway anyway, regardless of what is built? *Yes, bikers are allowed by state law to ride on Green Bay Road*
- d. We should be talking about the roadway as a whole and not just about bike lanes. Why are we now looking at bike lanes? *Based on the City's past planning efforts, bike lanes were considered after the Phase 1 engineering and require additional space.*
- e. Concerns about impacts to pedestrian safety along sidewalks if we reduce parkways and bring bike lanes closer to pedestrians.
- f. There is a misconception that bikers do not use Green Bay Road today. Per Strava (biking software), many bikers do use Green Bay Road today.
- g. The bike lane proposals will not bring cars closer to pedestrians but will create a further sense of buffering between pedestrians and vehicles.

## 9. BIKE LANE ALTERNATIVE PREFERENCES

- a. Alternative 1, Protected curbs
- b. Alternative 2, Bollards





- c. Alternative 3, Painted bike lanes
- d. Undecided
- e. Proposed new Alternative: Green Painted bike lanes and no bollards
- f. No build

**10. CONSTRUCTION AND ROADWAY DETOURS**

- a. How long will the detour be in place? *2 years, during construction.*
- b. Can the City direct construction traffic for future private developments to be directed away from Green Bay Road? *The City can inform private developers of anticipated construction projects.*

**11. DECISION MAKING AND NEXT STEPS**

- a. How will decisions be made? Will comments made by residents living along Green Bay Road hold the most weight? *The City is currently in the public comment period. All comments will be collected by February 14, organized, and considered. At that point, the City will determine the next steps.*



## Attachments

1. Published notices
2. Sign-in sheets
3. Comments received at meeting (Zoom chat summary)
4. Public Information Meeting Brochure handout
5. Letter to Green Bay Road property owners



**Sold To:**

City of Highland Park Public Works Department - CU00421662  
1150 Half Day Rd  
Highland Park, IL 60035-1740

**Bill To:**

City of Highland Park Public Works Department - CU00421662  
1150 Half Day Rd  
Highland Park, IL 60035-1740

## Certificate of Publication:

Order Number: 7359050

Purchase Order: Improvement of Green Bay Road

State of Illinois - Lake

**Chicago Tribune Media Group** does hereby certify that it is the publisher of the Lake County News-Sun. The Lake County News-Sun is a secular newspaper, has been continuously published Daily for more than fifty (50) weeks prior to the first publication of the attached notice, is published in the City of Waukegan, Township of Waukegan, State of Illinois, is of general circulation throughout that county and surrounding area, and is a newspaper as defined by 715 IL CS 5/5.

This is to certify that a notice, a true copy of which is attached, was published 2 time(s) in the Lake County News-Sun, namely one time per week or on 2 successive weeks. The first publication of the notice was made in the newspaper, dated and published on 1/10/2023, and the last publication of the notice was made in the newspaper dated and published on 1/21/2023.

This notice was also placed on a statewide public notice website as required by 715 ILCS 5/2. 1.

PUBLICATION DATES: **Jan 10, 2023; Jan 21, 2023.**

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Lake County News-Sun

In witness, an authorized agent of The Chicago Tribune Media Group has signed this certificate executed in Chicago, Illinois on this

22nd Day of January, 2023, by

**Chicago Tribune Media Group**



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Jeremy Gates

## **Public Information Meeting**

### **Scheduled by**

### **City of Highland Park**

### **For Improvement of Green Bay Road**

The City of Highland Park will hold a Public Information Meeting concerning the proposed improvement of Green Bay Road from Central Avenue to Clavey Road. The public information meeting will be held both virtually and in-person at City Hall Council Chambers Room, 2nd Floor, at 1707 St. Johns Avenue, Highland Park, IL, 60035, on Wednesday, January 25th from 5:00 pm – 7:00 pm. To learn more about the project including instructions with a link on how to participate virtually in the meeting, please visit the City website at [www.cityhphil.com/construction](http://www.cityhphil.com/construction). On the Capital Improvements Projects webpage, please click on the "Green Bay Rd" project tab at the top of the page. All persons interested in this project are invited to attend this meeting. Persons with a disability desiring to participate in this activity should contact the person listed in this Notice by January 19th to make arrangements for participating. The contact may be by telephone, in writing, by fax or by telecommunications device for the deaf (TTY).

This is a federally funded project, and the public information meeting is being held in compliance with National Environmental Policy Act (NEPA) requirements and the Illinois Department of Transportation's public involvement policy.

The meeting will be conducted on an informal basis. Representatives of the City of Highland Park will be available from 5:00 pm until 7:00 pm. Representatives will answer individual questions and record comments offered by those in attendance. Verbatim comments will not be recorded. The Highland Park representatives will address topics such as the need for the project, the design alternatives under consideration, right-of-way acquisition and relocation assistance, and the tentative construction schedule. Preliminary reports, including environmental documents and an engineering analysis with drawings, maps, and aerial photography, will be available for inspection and viewing during the entire time.

For more information, contact

Emmanuel Gomez, P.E.  
City Engineer  
City of Highland Park  
1150 Half Day Road  
Highland Park, Illinois 60035  
[egomez@cityhphil.com](mailto:egomez@cityhphil.com)  
(847) 432-0807  
(847) 432-9907 (fax)  
1/10; 1/21/23 7359050 HSPAXLP

# Green Bay Road Reconstruction Project

City of Highland Park



## PUBLIC INFORMATION MEETING SIGN-IN SHEET

Wednesday, January 25, 2023

5:00 pm to 7:00 pm

Highland Park City Hall, 1707 St. Johns Avenue

|    | Name and Mailing Address | Representing | e-Mail and Telephone |
|----|--------------------------|--------------|----------------------|
| 1  | Kevin Cullather          | Self         |                      |
| 2  | Peggy Laemle             | self         |                      |
| 3  | Jenny Futterman          | Self         |                      |
| 4  | LAYOSI AND NATALIA DOBOS | Self         |                      |
| 5  | Penelope Parsons         | Self         |                      |
| 6  | DAVID SMITH              | SELF         |                      |
| 7  |                          |              |                      |
| 8  |                          |              |                      |
| 9  |                          |              |                      |
| 10 |                          |              |                      |

16:24:39 From sbpottorff to Everyone:

Hello everyone. My name is Brent

17:05:10 From Pauline to Everyone:

I would also like to know why this work is being done. I live on Green Bay Road and, in light of the Clavey Road construction debacle, I am very very worried about the whole prospect of not being able to get in and out of my driveway and Jackhammers waking us up and dust in the air so I can't open my windows.

17:06:12 From mzaremski@gmail.com to Everyone:

This resident has a very good point. There is a noise ordinance that outside contractors seem to avoid.

17:06:56 From ronizeal to Everyone:

Love an answer to the those question-noise and dust.

17:08:01 From alisonsalzman to City of Highland Park(Direct Message):

The view was better before for those of us viewing online. now we see the host's full computer screen.

17:16:37 From Juan (he/him) to Everyone:

In the future, those that are online can just post name and address in Chat.

17:18:40 From Pauline to Everyone:

Yes everyone who is virtual posting names and addresses in the chat would have saved time....

17:21:31 From Pauline to Everyone:

Pauline Dessler

17:21:36 From Jessica Hector-Hsu to Everyone:

Jessica Hector-Hsu

17:21:41 From Pauline to Everyone:

17:21:43 From Miles J Zaremski to Everyone:

Miles J Zaremski

17:21:48 From Juan (he/him) to Everyone:

Juan McBane

17:21:49 From Mark Gaines to Everyone:

Mark Gaines

17:21:50 From Carly Anderson to Everyone:

Cathy Anderson

17:21:51 From marlenef to Everyone:

Marlene Feder

17:21:53 From Daniel Concepcion to Everyone:

Daniel Concepcion

17:21:54 From Julie M to Everyone:

Julie McCaffrey

17:21:54 From ronizeal to Everyone:

Roni Zeal

17:21:57 From chrissy mahlmeister to Everyone:

Chrissy Mahlmeister

17:21:59 From Miles J Zaremski to Everyone:

Miles J Zaremski

17:22:01 From Elliot Rossen (he/him) to Everyone:

Elliot Rossen

17:22:01 From alisonsalzman to City of Highland Park(Direct Message):



Alison Salzman  
17:22:01 From Carly Anderson to Everyone:  
Cathy Anderson  
17:22:37 From Pauline to City of Highland Park(Direct Message):  
Pauline Dessler  
17:23:31 From Meynen, Paul to Everyone:  
Paul Meynen  
17:25:10 From Brent Ross to City of Highland Park(Direct Message):  
Please put the link to the comment form in the chat for those that didn't receive a letter.  
17:27:34 From Brent Ross to City of Highland Park(Direct Message):  
  
17:32:06 From Meynen, Paul to Everyone:  
question for later-- sidewalks will not be impacted? -- its just curb and parkway?  
17:33:03 From Mark Gaines to Everyone:  
Please mute everyone  
17:34:14 From George Fitzgerald to Everyone:  
Liane and George Fitzgerald  
17:37:48 From chrissy mahlmeister to Everyone:  
Love option 1--feels safest and most visually appealing  
17:38:20 From Miles J Zaremski to Everyone:  
I am viewing your presentation virtually, but you keep looking at graphics that we CANNOT see!!  
17:39:49 From George Fitzgerald to Everyone:  
As a avid bike rider, there's very little bicycle traffic on GB Road. Bikers use Sheridan Road. I do not support any bike lane which will encroach on the existing parkway.  
17:41:11 From Mark Gaines to Everyone:  
I disagree, I see many bikes on Greenbay road on the weekends.  
17:41:20 From Ed Brill to Everyone:  
George, Strava bike data used by the city shows Green Bay Road as one of the most active bikeways in Highland Park. Not as busy as St Johns and Sheridan but plenty busy. See  
[https://urldefense.com/v3/\\_\\_https://www.strava.com/heatmap\\*16.00/-87.78526/42.17055/hot/all\\_\\_;Iw!!Ht7Wl7JLZBqRnQ!0MEPxaqHxxojcw2l5UBckDRzXg33\\_i\\_TcnHXsGlxGkKcQGG9YUv3REApigiGQaNo54d-uuKEcDmEo5HGIEmsAj1V\\$ \[strava\[.\]com\]](https://urldefense.com/v3/__https://www.strava.com/heatmap*16.00/-87.78526/42.17055/hot/all__;Iw!!Ht7Wl7JLZBqRnQ!0MEPxaqHxxojcw2l5UBckDRzXg33_i_TcnHXsGlxGkKcQGG9YUv3REApigiGQaNo54d-uuKEcDmEo5HGIEmsAj1V$ [strava[.]com])  
17:41:33 From chrissy mahlmeister to Everyone:  
I also ride a lot and we don't ride on GB because it's not currently safe for cyclists--we definitely need it  
17:44:19 From George Fitzgerald to Everyone:  
Ed, as a rider and resident on GB Road, your date's wrong. Riders may say they use GB, but they do not in HP. South of Lake Cook, yes, as an access to Botanic Gardens.  
17:45:10 From Ed Brill to Everyone:  
It's not my data, George. It is public GPS track data from Strava.com. Please view the map. Strava is used by thousands of cyclists. A group that I ride with does Green Bay from Roger Williams south - and we would use it more once the pavement is refreshed.  
17:46:24 From George Fitzgerald to Everyone:

You're right, Ed. South, not north.

17:46:52 From Ed Brill to Everyone:

We would ride Green Bay from downtown HP if there was a bike lane for safer transit. That's part of the appeal of this project.

17:48:21 From George Fitzgerald to Everyone:

Not if it would encroach on the parkway.

17:48:30 From Kimberly Long to Everyone:

If I understood you correctly, you said you would take from both sides of the parkway. What plans are in place to address driveways that already have a steep gradient drops down to Green Bay? If you cut from our parkway, we will need a lift to get a car into our driveway.

17:49:48 From Kimberly Long to Everyone:

82% of the trees is awful!

17:50:44 From Miles J Zaremski to Everyone:

THIS WHOLE PROPOSED PROJECT MAKES LIVING IN THE AFFECTED AREAS A REAL MESS!

17:51:41 From George Fitzgerald to Everyone:

Do you realize there sections of GB Road north of Glencoe now that have no parkway.

17:52:40 From Miles J Zaremski to Everyone:

And what about service vehicles, like garbage trucks, emergency vehicles, i.e. EMTs, fire trucks, etc?

17:53:26 From Meynen, Paul to Everyone:

who plows the bike lane?

17:54:07 From ronizeal to Everyone:

Yes, who plows. Because they don't plow sidewalks.

17:55:12 From Meynen, Paul to Everyone:

good point on garbage -- if there's a 5' plus distance from the space where the truck stops to the bin

17:55:17 From George Fitzgerald to Everyone:

As pedestrians who walk uptown to Sunset or the library, my wife and I do not support moving any section of the roadway closer to the sidewalks.

17:55:33 From Miles J Zaremski to Everyone:

Let's get down to the nitty gritty, like how traffic is going to operate; the timelines going forward. This schematics make no sense in this presentation due to the limited time and speed in which they are going through.

17:57:34 From Meynen, Paul to Everyone:

how are the options determined -- do we vote? does the city just choose?

17:57:53 From Kimberly Long to Everyone:

Will the towns north and south of Highland Park be continuing these bike lanes?

17:58:03 From marlenef to Everyone:

"sight" not "site"

17:58:38 From George Fitzgerald to Everyone:

The parkway in front of my property is about 3 to 3.5 feet. Where does the sidewalk go?

18:02:08 From Elliot Rossen (he/him) to Everyone:

Could you talk to the safety and comfort for cyclists of the three options? I believe that there is a big difference in safety and cyclist comfort between a separated bike lane, like Options 1 and 2, vs Option3.

18:06:12 From Miles J Zaremski to Everyone:

HOW DO WE GET THE FORM IF WE ARE ONLINE?

18:07:03 From Mark Gaines to Everyone:

Can you put the link to the form in the chat?

18:07:16 From George Fitzgerald to Everyone:

The first communication we received from the City in October of 2021 stated "all construction work will be completed within the City's right-of-way". Why the change of expanding beyond the ROW?

18:07:31 From Elliot Rossen (he/him) to Everyone:

How will you share out the answers to any questions you address tonight? Is this being recorded?

18:07:36 From ronizeal to Everyone:

It just feels like you are trying to create bike lanes in a space that is not adequate- compromising safety for home owners, bike riders and motorists. If you live on green bay you know how difficult it is already to pull into your driveway with people on your "tail". I don't feel that any of the options work. This road was not designed for bike lanes, period. What about utility boxes?

18:08:04 From Jessica Hector-Hsu to Everyone:

Thanks for the public meeting. I like alternatives #1 & #2. I live on Green Bay and don't feel safe cycling on it today, though I do see groups and individuals riding it quite frequently. Alternatives 1 & 2 will do the best job helping make the street feel safer for cyclists. The City endorsed Complete Streets as a part of the MoveHP plan and is moving toward formally adopting a Complete Streets policy, which commits to prioritizing safety of all roadway users (pedestrians, cyclists, wheelchairs, in addition to cars), and this is a positive move in that direction for Green Bay Road. I am in favor of replacing all trees that are removed. It would be helpful for the town to provide additional thoughts on how plowing/salting would work and other questions posed in the chat.

18:08:27 From Miles J Zaremski to Everyone:

Again, how to we get the form to fill out if we are attending virtually???

18:09:40 From George Fitzgerald to Everyone:

I agree with that request.

18:10:12 From chrissy mahlmeister to Everyone:

[https://urldefense.com/v3/\\_\\_https://highlandparkil.maps.arcgis.com/apps/MapSeries/index.html?appid=379a93fbc4564911b6421602c524a2e8\\_\\_;!!Ht7Wl7JLZBqRnQ!0MEPxaqHxxojcw2l5UBckDRzXg33\\_i\\_TcnHXsGlxGkKcQGG9YUv3REApigiGQaNo54d-uuKEcDmEo5HGIUpzuC0n\\$\[highlandparkil\[.\]maps\[.\]arcgis\[.\]com\]](https://urldefense.com/v3/__https://highlandparkil.maps.arcgis.com/apps/MapSeries/index.html?appid=379a93fbc4564911b6421602c524a2e8__;!!Ht7Wl7JLZBqRnQ!0MEPxaqHxxojcw2l5UBckDRzXg33_i_TcnHXsGlxGkKcQGG9YUv3REApigiGQaNo54d-uuKEcDmEo5HGIUpzuC0n$[highlandparkil[.]maps[.]arcgis[.]com])

18:10:35 From chrissy mahlmeister to Everyone:

You'd need to click the Green Bay Rd. tab

18:15:39 From Ron Mann to Everyone:

How long will this project take? The Clavey project has really put a bad taste in my mouth

18:15:41 From Paul Meynen to Everyone:

Do the measurements change if you put a bi-directional bike lane on just one side of the street?

18:19:13 From Paul Meynen to Everyone:

Also important to note that school buses pick up children at driveways (pulling up directly to the curb). This inserts a ton of gap between the bus and the child getting on the bus – and we have cars that don't stop for the buses

18:21:33 From Richard Paull to Everyone:

Reacted to "Do the measurements ..." with ♥

18:22:37 From Joel Bennett to Everyone:  
Lauren and Joel Bennett – 739 Kimball Road

18:33:20 From Kimberly Long to Everyone:  
Is this going to be up to a vote? Should the people decide what is done? Especially the people that will be directly impacted.

18:34:43 From Richard Paull to Everyone:  
2 years. Would the entire roadway reopen between October and April for winters (non Construction seasons)?

18:52:38 From Brent Ross to Everyone:  
Roads and sidewalks are a public good for all residents of Highland Park.

18:53:14 From Kimberly Long to Everyone:  
This needs to be a vote. We need to have the opportunity to share our opinion based on the impact to residents that live on the road first and the people that live in the community.

18:53:41 From Tim Peterson to Everyone:  
Reacted to "This needs to be a v..." with 👍

18:55:27 From Paul Meynen to Everyone:  
Reacted to "This needs to be a v..." with 👍

18:56:53 From Kimberly Long to Everyone:  
In addition to my comment there are other options as well. We could add a foot to either side and paint a bike lane. How about lowering the speed limit to 25 and enforcing it?

18:58:11 From Kimberly Long to Everyone:  
City council needs to be a part of the decision.

18:58:36 From Richard Paull to Everyone:  
Reacted to "In addition to my co..." with 🗨

18:59:50 From Juan (he/him) to Everyone:  
With the city looking to encroach into the ROW and with some on GB that don't have much ROW and have done what we could to enhance that space will be eliminated and the value of our homes will be impacted. My vote as a family that lives on GB is option 4 - no bike lane. HP has been so proud in the past with all the crabapple trees in the parkway that make our city so special and unique. Clavey Rd is a prime example. - McBane, 436 Green Bay

19:00:50 From chrissy mahlmeister to Everyone:  
Thank you all so much!

19:00:50 From Kimberly Long to Everyone:  
Reacted to "With the city lookin..." with 👍

19:01:50 From Tim Peterson to Everyone:  
Reacted to "Also important to no..." with 👍

19:02:41 From Jessica Hector-Hsu to Everyone:  
Thank you! Enjoy your evenings.

19:02:57 From alisonsalzman to Everyone:  
Thank you for putting this together.

19:03:28 From Richard Paull to Everyone:  
Whatever plan is decided, Im looking forward to driving on a smooth GBR. The residents deserve a quieter ride.

19:03:49 From alisonsalzman to Everyone:  
Highland Park used to be known as a "Tree City". I have lived here for 60+ years and I am concerned about the removal of all of the trees in Alt #1.

19:04:21 From bo to Everyone:

Reacted to "Highland Park used t..." with 🤔

19:04:28 From bo to Everyone:

Removed a 🤔 reaction from "Highland Park used t..."

19:04:34 From bo to Everyone:

Reacted to "Highland Park used t..." with 🤔



# Green Bay Road Reconstruction Project

## Public Information Meeting

Wednesday, January 25, 2023, 5:00 pm – 7:00 pm

Highland Park City Hall, Council Chambers Room, 2nd Floor

1707 St. Johns Avenue, Highland Park, IL 60035

## Welcome!

The City of Highland Park welcomes you to this Public Information Meeting concerning the proposed improvements of Green Bay Road, from Central Avenue to Clavey Road, in the City of Highland Park. We invite you to view the visual presentation, ask questions of the project team and provide your feedback. Your written comments and opinions are important to this project and should be directed to Emmanuel Gomez, PE, City Engineer, City of Highland Park. Comments can be placed in the comment box or mailed/emailed to the address shown on the last page of this brochure. In order to become a part of the official record of this Public Meeting, comments should be postmarked by February 14, 2023.

## Green Bay Road - Phase 1 Process

The City of Highland Park undertook a Phase I Preliminary Engineering Study for the improvement of Green Bay Road from Central Avenue to Clavey Road. The intent of the study was to assess the transportation network, identify and analyze solutions, and evaluate the environmental impacts of the solutions. Phase I was completed in 2018 and IDOT issued design approval on February 22, 2018.

## History and Context

The Green Bay Road Corridor has been a focus of study during several of the City's past planning initiatives, including the City of Highland Park Comprehensive Plan (1997), City of Highland Park South Green Bay Road District Neighborhood Strategic Plan (2000), City of Highland Park Central District Plan (2001), City of Highland Park Bike-Walk HP 2030 Complete Streets Policy and Non-Motorized Transportation Plan

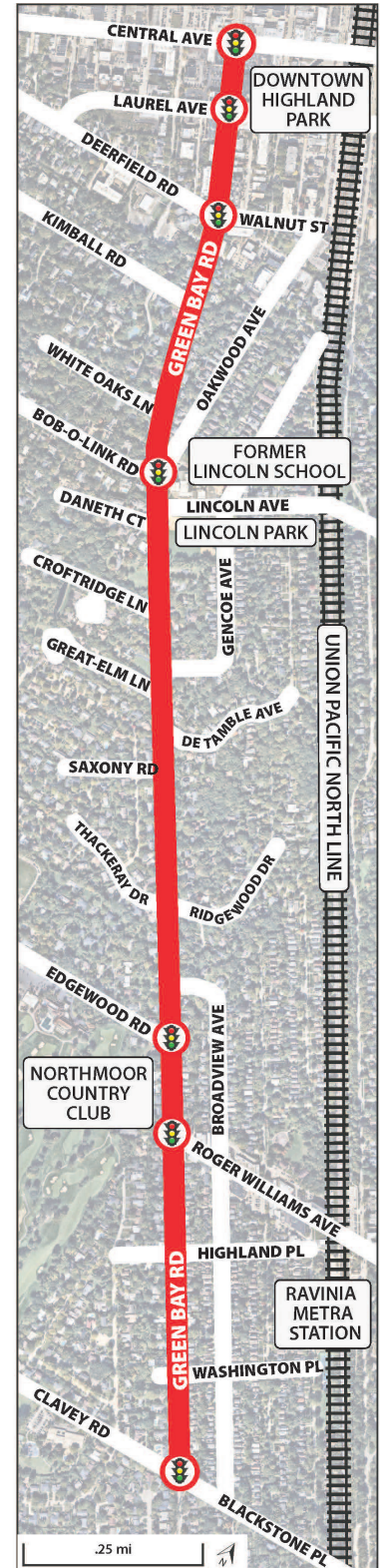
## Project Goals

- Modernizing traffic signals.
- Adding dedicated bike lanes.
- Improving underground utilities, including new storm sewer and water main upgrades.
- Reconstructing pavements, including concrete curbs and driveway aprons.
- Restoring parkway areas.

## Existing Conditions

The Green Bay Road Corridor exhibits several needs that are being addressed by the current study, including the following:

- A need for improved intersections and traffic signals.
- A need to upgrade pedestrian pavements to meet accessibility standards.
- A need to accommodate bicyclist facilities as identified in the City of Highland Park Bike-Walk HP 2030 Complete Streets Policy and Non-Motorized Transportation Plan (2012) and Move HP Plan (2020).
- A need to reconstruct underground storm sewer and water main utilities.
- A need for safer crossing areas of Green Bay Road.



PROJECT AREA



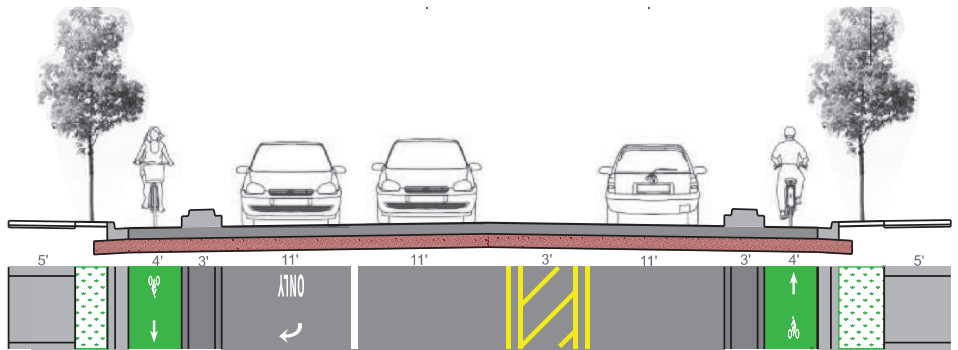
# Bike Lane Concepts

Three alternative bike lane concepts are provided for community review and comment. For all concepts, bike lanes are accommodated on the east side (northbound) and west side (southbound) of Green Bay Road. Bike Lane alternatives evaluate the following bike lane treatments:

## ALTERNATIVE 1

### Bike Lanes protected by curb barriers

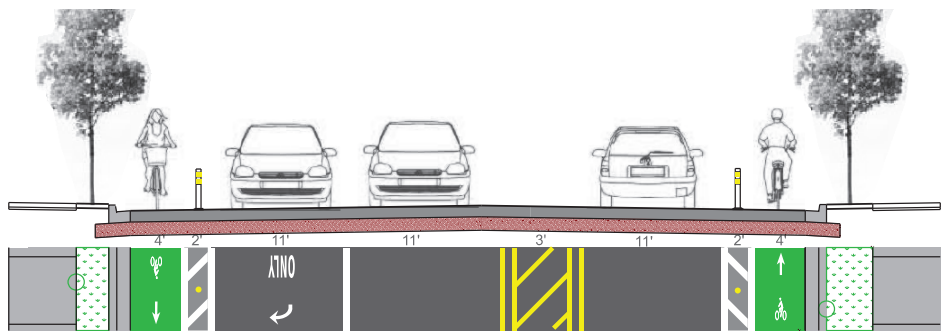
Bike lanes are separated by adjacent vehicular travel lanes with a raised concrete curb.



## ALTERNATIVE 2

### Bike Lanes protected by bollard delineators

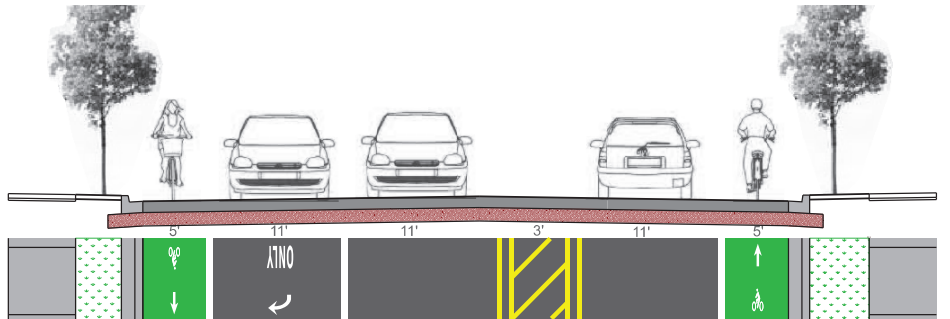
Bike lanes are separated by adjacent vehicular travel lanes with flexible bollards and pavement markings and no raised concrete curb is provided.



## ALTERNATIVE 3

### Green Painted Bike Lane (unprotected)

Bike lanes are separated by adjacent vehicular travel lanes with green painted pavement and pavement markings and no other raised elements are provided.



# Next Steps

Following this Public Information Meeting, community input will be gathered, documented, and incorporated into the Phase II Design Engineering. Phase II includes preparation of contract plans and the acquisition of any needed right-of-way and temporary construction easements. Phase III construction can then start after the plans are prepared, any necessary land is acquired, and funds are secured.

## QUESTIONS, COMMENTS AND INFORMATION

For further information, please visit the City of Highland Park website: <https://www.cityhpil.com/> Select "Development / Construction Projects / Green Bay Road" or scan the QR code below:



SCAN ME

Written comments may be submitted during the Public Meeting, or mailed or emailed to:

Emmanuel Gomez, City Engineer.

Questions and comments may be directed to him at 847.432.0807 or via email at [egomez@cityhpil.com](mailto:egomez@cityhpil.com).

Comments must be postmarked by February 14, 2023 in order to become part of the official Public Meeting Record. Correspondence should be addressed to:

Emmanuel Gomez, PE, City Engineer, [egomez@cityhpil.com](mailto:egomez@cityhpil.com)  
1150 Half Day Road, Highland Park, IL 60035, 847.432.0807.



# City of Highland Park

1150 Half Day Rd.  
Highland Park, Illinois 60035  
847.432.0807  
cityhpil.com

January 10, 2023

«Property\_owner» or Current Resident  
«Address\_number» «Street\_name» Unit  
Highland Park, IL 60035

**RE: Green Bay Road Reconstruction Project  
Public Information Meeting – January 25, 2023, 5:00 PM – 7:00 PM**

Dear «Property\_owner»:

As part of the City's core priority of Infrastructure Investment, the City prioritizes and budgets annually public improvement projects. The projects are discussed and approved as part of the City's annual budget process comprising a 10-yr Capital Improvement Program (CIP). One of the projects in your neighborhood being planned is the Green Bay Road Reconstruction Project. The project limits on Green Bay Road are from Central Avenue to Clavey Road.

The City secured federal grant funds, administered by IDOT, for this project whereby 80% is paid by grant funds with City's cost share equaling 20%. The federal grant process requires the City to comply with IDOT's requirement and approval at each phase of the project. The City is currently in Phase II Engineering. We are in the process of developing plans and specifications for this project.

The project will include pavement reconstruction, new concrete curbs, modernized traffic signals, dedicated bike lanes, new storm sewer and water main upgrades, reconstructed driveway aprons, and parkway restoration.

The City is inviting you to a Public Information Meeting, scheduled for **Wednesday, January 25, 2023 from 5:00 PM to 7:00 PM**. The meeting will be held virtually and in-person. Instructions with links on participation are enclosed. If you do not have access to a computer or internet service or want to attend the Public Information Meeting in-person, please arrive at:

City Hall  
Council Chambers Room, 2<sup>nd</sup> Floor  
1707 St. Johns Avenue  
Highland Park IL 60035

You are encouraged to attend and to provide comments and feedback.



The City regularly updates its website on construction projects. Please visit [www.cityhpil.com/construction](http://www.cityhpil.com/construction) for more details on City's CIP. Also, residents interested in receiving City news or alert notifications or construction project updates should sign up for the select or all newsletters on City's website [www.cityhpil.com](http://www.cityhpil.com) and click on Stay Connected.

Anyone in need of special assistance or printed materials should contact Mr. Emmanuel Gomez, P.E., at 847.432.0807 or via email at [egomez@cityhpil.com](mailto:egomez@cityhpil.com).

Sincerely,

A handwritten signature in black ink that reads "Emmanuel Gomez". The signature is written in a cursive, flowing style.

Emmanuel Gomez, P.E.  
City Engineer

Cc: Ron Bannon, Director of Public Works  
Joe O'Neill, Deputy Director of Public Works  
Ron Milanesio, P.E., Civil Engineer

# Instructions for Attending Virtual Meeting

The Public Information meeting begins at 5:00 PM – 7:00 PM. Please use the information provided below to attend virtually.

**Join from a PC, Mac, iPad, iPhone or Android device. Please use URL to join.**

<https://us02web.zoom.us/j/85657665923?pwd=L054MlBsTmJDaoYoUnUrQkZ1djVZQT09>

Meeting ID: 856 5766 5923

Passcode: 268629

**Or Join by Phone.**

**Dial: 1-312-626-6799**

Meeting ID: 856 5766 5923

Passcode: 268629