



1200 Wilmette Avenue
WILMETTE, ILLINOIS 60091-0040

MEETING MINUTES

MUNICIPAL SERVICES COMMITTEE OF THE VILLAGE BOARD

**TUESDAY, APRIL 6, 2017
7 P.M.
VILLAGE HALL COUNCIL ROOM**

Members Present: Trustee Cameron Krueger, Chair
Trustee Julie Wolf
Trustee Daniel Sullivan

Staff Present: Brigitte Berger-Raish, P.E., Director of Engineering and Public Works
Jorge Cruz, Assistant Village Engineer

I. CALL TO ORDER.

Trustee Cameron Krueger, Chair, called the meeting to order at 7:00 p.m. Committee members Trustees Wolf and Sullivan were present.

II. APPROVAL OF MINUTES; MUNICIPAL SERVICES COMMITTEE MEETING OF FEBRUARY 28, 2017.

Trustee Krueger directed the Committee’s attention to the draft minutes of the Municipal Services Committee meeting of February 28, 2017.

Trustee Krueger moved that the Committee approve the minutes. The motion was seconded by Trustee Wolf and approved by unanimous voice vote. **The motion carried.**

III. CENTRAL AVENUE PRESENTATION

Ms. Brigitte Berger-Raish, Director of Engineering and Public Works, thanked everyone for coming to the meeting and for participating in the online survey. She added that this project will modernize and make Central Avenue safer, more beautiful, and more functional. The Village received approximately \$3.5 million for this project from the federal government, which will roughly cover 70% of design and construction cost.

Ms. Berger-Raish said the project is in the middle of Phase I (review of the design concepts). A report will be submitted to IDOT for review and approval by the end of the year. Phase II (development of plans and specs) will take place in 2018. In 2019, the project will go out to bid and begin construction.

Ms. Berger-Raish said that the federal government requires minimum widths for travel lanes, parking lanes and bike lanes to ensure safety. There is also a grant cap of \$3.5 million, and any overages will be the Village's responsibility. This means the Village needs to be conscientious about costs, especially for streetscape and traffic calming elements.

Ms. Berger-Raish introduced Brian Fairwood with TranSystems, who made a presentation via PowerPoint. (The power point presentation is attached)

Mr. Fairwood stated his presentation will review three key decision points:

- (1) Back-in angled parking
- (2) Green Infrastructure
- (3) Roadway geometry

Mr. Fairwood discussed the current conditions of the site. He pointed out where the street narrows, where parking exists and/or is restricted. As part of this project, the following will be considered:

Roadway Reconstruction

- New Pavement, Curbs, Ramps
- Traffic Signals (Central & Wilmette)
- New Watermain (Being Evaluated)
- Sewer Upgrades (Being Evaluated)

Other Opportunities

- Complete Street Initiatives (bike & pedestrian accommodations)
- Safety Improvements
- Green Infrastructure
- Aesthetics

He added that the following will *not* be done:

- No Roadway Widening – the same footprint will remain
- No Residential Diagonal Parking
- No Tree Removal
- No Exclusive Bus Lanes
- No Loss of Property

He stated the overall goal of this project is to maintain the character of Central Avenue and find ways to enhance it.

Mr. Fairwood reviewed the survey results from Public Meeting No. 1 held on November 10, 2016.

Mr. Fairwood reviewed Decision Point #1 and said that from the downtown parking survey, 75% of respondents valued the downtown parking (Green Bay – 11th). He said we also heard interest in providing back-in parking, which has positive effects as well as negative effects.

Trustee Krueger asked for Public Comment for Decision Point #1 (Back-In-Parking).

Julie Yusim, Executive Director of the Wilmette Chamber of Commerce, said she and the Chamber are opposed to the back-in parking. Businesses agree with the negatives noted.

Susan Barton, 618 5th Street, supports back-in parking and would like to see bike lanes coming from east-west. She noted there are many north-south options and that Central in the downtown is tricky to bike through for students going to school, the Rec Center and the beach.

Ann Nagel, 1139 Manor, said that in October the Village did a walk audit of Central. She noted support for back-in angled parking. Safety will be increased for bicyclists and families with children.

Chuck Reiter, 830 Central, said he's in favor of back-in parking. In Austin Texas, they do this and it works very well and it's more congested than Central. Back-in parking is much safer for cyclists and is just plain safer, even with outdoor dining.

David Hysen, 509 Central, said he's in favor of back-in parking. Safety is not impeded for anyone.

Steve Graham, 1032 Central, said he's in favor of back-in parking. It's common in many other places around the US, including Denver as visibility improves tremendously.

Ray Koenig, 11th & Central (Optima condo building), said he's against back-in parking. After 13 years of living here, he said he hasn't seen any accidents as a result of front-in parking.

Margaret Cartier, 731 Washington, said she is in favor of back-in parking.

Ryrie Pellaton, 1115 Lake, said he is in favor of back-in parking.

Jo Ann Murphy, 724 12th, said she is against back-in parking. She said she walks the downtown Village streets daily and does not want to walk past the exhaust from cars backing in.

Trustee Krueger closed Public Comment for back-in parking.

Ms. Berger-Raish said that if back-in parking is approved, she would recommend it be implemented throughout the downtown for consistency and to minimize confusion.

Trustee Sullivan asked if back-in parking could be reversed if it doesn't work.

Ms. Berger-Raish said that yes, it could be changed back to conventional parking.

The Committee discussed the timing of a trial for back-in parking and there was consensus that it should be tried now, before construction.

Trustee Wolf asked what the road width is to which Trustee Krueger said the width is 50.5 feet. He asked if we are at optimal lane widths. Ms. Berger-Raish indicated we are and that we don't want to lose any parking in the Village Center.

Ms. Berger-Raish indicated a trial would be very time intensive because it would require staff to assist people into their parking spaces. We would need to talk to our Police Department and staff on an implementation plan.

Trustee Krueger said that we would need to also add signage, enforcement, and other elements that add to the cost.

Ms. Berger-Raish said she will prepare a budget to implement back-in parking on a trial and permanent basis.

Trustee Krueger asked to learn what the budget impacts are and what the accident data is in other communities where there's a shared bike roadway.

Trustee Wolf said we can add a budget event to consider a "pop-up event" for training purposes for Village residents.

Mr. Fairwood continued on with his presentation and discussed residential parking capacity. There are a total of 229 residential parking spaces and the peak hours are mid-day.

Mr. Fairwood recommended adding hardscape to the parkway at Central Elementary to improve pick-up and drop-off operations.

The presentation shifted the focus to biking and parking. He said the survey asked whether residents were in favor of losing on-street parking to improve

biking options. Seventy-two percent of Central Avenue respondents were not in favor of losing on-street parking. He added that some additional biking comments include biking in the downtown feels unsafe, and cyclists should use Greenleaf.

Mr. Fairwood covered the speed study conducted in February and noted speeds were generally in an acceptable range. He recommended curb extensions at all side streets, a raised intersection at 11th Street, and a speed table at 8th Street to improve safety.

Mr. Fairwood continued with his presentation to review aesthetic options for the downtown streetscape. Hanging baskets are coming this spring and decorative signals will be part of the project. He said that the addition of paver accents, planters and tree grates, bike racks, benches, litter and recycling receptacles are subject to funding. He added that the changes will not impact the brick side streets.

Mr. Fairwood reviewed green infrastructure and stormwater options including adding bioswales and native plantings, as well as possibly separating the combined sewer and adding new storm sewers. He also noted permeable pavers could be considered to promote infiltration.

Trustee Krueger opened the floor for Public Comment for Decision Point #2 (Bioswales and Permeable Pavements)

Jeff Axelrod, 631 Central, said he supports bioswales and replacing parking with bike lanes. He is not in support of permeable pavements.

John Bowman, 321 Washington, said he supports bioswales. He added he does not support permeable pavers unless there is flooding in the area.

Ron Meyer, 8th & Greenleaf, said the MWRD should take over bioswales and permeable pavements projects, or at least provide significant financial support.

Trustee Krueger ended Public Comment for Decision Point #2.

Trustee Sullivan and Trustee Wolf said they would love to see what the design would cost and to look for grant opportunities. They are in favor of pursuing the issue.

Trustee Krueger said he does not believe we have the real estate for bioswales, as we would potentially lose a lot of trees.

Trustee Wolf said in Kenilworth, they were able to preserve trees by adding bioswales between the trees.

Ms. Berger-Raish said there may be pockets where we can install bioswales, but residents will have to like the way they look and we would need their help to maintain them.

Trustee Krueger said there's opportunity to have them work and we would need additional public input. He said as far as permeable pavers go, he understands why bikes won't want to ride on permeable pavers. He asked if it would encourage riders to bike down Greenleaf instead.

Ms. Berger-Raish said that the inclusion of permeable pavers depends on the recommended roadway configuration and where parking and bike lanes will be.

Trustee Krueger, said downtown parking with permeable pavers looks great and this may be a good opportunity to get the downtown water to stay downtown.

Trustee Wolf and Trustee Sullivan both agreed.

Trustee Krueger asked for a recommendation on roadway geometry. He opened up the floor for Public Comment for the third Decision Point:

Option #1: No Bike Lanes

Option #2: Dedicated Bike Lanes

Option #3: Shared Bike Lanes

Ron Meyer, 8th & Greenleaf, said he doesn't believe a bike lane on Central is necessary. He said to consider putting the bikers on Greenleaf, which needs repaving.

Kelly Gruner, 610 Central, said she prefers Option 1 since the street is too busy for bicyclists to use anyway.

Jeff Axelrod, 631 Central, said he prefers Option 2.

Dennis Allen, 4th and Central, said we need additional parking because the spaces are taken by service vehicles and visitors.

Susan Barton, 618 5th Street, said she prefers Option 2 to keep the community safe. She said she would love to help train children in bike safety.

Chuck Roger, 830 Central, said he would like updated data at 9th & Central. He said that bike lanes on Central are impractical and unsafe.

Ken Obel, 221 Linden, spoke in support of implementing meaningful active transportation accommodations in the Central Avenue project.

Anne Nagle, 1139 Manor, said that we have a Complete Streets policy in Wilmette, and we have to evaluate people using all modes of transportation.

Dave Hysen, 509 Central, said he doesn't believe Option 2 is feasible. He added that Option 3 may be the best bet.

Trustee Krueger concluded Public Comment for Decision Point #3 and asked the Trustees for input.

Trustee Wolf thanked everyone for their input and said that there's no consensus, however she believes that Option 3 has the most potential.

Trustee Sullivan said we would need to do more studies to consider the impacts.

Trustee Krueger asked where the best place is to put the bikes (Central, Forest, Lake, Greenleaf, etc.) He recommended Central as the best option, and to eliminate Option 2. He said Option 3 versus Option 1 would work, or wait until we repave Greenleaf.

Trustee Krueger recommended gathering more parking data for discussion at a future meeting.

IV. PUBLIC COMMENT

Public Comment was received throughout the presentation.

V. OLD BUSINESS

None

VI. NEW BUSINESS

None

VII. ADJOURNMENT

Trustee Krueger asked for a motion to adjourn. Trustee Krueger moved to adjourn the meeting. The motion was seconded by Trustee Wolf. No further discussion occurred on the motion. Voting yes: Trustee Krueger, Trustee Sullivan and Trustee Wolf. Voting no: none. **The motion carried.**

The meeting was thereafter adjourned at 9:27 p.m.

Minutes Respectfully Prepared by Georgia Mihalopoulos.