AGENDA

I. Call to Order

II. Roll Call

III. Approval of Minutes
   1. Minutes of the Committee of the Whole Workshop Meeting of December 2, 2019

IV. Regular Business
   1. Discussion Regarding Potential Devon Avenue Bridge Architectural Enhancements (6:00 - 6:45 P.M.)
   2. Discussion Regarding Bike Lanes on Pratt Avenue (6:45 - 7:30 P.M.)

V. Public Comment

VI. Closed Session

VII. Adjournment

DATE POSTED: December 30, 2019

Please note the start times for discussion topics are estimates and may be adjusted during the meeting as determined by the Village Board.
Call to Order
President Bass called the Special Committee of the Whole Minimum Wage Workshop meeting of the Lincolnwood Board of Trustees to order at 6:09 P.M., Monday, December 2, 2019, in the Council Chambers of the Municipal Complex, 6900 North Lincoln Avenue, Village of Lincolnwood, County of Cook and State of Illinois.

On roll call by Village Clerk Beryl Herman the following were:
PRESENT: President Bass, Trustees Ikezoe-Halevi, Patel, Sargon, Hlepas Nickell, Cope, Klatzco (6:16 P.M.)
ABSENT: None

A quorum was present.

Also present: Anne Marie Gaura, Village Manager; Charles Meyer, Assistant Village Manager; Heather McFarland, Assistant to the Village Manager; and Melissa Rimdzius, Parks and Recreation Director

Regular Business
1. Presentation by Assistant Village Manager Charles Meyer of the Village of Lincolnwood on the Cook County Minimum Wage and Sick Leave Ordinance

Mr. Meyer provided an overview of the process and discussion to date using a PowerPoint.

Mr. Meyer provided a history of the Cook County Minimum Wage passing in October, 2016 with an effective date of July 1, 2017 and that the Village of Lincolnwood opted out of participating in the Cook County Minimum Wage and Sick Leave Ordinances in June, 2017. Since that time, the Village has adhered to the State standard for minimum wage and sick leave.

Mr. Meyer provided an overview of the State of Illinois minimum wage standards that would go into effect in January 2020 and compared those standards to the Cook County minimum wage standards.

An overview was provided on the communication efforts by the Village to inform the public on this discussion.

The presentation concluded with four policy questions for the Village Board to consider as the Workshop progressed including:
Does the Village Board desire to opt in to the County Minimum Wage and / or Sick Leave Ordinances?

Does the Village Board desire to make no modifications and wait until the State of Illinois changes for minimum wage take effect January 1, 2020?

Does the Village Board want additional research conducted prior to a decision being made?

Does the Village Board want to refer review of this topic to another Board, Commission, or Committee?

2. Presentation by Senior Medical Officer Kiran Joshi of the Cook County Department of Public Health

Dr. Kiran Joshi, MD, MPH, presented using a PowerPoint presentation. Dr. Joshi stated that he was present to provide a public health perspective on this topic.

Dr. Joshi stated that there was a noted and increasing gap between health outcomes for low-income and high-income workers throughout the years. Dr. Joshi stated that there was a higher rate of illnesses among low-wage workers across the board when compared to high income workers. Dr. Joshi stated that there is a very strong link between poverty and poor health outcomes. Dr. Joshi stated that increases in minimum wage and paid sick leave lead to better health outcomes.

Trustee Cope stated that he had looked up the areas in the world with the highest life expectancies and asked how those countries could apply to the Chicago area.

- Dr. Joshi stated that in his experience and research for the United States he found that poverty does account for a lot of the health outcomes.

Trustee Cope asked how much income needs to go up to get better health outcomes?

- Dr. Joshi stated that in his research as income generally goes up so do health outcomes. It was added that over the last 30 – 60 years those disparities have increased between wealth.

Trustee Hlepas Nickell stated that she had performed research on this topic and wanted to know if an increase in salary or benefits create a situation in which someone would lose access to state funded benefits such as SNAP and have an overall negative effective for workers?

- Dr. Joshi stated that he would yield to someone else who is present that may be more able to answer specific questions about how State or Federal benefits would be impacted by the passage of increases in minimum wage standards.

3. Presentation by Professor of Economics Steven Rivkin, PhD, of the University of Illinois at Chicago

Professor Steven Rivkin, PhD, spoke to the Village Board regarding the topic of minimum wage.
Professor Rivkin stated that poverty is damaging to society but said that it was less clear that if we have higher incomes that will lead to better outcomes. Professor Rivkin stated that higher incomes may lead to a higher fraction of employers decreasing the employment and negatively impacting workers. Professor Rivkin stated that a $1 increase in the hourly rate had a minimal effect on the employment rate.

Professor Rivkin stated that technological changes and overseas competition, which lead to stresses on employment as low-skilled workers are replaced, are contributing factors to stresses for employment and availability of positions. Professor Rivkin stated that a better option may be a change in the earned income credit as opposed to a change in the minimum wage to better affect outcomes for low-income workers. It was stated that the burden for minimum wage increases falls on the business owners and that they would need to keep track of employment numbers and maybe could better address low-income residents with programs and subsidies.

Trustee Hlepas Nickell asked about the size of the population for minimum wage earners?
- Professor Rivkin stated that it was not his expertise but that a fair amount of those earning the minimum wage were younger or under 25 years of age.

Trustee Sargon asked if the fact that neighboring communities were opting in wouldn’t there be a benefit to the Village to opt-in as well?
- Professor Rivkin stated that it potentially could have a negative effect if employment goes down as it may lead to more unemployment and that we don’t know yet as we don’t know how businesses will respond in these specific cases.

4. Presentation by Research Assistant Tessa Bonney of the University of Illinois at Chicago, School of Public Health

Professor Tessa Bonney, PhD and MPH, spoke using a PowerPoint presentation.

Professor Bonney stated that economic stability is at the top of the list for positive health incomes. Professor Bonney stated that in looking at studies related to income and health it was found that there is a strong correlation between health and income. By way of example, it was stated that a recent study found that if you were to increase the minimum wage by a $1 per hour for parents there would have been a positive correlation in regards to infant birth weights and infant mortality. It was also found that the disease burden is higher on lower income individuals.

Professor Bonney provided research that showed that holding other factors constant, as income goes up so does life expectancy. It was found that those with higher incomes were regularly able to engage in a healthier lifestyle such as working out regularly or purchasing higher quality food or having doctors’ visits. Parents with higher income are also able to support their kids academically.

Professor Bonney provided a case study in which an employee who went to work sick then lead to the spreading of illnesses to co-workers and patrons at their place of business. Professor Bonney also provided data in which they found that delays in seeking medical coverage leads to
worse health outcomes and greater usage of emergency room services. Professor Bonney found that increasing of the minimum wage and sick leave does lead to better health outcomes.

Trustee Cope asked what the income threshold for achieving better health?

- Professor Bonney stated that it was a complicated question but the research shows that any increase in income leads to an increase in health outcomes across the board.

Trustee Cope asked about Sardinia which it was found that they have longer health expectancy and in that situation it was tied to lifestyle.

- Professor Bonney stated that in the United States the research showed that there is a strong correlation between income and health.

Trustee Klatzco asked if the studies had a focus on presenteeism with higher income workers or about people having fear about losing their jobs?

- Professor Bonney stated that there are not many studies on that specific topic but that they are starting to look at that type of research.

5. Presentation by Professor of Social Service Administration Susan Lambert, PhD, of the University of Chicago

Professor Lambert, PhD, presented using a PowerPoint presentation.

Professor Lambert provided an overview of her background as someone who has researched organizations for the last 25 years over a series of different fields. Professor Lambert stated that she works with different organizations and firms to address employer issues. Professor Lambert stated that she was going to limit her presentation to three points in looking at the context, consequences, and feasibility related to low wages and lack of earned sick time.

Professor Lambert stated that with the changing of economy where traditional manufacturing jobs leaving the United States there is a higher reliance in retail or food service. It was found that in these types of positions there was significant variance in workers’ schedules on a weekly basis with little input over their work schedule. Additionally, these positions are given wages in which they don’t meet their basic needs in Cook County. It was found that the living wage for Cook County was in excess of the current State Minimum Wage, evening assuming a full-time schedule and that the lack of pay undermines investment in the employees by employers. It leads to difficulties in employees meeting the basic living needs.

Professor Lambert stated that when employers pay below the living wage it externalizes the cost for someone to meet the standards of a living wage because it requires use of the income tax credit (which is funded by taxpayers) or utilization of SNAP or similar services to make up the difference as opposed to those costs being paid by the employer through higher wages.

Professor Lambert stated that it was found that there is a higher correlation between pay and access to sick leave benefits. It was found on the lower end of the income spectrum only 14% of employees had access to sick leave benefits.
Professor Lambert discussed the consequences of the lack of earned sick time and discussed her findings that employers disliked unplanned absences and that employees who were ill or had a child who were ill were more likely to go to work sick. It was also found that if they call in sick they may be penalized for taking “unplanned” time off.

Professor Lambert stated that there was feasibility in raising the floor for job quality. It was found that there is variation across employers within the same cities and industries in which some already pay more than the minimum wage and provide sick leave to all workers. It was found that there was a cost to not improving jobs as demonstrated by the fact that managers cite low wages as the number 1 reason for losing employees and that there is strong evidence that employees will go somewhere else to find higher wages and better benefits. Professor Lambert stated that raising of the minimum wage and ensuring equal access to paid sick time strengthens the quality of the local workforce and the quality of services being provided by local businesses.

Trustee Nickell asked what the benefit threshold is for participation in SNAP.
- Professor Lambert stated that the benefit threshold for SNAP is about 150% of the poverty line.

Trustee Nickell requested that staff look at the actual numbers related to SNAP benefits and provide that information to the Board. Trustee Nickell voiced a concern that by raising the minimum wage it may have a detrimental effect on workers by jeopardizing access to SNAP or reduced child care costs.

Trustee Cope asked about where the money should come from when the majority of businesses and middle class come from small businesses. For example, you mentioned that for a family with a single child the cost is $52,000 so the question is where does that money come from when historically the middle class has been comprised of the small shopkeepers?
- Professor Lambert stated that 52% of employees in the US work for larger organizations that have at least 500 employees. 64% of employers have over 100 employees. We tend to think that the majority of people work for small businesses based on how the census collects information. But if you look at the data, there are millions of small businesses. 75% of the small businesses classified by the census have no employees. It would be important to look at what percentage of people in Lincolnwood work for large companies.

Trustee Cope said that he looked at statistics before he came here and said that he found that the majority of employees were employed by small businesses. So my question would be why would we want to possibly sacrifice the employment of people in small businesses in regards to this proposal?
- Professor Lambert stated that if we were talking about much higher wage rates it might be concerning, but based on the wages that are being proposed the studies find that there wouldn’t be a negative impact or if there was an impact it would be negligible. It was added that the wage rates the Village is looking at doesn’t appear to negatively impact employment and the real concern is people not being able to pay their bills or take sick leave. It was found that if the minimum wage kept up with increases it would be $11 an
hour today and if it kept up with productivity, which it did until the 1970s, it would be $18 an hour today.

Trustee Klatzco asked if about the productivity of employees and asked if paying them more equates to higher productivity or if it is a component of better education?

- Professor Lambert stated that both better pay and education lead to higher productivity. It was stated that when employers pay more, they begin to view their employees as an asset and see the value in investing more in their employees through education and training.

Trustee Klatzco said isn’t it better to have a better educated employee?

- Professor Lambert said that she didn’t want to pit this against education but said that there are many instances where employees have the skills and abilities to do the job but maybe don’t have the degree. On the job training is key to success. It was found that even with college degrees, if the jobs exist they will be worked and in the depths of the recession there were many lower-skilled jobs being worked by those with college degrees.

6. Presentation by Professor of Political Science Daniel Galvin, PhD, of Northwestern University

Professor Galvin, PhD, introduced himself and gave an overview of his background and how the field of political science can provide insight into this topic.

Professor Galvin stated that studies found that benefits from government and society were heavily skewed towards those who were better organized and had better resources to begin with to garner more benefits which has led to a lessening of benefits for those at the lower end of the socio economic spectrum. It was found that those with a business interest or the wealthy had a very strong veto power over legislation that may benefit the lower income citizens. Those in businesses or wealthy have more opportunity to participate in government activities than those who work at $8.25 per hour.

It was added that a commanding super majority of those in Lincolnwood supported the implementation of the Cook County Minimum Wage and Sick Leave. It was stated by Professor Galvin that the bulk of economic research found that raising the minimum wage above the market wage does not provide a significant negative impact to the price of goods, employment security, or hours worked. Professor Galvin provided a summary of an aggregate of studies on this topic and those studies found that on average the impact of increasing the minimum wage would have a negligible impact on employers in terms of costs and prices and would provide an overall benefit.

Professor Galvin summarized his presentation by saying that: a majority of residents support the increase; studies found that the negative effects were negligible; and, that the business interests are a minority viewpoint on this topic.
Trustee Cope stated that with only 25% of the voters who participated in the election where the referendum occurred he wasn’t sure if a majority of the residents support the raising of the minimum wage and sick leave. Trustee Cope stated that in Illinois government unions control the state legislature and have a strong influence on legislation as demonstrated by the increase in the minimum wage. Trustee Cope asked what the benefit would be for residents?

- Professor Galvin stated it would have a negligible effect on employment and that the noticeable difference would be an increase in income and health for residents.

Trustee Klatzco raised a note that it has been stated that a rise in the minimum wage leads to fewer people working. Does it lead to less people at work and more reliance on mechanization?

- Professor Galvin stated that you would need to measure the use of automation and that you would need to observe Lincolnwood for the next several years and see what effect, if any, automation would have on the Village.

Trustee Hlepas Nickell stated that in her research on this topic she found that a driving factor was related to costs being different across the State. For example, it is significantly cheaper to rent a hotel room downstate than it would be to rent a room in that same hotel in Chicago.

Trustee Hlepas Nickell discussed the role of automation and how automation leads to the replacement of workers and that patrons should avoid self-checkout lines. In continuing it was stated that an increase in the minimum wage may not be the only path to success for raising the living conditions for people and that we should consider all options. Trustee Nickell noted as part of her research that she spoke with those in Edgebrook and found that they have fewer employees and they are paying more to retain them following the changes in sick leave and minimum wage.

7. Presentation by Worker Center Director Adam Kader of Arise Chicago

Adam Kader, Worker Center Director for Arise Chicago, presented to the Village Board.

Mr. Kader stated that he comes as an advocate for those who don’t have paid sick days and minimum wage and that his job is listening to workers talking about their jobs. Mr. Kader stated that sick days are of huge importance and has performed research for the communities of Western Springs and Wilmette on this topic.

Mr. Kader stated that there are a lot of myths out there about the minimum wage and that his role is to provide information to address questions that are out there.

Mr. Kader addressed the demographics of those who earn the minimum wage and stated that over 80% of minimum wage earners are older than 21 years of age.

Mr. Kader stated that if you look at the locations where minimum wage increases were enacted the data shows that employment impacts have been negligible.

Mr. Kader stated that if the Village were to opt-in, then it would positively impact 2,048 workers within the Village of Lincolnwood due to the high rate of minimum wage workers in retail and restaurants in Lincolnwood. Mr. Kader cited an article titled, “No Big Deal” in
regards to an analysis of the impact of changes to the minimum wage in New York as a good article regarding information on the impact of these changes.

Mr. Kader stated that when the minimum wage is increased and impacts lower income workers it normally leads to them spending more money locally on goods and services, thereby keeping the money local and helping the immediate community. An increase in the minimum wage does create a higher upfront cost, but it also has other benefits in which it lowers the turnover costs and higher employee morale/productivity.

When workers have paid sick days, it reduces presenteeism and prevents spreading of sickness to other employees / the public. Additionally, it normally leads to parents not sending kids to school sick.

Mr. Kader stated Arise Chicago would not be promoting these policies if it thought that the policies in question would lead to fewer hours worked or a decrease in jobs for their constituents.

Trustee Klatzco asked if an employee makes $15 per hour and gets 40 hours of sick leave, that works out to $600 per employee per year and for an organization of 100 people that would be an additional cost of $60,000 annually. How would you anticipate that the small business man would address that shortfall?

- Mr. Kader stated that businesses have been subsidized by paying low wages for these years and these increases are considered a misnomer since they are just catching up. Mr. Kader that the extra savings have been captured can be used by the businesses. To get an understanding of the impact of approving minimum wage and sick leave for businesses, we compared how many new businesses were created during the period prior to the implementation of sick leave and minimum wage to the period immediately after their implementation and found a net gain in new businesses, highlighting that there wasn’t a significant impact on the businesses.

Trustee Hlepas Nickell stated that in the research that $1 equates to about $2,000 for an employer in addition to 25% - 30% when you include other costs for payroll taxes. So when looking at the additional costs, those would need to be absorbed on an individual basis by each employer.

- Mr. Kader stated that in the packet for materials provided to the State there was a study that found that increases in the minimum wage do not impact employment levels.

**Public Forum**

Edye Kamensky spoke in favor of raising the minimum wage and having sick leave and encouraged the Board to be responsive to the public. Ms. Kamensky emphasized the public’s support on this topic as demonstrated on the recent referendum.

Caren Ex spoke in favor of raising the minimum wage and having sick leave and said that this should be part of Lincolnwood’s brand to provide these benefits to the public.
Reverend C.J. Hawking, Executive Director of Arise Chicago, voiced her support in favor of the raising of the minimum wage and having paid sick leave. Reverend Hawking spoke to the composition of Arise Chicago which has 1/3 Clergy, 1/3 low wage workers, and 1/3 community leaders as part of the Board. In speaking to the question raised previously of how a business would respond to having a 100 workers making $15 per hour needing 40 hours of sick leave that would equate to $60,000 in annual costs, Reverend Hawking stated that their research found that sick leave on average accounts for about 1% of a business’s total cost which would mean that the business in question would have around $6 million dollars in total revenue in a given year and would be able to address the $60,000 cost for sick leave in most cases.

Fran Morel of Food for Thought requested that the Village not opt in to the Cook County Ordinance and instead adhere to the State standard as of January 1, 2020. Mr. Morel voiced concerns about the small margins in the food industry and the difficulty that would be associated with absorbing those costs. It was stated that to adhere to the Cook County standard they would need to raise prices, lose business, and layoff employees in response to the increase in employment costs. Mr. Morel stated that Food for Thought was pro employee and will be doing sick leave next year and will lead to concerns for the business.

Nancy Sharpe of Food for Thought stated a desire to maintain the Village’s current stance of opting out of the Cook County Ordinance for Minimum Wage. Ms. Sharpe stated that they have over 500 employees and are highly invested in Lincolnwood but have concerns about the impact of this change in the minimum wage would have on their business. Ms. Sharpe encouraged any interested person to come visit their location to see what is going on there.

Laura Mucha spoke in support of opting in to the Minimum Wage and Sick Leave Ordinances. She stated that she is the daughter and sister of small business owners and sees that there may be a burden in increasing the minimum wage but it also has benefits for the community.

Ray Grossman spoke in support of opting in to the Minimum Wage and Sick Leave Ordinances. Mr. Grossman said that while the bottom line for businesses is important, the Village needs to support the rights of workers.

Paula Tobin spoke in support of opting in to the Minimum Wage and Sick Leave Ordinances. Ms. Tobin said there is an increase in productivity and leads to loyal and happy employees.

Brian Adams of RF Mau spoke in regards to maintaining the status quo of opted out of the Minimum Wage and Sick Leave Ordinances. Mr. Adams stated that RF Mau has 70 full-time and contractual employees and if the opt-in occurs then they will lose the advantage over other communities and will need to look at layoffs or incorporate more automation.

**Regular Business**

1. **Discussion and Potential Direction by the Village Board**

At the conclusion of the Presentations and public forum the Village Board discussed the next steps for considering the Cook County Minimum Wage and Sick Leave Ordinances opt-in.
Trustee Sargon stated that she would like opting in for the Cook County Minimum Wage and Sick Leave Ordinances on the Village Board agenda for December 17.

Trustee Hlepas Nickell stated that she wanted more information before making a decision. Trustee Hlepas Nickell said that she came from a family that had to close the doors for their business because the margins had been lessened and made it difficult to stay in business. It was stated that from her research she had found that businesses are nervous about increasing the minimum wage, that Illinois is slow to implement changes for sick leave and minimum wage increases, and had concerns with comparing Lincolnwood to Chicago. Prior to a decision being made, Trustee Hlepas Nickell made a request for the following items:
- A request to get feedback from the Economic Development Commission
- Information from the mall in regards to the minimum wage
- What are the total costs for businesses when increasing the minimum wage

Trustee Ikezoe-Halevi stated that she was thankful of everyone who came to speak. Trustee Ikezoe-Halevi stated that it is a hard choice but that she will have to go with the Sick Wage and Minimum Wage increase and felt that no one should worry about having to use sick leave.

Trustee Klatzco stated that it concerns him when people put down businesses as they pay a lot of the taxes within the community. It was stated that he has 35 employees and that he voluntarily implemented an increase in the minimum wage for his business at a cost of $10,000. Trustee Klatzco stated that he desired to have a fair and equitable resolution.

The Village Board continued their discussion regarding the next steps of the process. It was the consensus of the Village Board that the following items will occur
- Discussion of the Sick Leave and Minimum Wage Ordinances will be held at the December meeting of the Economic Development Commission.
- Questions be asked to Washington Prime related to demographic information, costs, and total employees for the Mall.
- The item will be discussed at the January 7 Village Board Meeting and the Village Attorney will draft an Ordinance related to the Minimum Wage and an Ordinance related to Sick Leave

**Adjournment**

At 9:23 P.M. Trustee Patel moved to adjourn Committee of the, seconded by Trustee Klatzco.

The motion passed by Voice Vote.

Respectfully Submitted,

Charles Meyer
Deputy Village Clerk
MEMORANDUM

TO: President Bass and Members of the Village Board
FROM: Anne Marie Gaura, Village Manager
DATE: December 30, 2019
SUBJECT: January 7, 2020 Committee of the Whole Meeting

As a reminder, the Committee of the Whole (COTW) meeting is scheduled for 6:00 P.M. on Tuesday evening. Dinner will be available in the Village Hall Board Conference Room starting at 5:15 P.M. Please find below a summary of the items for discussion:

1. Discussion Regarding Potential Devon Avenue Bridge-Architectural Enhancements (6:00–6:45 P.M.)

The Illinois Department of Transportation (IDOT) owns and maintains the three bridges that cross the Edens Expressway (I-94) in Lincolnwood. IDOT is currently in the process of completing a Phase I engineering study for a bridge deck replacement project along Devon Avenue. As part of the process IDOT has requested the Village to identify whether it would like to pursue architectural enhancements to the bridge at its own cost. Attached is a memo from the Public Works Director with possible options for the Village Board to pursue along with costs and the timeline that has been set by IDOT. Staff is seeking direction from the Village Board as to how to proceed regarding the Devon Avenue bridge enhancement.

2. Discussion Regarding Bike Lanes on Pratt Avenue (6:45–7:30 P.M.)

At the December 3 Committee of the Whole meeting, the Village Board was presented information regarding possibly removing the parking markings along Pratt Avenue, west of Crawford Avenue, and replacing them with bike lanes. At that meeting, the Village Board requested this item be brought back after staff has the opportunity to look into some suggestions that were presented by the Village Board at that meeting. Attached is a memo from the Public Works Director outlining the options that were proposed at the December 3 meeting and the cost associated with those options. Staff is seeking direction from the Village Board as to how to proceed regarding bike lanes.

If you should have any questions concerning this matter, please feel free to contact me.
MEMORANDUM

TO: Anne Marie Gaura, Village Manager
FROM: Andrew Letson, Director of Public Works
DATE: January 7, 2020
SUBJECT: Devon Avenue Bridge – Potential Architectural Enhancements

Background
The Illinois Department of Transportation (IDOT) owns and maintains the three bridges that cross the Edens Expressway (I-94). IDOT is currently in the process of completing a Phase I engineering study for a bridge deck replacement project along Devon Avenue. It is anticipated that a detailed design will be developed in 2020 and with construction to occur as early as 2021. As part of the Phase I process, IDOT has requested the Village to identify whether it would like to pursue architectural enhancements to the bridge at its own cost. IDOT is planning to attend a public meeting to discuss the project in greater detail in the coming months, but staff is seeking feedback from the Village Board regarding the architectural enhancements.

Discussion
The Village has three basic areas of potential enhancement, fencing, signage, and landscaping. The existing bridge has a chain link fence atop a concrete parapet wall with no identifying signage or enhanced landscaping.

Existing Conditions
Potential enhancements range in complexity and scope. Some communities have decided to pursue limited enhancements such as decorative fencing, while others have installed more elaborate enhancements. Below are two examples that other communities have pursued which IDOT forwarded to staff.

I-290 at US-45

I-55 at County Line Road

The Village’s corporate limit meets the City of Chicago’s corporate limit at the center line of Devon Avenue. As such, any enhancements to the bridge would need to be conducted in coordination with Chicago. Staff reached out to the Chicago Department of Transportation (CDOT) who indicated that they would be interested in pursuing an architectural enhancement to the bridge and would be willing to consider gateway signage. Ultimately, whatever enhancements are chosen should match CDOT’s enhancements to provide a unified appearance. CDOT’s standard is a decorative parapet wall with a metal railing (example below).

CDOT Standard (Harrison Street over I-90/I-94)
**Financial Impact**
IDOT has indicated that the Village would be responsible for any costs associated with architectural enhancements, including design, construction, and future maintenance. As such, staff does not recommend landscaping be included as an enhancement as maintenance along the expressway would be difficult and potentially costly.

Cost estimates for potential enhancements are not available, but could be developed based on the type of enhancement that the Village Board would like to consider. If the direction is to pursue an enhancement, funds for design will be included in the draft FY 20/21 budget.

**Schedule**
Enhancements would be designed in FY 20/21 and potentially constructed in FY 21/22.

**Recommendation**
Staff recommends that architectural enhancements and identification signage be further explored for addition to the Devon Avenue bridge as part of IDOT’s project.

**Documents Attached**
1. Draft Plan and Profile
2. PowerPoint Presentation
EXISTING TYPICAL SECTION

STA. 45+00 TO STA. 52+76

BRIDGE OMISSION: STA. 48+54 TO STA. 51+46

PROPOSED TYPICAL SECTION

STA. 45+00 TO STA. 52+76

BRIDGE OMISSION: STA. 48+54 TO STA. 51+46

* 10' LEFT TURN LANE WITH 4' MEDIAN
Devon Avenue Bridge
Potential Architectural Enhancements

January 7, 2020
Committee of the Whole
Direction Requested

- Staff is seeking direction as to whether the Village Board would like to further explore architectural enhancements for the Devon Avenue Bridge over I-94.
Background

- IDOT owns and maintains the three bridges that cross the Edens Expressway (I-94)
- IDOT is planning a bridge deck replacement project on the Devon Avenue bridge
  - Phase I – Ongoing (detailed presentation forthcoming)
  - Phase II – 2020
  - Construction – 2021 (Potential)
- As part of the Phase I process, IDOT has inquired whether the Village would be interested in pursuing architectural enhancements of the bridge
  - Designed, constructed, and maintained at the Village’s cost
Existing Conditions
Examples of Potential Improvements

I-290 at US-45

I-55 at County Line Road
CDOT Coordination

- Devon Avenue is partially in Lincolnwood and partially in Chicago
  - CDOT coordination will be required for any enhancement
  - Ensure coordinated effort and a unified appearance
- CDOT has expressed an interest in pursuing architectural enhancements and is willing to consider gateway signage
- CDOT has indicated to IDOT that at a minimum they would like to have their standard parapet wall installed
Financial Impact

- All costs associated with the enhancement will need to be borne by the Village.
- Cost estimates are not available, but could be developed based on the type of improvement that the Village Board would like to consider.
- If enhancements are desired, funds for design will be included in the draft FY 20/21 budget.
Direction Requested

- Staff is seeking direction as to whether the Village Board would like to further explore architectural enhancements for the Devon Avenue Bridge over I-94

- Types of Potential Enhancements
  - Signage
    - Gateway signage (e.g. “Welcome to Lincolnwood”)
    - Street name (e.g. “Devon Avenue” etched into the concrete)
  - Fencing
    - CDOT parapet wall
    - Other types of fencing
  - Landscaping
    - Not recommended due to ongoing maintenance costs and operational difficulty
MEMORANDUM

TO: Anne Marie Gaura, Village Manager

FROM: Andrew Letson, Director of Public Works

DATE: January 7, 2020

SUBJECT: Proposed Pratt Avenue Bicycle Lane – UP Path to Cicero Avenues

Background
In the fall of 2016, the Village resurfaced Pratt Avenue between Lincoln and Lockwood Avenues using Federal Surface Transportation Program (STP) funding. As part of that project, a parking lane was striped along Pratt Avenue generally between Lincoln and Cicero Avenues. The parking lane was installed for two reasons. First, to formalize the parking along Pratt Avenue, as it had been allowed prior to the resurfacing of the street. Second, it was installed at the request of the Police Department to visually narrow the road to reduce the speed of motorists, which is a commonly used method of traffic control. At the Village Board meeting on September 3, 2019, it was requested that the installation of a bicycle lane west of Crawford Avenue be considered at a future meeting.

A discussion regarding the removal of parking lanes and the installation of bicycle lanes between Lincoln and Cicero Avenues took place at the Committee of the Whole on December 3, 2019. At that meeting, it was requested that staff evaluate alternative methods of installing a bicycle lane without removing the existing parking on the north side of the street. Additionally, it was requested that staff evaluate options that extend the project area east to the UP Path crossing.

Discussion
Staff worked with the Village’s consulting engineering firm, Christopher B. Burke Engineering, Ltd. (CBBEL) to develop alternatives for consideration by the Village Board. CBBEL designed and managed the construction of the recent bicycle facility improvements along Sheridan Road in Evanston. Each of the alternatives meets the guidelines outlined by the American Association of State Highway and Transportation Officials (AASHTO) for vehicle and bicycle lane widths.

Pratt Avenue has a typical width of 34-feet between the faces of curb. At points, the road widens, but for planning purposes, it is important to use this as the typical width. The existing cross
section includes 10-foot wide driving lanes and two 7-foot wide parking lanes. This is the typical cross section for Pratt Avenue west of Lincoln Avenue. Between Lincoln and Crawford Avenues, the cross section includes four travel lanes, a dedicated left turn lane for eastbound traffic, and no parking lanes.

The following items are consistent in each of the options discussed below:

- Two of the travel lanes between Lincoln and Crawford Avenues would be removed. This will require concurrence from the Illinois Department of Transportation (IDOT) and the Cook County Department of Highways (CCDOTH) as removing these lanes will likely lead to stacking issues impacting roadways owned and managed by those entities. If the Village Board desires to pursue this route, a traffic study would be included in the design phase to determine the full impact of this change.

- Conflict areas such as intersections will be marked with “crosswalk style” green pavement markings to ensure motorists are aware that a bicycle lane is present. It is estimated that this would cost $25,200. Alternatively, the conflict areas could be fully marked for a total cost of $50,400 or the entire bicycle lane could be marked for a total cost of $392,000. These alternatives would be in addition to the costs outlined below.

**Option 1**

The first alternative that was explored is an enhancement to the option discussed at the December 3, 2019 Committee of the Whole meeting. This option includes the removal of both parking lanes and installation of two 4-foot bicycle lanes with a 3-foot buffer between traffic and the bicyclists. Plastic bollards would be installed inside the buffer lane.
A challenge associated with Option 1 is that the bollards will likely be struck by vehicles at time, thereby requiring their periodic replacement. Staff anticipates including an additional $5,000 each year for bollard replacement. Additionally, snow removal would be made more difficult if the bollards were to remain in place over the winter. Other communities have opted to remove the bollards during the winter months; however the bike lanes would then not have the same amount of protection as they would during the summer months.

Option 2
Going forward, all of the alternatives require the roadway to be widened to ensure that adequate lane widths are maintained. In each case, the road is planned to be widened to the south to eliminate the need to relocate street light poles.

The second alternative includes widening the street by three feet to create a 37-foot wide street. The cross section includes two 10-foot driving lanes, a 7-foot parking lane on the north side of the street, and two 5-foot bicycle lanes. The bicycle lanes require greater width because there is no buffer in place.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design</td>
<td>$51,400</td>
</tr>
<tr>
<td>Construction (Includes 30% Contingency)</td>
<td>$513,400</td>
</tr>
<tr>
<td>Construction Oversight</td>
<td>$51,400</td>
</tr>
<tr>
<td>Total</td>
<td>$616,200</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Phase</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design</td>
<td>$19,200</td>
</tr>
<tr>
<td>Construction (Includes 30% Contingency)</td>
<td>$191,300</td>
</tr>
<tr>
<td>Construction Oversight</td>
<td>$19,200</td>
</tr>
<tr>
<td>Total</td>
<td>$229,700</td>
</tr>
</tbody>
</table>
Option 2 provides the fewest operational difficulties for the Public Works Department. However, as with all of the options that require the roadway to be widened, the travel lanes will be pushed closer to all of the homes on the south side of the street.

Option 3
The third alternative includes the construction of a two-way bicycle lane on the south side of the street (“cycle track”). When this is done the bicycle lanes may return to 4-feet in width; however, a 2-foot buffer with a concrete barrier is required. Option 3 also includes two 10-foot wide driving lanes and a 7-foot wide parking lane on the north side of the street. Similar to Option 2, Option 3 requires a 37-foot wide street. This option is similar to what was constructed in Evanston along Sheridan Road.

<table>
<thead>
<tr>
<th>Option 3 - Cost Estimate</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase</td>
<td></td>
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<tr>
<td>Design</td>
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<td>Construction (Includes 30% Contingency)</td>
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<tr>
<td>Total</td>
<td>$839,200</td>
</tr>
</tbody>
</table>

The installation of a concrete barrier would create a snow removal challenge. The Public Works Department does not currently own a piece of equipment that would be able to effectively clear snow from the cycle track. As such, a new piece of equipment would need to be purchased at a cost of approximately $40,000.

In lieu of any of the options that have been presented, the Village Board may also decide to leave the existing conditions in place.

Financial Impact
The three options presented range in a total cost of $229,382.40 to $838,929.00. If an option is selected, staff will work to program the associated costs in the Capital Improvement Program (CIP) with design anticipated to occur in FY 2020/2021.

Recommendation
Of the presented options, it is recommended that Option 2 be selected to minimize operational difficulties.
Documents Attached

1. Detailed Cost Estimates
2. December 3, 2019 Committee of the Whole Memo
3. PowerPoint Presentation
# PRATT BIKE LANE OPTIONS - CICERO TO UP TRAIL - APPROX. 7,000 LF

<table>
<thead>
<tr>
<th>PAY ITEM</th>
<th>UNITS</th>
<th>COST</th>
<th>QTY.</th>
<th>TOTAL COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>PAVEMENT MARKING REMOVAL - WATER BLASTING</td>
<td>SQ FT</td>
<td>$ 5.00</td>
<td>3900</td>
<td>$ 19,500</td>
</tr>
<tr>
<td>PAVEMENT MARKINGS - 4&quot;</td>
<td>FOOT</td>
<td>$ 0.75</td>
<td>15000</td>
<td>$ 11,250</td>
</tr>
<tr>
<td>PAVEMENT MARKINGS - 6&quot;</td>
<td>FOOT</td>
<td>$ 1.25</td>
<td>12200</td>
<td>$ 15,250</td>
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<tr>
<td>PAVEMENT MARKINGS - 12&quot;</td>
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<td>$ 3.00</td>
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<td>$ 1,560</td>
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<tr>
<td>PAVEMENT MARKINGS - LETTERS AND SYMBOLS</td>
<td>SQ FT</td>
<td>$ 5.00</td>
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<td>$ 1,900</td>
</tr>
<tr>
<td>PAVEMENT MARKINGS (SPECIAL) - CONFLICT ZONES - CROSSWALK STYLE</td>
<td>SQ FT</td>
<td>$ 7.00</td>
<td>3600</td>
<td>$ 25,200</td>
</tr>
<tr>
<td>BUMP OUT - EAST PRAIRE</td>
<td>L SUM</td>
<td>$ 40,000.00</td>
<td>1</td>
<td>$ 40,000</td>
</tr>
<tr>
<td>BOLLARDS</td>
<td>EACH</td>
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<td>490</td>
<td>$ 24,500</td>
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</tr>
<tr>
<td>METAL POSTS</td>
<td>EACH</td>
<td>$ 15.00</td>
<td>92</td>
<td>$ 1,380</td>
</tr>
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<td><strong>SUB TOTAL</strong></td>
<td></td>
<td></td>
<td></td>
<td><strong>$ 147,040</strong></td>
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<tr>
<td><strong>30% CONTINGENCY</strong></td>
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<td></td>
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<tr>
<td><strong>CONSTRUCTION TOTAL</strong></td>
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<td></td>
<td></td>
<td><strong>$ 191,300</strong></td>
</tr>
<tr>
<td>DESIGN ENGINEERING (10%)</td>
<td></td>
<td></td>
<td></td>
<td><strong>$ 19,200</strong></td>
</tr>
<tr>
<td>CONSTRUCTION ENGINEERING (10%)</td>
<td></td>
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<td><strong>$ 19,200</strong></td>
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<tr>
<td><strong>PROJECT TOTAL</strong></td>
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</table>

<table>
<thead>
<tr>
<th>ADDITIONAL OPTIONS PAY ITEM</th>
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<th>COST</th>
<th>QTY.</th>
<th>TOTAL COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>PAVEMENT MARKINGS (SPECIAL) - CONFLICT ZONES - FULL GREEN</td>
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<td>7200</td>
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<tr>
<td>PAVEMENT MARKINGS (SPECIAL) - ENTIRE BIKE LANE</td>
<td>SQ FT</td>
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<td>$ 392,000</td>
</tr>
</tbody>
</table>
**OPTION TWO**

ROADWAY WIDTH: 37 Foot  
BIKE LINES: 5 Foot  
BUFFER: None  
TRAVEL LANES: 10 Foot  
PARKING LANE: 7 Foot (North Side)

<table>
<thead>
<tr>
<th>PAY ITEM</th>
<th>UNITS</th>
<th>COST</th>
<th>QTY.</th>
<th>TOTAL COST</th>
</tr>
</thead>
<tbody>
<tr>
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<td>7400</td>
<td>$37,000</td>
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<td>REMOVE AND REPLACE CURB AND GUTTER</td>
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<td>3500</td>
<td>$140,000</td>
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<tr>
<td>REMOVE AND REPLACE DRIVEWAYS</td>
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<td>$50,250</td>
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<td>$1,560</td>
</tr>
<tr>
<td>PAVEMENT MARKINGS - LETTERS AND SYMBOLS</td>
<td>SQ FT</td>
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<td>380</td>
<td>$1,900</td>
</tr>
<tr>
<td>PAVEMENT MARKINGS (SPECIAL) - CONFLICT ZONES - CROSSWALK STYLE</td>
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<tr>
<td>BUMP OUT - EAST PRAIRE</td>
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<td>$20,000</td>
</tr>
<tr>
<td>SIGN PANELS</td>
<td>SQ FT</td>
<td>$25.00</td>
<td>260</td>
<td>$6,500</td>
</tr>
<tr>
<td>METAL POSTS</td>
<td>EACH</td>
<td>$15.00</td>
<td>92</td>
<td>$1,380</td>
</tr>
</tbody>
</table>

SUB TOTAL                                      | $394,865  |
30% CONTINGENCY                                | $118,500  |
CONSTRUCTION TOTAL                             | $513,400  |
DESIGN ENGINEERING (10%)                       | $51,400   |
CONSTRUCTION ENGINEERING (10%)                 | $51,400   |
PROJECT TOTAL                                   | $616,200  |
## PRATT BIKE LANE OPTIONS - CICERO TO UP TRAIL - APPROX. 7,000 LF

### OPTION THREE
- **Roadway Width:** 37 Foot
- **Bike Lanes:** 4 Foot Cycle Track
- **Buffer:** 2 Foot Precast Concrete Median
- **Travel Lanes:** 10 Foot
- **Parking Lane:** 7 Foot (North Side)

<table>
<thead>
<tr>
<th>PAY ITEM</th>
<th>UNITS</th>
<th>COST</th>
<th>QTY.</th>
<th>TOTAL COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>PAVEMENT MARKING REMOVAL - WATER BLASTING</td>
<td>SQ FT</td>
<td>$ 5.00</td>
<td>2200</td>
<td>$ 11,000</td>
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<tr>
<td>REMOVE AND REPLACE CURB AND GUTTER</td>
<td>FOOT</td>
<td>$ 40.00</td>
<td>3500</td>
<td>$ 140,000</td>
</tr>
<tr>
<td>REMOVE AND REPLACE DRIVEWAYS</td>
<td>SQ YD</td>
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<td>$ 50,250</td>
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<tr>
<td>PAVEMENT WIDENING - 3 FOOT</td>
<td>SQ YD</td>
<td>$ 75.00</td>
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<tr>
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<td>380</td>
<td>$ 1,900</td>
</tr>
<tr>
<td>PAVEMENT MARKINGS (SPECIAL) - CONFLICT ZONES - CROSSWALK STYLE</td>
<td>SQ FT</td>
<td>$ 7.00</td>
<td>3600</td>
<td>$ 25,200</td>
</tr>
<tr>
<td>BUMP OUT - EAST PRAIRE</td>
<td>L SUM</td>
<td>$ 20,000.00</td>
<td>1</td>
<td>$ 20,000</td>
</tr>
<tr>
<td>PRECAST CONCRETE MEDIAN</td>
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<tr>
<td>METAL POSTS</td>
<td>EACH</td>
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<td>46</td>
<td>$ 690</td>
</tr>
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</table>

**Sub Total:** $ 537,775  
**30% Contingency:** $ 161,400  
**Construction Total:** $ 699,200  
**Design Engineering (10%)** $ 70,000  
**Construction Engineering (10%)** $ 70,000  
**Project Total:** $ 839,200
MEMORANDUM

TO: Anne Marie Gaura, Village Manager
FROM: Andrew Letson, Director of Public Works
DATE: December 3, 2019
SUBJECT: Proposed Pratt Avenue Bicycle Lane – Crawford to Cicero Avenues

Background
In the fall of 2016, the Village resurfaced Pratt Avenue between Lincoln and Lockwood Avenues using Federal Surface Transportation Program (STP) funding. As part of that project, a parking lane was striped along Pratt Avenue generally between Lincoln and Cicero Avenues. The parking lane was installed for two reasons. First, to formalize the parking along Pratt Avenue, as it had been allowed prior to the resurfacing of the street. Second, it was installed at the request of the Police Department to visually narrow the road to reduce the speed of motorists, which is a commonly used method of traffic control. At the Village Board meeting on September 3, 2019, Trustee Nickell requested that the installation of a bicycle lane west of Crawford Avenue be considered at a future meeting.

Discussion
The installation of a protected bicycle lane along Pratt Avenue between Crawford and Cicero Avenues has been previously evaluated by staff and the Village’s consulting engineers. Between Lincoln and Cicero Avenues Pratt Avenue is 24-feet to 39-feet in width with two 17-foot to 19.5-foot lanes, 7-feet of which is for parked vehicles and the remaining 10-feet to 12.5-feet of which is for traffic. The road is not wide enough to accommodate a parking lane and a bicycle lane (minimum 4-feet). If a bicycle lane were to be installed, a 3-foot hashed area would be marked between the 4-foot bicycle lane and the 10-foot to 12.5-foot travel lane.

Pratt Avenue between Lincoln and Crawford Avenues has four through lanes with a left turn lane onto northbound Crawford Avenue. The through lanes are each 11-feet in width, so there is insufficient space to maintain a 10-foot vehicle lane and a 4-foot bicycle lane without removing a lane for vehicular traffic.

Throughout the entire proposed project area, shared bicycle lane pavement markings (similar to those that will be installed between the UP Path and McCormick Boulevard) could be considered; however, the American Association of State Highway and Transportation Officials (AASHTO) does not recommend installing shared bicycle lanes along travel lanes that are less than 13 feet in width. As such, staff would not recommend installing shared bicycle lanes along Pratt Avenue between Crawford and...
Cicero Avenues unless parking is prohibited and a travel lane is removed between Lincoln and Crawford Avenues.

It is estimated that transitioning the parking lanes between Lincoln and Cicero Avenues to bicycle lanes would cost approximately $48,000. Currently, cyclists who choose to travel on this stretch of Pratt Avenue tend to use the parking lane if possible. Additionally, installing a bicycle lane in this area would not provide connectivity to multiple existing bicycle facilities, but would connect to existing sidewalks and the Valley Line Trail.

**Crash Data – Lincoln to Cicero Avenues**

Staff evaluated crash data on Pratt Avenue between Lincoln and Cicero Avenues for a three year period before the parking lanes were installed and for the three year period since they were installed. The table below provides a summary of the accident data.

<table>
<thead>
<tr>
<th>Timeframe</th>
<th>Total Accidents</th>
<th>Related to Parking Lane</th>
<th>Parked Vehicles Struck</th>
<th>Improper Passing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prior to Dec. 2016</td>
<td>44</td>
<td>4</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Since Dec. 2016</td>
<td>68</td>
<td>16</td>
<td>12</td>
<td>2</td>
</tr>
<tr>
<td>Total</td>
<td>112</td>
<td>20</td>
<td>13</td>
<td>4</td>
</tr>
</tbody>
</table>

Accidents identified as being “related to the parking lane” are those that occur in the parking lane, either because a vehicle strikes a parked vehicle, passes another vehicle on the right in the parking lane, or due to a failure to yield to another vehicle or cyclist (typically backing out of driveways). It should be noted that while the number of total accidents increased since the parking lanes were installed, this is mainly due to the number of rear end crashes increasing from 13 to 32. According to the reports, these accidents do not appear to be related to the parking lane, but may be due to distracted drivers.

The number of accidents related to the parking lane increased since the parking lanes were marked. This is primarily due to the fact that the number of parked vehicles having been struck has increased, likely due to the fact that more vehicles are parked on Pratt Avenue. This may be due to residents and their guests feeling more comfortable parking their cars on Pratt Avenue now that the parking lane is delineated. If the parking lane were removed in lieu of a bicycle lane, it would be recommended that parking be prohibited on Pratt Avenue between Cicero and Crawford Avenues to prevent conflicts of cars parking in the bicycle lane. This could pose a challenge for residents and their guests as they seek alternative parking locations, likely along neighboring streets. Additionally, it would not be consistent with the fact that parking is allowed on Pratt Avenue to the east of Crawford Avenue.

**Financial Impact**

If the Village were to pursue a pavement striping project, it is estimated that it would cost approximately $48,000, which would be included in the FY 2020/21 budget.

**Recommendation**

Due to the fact that removing parking on Pratt Avenue between Lincoln and Cicero Avenues may cause challenges for residents and their guests to find parking; that those individuals would likely park on adjacent streets; and due to the fact that parking is allowed on Pratt Avenue east of Crawford Avenue, staff does not recommend removing the parking lanes as they are currently marked.

**Documents Attached**

1. PowerPoint Presentation
Proposed Pratt Avenue Bicycle Lane
UP Path to Cicero Avenues

January 7, 2020
Committee of the Whole
Direction Requested

- Staff requests the Village Board’s direction regarding which, if any, of the proposed bicycle improvements along Pratt Avenue should be pursued
In 2016 Pratt Avenue was resurfaced and as part of the project a parking lane was striped between Lincoln and Cicero Avenues

- Request by Police Department to mitigate speed along Pratt Avenue
- Formalizes parking on Pratt Avenue which had been previously allowed

At the September 3, 2019 Village Board Meeting, it was requested that the parking lane be reviewed at a future meeting

At the December 3, 2019 Committee of the Whole staff presented a potential improvement that included the removal of both parking lanes between Lincoln and Cicero Avenues

- The Village Board requested staff evaluate other alternatives that maintains a parking lane on the north side of the street and extend the limits east to the UP Path
Existing Conditions

Pratt Avenue - Existing 34 Foot Section

<table>
<thead>
<tr>
<th>4'</th>
<th>5'</th>
<th>13'</th>
<th>2'</th>
<th>7'</th>
<th>10'</th>
<th>10'</th>
<th>7'</th>
<th>13'</th>
<th>5'</th>
<th>4'</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sidewalk</td>
<td>Sidewalk tree</td>
<td>Parking lane</td>
<td>Drive lane</td>
<td>Drive lane</td>
<td>Parking lane</td>
<td>Sidewalk tree</td>
<td>Sidewalk</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Proposed Conditions –
December 3, 2019 COTW

- Lincoln to Cicero Avenues
  - 10-12.5 foot travel lane
  - 4-foot bicycle lane
  - 3-foot hashed buffer area
  - Does not connect multiple existing bicycle facilities, but does connect to existing sidewalks and the Valley Line Trail
  - Cost: $48,000
Alternative Analysis

- CBBEL assisted staff in developing alternative improvements for bicycle lanes along Pratt Avenue.
- Each alternative includes the following:
  - Removal of travel lanes on Pratt Avenue between Lincoln and Crawford Avenue.
  - Green pavement markings in a “crosswalk style” at conflict points ($25,200); alternatively the Village Board could consider fully marking conflict areas ($50,400) or the entire bicycle lane ($392,000).
Travel Lane Removal

- **Lincoln to Crawford Avenues**
  - Four travel lanes and a left turn lane onto northbound Crawford
  - Travel lanes are 11-feet in width so there is insufficient space for a bicycle lane without removing a travel lane
  - Removing travel lanes will require coordination with IDOT and CCDOTH as a change would likely negatively impact their streets
Option 1

Pratt Avenue - 34 Foot Section
## Option 1 Cost Estimate

<table>
<thead>
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<th>Phase</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
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<td>Design</td>
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<tr>
<td>Construction (Includes 30% Contingency)</td>
<td>$191,300</td>
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<tr>
<td>Construction Oversight</td>
<td>$19,200</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$229,700</strong></td>
</tr>
</tbody>
</table>
Option 2

Pratt Avenue - 37 Foot Section

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<tr>
<th></th>
<th>Width</th>
</tr>
</thead>
<tbody>
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</tr>
<tr>
<td>Sidewalk tree</td>
<td>5 ft</td>
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<tr>
<td>Parking lane</td>
<td>13 ft</td>
</tr>
<tr>
<td>Bike lane</td>
<td>7 ft</td>
</tr>
<tr>
<td>Drive lane</td>
<td>2½ ft</td>
</tr>
<tr>
<td>Drive lane</td>
<td>5 ft</td>
</tr>
<tr>
<td>Bike lane</td>
<td>10 ft</td>
</tr>
<tr>
<td>Sidewalk tree</td>
<td>10½ ft</td>
</tr>
<tr>
<td>Sidewalk</td>
<td>5 ft</td>
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</table>
## Option 2 Cost Estimate

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<th>Estimated Cost</th>
</tr>
</thead>
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<tr>
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<tr>
<td>Construction (Includes 30% Contingency)</td>
<td>$513,400</td>
</tr>
<tr>
<td>Construction Oversight</td>
<td>$51,400</td>
</tr>
<tr>
<td>Total</td>
<td>$616,200</td>
</tr>
</tbody>
</table>
Option 3

Pratt Avenue - 37 Foot Section

2½'  5'  13'  2'  7'  10'  10'  2'  4'  4'  13'  5'  2½'
Sidewalk  Sidewalk tree  Parking lane  Drive lane  Drive lane  Side walk tree  Sidewalk

Return to COTW Memo
## Option 3 Cost Estimate

<table>
<thead>
<tr>
<th>Phase</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design</td>
<td>$70,000</td>
</tr>
<tr>
<td>Construction (Includes 30% Contingency)</td>
<td>$699,200</td>
</tr>
<tr>
<td>Construction Oversight</td>
<td>$70,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$839,200</strong></td>
</tr>
</tbody>
</table>
Financial Impact

- Dedicated bicycle lane between UP Path and Cicero Avenues
  - $229,382.40 - $838,929

- If the Village Board directs, funds for design of this improvement could be included in the FY 20/21 budget
Recommendation

- Of the presented options, it is recommended that Option 2 be selected to minimize operational difficulties
Direction Requested

- Staff requests the Village Board’s direction regarding which, if any, of the proposed bicycle improvements along Pratt Avenue should be pursued

- Option 1 – No Parking, bollards in buffer lane
  - $229,700

- Option 2 – Parking on north side, 5-foot bicycle lanes
  - $616,200

- Option 3 – Parking on north side, cycle track on south side
  - $839,200