



MAYOR
George D. Alpigianis

VILLAGE MANAGER
Joseph S. La Margo

VILLAGE CLERK
Marlene J. Victorine

TRUSTEES
John C. Jekot
Danette O'Donovan Matyas
Craig Niedermaier
Dean Strzelecki

MINUTES
BICYCLE AND PEDESTRIAN PLAN ADVISORY GROUP
Remote Participation
February 27, 2023 – 3:00 p.m.

The Bicycle and Pedestrian Plan Advisory Group meeting was held remotely on Monday, February 27, 2023. The meeting was called to order at 3:01 p.m. by Chairman Craig Niedermaier.

Members Present:

Craig Niedermaier
Steve Sanders
Peggy Reins
Brian Lee
Ticia Doughty-Ashcroft

Staff Present:

Kathy Thake, Deputy Village Manager
Nathan Bruemmer, Staff Liaison
Tom Powers, Director of Public Works
Tim O'Brien, Village Engineer
Bob Rado, Civil Engineer II
Andrew Vitale, Senior GIS Coordinator

Also Present:

Beth Norton, Epstein

Call to Order

Approval of Minutes

Group Member Peggy Reins seconded by Group Member Brian Lee, moved to approve the minutes of the February 10, 2023 meeting. On voice vote all concurred.

New Business

I. Police Accidents Report

Village Planner Nathan Bruemmer shared that the representative for the Police Department isn't in attendance so there was no accidents report to share. (Later it was communicated that there had been no accidents since the previous meeting).

II. Engineering Updates

a. Milwaukee/Monroe

Village Engineer Tim O'Brien shared that the Village has been going back and forth with IDOT about the crossing at this intersection. It seems like a

traffic signal will never be warranted here, so that is highly unlikely. Beth Norton from Epstein shared what pedestrian improvements are possible at this intersection without a signal. What they've come up with is adding a left turn lane on Milwaukee and adding an 8' pedestrian island. This would require removing the crosswalk on the south side of the intersection. In the future they would add a rapid flash beacon (RFB) for the crosswalk on the north side of Monroe.

Mr. O'Brien said for this option it might be a hard sell to IDOT, and the Village might have to take out some of the streetscape that was just installed on Milwaukee a few years ago. People in the parking lot to the south would also have to back out onto Milwaukee, which could be a deal killer for IDOT. Chairman Niedermaier asked where would we re-route another crossing. Ms. Norton said they would remove the shared lane markings on Monroe between Ozark and Olcott, and re-route bike traffic up to Main where they can cross with a signal. There would be markings and signage directing people along that route. Group Member Reins said the crossing at Main is very easy and that it doesn't feel awkward to go up and come back down again. However, she thinks our focus should be on pedestrian crossing safety on Monroe, and removing the shared lane markings as it leads cyclists to an unsafe crossing. She wants to keep a focus on pedestrians.

Chairman Niedermaier asked if they can look at light timing, which can improve traffic flow tremendously. Mr. O'Brien said the lights are interconnected which can be tricky. There was some discussion about the impact of the crossing at this intersection and what IDOT would allow. Tom Powers, Director of Public Works, said let's take the plan to IDOT and see what they say. It meets the warrant for accidents to need a signal, but the problem is Monroe doesn't have enough traffic as a side street. It's a two part warrant.

b. Milwaukee/Mulford

Mr. O'Brien shared an update on Milwaukee and Mulford. The Engineers had met with the Park District to discuss the project. They're a little worried about the back up from Jerry's, and want to see a queue analysis and traffic count for the summer. They're not opposed to the alignment, but want to take it to their Board. Next steps for the Village are tweak the parking stalls in the parking lot and send it to Community Development for review. There would be a right in/right out on the east leg of Mulford as part of the improvements. Chairman Niedermaier raised concerns about people living the subdivision being able to access Milwaukee. There was some conversation about how it would impact those residents. Group Member Lee asked why the signal is placed on the west leg of Mulford rather than the east. Mr. Powers said the geometry is better and that IDOT said they would be more willing to consider it. Group Member Steve Sanders says it provides a good option for people to get from the west side of Milwaukee to that subdivision. Mr. O'Brien said later in the summer they'll do the traffic study to appease the Park District.

c. Oakton St

Mr. O'Brien shared that for the first phase of the Oakton Street Multi-modal path, they finally got the utilities relocated. The plan now is to start phase 1 construction sometime in March.

d. Cleveland/Caldwell & Cleveland/Waukegan

For the Cleveland and Caldwell improvements, Engineering got comments back from IDOT, including a drainage approval. Today they submitted the MWRD permits for the project. It's moving forward.

For Waukegan and Cleveland, Engineering has a meeting tomorrow with IDOT to go over some options. Mr. Powers said the ball is in their court, and they'll be reporting back on the findings from their SRA rebalancing study. Some of the higher-ups at IDOT were in agreement about the overkill nature of the left turn lane, so that was encouraging.

e. Speed Reduction near Waukegan/Oakton

Mr. Powers shared his concerns about doing a speed study for a safety zone around the Waukegan/Oakton intersection. He suggested that we put this as our lowest priority as we have a lot going on with IDOT right now. IDOT handles speed studies by looking at how fast people are going, and if people are actually going slower they'll lower the speed limit. If they're going faster they won't change the posted speed. Mr. Powers wants us to be mindful of how many irons in the fire we have with IDOT, and suggests making this the lowest priority currently, as this will slow down other projects.

Group Member Reins said she's seen a number of studies saying that Public Art is traffic calming. She was wondering if there's an opportunity to get a dialogue going with the Arts and Culture Committee in Niles. Mr. Bruemmer said he would send the contact info for the Staff Liaison to Group Member Reins. Mr. Powers shared a little about Public Works' urban forestry plan, noting the trees are known to also have a traffic calming effect. Mr. Powers also shared some good news about Cumberland Ave - that paperwork was found showing that the full right of way might have been dedicated to the Village, which would make bike planning efforts easier there.

f. Grants

Mr. O'Brien gave an update on the grants that were discussed at the last meeting. At that meeting, the group had said their 1A option was the sidepath along Oakton St. After meeting with the planning liaison from NWMC, it was determined that the Oakton St project would be ineligible due to the lack of Phase 1 Engineering. He instead submitted a pre-application for the Milwaukee Avenue side path along Maryhill Cemetery, which had been the committee's back up choice, and which the Village can meet the phase 1 engineering requirements. Mr. O'Brien asked if the Committee would be willing to provide a recommendation for pursuing that project for CMAQ/TAP-L funding. Mr. Powers shared that moving forward he's making a budget request so the Village can strategically pursue Phase 1 engineering so we're in good shape when these calls for projects come out. There was discussion about whether the Milwaukee project has a compelling narrative

for the grant. Due to proximity to a PACE Pulse station and the new Teen Center, the group feels there is a compelling story.

Group Member Reins made a motion to affirm that the BPAG prioritize the Milwaukee Avenue side path project for grant funding. The motion was seconded by Group Member Steve Sanders. On a voice vote, all concurred.

Group Member Brian Lee asked where we're at with the Touhy Ave bridge replacement. Mr. O'Brien said they're looking to go out to bid in 2024, after the Village completes their widening project for Touhy. The road widening construction will likely start in June/July.

III. Cycling Without Age

Mr. Bruemmer shared an update about the Cycling without Age program. We're aiming to have the program run from May 13-21. There will be a training session in Elk Grove Village on either April 15 or 16, and an additional training session for volunteers on May 13 and 14. We're hoping to get volunteers from the BPAG to help give rides and train. Group Member Sanders gave more details on the project and on the training. Group Member Reins asked what the time commitment would be for the training in Elk Grove? Group Member Sanders said two hours. We will also be reaching out to enlist more volunteers. The route will likely be largely through the Forest Preserve on the North Branch Trail.

Other Discussion

It was announced that the group will no longer be able to meet remotely. The group discussed how this will be handled moving forward.

Comments from the Public

None.

Next Meeting

March 27, 2023

Adjournment

Motion to adjourn was made by Chairman Niedermaier, seconded by Group Member Stephen Sanders; all concurred and the meeting adjourned at 4:01 PM.

Nathan Bruemmer
Staff Liaison