

**VILLAGE OF LINCOLNWOOD
PRESIDENT AND BOARD OF TRUSTEES
COMMITTEE OF THE WHOLE MEETING
VILLAGE HALL COUNCIL CHAMBERS,
APRIL 17, 2014**

Call to Order

President Turry called the Committee of the Whole meeting of the Lincolnwood Board of Trustees to order at 6:15PM, Thursday, April 17, 2014 in the Council Chambers of the Municipal Complex, 6900 North Lincoln Avenue, Village of Lincolnwood, County of Cook and State of Illinois

Roll Call

On roll call by Village Clerk Beryl Herman the following were:

PRESENT: President Turry, Trustees Leftakes, Patel, Klatzco, Sprogis-Marohn (6:30),

Cope (6:50), Elster (7:25)

ABSENT: None

A quorum was present. Also present: Timothy Wiberg, Village Manager; Douglas Petroschius, Assistant Village Manager; Charles Meyer, Assistant to the Village Manager; Manuel Castaneda, Public Works Director; Ashley Engelmann, Assistant to Public Works Director; Timothy Clarke, Director of Community Development; Steven Elrod, Village Attorney; Charles Greenstein, Village Treasurer; Amanda Williams, Management Analyst; Paul Eisterhold, Plan Commission Chair; Police Chief Robert LaMantia.

Approval of Minutes

Minutes of the March 18, 2014 Committee of the Whole meeting and the minutes of the April 1, 2014 Committee of the Whole meeting were distributed in advance of the meeting and were examined. Trustee Leftakes moved to approve the minutes of March 18, Trustee Klatzco seconded the motion. Trustee Patel moved to approve the minutes of April 1, seconded by Trustee Klatzco. The motions passed by Voice Vote.

Regular Business

1. Discussion Concerning the Village Board's 2014 Strategic Plan

This item was presented by Mr. Wiberg who introduced Rob Oberwise of Executive Partners.

Mr. Oberwise used PowerPoint to illustrate his presentation.

The Village's Mission Statement

"The Village of Lincolnwood effectively blends the advantages of urban proximity with quality suburban amenities. Families are drawn to Lincolnwood in part because of superior schools, parks and convenience of commerce and transportation links. Lincolnwood is a stable community with long term residents who stay here due to the consistently strong property values, variety of housing stock and the vitality of diverse neighborhoods. The Village government, through effective strategic planning and timely responsiveness to changing conditions, continues to offer excellent public services in a fiscally responsible manner, often with more attractive tax rates than surrounding communities.

The Village of Lincolnwood's vision includes a commitment to an even more business friendly environment. Attracting destination developments on several key Village sites is a focus for the community. Additional restaurants in the Village would be considered a plus. The development of a new community recreational center is also desired to enhance the parks programming opportunities.

The Village continues to look for ways to improve the effectiveness of its services and the efficiency of the process to deliver them.

Village of Lincolnwood Core Values

- Education
- Diversity
- Business Development
- Integration of Neighborhoods
- Parks and Open Space
- Sound/Professional Government
- Customer Service

SWOT Analysis

Items of Strengths, Weaknesses, Opportunities and Threats were presented.

Desired Visionary Outcomes by Element – 3 to 5 Years

- Development
- Residential
- Economics
- Leadership Governance
- Community Planning
- Communication/ Community Image
- Village Services

Goals - 2014-2016

- Continue Development of Shoppes at Lincoln Point – creating positive community impressions and implications
- Continue Development and implementation of a Capital Plan
- Maintain low residential property tax
- Continue the Village's realistic fiscal policy
- Re-examine and update the Comprehensive Plan
- Study and Establish a Comprehensive Transportation Plan (incorporate Devon Avenue transportation to Edgebrook and Jefferson Park)
- Finalize Storm Water Plan
- Review and determine opportunities to support Devon/Lincoln District
- Develop new competitively priced source of water
- Review the Lincoln Avenue Task Force plan and determine action
- Reuse of Dominick site
- Redevelop Bell and Howell site

Goals and Objectives were identified for 2014-2016 with responsible Village Departments identified.

Discussion and questions ensued.

2. Discussion Concerning a Recommendation to Modify the Commercial Vehicle Parking Regulations

This item was presented by Chief of Police Robert LaMantia with use of PowerPoint.

Chapter 7 – Traffic Code

*Prohibits commercial vehicle parking on any residential street between 7PM and 7AM

*Commercial vehicles are defined as weighing over 12,000 pounds, or having equipment installed and/or markings

The Traffic Commission is recommending restricting commercial and recreational vehicles on residential streets and private residential driveways.

October 24, 2013 – Traffic Commission Meeting

The Commission voted to recommend restricting boats, trailers, recreational vehicles, snowmobiles, livery vehicles, and commercial vehicles on residential streets and private residential driveways between 7PM and 7AM

December 17, 2013 – Village Board Committee of the Whole

The Board discussed and reviewed the Traffic Commission's recommendation and referred it back to the Commission for the purpose of holding a public meeting

February 20, 2014 – Traffic Commission Meeting

*Public Meeting

*Eight residents spoke at the meeting

*Two spoke in favor of restrictions

*Six spoke in opposition of restrictions

*Following a review and discussion, the Commission recommended the Code be revised to include the following restrictions:

1. Allow passenger vehicles, motorcycles, passenger vans with RV license plates and non-commercial vehicles weighing less than 8,000 (previously 12,000) with passenger or class B license plates to park on residential roadways and private residential driveways
2. Prohibit parking of any commercial truck, trailer, semi-trailer, bus or commercial vehicle on any residential roadway or residential driveway between 7PM and 7AM
3. Define taxi and livery vehicles as commercial vehicles
4. Define non-commercial vehicles as having single rear wheels only (no dual wheels on each side of the rear axel) no signs, no advertisements, no business identifications, no business license plates, no attached auxiliary equipment, no snow plows, no equipment racks, and/or no storage boxes or lockers
5. Prohibit debris, construction materials and /or equipment intended for commercial or business use from being present in a non-commercial vehicle, whether open or covered
6. Require non-commercial cargo and panel vans to have side and rear windows and seating behind the driver's seat
7. The Traffic Commission did not recommend amending the Code with regard to parking boats and snowmobiles on private residential driveways

Rationale

*Improve the character of the community

*Minimize challenges associated with enforcement

*Address a concern that parking commercial vehicles on residential streets compromises safety

Ordinances from the neighboring communities

- Chicago – Commercial Vehicles are Prohibited from Parking on Residential Streets
- Evanston – Commercial Vehicles are Prohibited From Parking on Streets With More Than 50% Residential from 9PM to 7AM
- Skokie – Commercial Vehicle Parking is Prohibited on Residential Streets From 9:30PM to 7AM
- Wilmette – Commercial Vehicle Parking is Prohibited on Residential Streets

- Niles – Commercial Vehicle Parking is Prohibited on Residential Streets
- Morton Grove – Unlimited Storage of Commercial and Recreational Vehicles Less than Eight Feet High is Restricted to Side and Rear Lots

Village Board Alternatives

- *Approve the Traffic Commission's Recommendations
- *Approve the Traffic Commission's Recommendations with Revisions
- *Deny the Traffic Commission's Recommendations

The following individuals addressed the Board providing varying opinions on this item:

- Resident Harry Milosavljevic
- Casey Wittekind – representative of Open Communities Org.
- Resident/Traffic Commission member Georjean Nickell
- Resident Angie Kotsinonos
- Resident Mike Lisle
- Resident Siraj Chad

Discussion ensued. Consensus was to look at this further at this recommendation.

3. Discussion Concerning Improvements to the Pratt Avenue/Central Avenue Intersection

This item was presented by Ms. Engelmann with use of PowerPoint.

Mr. Wiberg stated that all is going well.

Background

- *January 2013 Surface Transportation Program (STP) funding was approved for design and construction
 - Lincolnwood as project sponsor with Chicago and Skokie all sharing the 20% local match
- *Phase I approval was received in May 2013
- *May 7, 2013 the Village Board authorized Phase II (design of the signal)
 - IDOT bid opening scheduled for April 24, 2014

The project location was identified by sketch.

The purpose of this item is discussion of phase III (construction) of the traffic signal.

Phase III Financial Breakdown

- *February 21, 2014 the Village sent a letter to IDOT (owners of the signal) requesting they pay for the 20% local match
 - *April 4, 2014 IDOT commits to subsidizing 13.3% of the 20% local match
 - Commitment of \$98,667
 - Remaining 6.7% or \$49,333 split between the Villages of Lincolnwood and Skokie and the City of Chicago
- #Village's financial responsibility is \$16,444.33
 ^Skokie and Chicago have agreed to pay their share

A graph identifying financial breakdown and responsibilities was exhibited.

Intergovernmental Agreement

- *Village Attorney working with Chicago and Skokie to prepare an intergovernmental agreement (IGA) detailing the financial share for Phase II and Phase III
 - May 6, 2014 Village Board meeting agenda
- *Village has paid fees for Phase II (\$12,000)
 - Upon completion of the IGA the Village will invoice Chicago and Skokie for reimbursement in the amount of \$4,000 per community

*Final wording of the IGA's are being reviewed between legal counsels and therefore did not allow for the IGA's to be placed on the April 17, 2014 Village Board Agenda

- All parties involved agree on the financial breakdown

Construction Schedule

*Project scheduled for the April 24, 2014 IDOT letting (bid opening)

*Construction to commence on or around the middle of July

- Anticipated that the permanent signal will be operational by the end of 2014, no later than 2015

Agreements for April 17, 2014 Village Board

*Consent agenda includes two agreements for Phase III of the project

- Local agency agreement with IDOT which authorizes Phase III to begin and also details the financial arrangement

- Second agreement is for construction observation oversight on the project

^GeWalt Hamilton is the design engineer on the project and is the approved engineer of record for the grant

The purpose of this presentation was clarification before the item is presented on the Consent Agenda at the Regular Board meeting this evening.

Adjournment

At 7:40PM Trustee Sprogis-Mahron moved to adjourn Committee of the Whole, seconded by Trustee Klatzco.

The motion passed with a Voice Vote.

Respectfully Submitted,



Beryl Herman
Village Clerk