

**MILWAUKEE AVENUE CORRIDOR COMMITTEE
JANUARY 7, 2019 - MEETING SUMMARY (DRAFT)**

CALL TO ORDER

The meeting was called to order by Co-Chair Matyas at 8:40 a.m.

ATTENDANCE

The following Committee members were in attendance:

- Danette Matyas, Village Trustee
- Bob Pilat, Asst. to the Director of Public Works
- Tom Powers, Village Engineer
- Ross Klicker, Economic Development Coordinator

Others in attendance were:

- Fred Braun, Director of Public Works
- Tim O'Brien, Civil Engineer II
- Tony Dati, Streets Superintendent
- Mike Wood, Hitchcock Design Group
- Jason Fluhr, Baxter and Woodman, Inc.

APPROVAL OF MEETING SUMMARY

A motion was made by Ross Klicker, seconded by Bob Pilat, to approve the July 30, 2018 meeting summary notes. The motion carried unanimously.

CROSSWALK MATERIAL PRESENTATION

Bob Pilat provided a brief summary of the streetscape crosswalks history. The brick pavers in the streetscape crosswalks are in need of repair however IDOT has stated they will not allow the Village to reinstall brick pavers. In some the concrete base is failing and at the Howard Street crosswalk there is a dip due to resurfacing of Milwaukee by IDOT. Because of these issues, the Committee had looked at a number of alternatives and discussed them at the last meeting. It was requested additional follow-up be completed and presented at the next meeting.

Since that time the Engineering Department discussed alternatives with IDOT and completed more research on the topic. IDOT stated they are receptive to the installation of the thermoplastic inlay that was presented at the last meeting. As stated in the memo from the Engineering Department dated 1-7-19 (and attached to the minutes) the

installation is quick, there are a wide variety of colors and patterns available, it is more cost effective than brick pavers and there is not much annual maintenance required.

Stamped concrete is an alternative, however colors do fade and cannot be brought back to their original color, and maintenance options are limited. The only way to get it back to original is replacement of the stamped concrete in the future. Because of these issues, it is the staff recommendation to utilize the thermoplastic option when improving the crosswalk.

On a related matter, for the ITEP VI (Milwaukee - Howard to Jonquil) project, IDOT has stated the municipal parking lot area proposed to be reconstructed with permeable pavers is not permitted under the grant program. While it was specified in the application and budget, and the award was based upon this budget, IDOT classifies this improvement as a stormwater improvement that does not encourage mass transit, therefore it is not allowed. Therefore, staff's recommendation is to include replacement of the Howard and Howard intersection crosswalks in the ITEP VI project instead of using Village funds to pay for the improvement. It is proposed the crosswalk on Waukegan at Milwaukee be used as the test crosswalk for the thermoplastic usage, which works out well because it is a standalone intersection.

There was general discussion concerning usage of the different materials. Tom Powers indicated should we use the thermoplastic material, the Village needs to make a commitment that it may need to be replaced every seven to ten years. However as Jason Fluhr pointed out, the installation time is much shorter with thermoplastic when compared to the process of replacing stamped concrete. The thermoplastic could be scheduled for replacement each time a new asphalt overlay is completed. It would also be possible to change patterns in the future whenever it is replaced. Comments were made the main reason we are discussing the matter is because the brick pavers have not performed well and maintenance has been an issue, in addition to the fact IDOT will not allow their reuse.

It was asked what is the process to get final approval with the Waukegan crosswalk. Tom stated the permit plans would be revised to indicate the use of thermoplastic and submit to IDOT. Once approved we could proceed.

A motion was made by Ross Klicker, seconded by Tom Powers to utilize thermoplastic materials to rehabilitate the crosswalks. The Howard/Harlem crosswalk replacement would be included with the ITEP VI construction project and the Waukegan crosswalk will serve as the test crosswalk. The motion was unanimously approved.

As a point of clarification, there was discussion about the pattern for the Waukegan crosswalk and it was agreed to install a pattern to match the existing crosswalk.

ITEP VI – PROJECT UPDATE

As stated before the municipal parking area was not approved by IDOT for inclusion in the project, therefore repair of the crosswalks at Harlem/Howard will be included to use the available funding. Ross Klicker mentioned at the same time, Schmeisser's has ceased business operations and the parking area may not be required in future plans. However whatever type of development occurs the greenspace improvement along Milwaukee should not be impacted and can still proceed.

ITEP VII

Jason Fluhr presented the conceptual design plans and renderings for the ITEP VII project which are streetscape improvements at the intersection of Waukegan Road and Oakton Street, and the intersection of Milwaukee Avenue and Waukegan Road.

Improvements included at the intersection of Waukegan Road and Oakton Street are:

- Planters
- Crosswalk improvements
- Landscaping improvements
- Median improvements
- Plaza area installations
- Sidewalk replacement

It was mentioned this is a conceptual plan and it can be modified to incorporate the message board sign at the Village Hall once it is installed.

The improvements at the intersection of Milwaukee Avenue and Waukegan Road mainly consisted of extending one median area slightly and installing landscaping in the median areas north and south of Waukegan Road. The extension would not change any existing access businesses currently have to Milwaukee Avenue.

There was discussion about the pros and cons of a raised versus ground level planting area. Mike Wood indicated IDOT is not in favor of raised planting areas due to site issues, and recently IDOT denied a request to install a terraced planting area in Oak Brook, even though they had installed terraced planters in the past.

Tony Dati and Fred Braun discussed putting anchors in the ground during construction so posts could be easily inserted to support fabric wrapping of the landscape area during winter. Caps could cover the holes where poles would be inserted and completing it at the time of construction would ensure damage would not be done to the irrigation system or landscaping.

Jason Fluhr said the next step would be to schedule a Phase I kickoff meeting with IDOT and proceed with the Phase I report. This report would be used as the basis for the next ITEP grant application cycle this year.

Co-Chair Matyas made a motion, seconded by Tom Powers, to approve proceeding with the Phase I report with IDOT for the ITEP VII project as presented. The motion was approved unanimously.

OLD BUSINESS

Tom Powers stated the ITEP V Phase I engineering report was submitted to IDOT around Thanksgiving. It is hoped to receive IDOT's comments/approval around the end of January 2019.

NEW BUSINESS

There was no new business.

ADJOURNMENT

There being no further business, Ross Klicker made a motion, seconded by Bob Pilat to adjourn the meeting. The motion passed unanimously and the meeting adjourned at 9:15 a.m.

NOTE: The memo discussing crosswalks and the Phase I concept plan for the Milwaukee and Waukegan intersection, and the Oakton Waukegan intersection, are attached and incorporated as part of the minutes for reference.