

**VILLAGE OF LIBERTYVILLE  
BOARD OF TRUSTEES  
STREETS COMMITTEE**

February 28, 2017

7:00 pm

Village Hall

Agenda

- 1) Call to Order
- 2) Minutes of January 24, 2017 Meeting
- 3) Continuation of Traffic Concerns Associated with New Parkside of Libertyville Townhome Development
- 4) Roadway Project Updates
- 5) Other
- 6) Adjournment

**VILLAGE OF LIBERTYVILLE  
BOARD OF TRUSTEES  
STREETS COMMITTEE**

January 24, 2017  
6:30 pm  
Village Hall

**MINUTES**

ATTENDANCE

Committee:	Chair - Trustee Donna Johnson, Trustee Scott Adams, Trustee Pete Garrity	
Village Board:	Mayor Terry Wepler, Trustee Rich Moras, Trustee Pat Carey	
Village Staff:	Village Administrator Chris Clark, Director of Public Works Paul Kendzior, Assistant to the Director of Public Works Laura Ditanto, Police Chief Clint Herdegen, Community Development Director Johns Spoden, Fire Chief Rich Carani	
Audience:	Borgstrom, Stan - 211 Johnson Avenue	Hackett, Susan - 306 Merrill Court
	Boundy, Darren - 1500 Franklin Blvd	Harger, Jeff - 1015 Ashley Lane
	Buckley, Chris - 905 Wheeler Court	Hatten, Cameron 920 Wheeler Court
	Cavalear, Carlo - 1500 Franklin Blvd	Krosnjar, A 133 Johnson Avenue
	Cowsky, Al - 320 Merrill Court	McDougal, Andy 1189 Oak Trail Drive
	Cronin, Peg - 305 Johnson Avenue	O'Neill Kevin 908 Wheeler Court
	Draa, Ana - 1020 Ashley Lane	Pyle, Chris 117 Johnson Avenue
	Faulkner, Ed - 216 Johnson Avenue	Pyle, Stuart 117 Johnson Avenue
	Franzen, Gary - 1820 Torrey Parkway	Sickert, Dugal - 924 Wheeler Court
	Goodman, David - 216 W. Ellis Avenue	Whitaker, Russ – Khovnanian Representative
		Zagorniak, Bruce 202 Johnson Avenue

Agenda

- 1) **Call to Order at 6:34 PM**
- 2) **Minutes of November 22, 2016 Meeting**

The minutes were approved as written.
- 3) **Continuation of Traffic Concerns Associated with New Parkside of Libertyville Townhome Development**

In continued follow-up to the discussions at the August, September and November meetings, concerns have been raised from numerous residents who live on Johnson Ave., West Ellis Ave., Merrill Ct. and Wheeler Ct. regarding a possible increase of cut-thru traffic on these streets as result of the new 56 townhome development that is under construction (Parkside of Libertyville) at the southwest corner of Winchester Road and West Ellis Avenue.

When this particular development was discussed at the various Plan Commission meetings from December 2014 to August 2015, the issue of a possible increase in cut-thru traffic from the development on the adjacent streets was not raised as a concern. The Traffic Impact Study (TIS) prepared by the developer's consultant indicated that for the peak morning hour the increase will be 8 vehicles and 4 vehicles for the afternoon peak hour on these streets as a result of the new

development. The TIS conclusion indicated that “the number of trips expected to be generated by the proposed development will not result in a significant increase in traffic on the neighborhood roadways.” The Village’s traffic engineering consultant, Civiltech Engineering, Inc., agreed with this conclusion. The approved Development Agreement and Final Engineering drawings do not contain turning restrictions in or out of the development.

Following the November meeting, Staff met with the Developer, Khovnanian (“KHov”) Homes to discuss possible turning restrictions in and out of the development, which is currently under construction. The development is expected to reach 50% occupancy by this fall and full occupancy by the spring of 2018. At the meeting, the Developer indicated that they would include a Rider to their Sales Contracts that will contain a clause similar to: “please be advised that right turns out and left turns into the development may be restricted by the Village at some point in the future.” The rider to the sales contract would be presented prior to the closing.

The Developer’s representatives also seemed receptive to the idea of performing traffic counts at 50% occupancy to determine if the peak hour counts from their Traffic Impact Study (TIS) are exceeded (8 in the AM and 4 in the PM) for traffic traveling on Merrill Ct., Wheeler Ct. and Johnson Ave. If the actual traffic counts exceed the TIS projected traffic volumes, the Developer would be agreeable to the restrictive signage being installed. If the traffic counts do not exceed the TIS volumes, recounts will occur at 75% and full occupancy. The AM peak period is from 7AM to 8 AM and PM peak period is from 5 PM to 6 PM.

Staff is recommending collecting traffic counts once the development is at 50% occupancy, and if the actual (collected) AM and PM peak period counts exceed those projected in the TIS, install signage to restrict right turns out and left turns into the development. If the actual counts do not exceed the projected counts, collect counts at 75% and full occupancy, and if the counts exceed the projected volumes, install the turning restriction signage accordingly.

After staff presented their findings, Trustee Johnson opened up the item for discussion. Kevin O’Neill (908 Wheeler Court) is the spokesperson for the Colby Subdivision. Mr. O’Neill noted the blend of people that live in the subdivision: seniors, families with children, and those that live alone. Mr. O’Neill stated that the rider in the contract and new traffic study are just not enough. Mr. O’Neill also stated that Johnson Avenue is a minor street and quoted the Village Code that minor streets are to limit traffic and cut-through traffic. Director Kendzior stated that when the Municipal Code refers to minor streets limiting traffic and cut through traffic, this refers to new roads.

Mr. O’Neill stated that the Board should be more concerned with current residents and voters and not a home developer. The consensus in the neighborhood is that to restrict right turns onto W. Ellis Avenue from Parkside Court and restrict left turns from W. Ellis Avenue onto Parkside Court. Mr. O’Neill handed out an analysis of the KLOA Traffic Impact Study (TIS) that was done by a resident in Colby Subdivision. Public Works Director Kendzior stated that the KLOA TIS studied the peak hours of traffic. Civiltech reviewed the KLOA TIS and confirmed the validity of the information.

Trustee Johnson stated that the elected officials are giving credence to the residents but there is a process that must be followed. The notification of the new development did not reach Colby Subdivision residents as this neighborhood was outside the notification boundary area. The Comprehensive Plan provides guidance on new properties and the Municipal Code is adhered for specific standards. “Minor” streets listed in the Municipal Code refers to new developments and

“and other streets” means when new streets interact with old streets per Section 22 of the Municipal Code.

Trustee Johnson stated that the 50% occupancy is the trigger for the second traffic study and asked Chief Herdegen if the Police can do enforcement before then. Chief Herdegen stated that the Police Department cannot enforce cut-through traffic and can enforce speeding and other violations. The subdivision residents can help educate the Police on the peak violation times.

Trustee Carey provided a suggestion regarding cut-through traffic. Trustee Carey stated that when he was Police Chief of Libertyville there was cut through traffic on Cass Avenue from Rte. 137 to get to Rte. 21. The Village passed an Ordinance making southbound Cass Avenue from Rte. 137 one-way traffic during the morning peak hours with an exception for buses. A one-way restriction for W. Ellis Avenue would apply for everyone. Mr. O’Neill appreciated the suggestion from Trustee Carey but remained concerned about cut-through traffic at other times of the day.

Trustee Johnson asked Trustee Adams and Trustee Garrity for their thoughts on the matter. Trustee Adams stated that he is sensitive to the issue because he lives on a small side street by the high school. Safety has to be considered and is in favor of the subdivision suggestion on restrictive turns. Trustee Adams would like more traffic counts on an increased number of days. Trustee Garrity stated that he likes Trustee Carey’s solution, is concerned about the validity of the TIS and is in favor of the restrictive turn signs. Trustee Johnson reminded the audience that the Streets Committee is a recommending body and brings their recommendations to the full Village Board for approval. Trustee Garrity is in favor of installing an additional turn lane on W. Ellis Avenue at Winchester.

Trustee Johnson stated that evaluating the timing of this is far more challenging by delaying the traffic counts to 50% occupancy and putting in the signage at a later date which may confuse the new residents.

The Streets Committee voted on signage restricting no right out and no left into the Parkside of Libertyville development and making a recommendation to the Village Board to pass an Ordinance:

Trustee Johnson: Yes

Trustee Adams: Yes

Trustee Garrity: Yes

Staff will bring an Ordinance to the February 14, 2017 Village Board meeting for approval.

#### **4) Roadway Project Updates**

##### **(a) 2017 Pavement Rehabilitation Program**

The list of streets for the 2017 Pavement Rehabilitation Program was approved at the January 2016 Streets Committee Meeting. The engineering services contract with Christopher B. Burke Engineering, Ltd. was approved by the Board of Trustees in February 2016. The plans and specifications are now completed and were advertised for competitive contractor bids on January 19th. The Bid Opening will be February 3rd. The replacement of the mid-block brick paver cross-walks on Cook Ave. and Church St. and the widening of the Maple Ave. entrance to the new parking garage will be included in the Program. The Program will include the resurfacing of approximately 6.5 miles of streets with an estimated construction cost of \$4,000,000. Staff is

working on the schedule with the consultant and putting in an addendum that Cook Avenue and Church Street are not rehabbed at the same time with the schedule of events included.

(b) Golf Road (Milwaukee to Butterfield) FAU Resurfacing Project

The Phase I (preliminary engineering design) agreement was awarded to Civiltech Engineering, Inc. at the December 13, 2016 Board meeting. Phase II and Phase III engineering, along with construction for the project will be 80% Federal and 20% Village funded. The current construction estimate for the project is \$1,750,000 and work is planned to occur in 2018. The Village's estimated total project cost, which includes all phases of engineering and construction, is anticipated to be approximately \$500,000.

(c) Rockland Road (Milwaukee to Riverside) FAU Reconstruction Project

The Village's consultant, Civiltech Engineering, Inc., is currently working on the Phase I engineering portion of the project, which is expected to be completed later this spring. In addition to pavement reconstruction, the project also includes the replacement of a "chronic breaker" water main and storm sewer extension to reduce flooding impacts in the area. Phase II and Phase III engineering, along with construction for the project will be 80% Federal and 20% Village funded. The water main replacement work will be entirely funded by the Village. Construction is anticipated to occur in 2019 and cost approximately \$3,775,000. The Village's estimated total project cost, which includes all phases of engineering and construction, is anticipated to be approximately \$1,750,000.

**5) Solar Powered Vehicle Display Speed Sign Update (Butterfield Road Installation)**

The solar powered electronic vehicle display signs were installed on Butterfield Road between Ridgewood Lane and Lake Street during the month of November 2016. For the northbound direction, the average vehicle speeds remained at 44 MPH during the study period. For the southbound direction, the average vehicle speeds decreased from 48 MPH to 47 MPH during the study period. The posted speed limit is 40 MPH. The average daily vehicle volume is 23,500.

Utilizing the raw data counts, speeds were evaluated to determine specific time periods (by hour of day) where speeding appeared to be most prevalent. For northbound traffic, the hours of 0500-0800 and 1400-1600 were identified as having a number of speeding violations on a weekday basis. For southbound, the hours of 0700-0900 and 1100-1300 were identified as having a high number of speeding violations on a weekday basis.

**6) Proposed Updates to Design Standards & Details for Public Improvements**

The Village's Design Standards and Details for public improvements (Administrative Policy 96-01) have not been updated since 1996. Public Works Staff is now proposing numerous revisions and updates in order to ensure adequate materials are utilized and installed properly in order to prevent maintenance liabilities in the future. The proposed updates and revisions were previously reviewed with the Water & Sewer Committee, who passed a recommendation for their acceptance. The Committee concurred with the Staff recommendation 3-0. Staff will bring a resolution at the February 10, 2017 Board meeting for approval by the Village Board to approve the revisions to the Design Standards & Details for Public Improvements.

**7) Proposed No-Parking Restrictions on Harding Ave. at Route 176**

Village Staff has been approached by a resident who lives on Kenloch Avenue who is requesting “No Parking Here to Corner” signs on both sides of Harding Ave. extending 100-feet northward from the intersection with Illinois Route 176. The reasoning behind the request is that it is currently very difficult to turn right off of or onto ILL Route 176 due to the parked vehicles. Staff will notify the residents, let them know this item was discussed at Streets Committee and give them two weeks to comment. If no comments are received, staff will draft an Ordinance for Village Board approval to post the No Parking signs.

**8) Brainerd Avenue/Homewood Avenue Pedestrian School Crossing**

It has been brought to the Village’s that motorists are not stopping for pedestrians (mostly high school students) in the marked cross-walk on Brainerd Avenue at the intersection with Homewood Ave. This crosswalk is used by students who are in parking in the lot adjacent to the new synthetic turf athletic fields. The time(s) of the day this concern is most prevalent is between 7:00 AM to 7:30 AM and 2:45 PM to 3:15 PM. It has been mentioned that numerous students and parents are asking for a pedestrian signal (beacon) to be installed at this cross-walk.

Following a review of this intersection by staff, several options are available:

- a) Install “State Law/Stop Here for Pedestrians” signs on each Brainerd Ave. approach.
- b) Install rectangular rapid flashing beacons (RRFB’s) on each approach to supplement the existing pedestrian crossing signage. The approximate cost would be \$10,500, which would include the RRFB’s, solar panels, controllers; \$1,750, poles with push button assemblies and foundation anchors. Staff will see if District 128 would like to once again buy all materials and we install, similar for the Dymond/Route 176 installation.
- c) Promote the use of the existing sidewalk connection for the parking lot to the sidewalk along ILL Route 176, in which the existing signalized crossing at the Route 176 intersection could be used to safely cross Brainerd Ave.

Staff recommends initially proceeding with Options a) and c) at this time. The Committee concurred with Staff’s recommendation. Regarding option B, Staff will contact the high school and have them reach out to the students parking in the Brainerd lot to use the sidewalk connection to the Route 176 sidewalk and to place signage directing the students to the sidewalk connection & Route 176 sidewalk. The high school maintenance staff will be contacted to ensure that the sidewalk connection is not obstructed by snow storage. Lastly, staff will contact the high school and inquire if they are interested in purchasing the solar powered rectangular rapid flash beacons.

**9) ComEd Televising Policy Update**

At the August 2016 Water & Sewer Committee meeting, Staff discussed the revised Franchise Utility Permit Requirements to further require post-construction closed circuit televising of sanitary and storm sewer mains (including services) for “trenchless” (directional drilling) projects, ComEd has indicated that they will adhere to this requirement if the costs to do so can be passed on to their customer base in the Village. Staff estimates that it will cost approximately \$25,000 annually to have ComEd televise conflicting existing underground utilities. With an approximate ComEd customer base in the Village of 7,500, the approximate monthly cost per customer, which would be spread evenly across the entire customer base, would be around \$0.28.

The other Utility Company performing directionally drilling operations in the Village, North Shore Gas, has previously agreed to and is complying with the closed circuit televising requirement. North Shore gas provides the Village with tapes and a report.

Darren Boundy & Carlo Cavalear from ComEd were present at tonight's meeting to discuss this issue with the Streets Committee. Village Administrator Clark stated the Village and ComEd are at an impasse on this issue. Boundy stated that ComEd's stance is that televising is non-standard work and they do not have the funds to do the televising. Cavalear stated that ComEd is regulated by the Illinois Commerce Commission (ICC) regarding what ComEd can levy in their rate. The current rate model does not include a levy for televising of directionally drilled project.

Staff handed out a survey complete by the Northwest Municipal Conference regarding this requested televising work. A couple municipalities reported that they require televising. However, Cavalear said that no municipalities have required ComEd televising like Libertyville is requesting. Mayor Wepler requested that staff follow up with the municipalities that state on the survey that they require televising.

Trustee Johnson stated that the Village needs to find the model to pay for televising. Trustee Moras stated that ComEd is a highly regulated monopoly and if this work became "standard" then ComEd would make a guaranteed profit. Trustee Moras said that as a resident, he would not want this built into the regular rate because it would cost more and would rather keep it as an additional fee on top of the ComEd rate.

Public Works Director Kendzior stated that staff want the televising because lines are going underground and not in the air like before. Village Administrator Clark stated that staff can have another meeting with ComEd and circle back with a recommendation to the Village Board.

**10) Adjournment at 8:21 p.m.**



CONTINUATION OF DISCUSSION REGARDING CUT-THRU TRAFFIC CONCERNS  
ASSOCIATED WITH THE NEW PARKSIDE OF LIBERTYVILLE TOWNHOME  
DEVELOPMENT

February 28, 2017 Streets Committee Meeting

The concern with cut-thru traffic within the Colby Subdivision resulting from the new Parkside of Libertyville townhome development has been discussed in great detail at the August, September and November 2016 and January 2017 meetings of the Village's Streets Committee without reaching a resolution that is acceptable to all parties involved.

The Traffic Impact Study (TIS) prepared by the developer's (K Hovnanian Homes) traffic consultant (KLOA) indicated that for the peak morning hour (7AM – 8AM) there will be an additional 9 vehicles driving through the Colby Subdivision's streets, Merril Ct., Wheeler Ct. and Johnson Ave. from the Parkside of Libertyville development, which will be comprised of 56 townhomes. The TIS indicated that there will be 11 vehicles from the Parkside of Libertyville development driving through the Colby Subdivision during the evening peak hour (5PM – 6PM). The TIS concluded that "the number of trips expected to be generated by the proposed development will not result in a significant increase in traffic on the neighborhood roadways." The Village's traffic engineering consultant, Civiltech Engineering, Inc., agreed with this conclusion during their review. The approved Development Agreement and Final Engineering drawings do not contain turning restrictions in or out of the development.

During the course of the discussions, the following possible options have been considered:

1. Once the development reaches 50% occupancy, which is anticipated to be by this fall, count the number of vehicles entering and leaving the development that proceed through the Colby Subdivision during the AM and PM peak hours and post restrictive signage if the projected counts from the TIS are exceeded. The restrictive signage would be no right-turns out of the development and no left turns into the development at all times of the day. If the actual counts are not exceeded, counts would be redone at 75% and full occupancy. The development is expected to reach full occupancy by the spring of 2018. The Developer has indicated that they would be agreeable with this option.
2. Install the restrictive turning signage now before the development becomes occupied so there is no confusion or misunderstanding with new Parkside of Libertyville residents.
3. Install "One Way/Do Not Enter 7A–8A M-F" signs on Merril Ct. at the West Ellis Ave. intersection and "One Way/Do Not Enter 5P–6P M-F" signs on Johnson Ave. at the Milwaukee Ave. intersection. These signs would prohibit all traffic from entering the Colby Subdivision at these two locations during these specific times of the day.

**Public Works Department**

Administration and Engineering Division 847-918-2100 847-918-9439 fax  
Streets and Utilities Division/Fleet Services Division (847) 362-3434 (847) 918-2122 fax  
Waste Water Treatment Plant (847) 918-2007 (847) 362-4256 fax  
Parks Maintenance (847) 918-2074 (847) 918-9429 fax  
200 East Cook Avenue Libertyville, Illinois 60048  
[www.libertyville.com](http://www.libertyville.com)



A representative from Civiltech Engineering, Inc. will be in attendance at the meeting to further discuss their past review of the TIS and answer any questions that the Committee members may have.

It is Staff's current recommendation to proceed with option 1.



## ROADWAY PROJECT UPDATES

February 28, 2017 Streets Committee Meeting

### **2017 Road Rehabilitation Program**

The project was advertised for competitive contractor bids on January 19th. The Bid Opening was held on February 3rd. The construction contract was awarded to ALamp Concrete in the amount of \$3,689,833.09 at the February 14th Board meeting. The replacement of the mid-block brick paver cross-walks on Cook Ave. and Church St. and the widening of the Maple Ave. entrance to the new parking garage will be included in the Program. The Program will include the resurfacing of approximately 5.5 miles of streets. Construction is anticipated to start in a month or so, once favorable weather conditions are prevalent.

### **Golf Road (Milwaukee to Butterfield) FAU Resurfacing Project**

The Phase I (preliminary engineering design) agreement was awarded to Civiltech Engineering, Inc. at the December 13, 2016 Board meeting. The draft Phase I Report was submitted to the Illinois Department of Transportation (IDOT) for their review earlier this month. Phase II and Phase III engineering, along with construction for the project will be 80% Federal and 20% Village funded. The current construction estimate for the project is \$1,750,000.00 and work is planned to occur in 2018. The Village's estimated total project cost, which includes all phases of engineering and construction, is anticipated to be approximately \$500,000.00.

### **Rockland Road (Milwaukee to Riverside) FAU Reconstruction Project**

The Village's consultant, Civiltech Engineering, Inc., is currently working on the Phase I engineering portion of the project, which is expected to be completed later this spring. In addition to pavement reconstruction, the project also includes the replacement of a "chronic breaker" water main and storm sewer extension to reduce flooding impacts in the area. Phase II and Phase III engineering, along with construction for the project will be 80% Federal and 20% Village funded. The water main replacement work will be entirely funded by the Village. Construction is anticipated to occur in 2019 and cost approximately \$3,775,000. The Village's estimated total project cost, which includes all phases of engineering and construction, is anticipated to be approximately \$1,750,000.00.

### **Rockland Road Bridge Deck Replacement**

The Village is in the early stages of coordinating with Libertyville Township on developing an Intergovernmental Agreement for the engineering design and construction for the replacement of the deteriorating bridge deck. The bridge is equally owned and maintained by both the Village and Township. Construction is anticipated to occur in either 2021 or 2022 and cost approximately \$1,500,000. The Village and Township are seeking to use Federal STP-Br Funds, which will cover 80% of the project (engineering & construction) costs.

#### **Public Works Department**

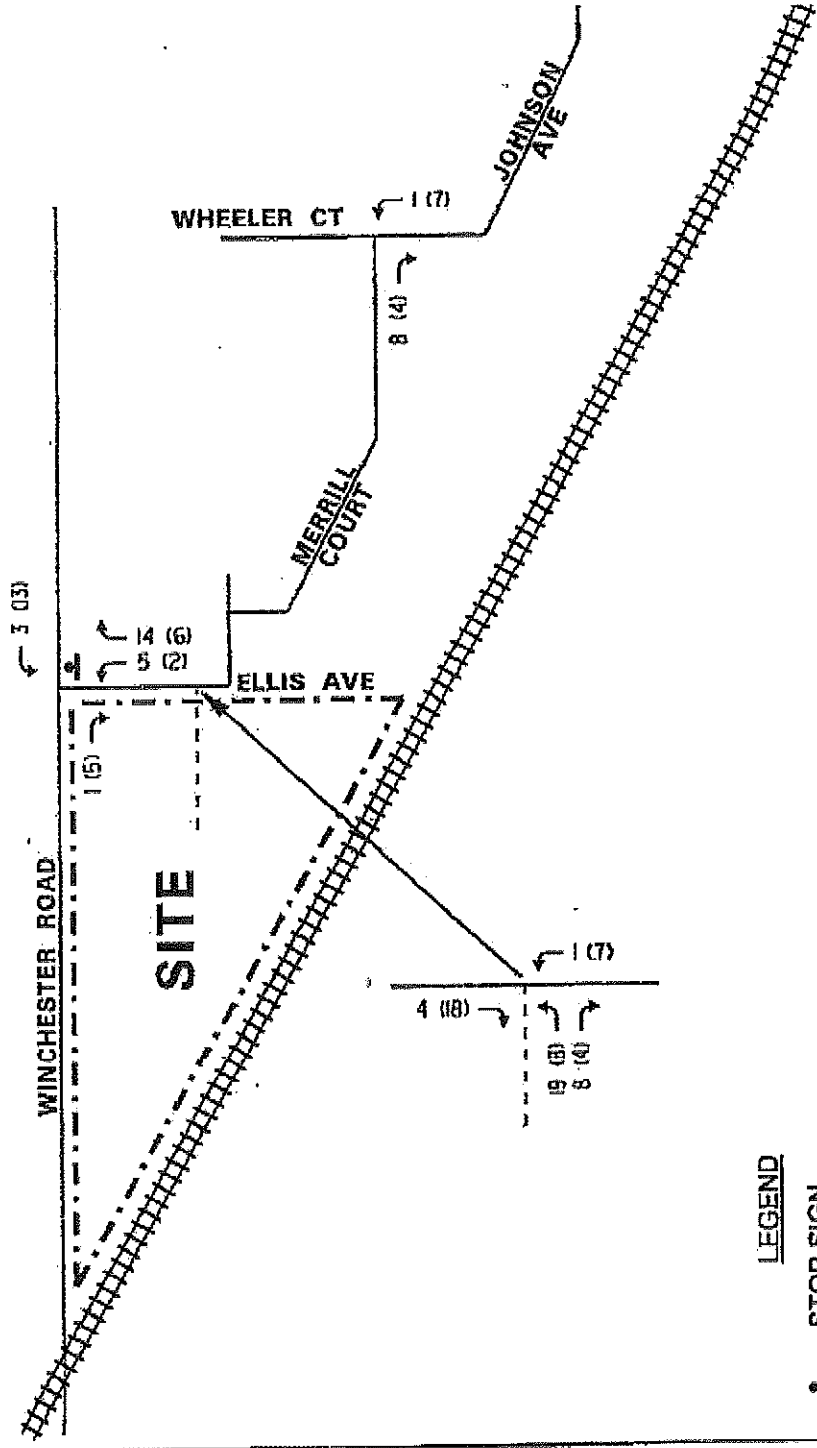
Administration and Engineering Division 847-918-2100 847-918-9439 fax  
 Streets and Utilities Division/Fleet Services Division (847) 362-3434 (847) 918-2122 fax  
 Waste Water Treatment Plant (847) 918-2007 (847) 362-4256 fax  
 Parks Maintenance (847) 918-2074 (847) 918-9429 fax  
 200 East Cook Avenue Libertyville, Illinois 60048  
[www.libertyville.com](http://www.libertyville.com)

# **STREETS COMMITTEE**

## **FEBRUARY 28, 2017**



# PROJECTED CUT-THRU TRAFFIC FROM PARKSIDE OF LIBERTYVILLE TOWNHOME DEVELOPMENT



LEGEND  
- - - STOP SIGN



**AERIAL EXHIBIT OF COLBY SUBDIVISION  
STREETS & PARKSIDE OF LIBERTYVILLE**