



1200 Wilmette Avenue
Wilmette, IL 60091

DEPARTMENT OF
ENGINEERING AND PUBLIC WORKS

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**NOTICE OF MEETING
of the
MUNICIPAL SERVICES COMMITTEE OF THE
BOARD OF TRUSTEES OF THE VILLAGE OF WILMETTE**

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

Monday, November 16, 2020 6:00 p.m.

AGENDA

1. Call to Order
2. Approval of minutes of the September 29, 2020 meeting of the Municipal Services Committee
3. Skokie/Lake Project Overview and Approval of Multi-use Path Alignment
4. Neighborhood Storage Project-Phase 2 Negotiation Update
5. Public Comment
6. Old Business
7. New Business
8. Adjournment

Trustee Dan Sullivan, Chair

This meeting will be held remotely by the Municipal Services Committee of the Village Board of Trustees. The meeting will be 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 may make public comment in advance of the meeting by emailing their comments to publiccomment@wilmette.com or comment may be made during the meeting through YouTube live which will be provided to the Village Board. There is also the option to participate in the meeting via a PC, mobile device or phone. For complete details and instructions on joining or participating in the meeting, please [click here](#).



1200 Wilmette Avenue
WILMETTE, ILLINOIS 60091-0040

MEETING MINUTES

MUNICIPAL SERVICES COMMITTEE OF THE VILLAGE BOARD

TUESDAY, SEPTEMBER 29, 2020

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)¹

Members Present: Trustee Dan Sullivan, Chair
Trustee Gina Kennedy
Trustee Joel Kurzman

Staff Present: Brigitte Berger-Raish, P.E., Director of Engineering and Public Works
Dan Manis, P.E., Village Engineer
Danielle Horn, P.E., Project Manager
Kyle Murphy, Chief of Police

I. CALL TO ORDER.

Trustee Dan Sullivan, Chair, called the meeting to order at 7:00 P.M. Committee members Trustees Gina Kennedy and Joel Kurzman were present.

II. APPROVAL OF MINUTES; MUNICIPAL SERVICES COMMITTEE MEETING OF JUNE 23, 2020.

Chair Sullivan directed the Committee's attention to the draft minutes of the Municipal Services Committee meeting of June 23, 2020.

Trustee Kennedy moved that the Committee approve the minutes. The motion was seconded by Trustee Kurzman. No further discussion occurred on the motion. **The motion carried by a unanimous voice vote.**

¹ This meeting was held remotely by the Municipal Services Committee of the Village Board of Trustees. 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 or comments could be made during the meeting through YouTube live and provided to the Village Board. There was also the option to participate in the meeting via a PC, mobile device, or phone.

III. REVIEW AND APPROVAL OF THE MASTER BIKE AND ACTIVE TRANSPORTATION PLAN

Ms. Brigitte Berger-Raish, Director of Engineering and Public Works, opened by summarizing the Master Bike and Active Transportation Plan development, including the Transportation Commission approved in August and the next steps to present to the Village Board for approval. She emphasized that this is just a concept plan that is a starting point, but changes are expected throughout the implementation stage. Village staff will return to the Transportation Commission annually to review the plan. During implementation, the residents of the impacted streets impacted will be notified to ensure there is adequate public impact.

Ms. Jacqueline Henrikson (CivilTech) and Ms. Heather Shady (Active Transportation Alliance) presented the plan. Ms. Shady recapped the community engagement and recommendation summary. She also made the distinction that this is not an engineering study, and relayed the benefits of having an adopted plan, such as applying for grants.

ATA noted that it has seen a shift in more and more people walking and bicycling due to Covid-19. A summary was given of each phase of the plan development, including identifying priorities, refining recommendations, and presenting to the Transportation Commission to clarify and revise further.

Ms. Henrikson presented the data used in developing the plan. She recapped the Edens Pedestrian Overpass/Underpass, as well as levels of comfort for different improvements. The plan goals were recapped, along with the implementation prioritization. Ms. Henrikson discussed grant and other funding opportunities.

Chair Sullivan opened the floor to questions from the Trustees.

Trustee Kennedy remarked that the plan emphasis seems more on bicycles than pedestrians and asked how bikes were looked at versus pedestrians.

Ms. Henrikson responded that bike comments were often focused on intersection crossing challenges, and most bike facilities also make it easier for pedestrians to use the roadway.

Trustee Kennedy remarked that the plan seems to assume that all multimodal transportation and commuters go to the Village Hall station, but many commuters use the Kenilworth train station, as well as the Evanston Central Street station. Discussion continued regarding destinations and assumptions made in the plan development. Much was based on feedback from residents and community driven destinations.

Trustee Kennedy mentioned that the stormwater project looked at building under the Edens Expressway. She inquired if there is a difference in putting storm and pedestrian tunnel in terms of cost and challenges. Ms. Berger-Raish replied that the same issues and concerns would be there.

Trustee Kennedy stated that she feels some of the options are impractical and that the knowledge from other projects should be shared.

Trustee Kurzman stated that he does not view those things as shortcomings of the plan, and there is value the Municipal Services Committee (MSC) can bring to the process. He would not want the plan to lack imagination or vision, so appreciates having the full array of options, even if some aren't as feasible.

Trustee Kennedy noted that she would not want to include options that are not viable.

She added there are elements that are missed regarding pedestrian issues and obstacles. There are some strengths, but Trustee Kennedy felt that the plan is not totally there yet. She emphasized that the bicyclist as well as pedestrian community needs to be listened to, especially less vocal groups such as those with mobility limitations or the elderly who cannot drive and will not be biking. She stated that there are improvements that need to make it safer for these groups, such as the Metra crossings near Green Bay or Sheridan Road.

Trustee Kurzman stated that he believes the policy needs to change regarding sidewalks because it is difficult to add them where none currently exists.

Trustee Kennedy remarked that she believes an inventory of sidewalks, where none currently exists or only on one side, should be referenced in the plan. She commented that she liked the process completed with public engagement, but it is harder to reach certain segments of the population.

Chair Sullivan inquired if this should be added in here or is it something that can be included once it goes to the design phase.

Ms. Berger-Raish replied that it could be looked at during the design phase and that Locust Road is a perfect example of the process. With the design development of Locust, the Village took the opportunity to improve every crossing along the corridor including curb extensions, high visibility crosswalks, pedestrian push-buttons, etc., and these are all elements that are looked at when doing an engineering study of a roadway. The purpose of the plan is more general, and the plan specifically discusses typology to give more tools in the toolbox and more information for when the engineering study and design is developed.

Trustee Kennedy suggested it should be called a bike plan, which is what she believes is the current focus.

Ms. Berger-Raish commented that the Village adopted a Complete Streets Policy a few years ago. Its purpose is to look at multi-modal transportation when going through the design process.

Trustee Kurzman does believe some students walking to schools will benefit from the crossing of the Edens. Some students in west Wilmette will be driven to school and live within a couple of blocks, so these improvements do assist walkability.

Chair Sullivan stated that a tunnel is probably cost-prohibitive but likes that it is shown as an option versus the bridge, since the plan is only conceptual. He would like to be able to address Trustee Kennedy's concerns in it as well.

Trustee Kurzman presumed the tunnel was because the Lake Avenue overpass was unable to work. He also stated that getting the kids to school has to be a priority. Even if the tunnel does not go forward in the end, his hope is that the Village will support something else that would address the needs of children getting to school and other commuters.

Trustee Kurzman stated that it was disappointing to not be able to achieve a higher level of comfort level end to end and with connectivity across the entire Village, however he recognizes there are obstacles.

Chair Sullivan opened the floor to public comments regarding the plan at this time.

Damon Doucet, 520 Lawler, stated that he was glad to hear about the tunnel because he had great concerns about it. He would support a fly-over, if necessary, because it addresses his concerns, such as crime, trash, safety, etc. Mr. Doucet believes we can make Lake and Glenview work.

Alan Dordek, 600 block on Lawler, stated that he organized a committee of residents concerned about the planned bicycle paths on Lawler. He stated that the residents are concerned with crime. There was a teenager murdered on Briar associated with drugs, so he opposes an under or overpass. He does not believe it will be safe for kids to cross, and he does not want his street designed as a bike path.

Chair Sullivan asked if there was flexibility for where the overpass/underpass would be placed.

Ms. Berger-Raish replied that the consideration of placement would be done during the detailed design process.

Trustee Kurzman said he would not want the one issue regarding the overpass/underpass to hang up the process. He would like to proceed with the plan.

Trustee Kennedy expressed her concern about how the plan is presented to the Village Board. She would like to make it clear that the overpass/underpass is not a promise but very high level concept. She would also like to make clear that the emphasis is more on a bike plan than for pedestrians and that in adopting the plan, they are not committing to anything in it because some things are probably beyond the Village's ability to do.

Ms. Berger-Raish expressed that the plan does address pedestrians in various ways, including a review of gaps in sidewalks, a list of barriers to walkers, and presentation of intersection typologies. She does not recommend changing the title as it does contain many elements that address pedestrians.

Trustee Kennedy added that the plan did not include a discussion of pedestrian destinations, such as the mass-transit stations, only where they bike.

Ms. Berger-Raish explained that the sidewalk network is built out with a few exceptions, whereas the bike network was severely lacking in routes, so there is a lot more to include. The infrastructure for the pedestrians is generally there, and it is just a matter of improving it as we define priorities and continue to work at it.

Chair Sullivan requested that the project team work on a slide for the presentation to the Board that would clarify these concerns.

Trustee Kennedy motioned to move forward with the plan. Trustee Kurzman seconded the motion. The motion carried.

IV. PETITION REVIEW FOR FILLING SIDEWALK GAP ON THE 500 BLOCK OF HIBBARD ROAD

Ms. Berger-Raish introduced the item and summarized the Village Board policy to request sidewalks where gaps occur. She added that a petitioner came forward with a request and met all requirements of the policy, including 65% of stakeholder concurrence. Engineering staff prepared a high-level cost estimate. According to the policy, the next step was to bring the request to the MSC for approval, and if they approve, it will be added to the CIP for next year.

Chair Sullivan opened the floor for public comments.

Eric and Kathy Stein, 521 Hibbard Road, the petitioners spoke. They expressed the difficulty for people with strollers and kids riding bikes to make the connection. They really like the changes made to the Hibbard-Skokie Road intersection and commented how much it improved the mobility and safety for their family and the community. This sidewalk gap request would help complete the loop for Avoca and District 39 Romona users. Bikers currently ride right over their lawn. They expressed that their new neighbors with young child cannot wait for the sidewalk. They believe this will help the community connect better.

Chair Sullivan and Trustees Kurzman and Kennedy expressed their support.

Ms. Berger-Raish stated that the sidewalk would be recommended in the 2021 budget for construction next year.

There was no further discussion on the topic.

V. ANNUAL REVIEW OF THE VILLAGE'S MS4 NPDES PERMIT

Ms. Berger-Raish gave an overview of municipal separate sewer system (MS4) permitting process, which includes the storm system west of Ridge Road. The process includes laying out to the IEPA how the Village is meeting each aspect of the permit. She recapped some of those areas and stated there are dozens of things reviewed with the IEPA annually to make sure the Village is handling stormwater properly.

She stated that this item is being brought before committee because one requirement of the permit is to make sure it is reviewed annually at a public meeting. No action is being requested on this topic.

Ms. Berger-Raish noted that the Village's brine program is one example of a simple thing that staff implements, which when added to snow operations reduces the salt load and impact to rivers and streams. The Village Board currently supports this effort with the manpower and equipment allocated to clean sewers and support of the sewer lining program all support this goal.

VI. PUBLIC COMMENT

There were no additional public comments during the meeting.

Note: the attached comments were received after the MSC meeting and were not part of the original MSC meeting packet.

VII. OLD BUSINESS

There was no old business.

VIII. NEW BUSINESS

There was no new business.

IX. ADJOURNMENT

Trustee Kennedy moved to adjourn the meeting. Trustee Kurzman seconded the motion. The motion carried by a unanimous vote ending the meeting at 8:43 PM.

Minutes respectfully prepared by Danielle Horn, P.E.

The following comments were received after the MSC meeting and were not part of the original MSC meeting packet.

From: [Comment, Public](#)
To: [Horn, Danielle](#)
Subject: FW: approval of sidewalk for Hibbard Rd
Date: Friday, October 30, 2020 10:42:55 AM
Attachments: [IMG_20200925_110256.jpg](#)

From: Nicole Rinaldi <[REDACTED]>
Sent: Tuesday, September 29, 2020 5:50 PM
To: Comment, Public <publiccomment@wilmette.com>
Cc: Manis, Dan <[REDACTED]> Cruz, Jorge <[REDACTED]>
Subject: approval of sidewalk for Hibbard Rd

Hi there!

We are not able to attend the meeting this evening.

I fully support this sidewalk being built in front of our home and I sincerely hope this project is approved.

We often have to walk in the street in order to have a walk around the block. It's frustrating and dangerous. We see many people pushing strollers in the street since there is no sidewalk (we do elearning in the front of our house so we unfortunately see this happen all the time). I was able to snap a photo of this (please see attached image).

With covid-19 more and more people are enjoying more time outside. For the safety of our community it is a strong and important need for our neighborhood.

Thank you for your consideration.
Please let me know if you have any questions or concerns.

Sincerely,
Nicole Rinaldi



From: [Comment, Public](#)
To: [Horn, Danielle](#)
Subject: FW: Bike Path\Tunnel
Date: Friday, October 30, 2020 10:43:49 AM

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

From: ona fox <[REDACTED]>
Sent: Monday, September 28, 2020 1:29 PM
To: Comment, Public <publiccomment@wilmette.com>
Subject: Bike Path\Tunnel

In our last email to this committee I made the points of safety, cost and inconvenience of a tunnel under Edens Highway. How many children would actually use the tunnel to go to Avoca School? It would be safer and more economical to bus the children to school. Would parents send their unattended children into a tunnel where they could be injured or worse? As a 40+ resident on the corner of Wilmette and Lawler I don't the entrance to a tunnel in front of my house. It surely would depreciate the value of our home. Who would pay for the tunnel? Who would maintain the tunnel?

Turning Lawler into a bike lane to access Lake or Glenview road would probably not impact Traffic and surrounding residences. Living on the corner of Wilmette and Lawler we see numerous cars making turns off of Wilmette without stopping at the stop signs. The danger to bicyclists is real.
Please do not put a tunnel under the highway.

Sent from my iPad

From: [Comment, Public](#)
To: [Horn, Danielle](#)
Subject: FW: Group Opinion on Specific portion of Wilmette Master Bike and Active Transportation Plan
Date: Friday, October 30, 2020 10:44:11 AM

From: [REDACTED] <[REDACTED]>
Sent: Sunday, September 27, 2020 12:16 PM
To: Comment, Public <publiccomment@wilmette.com>
Subject: Group Opinion on Specific portion of Wilmette Master Bike and Active Transportation Plan

Thank you for the opportunity of expressing an opinion for residents loosely called (LAWNUCH) Lawler And Wilmette No Underpass Concerned Households. We are residents of both streets who are genuinely concerned about the potential of planned bicycle paths on Lawler and Wilmette Avenues and more importantly the Underpass/Overpass currently planned for the intersection of Wilmette and Lawler Avenues.

I, personally, can bring relevant experience to this opinion as a retired business executive. a 3-term and current Member of the District #37 Avoca School Caucus and most importantly the Precinct Captain for New Trier Township Wilmette Precinct #24. This Precinct is defined as follows:

- **The West Side of Hibbard Road from Wilmette Avenue to Lake Street.**
- **The North Side of Wilmette Avenue from Hibbard Road to Laramie Avenue.**
- **Laramie Avenue from the North Side of Wilmette Avenue to Lake Street including the Apartment Building on the South Side of Lake across from the Dairy Queen.**
- **The South Side of Lake Avenue from Hibbard Road to Laramie Avenue.**

The overpass/underpass and Washington, Wilmette and Lawler Avenue sections of the proposed Bicycle Paths are in this precinct.

While my wife and I and other precinct residents recently passed out door hangers concerning how to vote by mail to virtually every household in the Precinct, we had discussions about the bike

paths and the potential of underpass/overpass with residents we met who expressed similar concerns with the idea.

There has been more than one arrest made at the Wilmette/Lawler intersection concerning drug and other crimes and putting a 24-hour open passageway would only increase the potential for similar activities. In addition, a teenager was brutally murdered on Briar Drive merely 2 blocks away in a botched drug deal. Again, a 24-hour open underpass/overpass would only increase the potential for similar activities.

In my role as a Caucus Member, interviewing School Board Candidates and conversing with other residents of the district, the topic of bicycling to the Avoca West primary school never arose. A potential reason given for the underpass/overpass and avoiding existing thoroughfares like Lake Avenue and Glenview Road was for children riding their bikes to Avoca West. However, Wilmette Avenue ends at Laramie and any bike rider would have to go to Lake Avenue and Glenview Road to go West and get to the school, so that argument is not logical.

If you are present:

Mr. Sullivan – Would you want an underpass/overpass on your block of Greenwood?

Ms. Kennedy: Would you want an underpass/overpass on your block of Beachwood?

Mr. Kurzman: Would you want an underpass/overpass on your block of Greenleaf?

Ms. Henrikson: Would you want your child 10 years of age or younger riding a bike under an Expressway to school?

I believe the answers to all questions are “NO”.

We all understand that people will ride bikes on our street and when I was younger, I spent many evenings visiting with neighbors with my young son in tow on my bike. We do not want to stop bike riders, but we do not want our streets designated as bike paths and we certainly do not want an underpass/overpass

on our street. You would not want it and we do not want it.

I have worked successfully with Brigitte on other initiatives and I know how the system can work and the system can work well again on this initiative.

Thank you,

Alan Dordek
606 Lawler Ave.
Wilmette, IL 60091

[REDACTED] – H

[REDACTED] – C

[REDACTED]

From: [Comment, Public](#)
To: [Horn, Danielle](#)
Subject: FW: Input for Tuesday's Municipal Services Committee meeting, about planned Edens tunnel/crossing, thank you!
Date: Friday, October 30, 2020 10:44:04 AM

From: Cynthia D <[REDACTED]>
Sent: Sunday, September 27, 2020 2:29 PM
To: Comment, Public <publiccomment@wilmette.com>
Cc: Damon Doucet <[REDACTED]>
Subject: Input for Tuesday's Municipal Services Committee meeting, about planned Edens tunnel/crossing, thank you!

Dear Committee, we appreciated the chance to provide our input to the Transportation Committee last month, and the thoughtful consideration they gave to everyone's input. We are assuming that you have reviewed that material, so would like to add just a few additional points.

- Thanks to the Bike/Walk Wilmette team for the updated plan, which emphasizes a potential overpass option on the Edens as opposed to a tunnel. While we are opposed to either of these options for the safety of our local residents, the tunnel would likely pose a variety of additional safety, drainage, litter and other issues which we outlined last month.
 - As a quick recap, our research found a number of likely unbiased studies raising possibilities of concern. I can provide a more extensive list upon request, but an example from [SafeRoutesInfo.Org](#) and supported by the National Highway Traffic Safety Administration (NHTSA) suggests that "bridges and underpasses will not be used if a more direct route is available" (like Glenview Road and Lake Avenue), and that "crime, vandalism, graffiti, lighting and drainage issues may also cause problems"(1)
- We're happy to see extra attention to Glenview Road and Lake Avenue overpasses, so that non-vehicular traffic (including children) will be safe -- as you know those streets are just one and two blocks, respectively, from Wilmette Avenue so will be good options for the uses people are hoping for.
- We have recently been told that Glenview residents on the west side of the Edens were given a vote, and voted down even bike routes through their part of the local neighborhood. It seems that this might be why local Wilmette residents are now being asked to live with the extra burden of having additional routes in our own local streets, and a tunnel or overpass that disgorges right in front of local Wilmette homes (as opposed to in a park or open space).

In summary, we understand and agree with the benefits of Bike/Walk Wilmette and environmentally healthy transportation. Please remove the multimillion-dollar option of the tunnel/overpass across the Edens expressway at Wilmette Avenue, in favor of your current plans to enhance safety at the nearby existing structures of Glenview Road and Lake Avenue.

Thank you for your consideration.

(1) http://guide.saferoutesinfo.org/engineering/pedestrian_and_bicycle_bridges_and_tunnels.cfm

Best regards,

Cynthia and Damon Doucet
Lawler Avenue, Wilmette, IL

From: [Comment, Public](#)
To: [Horn, Danielle](#)
Subject: FW: Proposed Pedestrian/Bicycle Tunnel
Date: Friday, October 30, 2020 10:43:12 AM

From: MICHAEL <[REDACTED]>
Sent: Monday, September 28, 2020 11:06 PM
To: Comment, Public <publiccomment@wilmette.com>
Subject: Proposed Pedestrian/Bicycle Tunnel

To Whom it May Concern:

This is my second message opposing the proposed Lawler Avenue bike lane and pedestrian tunnel. I am not going to restate the facts that demonstrate that Lawler Avenue is too narrow and too busy to safely host a bike lane. Instead, I want to articulate my objections to the proposed pedestrian tunnel.

Since there is already an existing tunnel under the Edens Expressway, I decided to visit it before writing this message. Unlike the proposed tunnel, however, this tunnel runs through the forest preserve that borders New Trier Northfield campus. Before I entered the tunnel, I found it dark and difficult to see what was inside. As I moved in, I found trash and standing water. Then a pair of cyclists came speeding through. They did not adjust their speed when they came through, so I found it dangerous.

This negative experience leads me to oppose the tunnel, but it is not my only objection. The tunnel is being promoted as a path for students to access Avoca West School. Avoca West serves students aged 5-11. Do you think a parent should encourage a child to go through a dark underground tunnel on their own? As a retired teacher who taught elementary and junior high students for 33 years, I would discourage students from going into one.

I hope that you will give these comments some consideration before making a decision on this issue.

Sincerely,

Candice Gordon
610 Lawler Avenue

Sent from Xfinity Connect App

From: [Comment, Public](#)
To: [Horn, Danielle](#)
Subject: FW: Purposed pedestrian tunnel under the Edens Expressway
Date: Friday, October 30, 2020 10:43:25 AM

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

From: Candice Gordon <[REDACTED]>
Sent: Monday, September 28, 2020 10:29 PM
To: Comment, Public <[REDACTED]>
Subject: Purposed pedestrian tunnel under the Edens Expressway

To Whom It May Concern:

This is my second message opposing the proposed Lawler Avenue bike lane and pedestrian tunnel. I am not going to restate the facts that demonstrate that Lawler Avenue is too narrow and too busy to safely host a bike lane. Instead, I want to articulate my objections to proposed pedestrian tunnel.

Before arguing against a tunnel, I decided to visit another existing pedestrian/bicycle tunnel similar to the one you are considering. There is a tunnel that connects a path through the forest that borders New Trier Northfield campus. It goes under the highway and exits in another forest preserve path to the east. One of the things that I immediately noticed was that the tunnel was dark. I couldn't see what was in the tunnel before I entered it. As I entered, I found it was quite damp and filled with garbage. While I was walking, a pair of cyclists came speeding through. They did not slow down when they saw me; they just brushed by me! I hope you will visit it before you consider voting on this proposal.

This negative experience leads me to oppose the construction of the tunnel, but it is not my only objection. The tunnel is being promoted as a path for students to access Avoca West School. Avoca West is a school for students ages 5 - 11. Do you think a parent should encourage their children to go through a dark underground tunnel? Would you want your child to do this?

I hope you will consider the liabilities an underground tunnel would present and defeat this proposal.

Sincerely,

Candice Gordon
610 Lawler Avenue
Sent from my iPad

From: [Comment, Public](#)
To: [Horn, Danielle](#)
Subject: FW: Support for Wilmette Active Transpiration Plan
Date: Friday, October 30, 2020 10:43:05 AM

From: Bucklew, Jeffrey <[REDACTED]>
Sent: Tuesday, September 29, 2020 8:04 AM
To: Comment, Public <publiccomment@wilmette.com>
Subject: Support for Wilmette Active Transpiration Plan

Hello,

I've been a Wilmette resident for 10 years and I support Wilmette's proposed Active Transportation Plan and the recommendations it sets forth for making biking and walking easier, and safer for all Wilmette residents. I believe improvements like these are the key to making and keeping Wilmette as one of the best towns/villages on the north shore. This plan is great for the enjoyment of Wilmette residents and helps maintain property values for those who may not be as personally interested in utilizing the proposed improvements.

Kind regards,

Jeff Bucklew

1028 Chestnut Ave, Wilmette

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The term 'this e-mail' includes any and all attachments.

From: [Comment, Public](#)
To: [Horn, Danielle](#)
Subject: FW: Support for Wilmette Active Transporation Plan
Date: Friday, October 30, 2020 10:46:40 AM

From: [REDACTED] <[REDACTED]>
Sent: Sunday, September 27, 2020 4:29 PM
To: Comment, Public <publiccomment@wilmette.com>
Subject: Support for Wilmette Active Transporation Plan

I support Wilmette's proposed Active Transportation Plan and the recommendations it sets forth for making biking and walking easier, and safer for all Wilmette residents.

Janice Figman

From: [Comment, Public](#)
To: [Horn, Danielle](#)
Subject: FW: Support for Wilmette Active Transportation Plan
Date: Friday, October 30, 2020 10:45:25 AM

From: [REDACTED] <[REDACTED]>
Sent: Tuesday, September 29, 2020 3:40 PM
To: Comment, Public <publiccomment@wilmette.com>
Subject: Support for Wilmette Active Transportation Plan

I support Wilmette's proposed Active Transportation Plan and the recommendations it sets forth for making biking and walking easier, and safer for all Wilmette residents. As far as the proposed improvement along Glenview Road from Hibbard to Hunter I support an expanded sidewalk. I have lived at Locust and Glenview Roads for 40 years. This has become a major walking route for dog walkers, running, and strolling. We are avid bike riders, and along with many others, prefer to use the sidewalk rather than ride on Glenview Road. Expanding the sidewalk would be helpful. I don't think a new walk placed elsewhere is needed. What is needed is lighting. This path is pitch dark and impossible to maneuver without carrying a bright light. Thank you.

Debra & Martin Schwartz
251 Locust Road

From: [Comment, Public](#)
To: [Horn, Danielle](#)
Subject: FW: Support for Wilmette Active Transporation Plan
Date: Friday, October 30, 2020 10:46:00 AM

From: Lee Padgitt <[REDACTED]>
Sent: Monday, September 28, 2020 9:28 AM
To: Comment, Public <publiccomment@wilmette.com>
Subject: Support for Wilmette Active Transporation Plan

I support Wilmette's proposed Active Transportation Plan and the recommendations it sets forth for making biking and walking easier, and safer for all Wilmette residents.

From: [Comment, Public](#)
To: [Horn, Danielle](#)
Subject: FW: Support for Wilmette Active Transporation Plan
Date: Friday, October 30, 2020 10:46:12 AM

From: Kevin Crowe <[REDACTED]>
Sent: Sunday, September 27, 2020 8:52 PM
To: Comment, Public <publiccomment@wilmette.com>
Subject: Support for Wilmette Active Transporation Plan

I support Wilmette's proposed Active Transportation Plan and the recommendations it sets forth for making biking and walking easier, and safer for all Wilmette residents.

Kevin Crowe

From: [Comment, Public](#)
To: [Horn, Danielle](#)
Subject: FW: Support for Wilmette Active Transporation Plan
Date: Friday, October 30, 2020 10:46:20 AM

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


From: mmheins <[REDACTED]>
Sent: Sunday, September 27, 2020 8:40 PM
To: Comment, Public <publiccomment@wilmette.com>
Subject: Support for Wilmette Active Transporation Plan

I support Wilmette's proposed Active Transportation Plan and the recommendations it sets forth for making biking and walking easier, and safer for all Wilmette residents.

Mary Heins

From: [Comment, Public](#)
To: [Horn, Danielle](#)
Subject: FW: Support for Wilmette Active Transporation Plan
Date: Friday, October 30, 2020 10:46:27 AM

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

From: Mark Cotovsky <>
Sent: Sunday, September 27, 2020 7:53 PM
To: Comment, Public <publiccomment@wilmette.com>
Subject: Support for Wilmette Active Transporation Plan

I support Wilmette's proposed Active Transportation Plan and the recommendations it sets forth for making biking and walking easier, and safer for all Wilmette residents.

From: [Comment, Public](#)
To: [Horn, Danielle](#)
Subject: FW: Support for Wilmette Active Transporation Plan
Date: Friday, October 30, 2020 10:46:34 AM

From: David Castlewitz <[REDACTED]>
Sent: Sunday, September 27, 2020 6:18 PM
To: Comment, Public <[REDACTED]>
Subject: Support for Wilmette Active Transporation Plan

I support Wilmette's proposed Active Transportation Plan and the recommendations it sets forth for making biking and walking easier, and safer for all Wilmette residents.

Please mirror my support. Biking is very important to me and, most likely, other seniors in Wilmette.

David C

From: [Comment, Public](#)
To: [Horn, Danielle](#)
Subject: FW: Support for Wilmette Active Transportation Plan
Date: Friday, October 30, 2020 10:44:38 AM

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

From: Meghan Busse <[REDACTED]>
Sent: Tuesday, September 29, 2020 4:25 PM
To: Comment, Public <publiccomment@wilmette.com>
Subject: Support for Wilmette Active Transportation Plan

I support Wilmette's proposed Active Transportation Plan and the recommendations it sets forth for making biking and walking easier, and safer for all Wilmette residents. One of the things that I enjoy most about living in Wilmette is its walkability. I also really value the ability to bike in Wilmette, especially for kids and teens, and never more so than during pandemic. For this, of course, having an urban design that makes biking safe is especially important.

Regards,

Meghan Busse
1203 Ashland Ave

Meghan R. Busse
Associate Professor of Strategy

Kellogg School of Management at Northwestern University
[REDACTED] | Evanston, IL 60208

P [REDACTED]

From: [Comment, Public](#)
To: [Horn, Danielle](#)
Subject: FW: Support for Wilmette Active Transporation Plan
Date: Friday, October 30, 2020 10:46:47 AM

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

From: Tami Teppo <[REDACTED]>
Sent: Sunday, September 27, 2020 2:04 PM
To: Comment, Public <publiccomment@wilmette.com>
Subject: Support for Wilmette Active Transporation Plan

I support Wilmette's proposed Bike and walk plan. Wilmette is in a unique position to be a leader in making walking and biking a first choice for transportation, and I hope that the committee will move forward with the plan.

Kind regards,

Tami Teppo

Sent from my iPhone

From: [Comment, Public](#)
To: [Horn, Danielle](#)
Subject: FW: Support for Wilmette Active Transporation Plan
Date: Friday, October 30, 2020 10:46:54 AM

From: Kathy Lifton <[REDACTED]>
Sent: Sunday, September 27, 2020 1:23 PM
To: Comment, Public <publiccomment@wilmette.com>
Subject: Support for Wilmette Active Transporation Plan

I support Wilmette's proposed Active Transportation Plan and the recommendations it sets forth for making biking and walking easier, and safer for all Wilmette residents.

[Sent from Yahoo Mail on Android](#)

From: [Comment, Public](#)
To: [Horn, Danielle](#)
Subject: FW: Support for Wilmette Active Transporation Plan
Date: Friday, October 30, 2020 10:45:52 AM

From: Tim Madden <[REDACTED]>
Sent: Monday, September 28, 2020 3:10 PM
To: Comment, Public <publiccomment@wilmette.com>
Subject: Support for Wilmette Active Transporation Plan

I support Wilmette's proposed Active Transportation Plan and the recommendations it sets forth for making biking and walking easier, and safer for all Wilmette residents.

Thank you for your consideration.

Tim Madden

1730 Washington Ave, Wilmette, IL 60091

From: [Comment, Public](#)
To: [Horn, Danielle](#)
Subject: FW: Support for Wilmette Active Transporation Plan
Date: Friday, October 30, 2020 10:45:38 AM

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

From: Shirley Pfenning <[REDACTED]>
Sent: Monday, September 28, 2020 8:30 PM
To: Comment, Public <publiccomment@wilmette.com>
Subject: Support for Wilmette Active Transporation Plan

I support Wilmette's proposed Active Transportation Plan and the recommendations it sets forth for making biking and walking easier, and safer for all Wilmette residents.

From: [Comment, Public](#)
To: [Horn, Danielle](#)
Subject: FW: Support for Wilmette Active Transporation Plan
Date: Friday, October 30, 2020 10:45:45 AM

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

From: Edward J Zieserl <[REDACTED]>
Sent: Monday, September 28, 2020 4:51 PM
To: Comment, Public <publiccomment@wilmette.com>
Cc: Edward J Zieserl <[REDACTED]>
Subject: Support for Wilmette Active Transporation Plan

I support Wilmette's proposed Active Transportation Plan and the recommendations it sets forth for making biking and walking easier, and safer for all Wilmette residents.

Thank you for your consideration to make Wilmette a very bike friendly town.

Ed Zieserl

From: [Comment, Public](#)
To: [Horn, Danielle](#)
Subject: FW: Support for Wilmette Active Transporation Plan
Date: Friday, October 30, 2020 10:46:08 AM

From: Anne McIntosh <[REDACTED]>
Sent: Monday, September 28, 2020 7:00 AM
To: Comment, Public <publiccomment@wilmette.com>
Subject: Support for Wilmette Active Transporation Plan

I support Wilmette's proposed Active Transportation Plan and the recommendations it sets forth for making biking and walking easier, and safer for all Wilmette residents.

Anne McIntosh
1331 Chestnut Ave
Wilmette

From: [Comment, Public](#)
To: [Horn, Danielle](#)
Subject: FW: Transportation Committee/Bike/Walk Wilmette
Date: Friday, October 30, 2020 10:42:23 AM

From: K S <[REDACTED]>
Sent: Tuesday, September 29, 2020 7:30 PM
To: Comment, Public <publiccomment@wilmette.com>
Subject: Re: Transportation Committee/Bike/Walk Wilmette

Dear Transportation Committee,

We appreciated the opportunity to provide input and hopefully some useful insights to the Transportation Committee this past month and further appreciate the opportunity to provide further response. We also very much appreciate the consideration and thoughtful responses that have been given to all the residents regarding all aspects proposed. Having seen the interactive map, we know that you have reviewed and are looking at much of what our residents have commented upon and have hopefully had an opportunity to review other materials that have been provided by residents. There were many thoughtful suggestions we heard during the last meeting - like using Lavergne instead of Lawler Ave for it has already been repaved/redone and is actually currently (and previously) the de facto avenue used from north/south routes between Lake and Wilmette/Glenview Rd. I would like to add just a few additional points.

Given that Glenview Road and Lake Avenue are already overpasses, we're assuming that they are already being addressed so that non-vehicular traffic (including children) will be safe; and you are likely already aware that those streets are just one and two blocks, respectively, from Wilmette Avenue. They will then already be good options for the multipurpose uses that we are all hoping for and they already serve those uses currently. This said, the potential overpass option on the Edens as opposed to a tunnel is a far better option for a variety of reasons listed in opposition to the tunnel. While we are opposed to either of these options for issues to residents listed last month, the tunnel would very likely pose a variety of additional issues such as drainage, litter, safety and others listed which were outlined as well last month.

As a resident has pointed out online ["SafeRoutesInfo.Org"](https://www.safesitesinfo.org) and supported by the National Highway Traffic Safety Administration (NHTSA) suggests that "bridges and underpasses will not be used if a more direct route is available" (like Glenview Road and Lake Avenue), and that "crime, vandalism, graffiti, lighting and drainage issues may also cause problems"(1)"

We have also recently been informed that the residents of Glenview on the west side of the Edens were given a vote on Wilmette Ave as a route and ultimately voted down even bike routes through their part of the local neighborhood. As many a resident here have pointed out, this is likely why local Wilmette residents are now being asked to live with the extra burden of having additional routes in our own local streets, as well as a tunnel or overpass that funnels it's users right in front of local Wilmette homes.

- On that note, residents who have pointed to the tunnels at NT East, Sears School, and NT West have not acknowledged (or are unwilling to) that not a single one of those tunnels' openings or exits is actually even close to being in front of a residential home; or actually near one. Every single one of the tunnels exits are at a park, open space, exits at the actual school, or at Metra parking lot.

We fully agree with and understand the benefits of Bike/Walk Wilmette and the healthy and environmentally sound transportation but would also like you to remove the option of the tunnel/overpass across the Edens expressway at Wilmette Avenue. We are fully in favor of your current plans to enhance safety at the nearby existing structures of Glenview Road and Lake Avenue and feel that the 10-12 million dollar investment (or better) can alternatively be spent bettering other areas in need of improvements. Certainly if grants are available then they can be better spent on the important improvements already under consideration.

Thank you very much for your consideration and we appreciate the attention from the village that we've received already in certain regards. It is sincerely appreciated.

Sincere Regards,

Kenneth & Jennifer Scott
Lawler Ave, Wilmette, IL

From: [Comment, Public](#)
To: [Horn, Danielle](#)
Subject: FW: Tunnel
Date: Friday, October 30, 2020 10:42:30 AM

From: [REDACTED] <[REDACTED]>
Sent: Tuesday, September 29, 2020 7:12 PM
To: Comment, Public <publiccomment@wilmette.com>
Subject: Tunnel

I can't imagine any parent sending a child into a tunnel in this day and age.

From: [Comment, Public](#)
To: [Horn, Danielle](#)
Subject: FW: Underground bike path
Date: Friday, October 30, 2020 10:44:20 AM

From: Meryl Lipman <[REDACTED]>
Sent: Sunday, September 27, 2020 9:47 AM
To: Comment, Public <publiccomment@wilmette.com>
Subject: Underground bike path

I am a long time resident on Wilmette Ave., west of Edens near Laramie.
I'm very opposed to the construction of this pedestrian/bike path. The plan proposes that the underground path would connect to a bike lane on Laramie. By what magic would the west end of the path get to Laramie without going west on Wilmette Avenue. This would create an abundance of traffic in my neighborhood which has narrow streets with cars parked on both sides of Wilmette avenue.

The west end of the proposed underground would come out at Frontage/Long and Wilmette Avenues. Reminder in case you forgot this is where the Villages of Wilmette and Glenview meet. Have you consulted with the public safety and public works departments of the Village of Glenview? Have you done an impact study on what increased bike and pedestrian traffic would mean to the neighborhood? How much is this proposed project to cost? Is there a better use of these funds in the general area such as building the bike/ walking path on the old railway tracks.

Thank you for allowing me to voice my opinion. I look forward to a response,

Meryl Lipman

From: [Comment, Public](#)
To: [Horn, Danielle](#)
Subject: FW: Walk/Bike Wilmette
Date: Friday, October 30, 2020 10:43:57 AM

From: James Kaspari <[REDACTED]>
Sent: Sunday, September 27, 2020 6:25 PM
To: Comment, Public <publiccomment@wilmette.com>
Subject: Walk/Bike Wilmette

To the Village of Wilmette,

We are writing to voice our concerns over the proposed plan for the Walk/Bike plan which will impact Lawler Avenue.

First of all, it is difficult enough to drive down Lawler with cars parked on the east side of the street. Because of this, most of the length of Lawler Avenue is essentially a one-lane road. Frequently, when two cars come across each other, one has to stop while the other goes by. Also, there are some cars that repeatedly drive several miles over the speed limit on Lawler (in excess of 30 miles an hour). This, along with bicycle riders that frequently seem to appear out of nowhere, is a recipe for disaster. Many of the residents on Lawler are home for much of the day. Consequently, many cars are backing in and out of driveways all day long.

The second issue we have is with a tunnel at Wilmette Avenue. This is a terrible idea. We have no idea who will be using the tunnel or even if people might be living down there. Will it be patrolled? Also, if anyone at the Village thinks that children will walk or bike to Avoca through the tunnel, think again. First of all, Avoca only goes up to fifth grade. I doubt any parent will let their 11-year-old or younger child walk or bike through an unpatrolled tunnel to school. We are parents of two children who went through the Avoca School District and we would never have let them do that. Also, none of the parents we know would allow their children to do that. Secondly, Wilmette Avenue is the dividing line for Avoca, so many of the children live well north of this point. Avoca is quite a distance away, and we can't see any child living in this part of West Wilmette willing to walk that far of a distance.

Most concerning about the tunnel, though, is whether it will be patrolled or monitored. We are concerned that something may happen to a child under there. How do we know there's not going to be anyone hiding in the tunnel that will harm a child. Even the remote possibility of this happening is frightening to us.

We have lived in Wilmette since February 1993, and we love living in West Wilmette. We fail to see how this Walk/Bike plan will help to improve Lawler Avenue. To us, this plan makes absolutely no sense.

We hope that you will reconsider this plan.

Thank you,

James and Demetra Kaspari
714 Lawler

From: [Comment, Public](#)
To: [Horn, Danielle](#)
Subject: FW: Walking/Biking Tunnel Comment
Date: Friday, October 30, 2020 10:42:56 AM

From: Cecilia <[REDACTED]>
Sent: Tuesday, September 29, 2020 5:02 PM
To: Comment, Public <publiccomment@wilmette.com>
Subject: Walking/Biking Tunnel Comment

Good evening,

I'm writing in support of the walking/biking tunnel under the Edens Expressway. I will on Wilmette Ave, right near the west side of the proposed tunnel. This project has lead to a few discussions with my neighbors about what is best for our community. In my opinion this tunnel is the safest choice for the children in our community. This would provide K-8 students living on the other side of the highway a safe way to get to school. Right now the best way to get to a school on the other side is to go along Glenview Road - which is rather far out of the way for many students and involves going over the highway which still isn't very safe. Taking Lake Street is not a safe option with the on/off ramps and small sidewalk. This tunnel could be a crucial piece to keeping our children safe. I'm glad that this is being discussed now, instead of waiting for a tragedy to happen and then discuss a safe way across the highway. Getting to and from school isn't the only time this tunnel would be a safe alternative for our children. Going to visit friends and getting to and from community places such as swimming pools would also be safer. Safety should be our priority.

When reflecting on the conversations I've had with those against this idea, I feel it's necessary to address some of their concerns.

First of all, there was a fear of graffiti on this new structure. So, my children and I investigated by looking at some of the underground tunnels in Northfield and Winnetka. We didn't find any offensive graffiti. Not to mention, this tunnel could be used a a canvas for a local artist!

Again concern was having too many bike riders in our neighborhoods. Since this tunnel doesn't directly connect to the North Branch Trail that runs along Harms Road, I don't see this as a problem. I think the majority of the bike traffic will be children.

Finally, another concern was that it wouldn't be safe to use this tunnel at night for fear of mugging. We live in a very safe community and additional safety precautions such as lights or mirrors could be included. Again, this concern doesn't seem to hold much relevance.

Once again, I encourage you, our leaders, to move forward on this proposed bike tunnel under the expressway and I look forward to it connecting two sides of our community.

Thank you,
Cecilia Dunn



Meeting Date: November 16, 2020

To: Municipal Services Committee

From: [Brigitte Ann Berger-Raish](#), P.E., Director of Eng and Public Works
[Dan Manis](#), P.E., Village Engineer
[Georgia Mihalopoulos](#), P.E., Engineering Technician

Subject: Skokie Boulevard/Lake Avenue Project

Recommendation

Municipal Services Committee review and approval of the proposed Skokie Boulevard multi-use path alignment.

Background

Skokie Boulevard is the jurisdiction of the Illinois Department of Transportation (IDOT) and Lake Avenue, west of Ridge Road, is Cook County Department of Transportation and Highways (CCDOTH) jurisdiction. The purpose of the Skokie / Lake intersection improvement project is to improve safety and mobility through the intersection. The benefits of the proposed project include:

- New traffic signals that will meet current Manual on Uniform Traffic Control Devices (MUTCD) standards and IDOT design requirements;
- Tighter corner radii to slow traffic at the intersections and provide safer crossing conditions for pedestrians;
- More visible crosswalks and relocated crosswalks to locations that reduce pedestrian crossing distances.

The project will be funded through a Surface Transportation Program (STP) Grant which includes 70% federal and 30% state and county participation for design and construction. The current preliminary engineering phase, Phase 1, is primarily funded by the state and county. Phase 1 includes minor Village costs associated with development of beautification alternatives and preliminary engineering related to a new sidewalk or multi-use path construction along Skokie Boulevard north of Lake Avenue.

Since the project is on IDOT and CCDOTH jurisdiction roads, the Village's construction costs will be limited to emergency vehicle pre-emption, intersection lighting (if required by IDOT), beautification and construction of the multi-use path. The Village recently

applied for an Illinois Transportation Enhancement Program (ITEP) grant for the proposed multi-use path.

Discussion

The purpose of this agenda item is to update the Committee on the Skokie Boulevard and Lake Avenue intersection project and seek Committee concurrence on the preferred alignment for the multi-use path on Skokie Boulevard from Lake Avenue to Illinois Road.

The Village's Phase 1 engineering consultant, Civiltech, will provide a presentation on the project (Attachment 1). The agenda includes:

- Project Purpose and Need
- Jurisdiction and Funding
- Public Engagement
- Traffic Analysis
- Proposed Intersection Improvements
- Multi-use path Alternatives and Impacts
- Project Schedule

The public reviewed four alternative alignments for the multi-use path at a Phase 1 open house held on July 23, 2020. The preferred alignment (Alternative 1 in the PowerPoint) includes building an 8-foot wide multi-use path on the west side of Skokie Boulevard from Lake Avenue to the Edens Plaza signal and then transitioning to the east side of Skokie Boulevard from the Edens Plaza signal to Illinois Road. This Alternative results in the removal of 27 trees and disruption to 5,750 square feet of existing landscaping.

During the design phase, the consultant will work with the Village's forestry staff to design the path in such a way that prioritizes saving the most valuable trees. In addition, the plan will include supplemental landscaping and tree planting where feasible.

Given the significant impact to the trees, staff seeks Committee concurrence on the proposed path alignment.

Documents Attached

1. PowerPoint presentation
2. Capital Improvement Program Page
3. Resident Notification of MSC meeting

U.S. Route 41 (Skokie Boulevard)
and Lake Avenue



Phase I Study

Municipal Services Committee

November 16, 2020

Agenda

- Project Purpose and Need
- Jurisdiction and Funding
- Public Engagement
- Traffic Analysis – Potential Landscaped and Pedestrian Refuge Medians
- Proposed Intersection Improvements
- Multi-use Path Alternatives and Impacts
- Project Schedule

Action Requested – “Approval of Alignment for the Skokie Boulevard Multi-use Path”

Project Purpose and Need

Public feedback from the Wilmette Master Bike and Active Transportation Plan identified U.S. Route 41 (Skokie Boulevard) and Lake Avenue as an area to improve pedestrian and bicycle accommodations.



Improve safety and mobility of all users



Improve roadway surface



Traffic signal improvements



Landscape enhancements

Jurisdiction and Funding

- Cook County and IDOT Funding
- Intersection Improvements – Village has secured Surface Transportation Program (STP) Funding for Phase II and Construction
- Multi-use Path – Village has submitted an Illinois Transportation Enhancement Program (ITEP) Results in Spring 2021



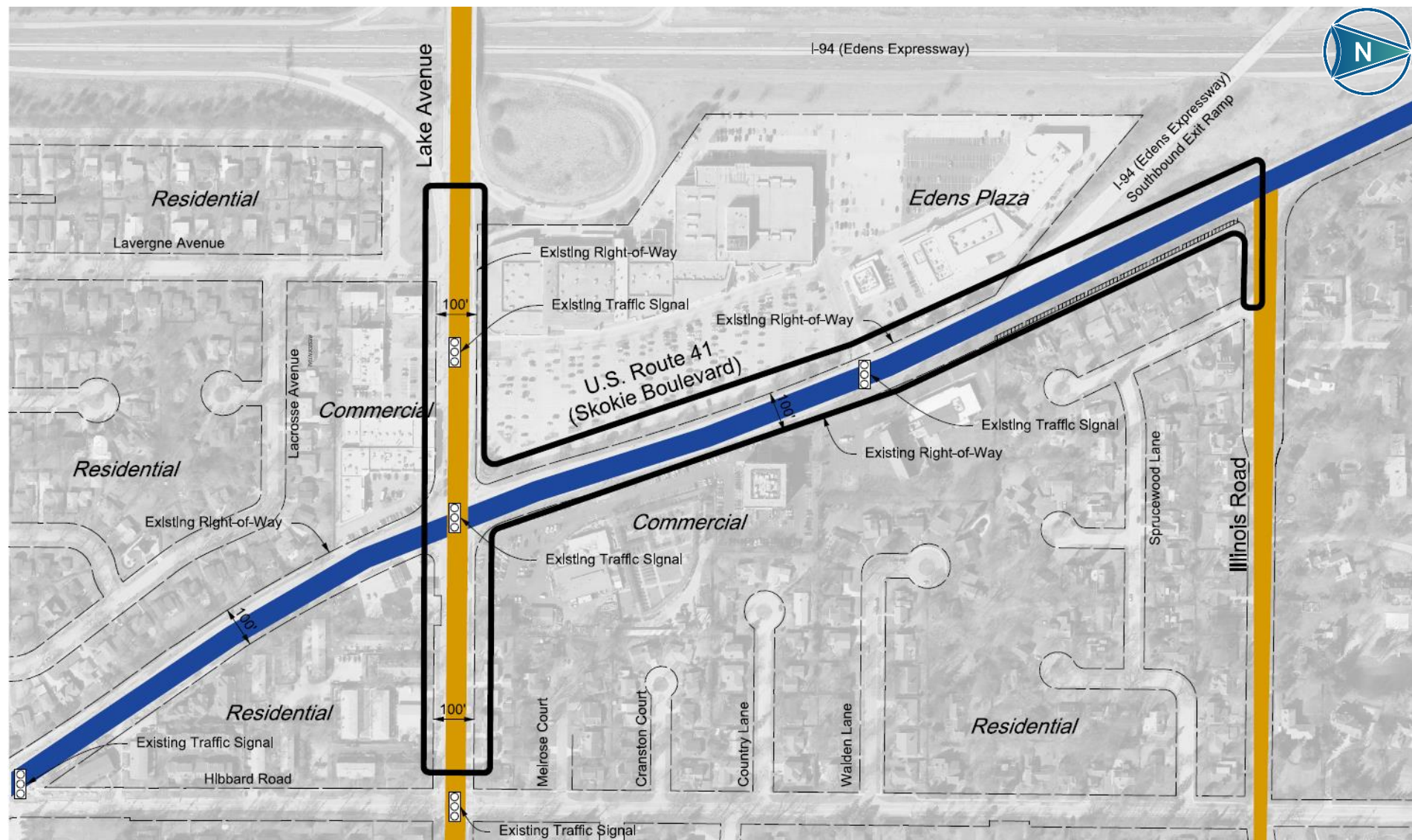
IDOT Route
County Route

Public Engagement

- Public Information Meeting #1 was held July 23, 2020.
 - Purpose was to introduce the project, obtain feedback on the intersection improvement and multi-use path alternatives.
- Public Information Meeting #2
 - Tentatively scheduled for Spring 2021
 - Present the preferred alternative



Existing Conditions



Traffic – Potential Landscaped and Pedestrian Refuge Island

- Traffic analyses were completed to study the potential for landscaped medians and pedestrian refuge islands.
- Require medians to be widened from 4 to 10 feet.
 - To provide pedestrian refuge islands, IDOT would require left turn movements to be protected only.
 - Results is unacceptable vehicle delay and queues.

Because of the **substantial negative traffic impacts** at the intersection of Skokie Boulevard and Lake Street, landscaped medians and pedestrian refuge islands have been dropped from further consideration.

Proposed Lake Avenue Improvements



- Reduce northeast and southwest corner radii
- Reduce lane width eastbound curb lane
- Remove northwest and southeast corner islands
- Reduce crosswalk distances
- ADA compliant crossings
- Modernize traffic signal

U.S. Route 41 (Skokie Boulevard)

Northeast corner of Lake Avenue and Skokie Boulevard



East side of Skokie Boulevard



West side of Skokie Boulevard



East side of Skokie Boulevard
South of Illinois Road



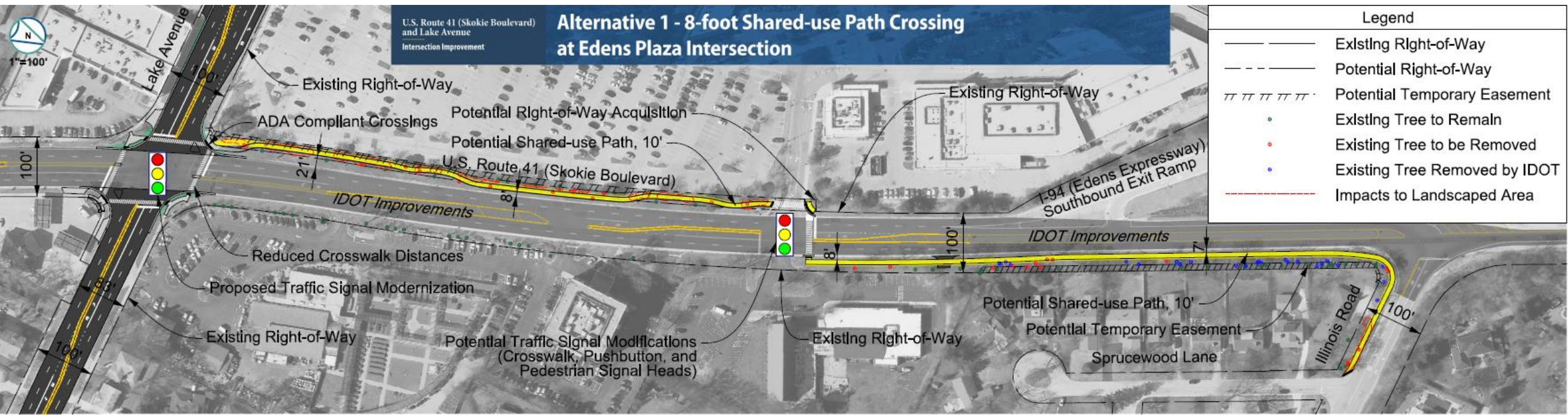


Pedestrian/Bicycle Alternatives

- Project Team developed 4 alternatives for pedestrian and bicycle accommodations along the north leg of Skokie Boulevard.
- Two multi-use path alternatives and two sidewalk alternatives
 - Each alternative varies in width and location.
 - Determined impacts including tree removal, permanent right-of-way and easements, and landscaping.

U.S. Route 41 (Skokie Boulevard)
and Lake Avenue
Phase I Study

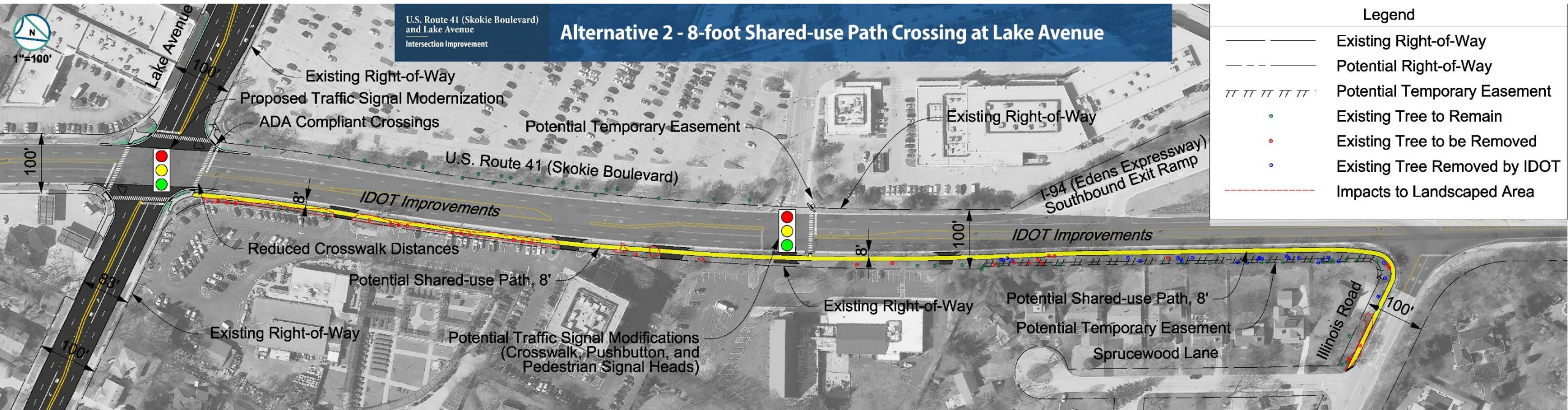
Alternative 1



Alternative Impacts	
Alternative 1 - 10-foot Shared-use Path Crossing at Edens Plaza Intersection	
Tree Removal	27 Trees
Permanent Right-of-Way/Easement	16,150 sf
Temporary Easements	8,000 sf
Existing Landscaping Impacts	5,750 sf

Alternative Features	
Alternative 1 - 8-foot Shared-use Path Crossing at Edens Plaza Intersection	
Locates Pedestrian/Bicycle Crossing at Edens Plaza to Avoid Crossing at the U.S. Route 41 (Skokie Boulevard) and Lake Avenue Intersection	
Potential Shared-use Path Accommodates Pedestrians	
Potential Shared-use Path Accommodates Bicycles	
Avoids Impacts to Garden Center Parkway Plantings	

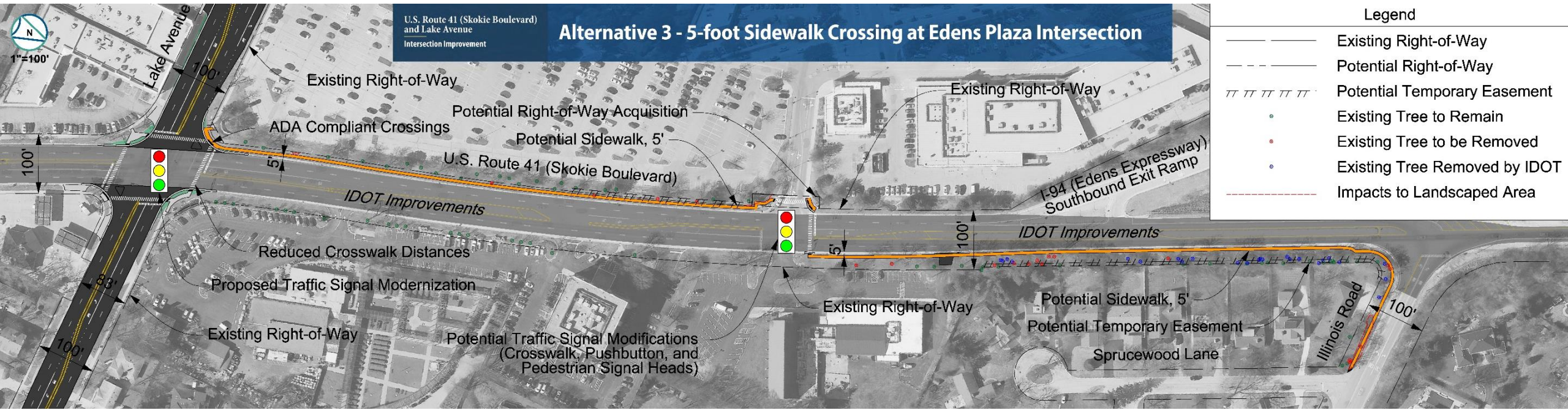
Alternative 2



Alternative Impacts	
Alternative 2 - 8-foot Shared-use Path Crossing at Lake Avenue	
Tree Removal	28 Trees
Permanent Right-of-Way/Easement	None
Temporary Easements	4,150 sf
Existing Landscaping Impacts	5,850 sf

Alternative Features	
Alternative 2 - 8-foot Shared-use Path Crossing at Lake Avenue Intersection	
Locates Pedestrian Crossing at U.S. Route 41 (Skokie Boulevard) and Lake Avenue Intersection	
Potential Shared-use Path Accommodates Pedestrians	
Potential Shared-use Path Accommodates Bicycles	
Impacts to Garden Center Parkway Plantings	

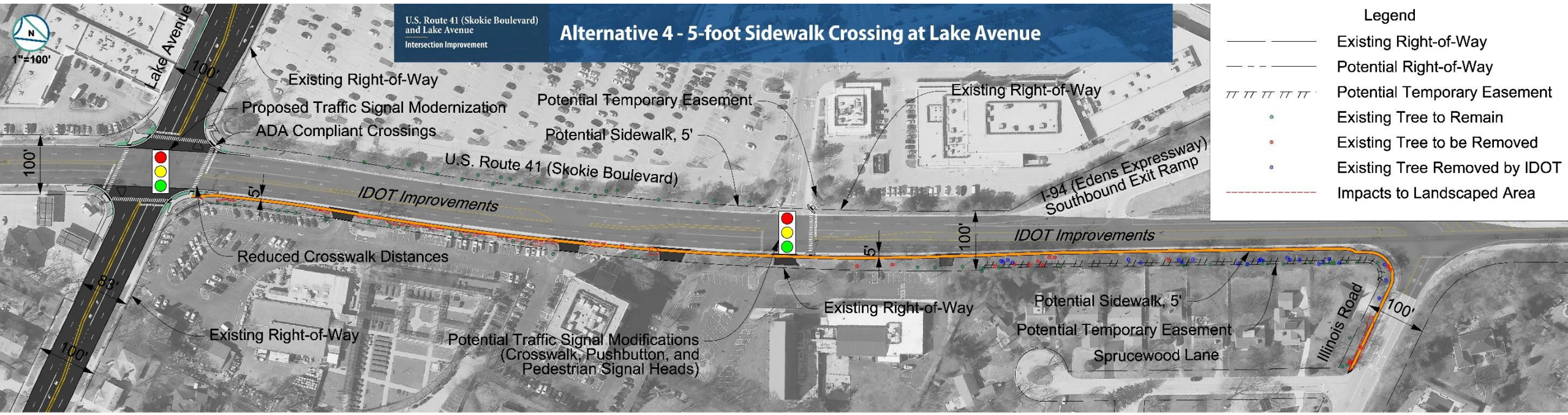
Alternative 3



Alternative Impacts	
Alternative 3 - 5-foot Sidewalk Crossing at Edens Plaza Intersection	
Tree Removal	18 Trees
Permanent Right-of-Way/Easement	2,300 sf
Temporary Easements	5,300 sf
Existing Landscaping Impacts	1,300 sf

Alternative Features	
Alternative 3 - 5-foot Sidewalk Crossing at Edens Plaza Intersection	
Locates Pedestrian Crossing at Edens Plaza to Avoid Crossing at the U.S. Route 41 (Skokie Boulevard) and Lake Avenue Intersection	
Potential Sidewalk Only Accommodates Pedestrians	
No Bicycle Facility	
Avoids Impacts to Garden Center Parkway Plantings	

Alternative 4



Alternative Impacts

Alternative 4 - 5-foot Sidewalk Crossing at Lake Avenue

Tree Removal	14 Trees
Permanent Right-of-Way/Easement	None
Temporary Easements	4,150 sf
Existing Landscaping Impacts	2,100 sf

Alternative Features

Alternative 4 - 5-foot Sidewalk Crossing at Lake Avenue Intersection

Locates Pedestrian Crossing at U.S. Route 41 (Skokie Boulevard) and Lake Avenue Intersection
Potential Sidewalk Only Accommodates Pedestrians
No Bicycle Facility
Impacts to Garden Center Parkway Plantings



Alternative Impacts

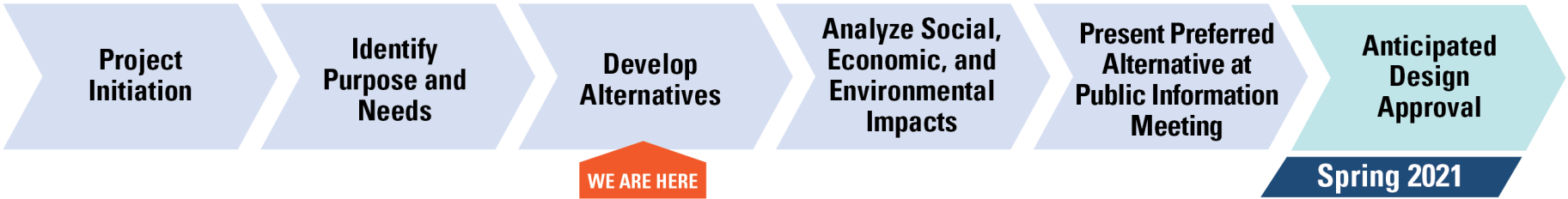
Alternative Impacts Alternative 1 - 8-foot Shared-use Path Crossing at Edens Plaza Intersection	
Tree Removal	27 Trees
Permanent Right-of-Way/Easement	16,150 sf
Temporary Easements	8,000 sf
Existing Landscaping Impacts	5,750 sf

Alternative Impacts Alternative 2 - 8-foot Shared-use Path Crossing at Lake Avenue	
Tree Removal	28 Trees
Permanent Right-of-Way/Easement	None
Temporary Easements	4,150 sf
Existing Landscaping Impacts	5,850 sf

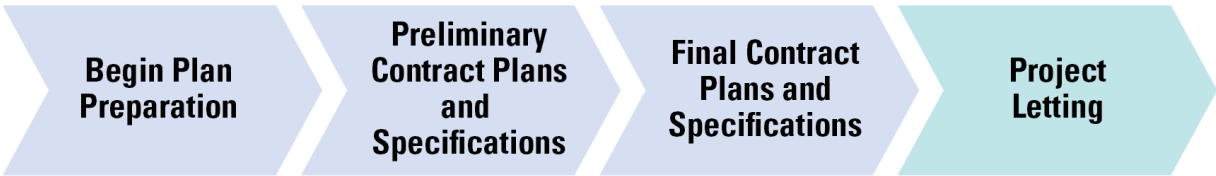
Alternative Impacts Alternative 3 - 5-foot Sidewalk Crossing at Edens Plaza Intersection	
Tree Removal	18 Trees
Permanent Right-of-Way/Easement	2,300 sf
Temporary Easements	5,300 sf
Existing Landscaping Impacts	1,300 sf

Alternative Impacts Alternative 4 - 5-foot Sidewalk Crossing at Lake Avenue	
Tree Removal	14 Trees
Permanent Right-of-Way/Easement	None
Temporary Easements	4,150 sf
Existing Landscaping Impacts	2,100 sf

Phase I - Environmental and Design Studies



Phase II - Preparation of Contract Plans (2021-2022)

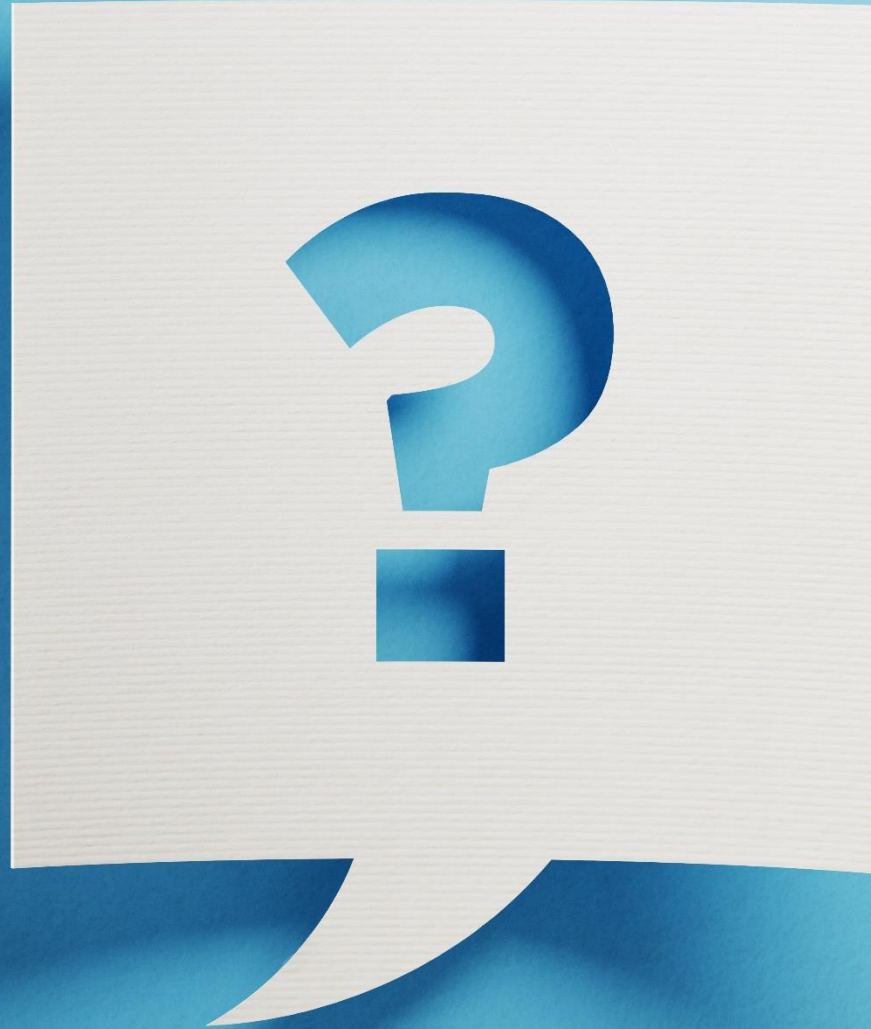


Phase III - Construction (2022-2023)





Questions?





Skokie and Lake Intersection Improvements

Budget Projection

Funding Source	2021	2022	2023	2024	2025	Total	2026-2030
General Fund	23,272	64,000	256,000	-	-	\$343,272	-
Grant Funding	75,783	208,406	833,625	-	-	\$1,117,814	-
Total	99,055	272,406	1,089,625	-	-	\$1,461,087	-

Project Status

Critical	Recommended	Contingent
X		

Funding History

Year	Amount
2019	\$142,275 – Phase 1 Engineering

Project Description and Justification

Skokie Boulevard is the jurisdiction of the Illinois Department of Transportation (IDOT). Lake Avenue west of Ridge Road is Cook County Department of Transportation and Highways (CCDOH) jurisdiction. The existing intersection does not meet Public Right-of-Way Accessibility Guidelines (PROWAG) and is a safety concern. The traffic signals also do not meet current Manual on Uniform Traffic Control Devices (MUTCD) standards and IDOT design requirements. Safety will be improved by eliminating corner islands and by providing tighter corner radii in the NE and SW corners, which aids in slowing down traffic at the intersections, hence creating more safe crossing conditions for pedestrians. More visible crosswalks will be added and relocated to locations that reduce the crossing distances. New traffic signals will be provided that meet the current standards, and curb ramps will be upgraded to become ADA compliant. Additional left turn storage will also be provided to meet the traffic needs.



The project will be funded through an STP Grant which includes 70% federal and 30% state and county participation for Phases II and III, while Phase I will be nearly 100% state and county participation. Phase I includes minor Village only costs associated with development of “gateway” type intersection beautification alternatives and preliminary engineering related to new sidewalk or multi-use path construction along Skokie Blvd. north of Lake Avenue. Since the project is on IDOT and CCDOH jurisdiction roads, the Village’s cost



is anticipated to be limited to construction costs for emergency vehicle pre-emption (estimated at \$20,000), intersection lighting (estimated at \$300,000), and beautification/Skokie Blvd sidewalk extension work (estimate to be determined).

In April 2019, the Village executed a Letter of Understanding with CCDOTH in which the County committed to matching the State funds for all phases of this project. Phase I engineering study is anticipated to be completed by the end of 2020 or early next year.

Year	Description	Federal Share	State Share ¹	County Share	Village Share	Total Cost
2021	Phase II	53,048	11,367	11,367	23,272	99,055 ²
2022-2023	Total Phase III	729,422 ³	156,305	156,305	320,000 ⁴	1,362,032
TOTALS		782,470	167,672	167,672	343,272	\$1,461,087

¹ Requires an intergovernmental agreement with and IDOT.

² Amount the Village will have to pay for Phase II design engineering in 2021; reimbursement is then sought from IDOT for the Federal & State Shares and the County for the Local Share

³ The current maximum authorized federal share for construction is \$729,422.

⁴ Vehicle pre-emption and intersection lighting are 100% Village costs. This cost is an estimate only as the scope of work has not been defined yet. "Gateway" beautification and Skokie Blvd. sidewalk extension work estimates not included.

Project Update

Costs have been updated to reflect current federal authorization amounts.

Project Alternative

The alternative to building the intersection improvements is to not improve the intersection and allow the current configuration to remain.

Budget Impact

This is a Non-Recurring Expense

There are no additional costs associated with this project

Account Description	General Fund
Account Number	11202035-425250-80113



1200 Wilmette Avenue
Wilmette, Illinois 60091-0040

Current Occupant
Wilmette, Illinois 60091

October 30, 2020

Re: Municipal Services Committee Notice
Skokie/Lake Project Overview and Approval of Multi-Use Path Alignment

The Village of Wilmette invites you to attend the Municipal Services Committee (MSC) meeting concerning the Skokie Boulevard and Lake Avenue intersection improvements. The proposed improvements include resurfacing Lake Avenue, minor modifications to the intersection geometry, pedestrian safety enhancements, and a multi-use path on Skokie Boulevard north of Lake Avenue. The purpose of the meeting is to introduce the project to the MSC, present the project schedule, existing conditions and proposed improvement alternatives, and to seek approval from the MSC. The details of the meeting are as follows:

Village Hall – Broadcast only
(Village Hall is closed due to the Village President's Declaration of
Local Disaster and Public Health Emergency Order)
November 16, 2020
6:00 p.m.

This meeting will be held remotely by the Municipal Services Committee of the Village Board of Trustees. The meeting will be 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 may make public comment in advance of the meeting by emailing their comments to publiccomment@wilmette.com or comment may be made during the meeting through YouTube live which will be provided to the Village Board. There is also the option to participate in the meeting via a PC, mobile device or phone. For complete details and instructions on joining or participating in the meeting, please go to <https://www.wilmette.com/event/municipal-services-committee-meeting-11/>.

Very truly yours,

Brigitte Berger, P.E.
Engineering & Public Works Director

CC: Dan Manis, P.E. – Village Engineer
Joel E. Christell, P.E. – Civiltech Engineering, Inc.



Meeting Date: November 16, 2020

To: Municipal Services Committee

From: [Brigitte Ann Berger-Raish](#), P.E., Director of Eng and Public Works
[Dan Manis](#), P.E., Village Engineer

Subject: Neighborhood Storage Project-Phase 2 Negotiation Update

Recommendation

This agenda item is presented as an update only. No action is requested.

Background

At the June 23, 2020 meeting, the Municipal Services Committee discussed waiving competitive bids for the Neighborhood Storage Project - Phase 2 at Hibbard Park and allowing staff to negotiate with the low bidder who performed the Phase 1 work at Community Playfield. The Village Board formally executed this recommendation at the October 27, 2020 Village Board meeting.

Discussion

Staff carefully considered the Phase 2 proposal, current bid climate and project details and specifications and determined it would be in the Village's best interest to go out to bid on Phase 2. The bid documents will include a number of pre-qualifications to ensure the contractor installing the StormTrap vault is experienced and well-qualified.

The proposed bid schedule is as follows:

Project out to bid:	11/17
Required Pre-bid Meeting:	11/23
Bids Due and Opened:	12/11
Construction Company Interviews:	12/15
Village Board award:	12/22 or special meeting