



1200 Wilmette Avenue  
Wilmette, IL 60091

DEPARTMENT OF  
ENGINEERING AND PUBLIC WORKS

(847) 853-7500  
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**NOTICE OF MEETING  
of the  
TRANSPORTATION COMMISSION**

**Monday, September 20, 2021 at 7:00 p.m.**

**Council Chambers**

**Wilmette Village Hall**

1200 Wilmette Avenue, Wilmette, Illinois

***AGENDA***

1. Call to Order
2. Approval of minutes of the May 26, 2021 meeting of the Transportation Commission
3. Approval of Greenleaf Avenue Pavement Markings and Bicycle Accommodations
4. Public Comment
5. Old Business
6. New Business
7. Adjournment

**Commissioner Libby Braband, Chair**

IF YOU ARE A PERSON WITH A DISABILITY AND NEED SPECIAL ACCOMMODATIONS TO PARTICIPATE IN AND/OR ATTEND A VILLAGE OF WILMETTE PUBLIC MEETING, PLEASE NOTIFY THE VILLAGE MANAGER'S OFFICE AT (847) 853-7509 OR TDD (847) 853-7634 AS SOON AS POSSIBLE.

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1200 Wilmette Avenue  
WILMETTE, IL 60091

Engineering and  
Public Works Department

(847) 853-7660  
Fax (847) 853-7701

## **MEETING MINUTES**

### **TRANSPORTATION COMMISSION**

**TUESDAY, May 26, 2021**

**7:00 P.M.**

**Village Hall – Broadcast only (Village Hall is closed due to the Village President's Declaration of Local Disaster and Public Health Emergency Order) <sup>1</sup>**

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Members Present: Chair Libby Braband  
Commissioner Issac Gaetz  
Commissioner Benjamin Schmitt  
Commissioner Randall Tyner

Members Absent: Commissioner Jill Hayes  
Commissioner Andrew Levy

Staff Present: Brigitte Berger-Raish, P.E., Dir of Eng and Public Works  
Dan Manis, P.E., Village Engineer  
Jorge Cruz, P.E., Asst. Village Engineer  
Dan Smith, P.E., Project Engineer  
Kyle Murphy, Police Chief

Guests Present: Sander, Walk Bike Wilmette

#### **I. CALL TO ORDER.**

Brigitte Berger-Raish called the meeting to order at 7:02 p.m. Brigitte Berger-Raish, Director of Engineering and Public Works, took the role of the Commissioners. Ms. Berger-Raish stated that Commissioner Kebede resigned earlier in the week.

<sup>1</sup>This meeting was held remotely by the Transportation Commission over Microsoft Teams. The meeting was broadcast live at <https://www.youtube.com/user/villageofwilmette/live> and on Channel 6 and then published on the Village's website. Members of the public were able to make public comment in advance of the meeting by emailing their comments to [publiccomment@wilmette.com](mailto:publiccomment@wilmette.com) or comments could be made during the meeting through YouTube live and provided to the Commission. There was also the option to participate in the meeting via a PC, mobile device or phone.

## **II. APPROVAL OF MINUTES OF THE FEBRUARY 16, 2021 TRANSPORTATION COMMISSION MEETING**

Chair Braband directed the Commission's attention to the draft minutes of the Transportation Commission meeting of February 16, 2021.

Commissioner Tyner moved to approve the minutes. The motion was seconded by Commissioner Gaetz. There were no changes noted to the minutes. **The motion was approved by a unanimous voice vote.**

## **III. REVIEW AND APPROVAL OF THE ANNUAL SCHOOL CROSSING GUARD REPORT**

Chief Murphy provided a summary of the 2020-2021 School Crossing Guard report prepared by the Police Department. School District 39 had a schedule change which resulted in an increase of hours allocated to crossing guards. A vacancy for a substitute crossing guard has been posted for some time, and Police personnel were utilized to fill in for crossing guards on a number of occasions. Chief Murphy stated this isn't ideal, as those officers are taken away from other duties when a crossing guard is unable to work that day. Chief Murphy also summarized possible future adjustments to specific locations including the intersections of Lake and Ridge and Ridge and Wilmette. Harper Elementary would also be monitored for traffic and pedestrian flow with the upcoming Neighborhood Storage Project construction. The report recommended to maintain the existing school crossing guard allocation for the 2020-2021 school year.

Commissioner Tyner inquired regarding the process for filling the crossing guard position, and Chief Murphy stated that the current crossing guards are older in age and typically the position is challenging to fill. Crossing guards have been moved from part-time to full-time to accommodate needs of the various guards employed at the time.

Commissioner Gaetz asked about emails in the supplemental materials. Ms. Berger-Raish summarized three locations which were requested by residents.

Ms. Berger-Raish stated that Hibbard Road and Illinois Road is not currently considered a school walking route, however Avoca District 37 received a Safe Routes to School grant, and the plan would be presented to the Commission in the future. The intersection is also an all way stop, and the age of the school children at this location is older than what would typically be considered under the Village's policy. Ms. Berger-Raish summarized the request for crossing guards at the Edens Expressway on-ramp and off-ramp on Lake Avenue, which would also be studied as part of the Avoca District 37 plan as well as the Master Bike and Active Transportation Plan. Glenview Road and Locust Road was also requested for study, and Ms. Berger-Raish stated that Locust Road is not considered a school walking route, but the intersection of Glenview Road and Locust Road will be studied as part of the Master Bike and Active Transportation Plan.

Ms. Berger-Raish also stated that Staff will respond to a letter received prior to the

meeting from Bike Walk Wilmette.

Chair Braband asked for a motion to approve the Annual School Crossing Guard Report. Commissioner Gaetz moved to approve the report. The motion was seconded by Commissioner Tyner. **The motion was approved by a unanimous voice vote.**

#### **IV. PUBLIC COMMENT**

There was no additional public comment.

#### **V. OLD BUSINESS**

Mr. Manis provided an update on the balloting for the Elmwood Avenue traffic calming. Staff would prepare an additional letter to poll the remaining homes which have not provided a response.

Mr. Manis stated that Staff is working on a request for proposals for implementation of the Master Bike and Active Transportation Plan.

Greenleaf Avenue pavement striping would be scheduled for review by the Commission at a future date, prior to implementation.

#### **VI. NEW BUSINESS**

Commissioner Schmitt and Commissioner Gaetz inquired regarding the letter received from Walk Bike Wilmette, and Ms. Berger-Raish stated that a sidewalk policy review would be completed by the Municipal Services Committee, and afterwards the Village Board due to the amount of potential policy change. Additional discussion ensued regarding possible changes to the sidewalk policy.

Mr. Manis also clarified a question from Commissioner Gaetz regarding the traffic calming survey for Elmwood Avenue and stated that a no response would be considered not in favor of the traffic calming improvements.

#### **VII. ADJOURNMENT**

Commissioner Tyner moved to adjourn the meeting. The motion was seconded by Commissioner Schmitt and approved by unanimous voice vote. **The motion carried.** No further discussion occurred on the motion.

The meeting was thereafter adjourned at 7:30 p.m.

Minutes Respectfully Prepared by Dan Smith, P.E.



Meeting Date: September 20, 2021

To: Transportation Commission

From: Brigitte Berger-Raish, P.E., Dir. of Engineering and Public Works  
Dan Manis, P.E., Village Engineer  
Danielle Horn, P.E., Project Manager

Re: Greenleaf Avenue Pavement Markings and Bicycle Accommodations

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## Recommendation

Transportation Commission review and approval of the Greenleaf Avenue Pavement Markings and Bicycle Accommodations.

## Background

The Master Bike and Active Transportation Plan (MBATP) was adopted by the Village Board on February 23, 2021. Consequently, the Village contracted with Kimley-Horn Associates (KHA) to develop a multi-year implementation plan, including development of pavement marking and bicycle accommodation recommendations for Greenleaf Avenue.

The MBATP includes a bike network recommendation map that identified various facility types for streets throughout the Village. Greenleaf Avenue between 4<sup>TH</sup> Street and Poplar Drive is identified as having marked shared lanes. Marked shared lanes allow for bicycle riding on-street in shared lanes with vehicles, rather than dedicated bike lanes. The MBATP recommends marked shared lanes on low volume, low speed residential streets, like Greenleaf. “Sharrows” or bike symbols are used to indicate to drivers that they need to be cautious and share the road with bicyclists. Sharrows are placed in an area in the street to reduce bicycle conflicts with parked car doors while allowing space for drivers to pass. The MBATP also recommends traffic calming on marked shared routes as feasible.



Greenleaf between 4<sup>th</sup> Street and 9<sup>th</sup> Street (phase 1) was resurfaced in 2020 as part of the annual street resurfacing program. At that time, Greenleaf Avenue only received new pavement markings for the existing stop bars and crosswalks while the existing parking edge lines and centerline were omitted to allow pavement marking to be evaluated as part of future discussions about MBATP bike accommodation implementation. The section of Greenleaf between 9<sup>th</sup> Street and Poplar Drive (phase 2) still contains centerline and edge line pavement marking. This section of Greenleaf is programmed to be resurfaced in 2022 as part of the annual street resurfacing program.

## **Discussion**

KHA prepared Exhibit 1 showing proposed pavement markings and signage on Greenleaf Avenue from 4<sup>th</sup> Street to Poplar Drive. The plan does not remove any on-street parking and provides bike accommodations using sharrows and signage. Greenleaf Avenue is over 36-foot wide and functions as a neighborhood collector, therefore centerline and parking edge line markings are recommended to calm traffic by reducing travel lane widths. Greenleaf Avenue transitions to commercial land use west of 11<sup>th</sup> Street, so the consultant proposes a slightly different treatment including double centerline striping in lieu of the skip centerline striping proposed east of 11<sup>th</sup> Street.

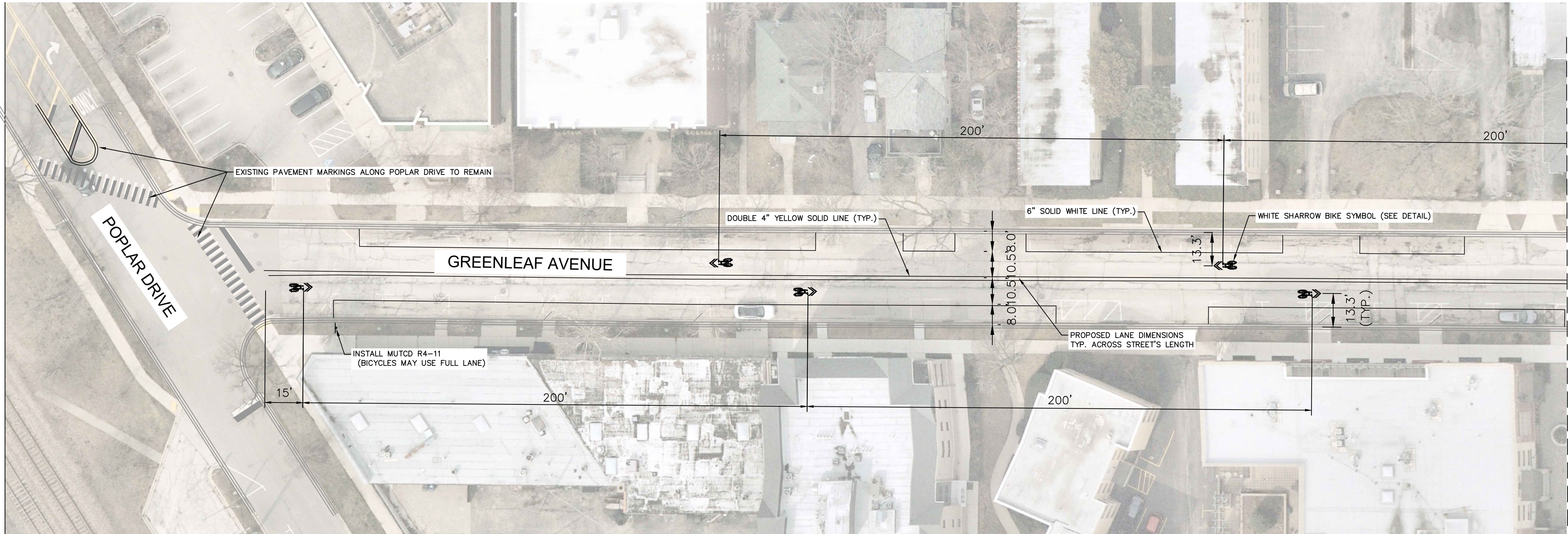
Bike accommodations for Phase 2 are planned to be implemented in conjunction with the resurfacing project in early 2022. Phase 1 bike accommodations were originally planned to be implemented this Fall upon approval by the Transportation Commission, however, due to material supply issues experienced by the Village's pavement marking contractor, Phase 1 bike accommodations may be implemented at the same time as Phase 2 next spring.

## **Documents Attached:**

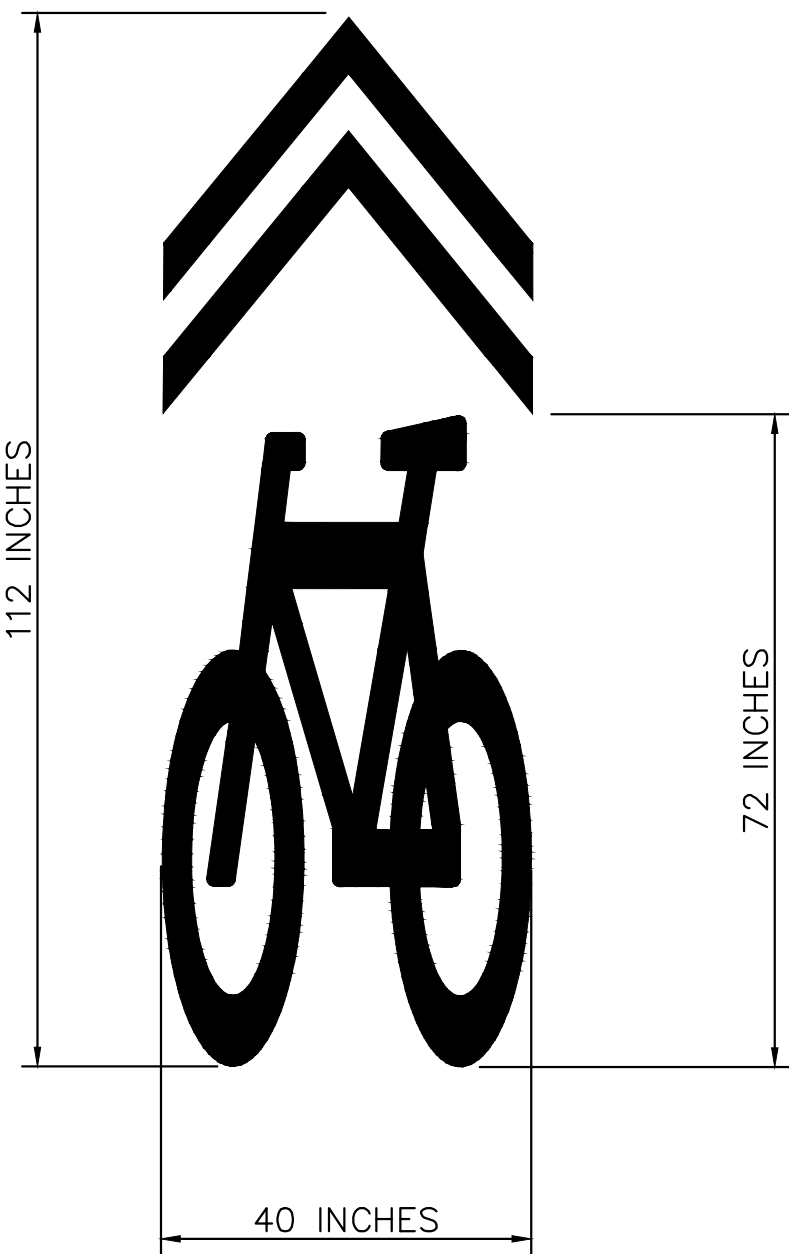
1. Greenleaf Striping Plan Exhibit
2. Notification Letter to Residents Regarding Striping Plan and Bike Accommodations on Greenleaf
3. Public Comments



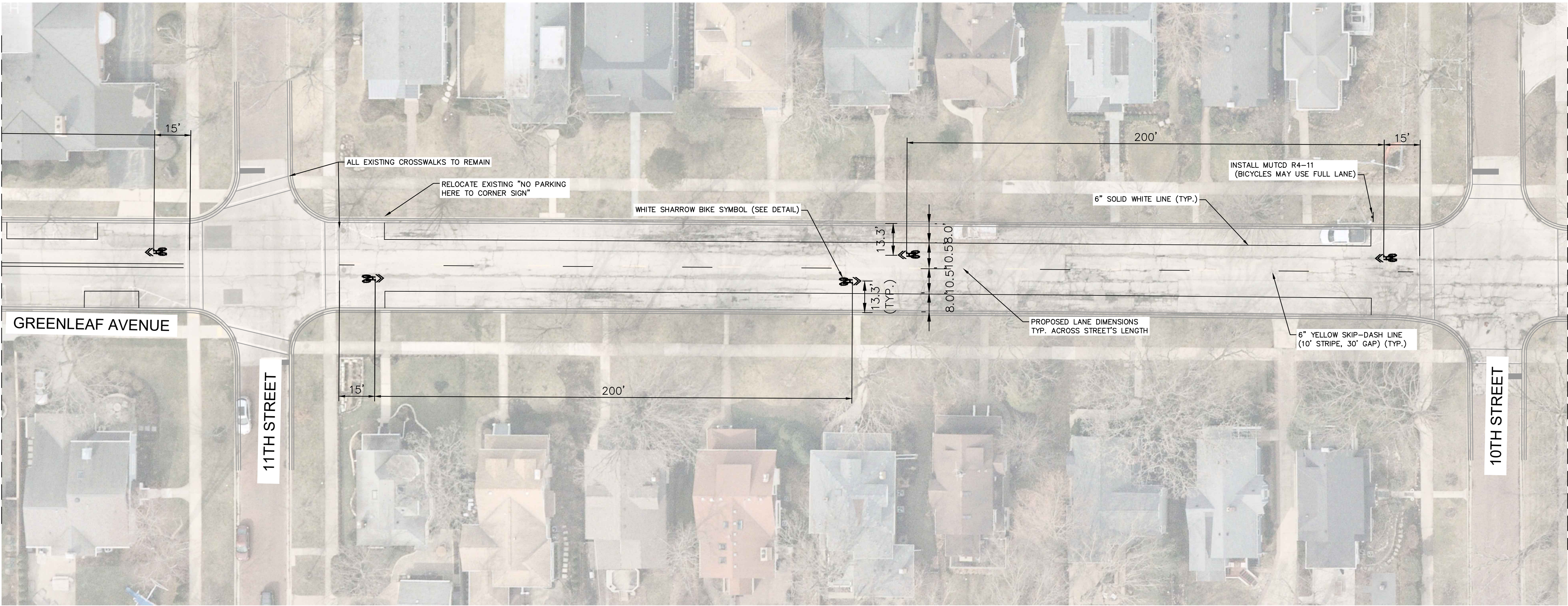
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DETAIL



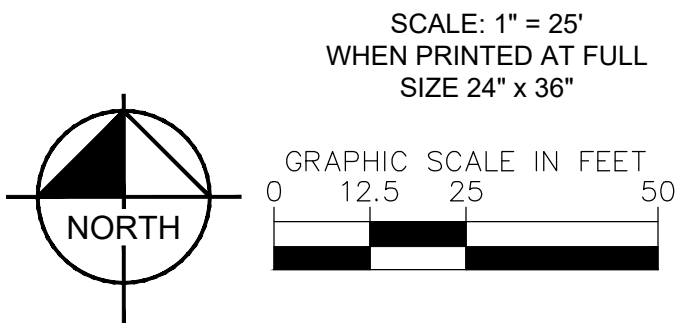
SHARED LANE MARKING  
PER MUTCD FIGURE 9C-9



PROPOSED SIGN



BICYCLES MAY USE  
FULL LANE  
PER MUTCD R4-11



No.	REVISIONS	DATE	BY



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PHONE: 630-487-5550  
WWW.KIMLEY-HORN.COM

KHA PROJECT  
168071012

DATE  
09/16/2021

SCALE AS SHOWN

DESIGNED BY EA

DRAWN BY DB

CHECKED BY EA

**BIKE ACCOMMODATION PLAN  
IMPLEMENTATION**

PREPARED FOR  
**VILLAGE OF WILMETTE, IL**

COOK COUNTY

ILLINOIS

E. ALBERS

PROFESSIONAL ENGINEER

IL LICENSE NO. 062-089293

**GREENLEAF AVENUE  
IMPROVEMENTS**

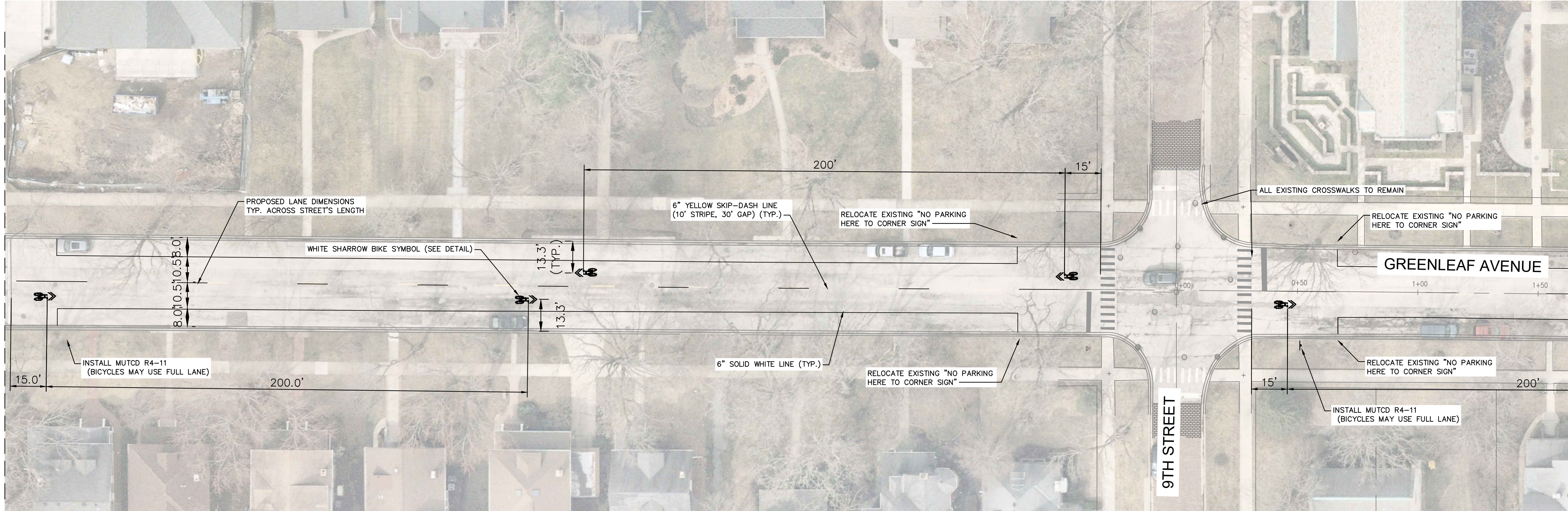
SHEET NUMBER

**1**



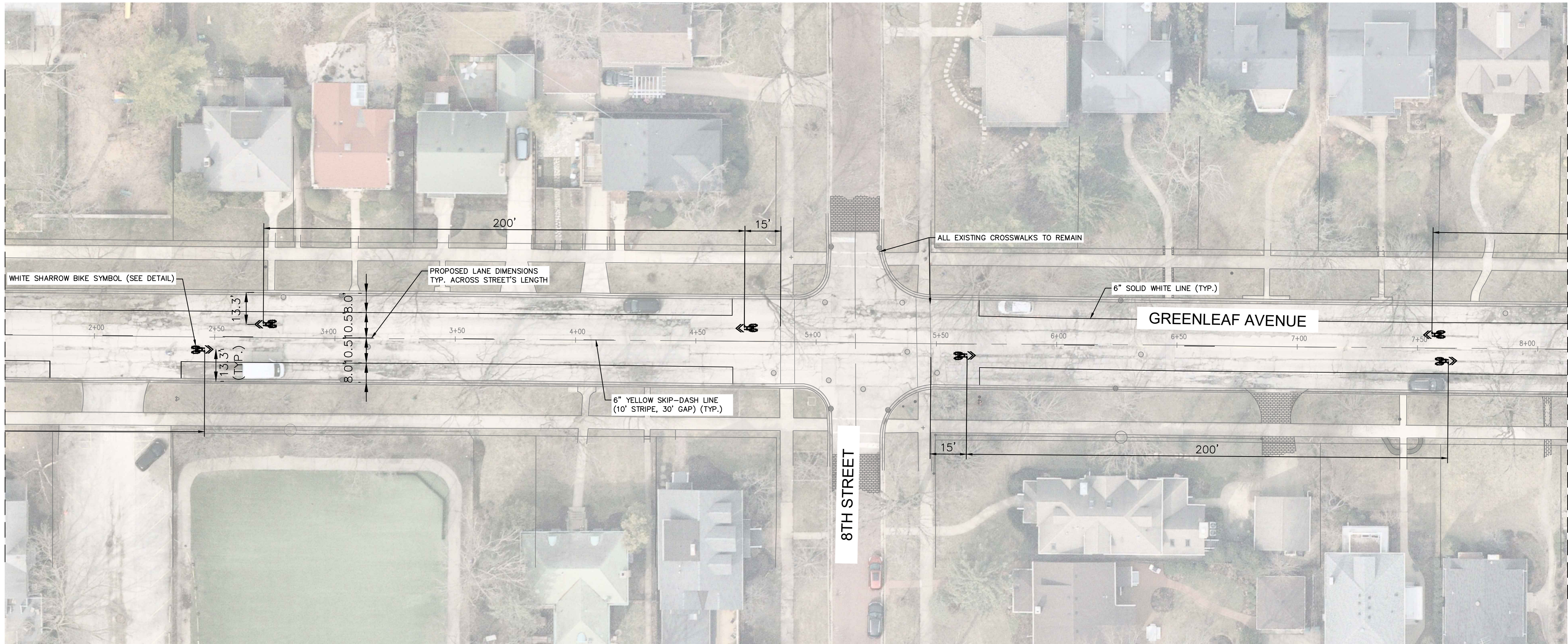
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MATCHLINE B - SEE SHEET 1



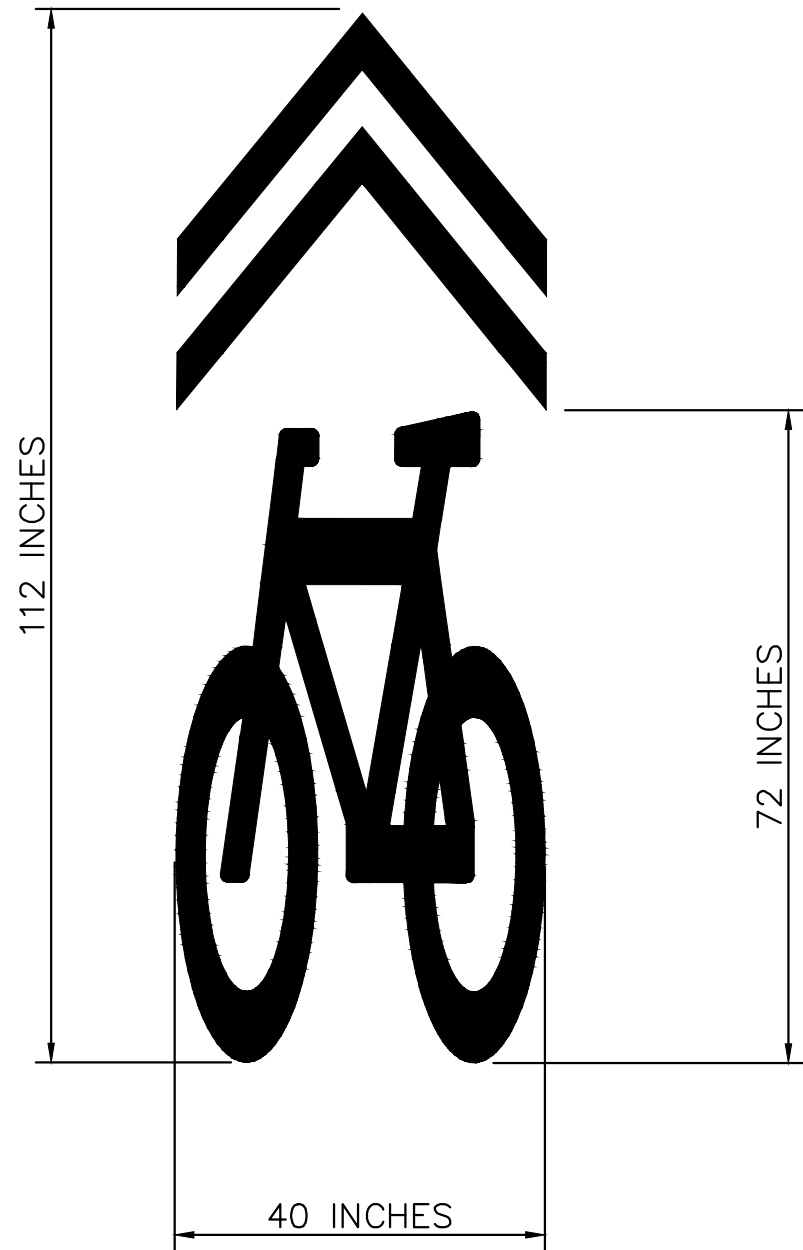
MATCHLINE C - SEE BELOW

MATCHLINE C - SEE ABOVE



MATCHLINE D - SEE SHEET 3

## DETAIL

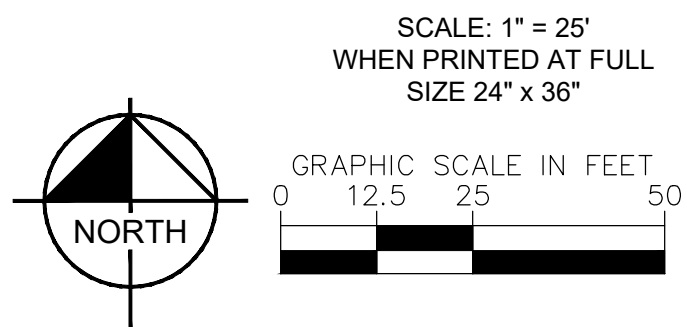


SHARED LANE MARKING  
PER MUTCD FIGURE 9C-9

## PROPOSED SIGN



BICYCLES MAY USE  
FULL LANE  
PER MUTCD R4-11



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KHA PROJECT	168071012
DATE	09/16/2021
SCALE	AS SHOWN
DESIGNED BY	EA
DRAWN BY	DB
CHECKED BY	EA

**BIKE ACCOMMODATION PLAN  
IMPLEMENTATION**  
PREPARED FOR  
**VILLAGE OF WILMETTE, IL**  
COOK COUNTY  
ILLINOIS

**E. ALBERS**  
  
PROFESSIONAL ENGINEER  
IL LICENSE NO. 062-089293

## GREENLEAF AVENUE IMPROVEMENTS

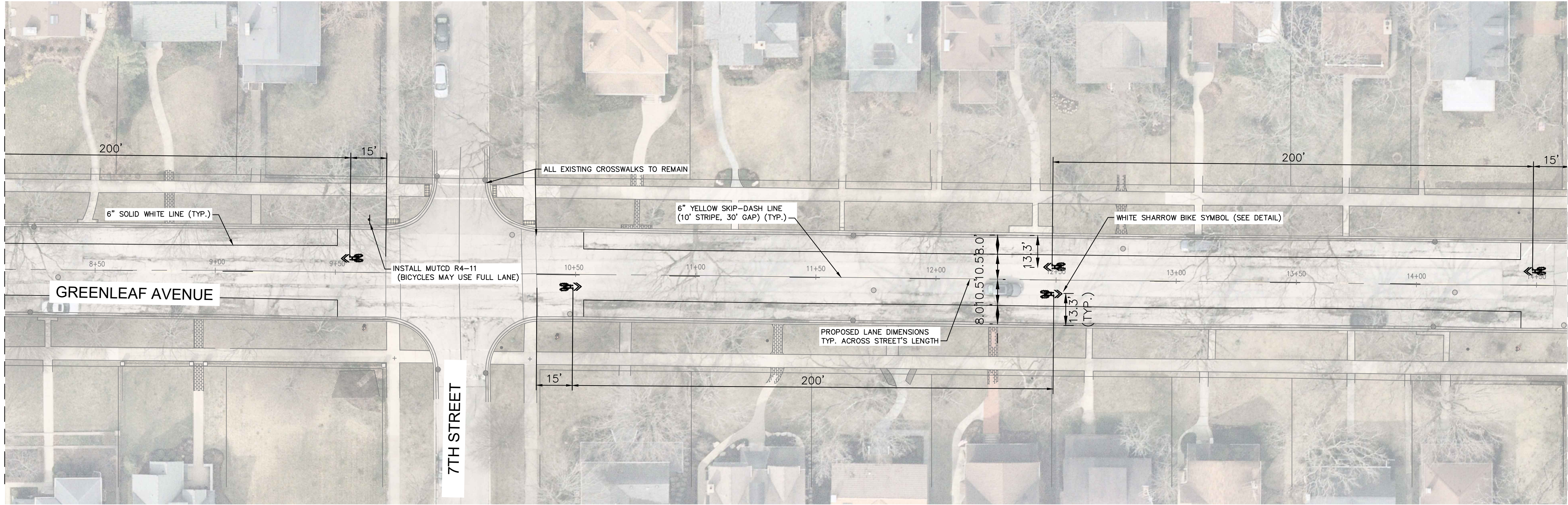
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2



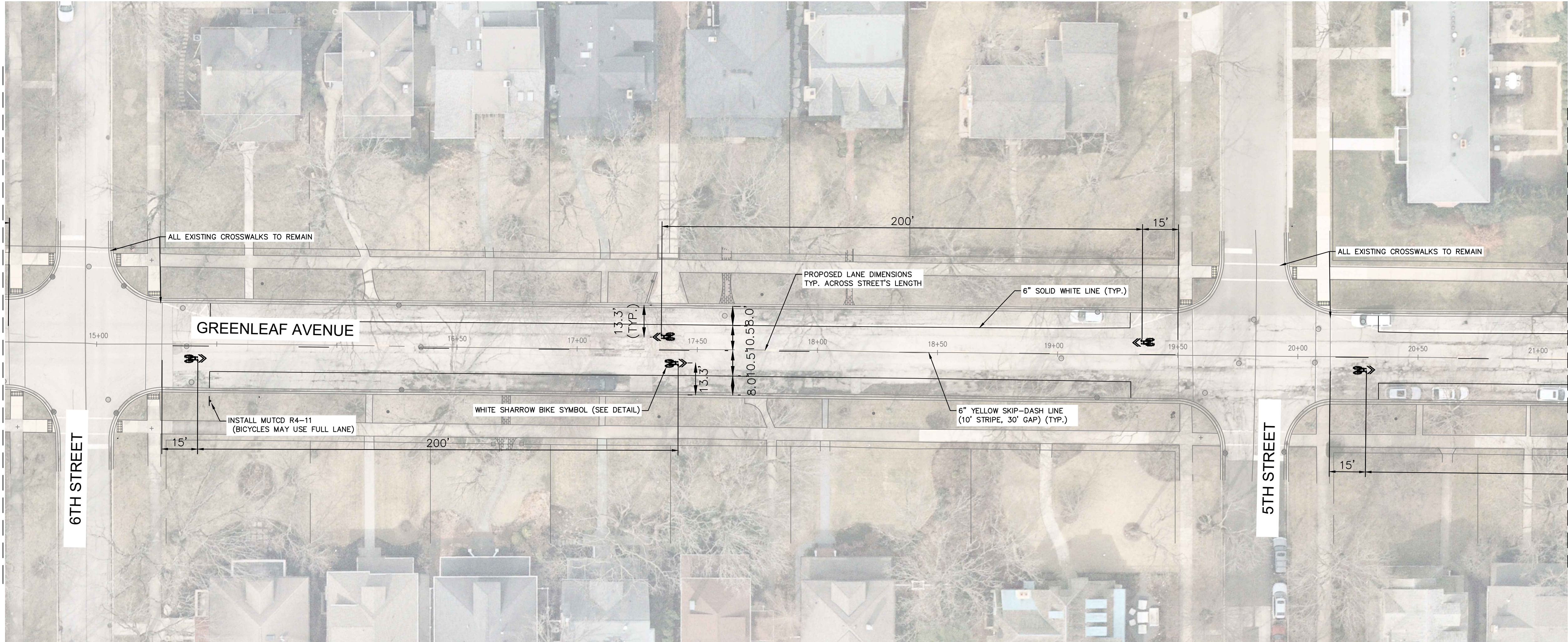
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MATCHLINE D - SEE SHEET 2



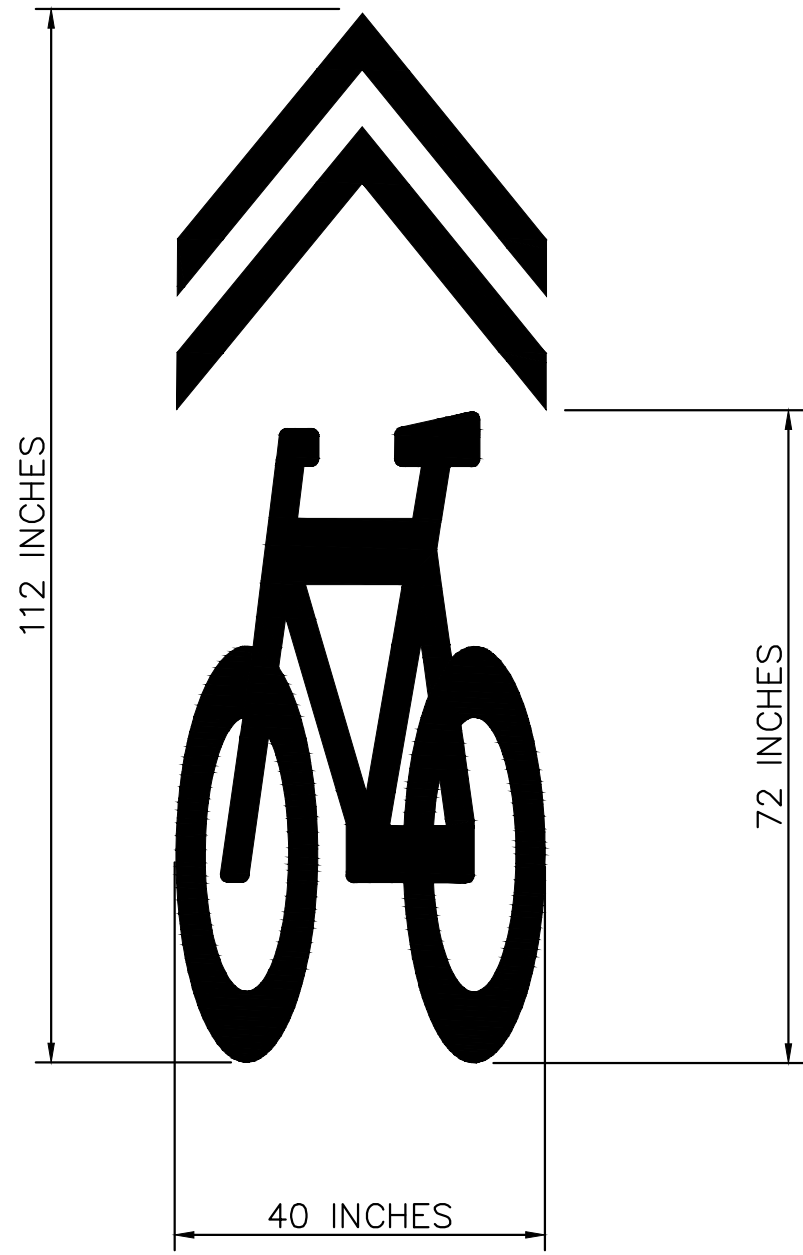
MATCHLINE E - SEE BELOW

MATCHLINE E - SEE ABOVE



MATCHLINE F - SEE SHEET 4

## DETAIL

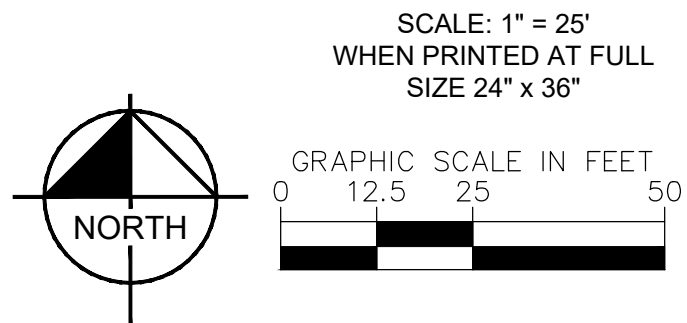


SHARED LANE MARKING  
PER MUTCD FIGURE 9C-9

## PROPOSED SIGN



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KHA PROJECT 168071012
DATE 09/16/2021
SCALE AS SHOWN
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**BIKE ACCOMMODATION PLAN  
IMPLEMENTATION**

PREPARED FOR  
VILLAGE OF WILMETTE, IL

COOK COUNTYILLINOIS

E. ALBERS

PROFESSIONAL ENGINEER  
IL LICENSE NO. 062-069293

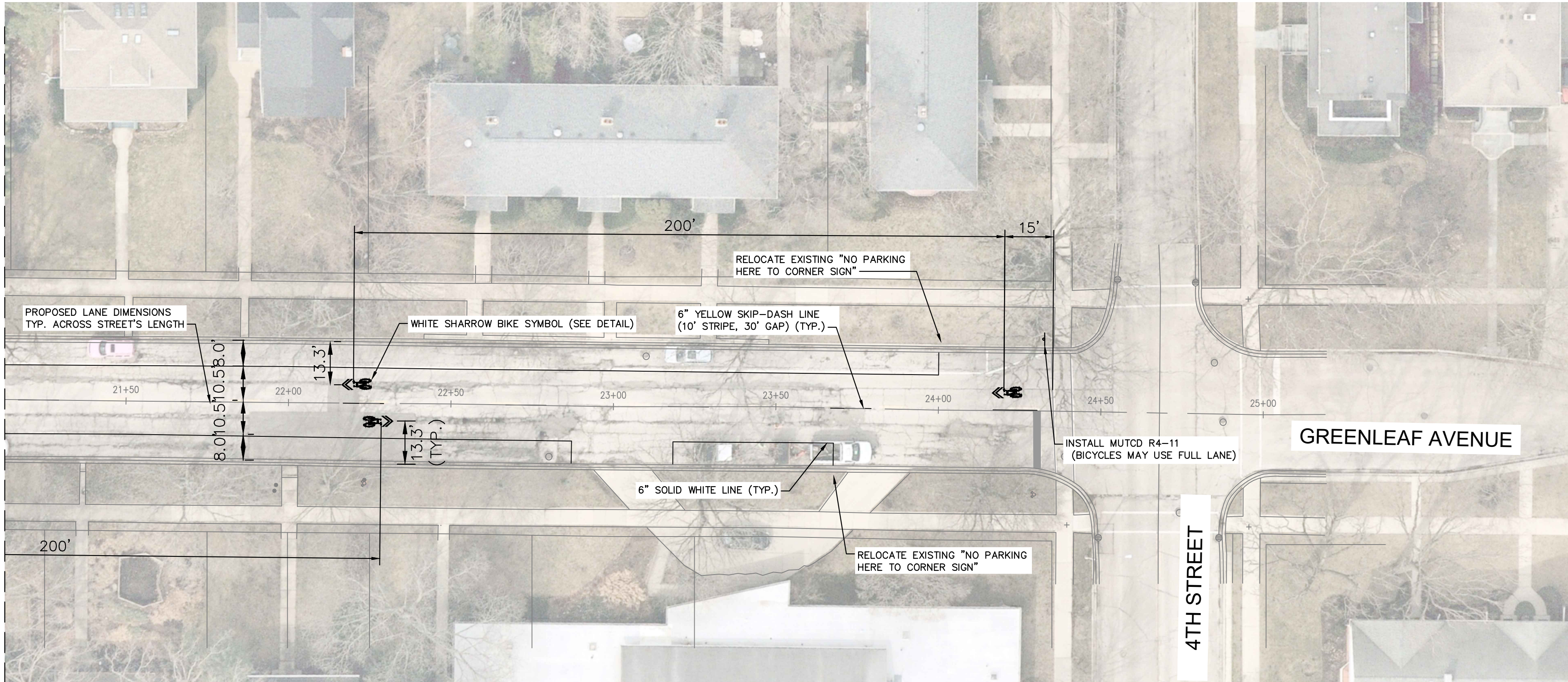
**GREENLEAF AVENUE  
IMPROVEMENTS**

SHEET NUMBER  
**3**

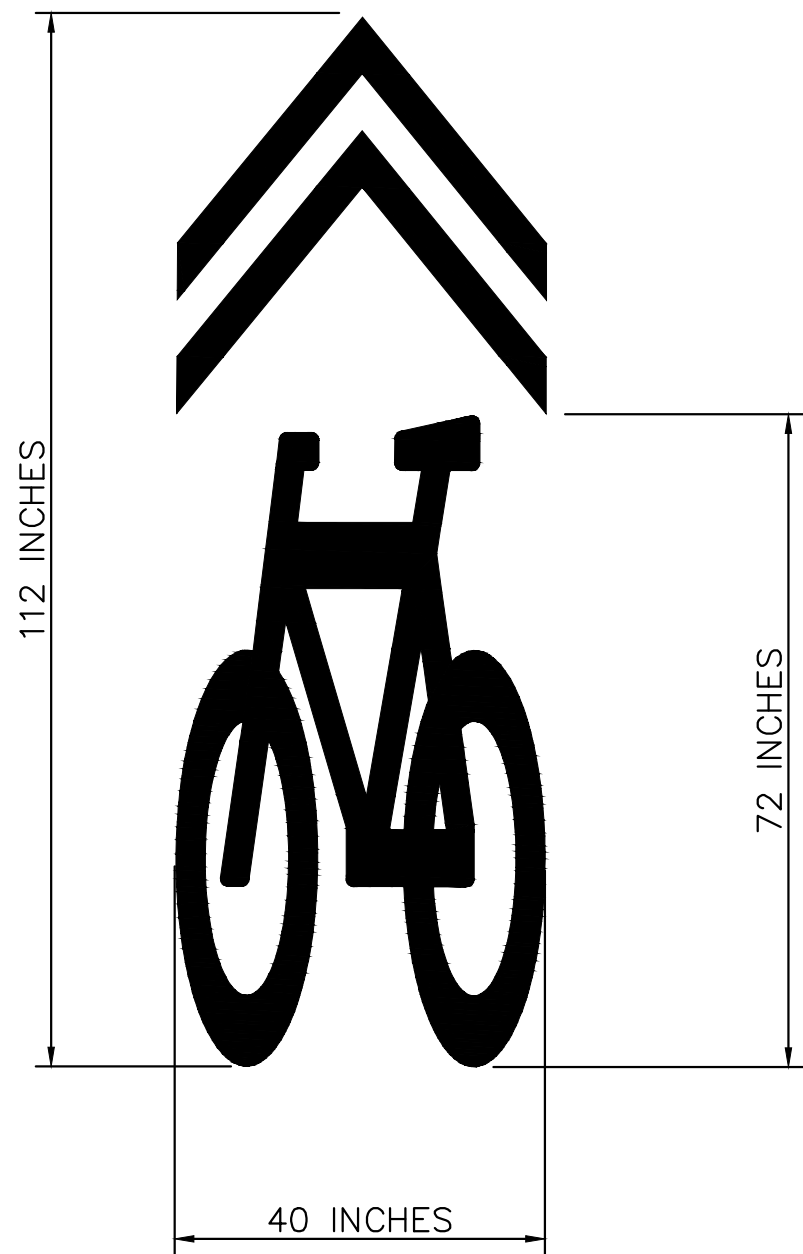


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MATCHLINE F - SEE SHEET 3



DETAIL

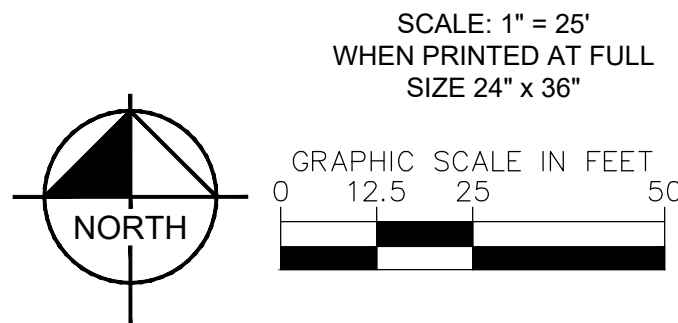


SHARED LANE MARKING  
PER MUTCD FIGURE 9C-9


PROPOSED SIGN



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DATE 09/16/2021
SCALE AS SHOWN
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**BIKE ACCOMMODATION PLAN  
IMPLEMENTATION**

PREPARED FOR  
**VILLAGE OF WILMETTE, IL**

COOK COUNTY

E. ALBERS

PROFESSIONAL ENGINEER

ILL. LICENSE NO. 062-069293

**GREENLEAF AVENUE  
IMPROVEMENTS**

SHEET NUMBER

**4**





CURRENT RESIDENT

[REDACTED]

WILMETTE, IL 60091

March 13, 2020

Re: 2020 Road Program – Pavement Markings on Greenleaf Avenue

Dear Resident,

The purpose of this letter is to discuss the typical pavement marking/stripping work associated with the Road Program and to outline the plan for Greenleaf Avenue.

After paving a street with a new asphalt surface, the Contractor will typically restripe the pavement markings as they were prior to the start of the Road Program. For Greenleaf Avenue, this would involve restriping all existing stop bars, crosswalks, parking lines, and centerline.

**As part of the 2020 Road Program, Greenleaf Avenue will only receive striping for the existing stop bars and crosswalks. Other striping treatments on Greenleaf will be evaluated in conjunction with future discussions about bike accommodations.**

Assuming the Village Board adopts the Master Bike and Active Transportation Plan this summer, staff will develop an implementation strategy for Greenleaf Avenue with a consulting firm. This effort will include reevaluating the pavement markings on Greenleaf Avenue and seeking input from residents and the Transportation Commission as early as summer 2020. Upon approval from the Transportation Commission, pavement marking improvements could be implemented as early as fall 2020.

Please feel free to contact me at 847-853-7629 or [kearneyr@wilmette.com](mailto:kearneyr@wilmette.com) if you have any questions regarding the pavement markings on Greenleaf Avenue or the overall Road Program.

Sincerely,

*Ryan Kearney*

Ryan Kearney, P.E.  
Project Manager - Engineering



**From:** [James Phillips](#)  
**To:** [Kearney, Ryan](#)  
**Subject:** Greenleaf Ave - Road Construction Striping Update  
**Date:** Thursday, August 27, 2020 7:43:11 PM

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Hi Ryan,

Hope this note finds you doing well!

Sincere thanks for all your hard work and efforts as well as those involved with the repaving of Greenleaf Ave.

Just wanted to remind you of our conversation back in the spring. Specifically, that Greenleaf Ave. between the golf course (eastern end) and the Metra tracks (western end) is a wider than normal RESIDENTIAL street and the homeowners have suffered greatly with the placement of striping.

To this end, you stated the striping that was only put on this street over the last 5-7 years (approximately), would be re-evaluated after the street was repaved. As you know, the street is now done.

Where do we stand on the restriping which has been horrible for our RESIDENTIAL neighborhood?

Quite directly, striping has turned our peaceful RESIDENTIAL street into a Green Bay Road-like thoroughfare. Cars speeding up and down the street. Dangerous for the kids, families, seniors, school children, church goers to walk across the street, play catch in their front yards, etc. Our safety has been substantially compromised due to this unnecessary striping. And is even plain dumb and shortsighted between the portion of 9th Ave. and 4th Ave.

This section of Greenleaf Ave. in Wilmette dead ends on BOTH the east and west ends. This is not a cut through street in any sense of the imagination. This is a RESIDENTIAL street that should look and act in that manner.

This is NOT Central St., Lake St. or any of the other streets that provide access from one town to another town. We are talking about less than a mile stretch that has two dead ends and is all RESIDENTIAL houses.

As you know, studies show that striping SPEEDS UP vehicles as they now have a clear designation of their lanes. Aesthetically, it looks HORRENDOUS in a RESIDENTIAL community where studies have shown that it substantially lowers property values. Just talk to the real estate folks in Wilmette.

Will look forward to hearing from you as you stated to me during our phone call. This needs your leadership. Please know how grateful I as well as our family neighborhood appreciate your attention to this matter.

Look forward to conversing. Thank you!



Respectfully,

Jim, Laura, Luke, Madeline, Meredith, John and James Phillips  
625 Greenleaf Ave.  
Wilmette, IL 60091  
( [REDACTED]



**From:** [REDACTED]  
**To:** [Kearney, Ryan](#)  
**Subject:** Re: Street Paving Follow-up  
**Date:** Friday, November 13, 2020 11:24:26 AM

---

Hi Ryan: Hope everything is well with you and you're staying healthy.

Wanted to follow up on our previous dialogue and correspondence re: Greenleaf Ave. road markings. With all the paving reno work, landscaping, streetscaping, etc. going on these days along Central Ave., I'm sure you've been swamped. I know you had mentioned previously a plan to hold a "town hall" meeting with residents sometime this Fall to discuss with the Village Transportation & Engineering Departments concerns with center lane, yellow-stripping marks on Greenleaf Ave. Not sure if this is still planned or has been pushed back given Covid and other work ongoing in the Village?

I will tell you there is a greater level of concern on this topic now more than ever - particularly with the Greenleaf Ave. road resurfacing complete. Vehicles driving east on Greenleaf are literally flying down the road at speeds in excess of 50 MPH (I am not kidding!), particularly younger drivers. It is dangerous when children are outside or even walking in the cross walk borders, whether to Central Ave. school or St. Francis Xavier school. My neighbors and I have become increasingly frustrated with cars that drive way too fast with utter disregard for the few speed posting signs that dot Greenleaf Ave. **I believe the only solution is one additional Stop sign at either 8th and Greenleaf or 7th and Greenleaf. As you know, drivers currently have no impediment to slow down from 9th St. all the way to 4th Street!** This is unacceptable. When I drive along Laramie Ave. between Old Glenview Road and Lake Avenue, there are many posted signs (e-signs, 25 MPH signs and Stop signs) which force drivers to slow down through those neighborhoods. Ryan, I know both our interests are aligned on this matter and we share similar concerns and objectives - both the Village and the Greenleaf Ave. residents want cars to simply slow down to avoid any dangerous situation from occurring. There are plausible, effective means to accomplish this goal.

I welcome any update on this matter. Thank you Ryan for your willingness to listen and help. Have a good weekend.

Regards,

Kevin Lawler  
530 8th Street  
Wilmette, IL 60091

-----Original Message-----

From: Kearney, Ryan <kearneyr@wilmette.com>  
To: [REDACTED] <[REDACTED]>  
Sent: Thu, Mar 19, 2020 9:58 am  
Subject: RE: Street Paving Follow-up

Hi Kevin,

I appreciate the follow-up email. Feel free to contact me if you have any other questions about the Road Program.

Regards,

**Ryan Kearney, P.E.**  
Project Manager  
Engineering & Public Works | Village of Wilmette



1200 Wilmette Avenue | Wilmette, Illinois 60091  
P: 847-853-7629 F: 847-853-7701 [kearneyr@wilmette.com](mailto:kearneyr@wilmette.com)

**From:** [REDACTED] <[REDACTED]>  
**Sent:** Wednesday, March 18, 2020 3:27 PM  
**To:** Kearney, Ryan <kearneyr@wilmette.com>  
**Subject:** Street Paving Follow-up

Ryan: Good speaking with you in person last week re: the 2020 Road Program & Pavement Markings on Greenleaf Ave....I appreciate you hearing me out re: concerns many of the Greenleaf Ave. neighbors have regarding the yellow-centerline striping marks.

Today, I also received your letter dated March 13th. Thank you for sending this summary; it's very helpful.

I, and many of my neighbors, look forward to having the opportunity to participate in the input process later this summer. Thanks again -

Regards, Kevin Lawler

530 8th Street  
Wilmette, IL 60091





CURRENT RESIDENT  
«OWNERADDRESS»  
«OWNERCITY»

December 7, 2020

Re: Pavement Markings on Greenleaf Avenue – Update

Dear Wilmette Resident,

The purpose of this letter is to provide you with an update on the schedule for discussing pavement markings on Greenleaf Avenue.

In a Road Program letter dated March 13, 2020, the Village noted that the Contractor would only restripe the existing stop bars and crosswalks on Greenleaf Avenue as part of the resurfacing project. The Village is still planning to evaluate bike and other pavement marking treatments on Greenleaf Avenue in conjunction with the Master Bike and Active Transportation Plan adoption anticipated early next year.

After adoption of the Bike Plan, Village staff will schedule a meeting of the Transportation Commission to present a pavement marking plan for Greenleaf Avenue. We encourage resident participation in this discussion, so staff will send out a letter notifying you of the details of that meeting. Upon approval from the Transportation Commission, pavement marking improvements could be implemented in **fall 2021**.

If you have any questions, please feel free to contact me at 847-853-7629 or [kearneyr@wilmette.com](mailto:kearneyr@wilmette.com).

Sincerely,

*Ryan Kearney*

Ryan Kearney, P.E.  
Project Manager - Engineering



**From:** [Ronald Meyer](#)  
**To:** [Kearney, Ryan](#)  
**Subject:** Greenleaf striping  
**Date:** Friday, December 11, 2020 10:13:15 AM

---

Hi, Ryan. I respond to your invitation for comments on striping Greenleaf.

I live at 8th and Greenleaf and try to use my bike for all possible trips to central Wilmette. I also bike regularly for recreation and often would like to return via Poplar and Greenleaf.

I appreciate the Village resurfacing Greenleaf in 2020 from 4th through 9th.

1) Sadly, the condition between 9th and Poplar still make it a hazardous, unpleasant place to bike. In that stretch, the surface is so rough and dangerous in the curb lanes that even if no vehicles are parked there, I ride so far from the curb that I'm in traffic lanes. It's not just a rough surface, it's crumbling, unstable, with deep ruts, only doable on a mountain bike.

2) Second, the traffic situation is very complex near Panera. Some cars cut through that parking lot. Other cars leave the parking lot without due care, turn into Greenleaf and try to charge south onto Poplar. Bikes coming east across Green Bay/Poplar and onto Greenleaf don't have a STOP sign, but have to be very cautious nonetheless.

3) Also, customers parking for Panera on the South side of Greenleaf exit their vehicles from the driver's side. Thus, open vehicle doors and iPhone-gazing, oblivious pedestrians jaywalk. It'd be better if they at least walked to the sidewalk and crossed at the corner, but that's not likely to happen.

4) Owing to the shops and apartments on the 1100 block, commercial and private vehicles now and then double park to load and unload.

5) North-south drivers too often charge across Greenleaf, worsened by extensive parallel parking on Greenleaf very close to the cross street corners.

For all these reasons, I sometimes use the alley between Greenleaf and Central Aves, though that has its own hazards.

In sum, I hope to continue to use my bike, I will simply be careful. If I had younger children who rode on Greenleaf, I'd be very worried. In my opinion, the best things the village can do would be to minimize striping; resurface 9th to Poplar ASAP, which will probably have to be after 2021; and make it illegal to park within 40 feet of all cross streets between 8th and Poplar. There seems no point in designating bike lanes on Greenleaf Ave when parking makes a mockery of that designation, e.g. as we see on Wilmette Ave.

Thank you for considering my observations.

I know there is no perfect answer, and in fact I look forward to a restoration to historical traffic if it means we're getting a handle on COVID.

Ron Meyer  
610 8th St





September 3, 2021

Current Occupant  
1002 Greenleaf Ave  
Wilmette, IL 60091

Re: Greenleaf Avenue Pavement Marking Plan

Dear Wilmette Resident or Business:

A Transportation Commission meeting will be held on Monday, September 20 at 7:00 PM in the Village Hall Council Chambers to discuss proposed pavement markings and bicycle accommodations on Greenleaf Avenue between 4<sup>TH</sup> Street and Poplar Drive. The Master Bike and Active Transportation Plan (MBATP) was adopted by the Village Board on February 23, 2021. Consequently, the Village contracted with Kimley-Horn Associates to develop an implementation plan, including development of pavement marking and bike accommodation recommendations for this section of Greenleaf Avenue.

The plan developed by Kimley-Horn will be presented at the September 20 meeting, which will be open to public comment. Please visit the Village's website at [www.wilmette.com/government/agenda-minutes/](http://www.wilmette.com/government/agenda-minutes/) for the meeting notice and packet that will be posted closer to the meeting date.

If you have any questions, please feel free to contact me or Dan Manis, Village Engineer, using the contact information below.

Danielle Horn, P.E.  
Project Manager  
(847) 853-7628  
[hornd@wilmette.com](mailto:hornd@wilmette.com)

Dan Manis, P.E.  
Village Engineer  
(847) 853-7602  
[manisd@wilmette.com](mailto:manisd@wilmette.com)

Sincerely,

A handwritten signature in black ink that reads 'Danielle Horn'. The signature is written in a cursive style with a large 'D' and 'H'.

Danielle Horn, P.E.  
Project Manager

Cc: Brigitte Berger-Raish, P.E., Director of Engineering and Public Works