



AGENDA

President and Board of Trustees
Village of Arlington Heights
Committee-of-the-Whole
Board Room

33 S. Arlington Heights Road, Arlington Heights, IL 60005
October 24, 2016
7:30 PM

I. CALL TO ORDER

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL OF MEMBERS

IV. NEW BUSINESS

- A. Downtown Streets - Pedestrian Crossing Study
- B. Consideration of recommending to the Liquor Commissioner the issuance of a Class "L" Liquor License to Arlington Ale House Ltd., dba Arlington Ale House, located at 111 W. Campbell Street, Suite 300. Prior to issuance of the Liquor License, a walk-thru of the establishment will be conducted to confirm compliance with the submitted floor plan.
- C. Possible Amendment to Section 13-610d of the Liquor Code
- D. Possible Expansion of Administrative Adjudication Process

V. OTHER BUSINESS

VI. ADJOURNMENT

Persons with disabilities requiring auxiliary aids or services, such as an American Sign Language interpreter or written materials in accessible formats, should contact David Robb, Disability Services Coordinator, at 33 S. Arlington Heights Road, Arlington Heights, Illinois 60005, (847)368-5793 (Voice), (847)368-5980 (Fax) or drobb@vah.com.



Item: Downtown Streets - Pedestrian Crossing Study

Department: Planning & Community Development

Background

On November 16, 2015 the Board authorized the Village Manager to enter into a contract with civil engineering firm Hampton Lenzini Renwick (HLR) in order to develop enhanced streetscape concept plans for certain downtown streets. The purpose of the analysis and concept plans is as follows:

- 1) An evaluation of the geometric design of Evergreen Avenue from Sigwalt Street to Campbell Street to determine if the traffic lane geometrics can be modified to allow for more on street parking; a pedestrian mid block crossing; modifications to the sidewalk in front of 77 S. Evergreen, all to make this block segment more pedestrian oriented.
- 2) An evaluation to provide a mid block pedestrian crossing along Dunton Avenue between Sigwalt Street and Campbell Street.
- 3) An evaluation to provide a mid block pedestrian crossing along Campbell Street near Highland Avenue.

One of the primary findings in the study is that mid block pedestrian crossings are recommended at all three locations studied in order to enhance and improve safety for pedestrian movements in the downtown.

Also as part of the initial study, HLR has estimated the cost to implement each of the three streetscape concepts, and each cost estimate is included in the proposed 2017 Capital Improvement Program over a three year time period. The CIP includes the following:

2017 - Dunton Avenue: \$86,000

2018 - Campbell Street: \$70,000

2022 - Evergreen Avenue: \$200,000

Evergreen improvements would be coordinated with street resurfacing for Evergreen Avenue, which is likely to occur in 2022 or it could be moved forward and constructed independently. Both Dunton Avenue and Campbell Street have

the same average number of crossing per 15 minutes, therefore Campbell Street could be prioritized over Dunton Avenue if the Board so desires. In addition to the crosswalk, the Village will evaluate drainage improvements on Campbell Street near Vail Avenue which would be funded separately from this project.

Recommendation

It is recommended that the Village Board accept the Downtown Streets - Pedestrian Crossing Study and authorize phased implementation as part of the Village's Capital Improvement Program (CIP).

ATTACHMENTS:

Description	Type
Downtown Streets - Pedestrian Crossing Study	Exhibits
Community Crosswalk Examples	Exhibits



Hampton, Lenzini and Renwick, Inc.

Civil Engineers • Structural Engineers • Land Surveyors • Environmental Specialists
www.hltreengineering.com

Memorandum

To: Mr. Bill Enright, Deputy Director
Planning and Community Development, Village of Arlington Heights

From: P. Brien Funk, PE, PTOE

Date: 3/4/2016

Re: Downtown Streets – Pedestrian Crossing Study

The Village of Arlington Heights has asked Hampton, Lenzini & Renwick, Inc. (HLR) to assess the need and feasibility of midblock pedestrian crossings along three downtown blocks. The three locations studied were: Evergreen Avenue (Sigwalt Street to Campbell Street), Dunton Avenue (Sigwalt Street to Campbell Street), and Campbell Street (Vail Avenue to Chestnut Avenue). HLR was also asked to review the cross-section of Evergreen Avenue for possible improvements to the non-ADA compliant sidewalk along the east side of the street. This memo summarizes the analysis and presents the findings and recommendations of HLR.

Data Collection

To determine the need and locations of potential midblock crossings HLR collected traffic count data for each street and performed a pedestrian count survey to see where pedestrians are currently crossing the street along the block. Tube-count machines were used to collect traffic volumes over a 24-hour period on a typical midweek day. To determine when the pedestrian study should take place HLR reviewed the surrounding area for potential pedestrian generators and then established an observation period to capture the heaviest time periods. The largest generator of pedestrian traffic is the Arlington Heights Metra station located just north of the study location along US Route 14 between Vail Avenue and Dunton Avenue. The most significant pedestrian traffic occurs when a typical evening outbound (from Chicago) train arrives. The pedestrian survey was performed by dividing the block into smaller sections and counting the volume of pedestrians that crossed within each section. After reviewing the pedestrian count data, the proposed crosswalk would ideally be placed within the section of the block that observed the most pedestrian crossings. Locating the crossing near the most common crossing area will help promote usage of the crosswalk.

Initial pedestrian observations were conducted from 4:00 pm to 5:30 pm. This time period captures three outbound trains. After initial observations, the pedestrian crossing traffic appeared to justify midblock crossings on Evergreen Avenue and on Dunton Avenue. The volumes crossing Campbell Street did not show an immediate need for a crosswalk. After discussing initial results with the Village, HLR was informed that the outbound trains arriving around 6:00 pm were consistently the heaviest pedestrian generators. HLR observed Campbell Street a second time, this time observing from 5:30 pm to 6:30 pm. These results, shown in greater detail later in this memo, showed an increased volume of pedestrian crossings and indicated that a midblock crossing may be justified.

Analysis

The results of the pedestrian survey were first compiled and reviewed to determine whether or not a midblock crossing is justified given the existing amount of pedestrian crossing traffic. Exhibits 1, 2 and 3 show the results of the pedestrian survey broken down into 15 minutes periods and count zone. Table 1 below summarized the pedestrian study volumes.

Table 1: Pedestrian Volume Summary

Street	Count Period	Total Crossings	Peak 15 Minute Crossing Volume	Average Crossing per 15 Minutes
Campbell Street	4:00 – 6:30 pm	146	32	15
Dunton Avenue	4:00 – 5:30 pm	92	28	15
Evergreen Avenue	4:00 – 5:30 pm	121	28	20

Table 1 shows that all three locations averaged at least 15 pedestrian crossings per 15 minute observations period and had peak 15 minute volumes around 30. These numbers indicate that a midblock pedestrian crossing is justified at all three locations.

The vehicular traffic count data was reviewed to ascertain the peak traffic times and to estimate the number of acceptable gaps for pedestrian crossings. Table 2 below shows each streets peak hour and peak hour volume (both directions).

Table 2: Vehicular Peak Hour Volume

Street	Peak Hour	Peak Hour Volume
Evergreen Avenue	5:30 – 6:30 pm	455
Dunton Avenue	5:45 – 6:45 pm	416
Campbell Street	5:30 – 6:30 pm	504

To estimate the number of gaps, HLR used the Federal Highway Administration (FHWA) Report: *Traffic Flow Theory*. This report provides a method to estimate the number of acceptable gaps in traffic based on the traffic flow volume and required gap (time to cross the street). HLR used the volumes in Table 2 and the time it would take a pedestrian to cross the street at 3.5 feet/sec (MUTCD Standard). The existing cross-section at each study location is approximately 42 feet. The following are the calculated estimated gaps per peak hour at each location:

- Campbell Street – 94 gaps or 1 gap every 38 seconds
- Dunton Avenue – 104 gaps or 1 gap every 35 seconds
- Evergreen Avenue – 100 gaps or 1 gap every 36 seconds

These estimated gaps provide sufficient opportunities for pedestrians to cross the street. HLR's on-site observations also showed that there are ample gaps in traffic for pedestrians to cross.

HLR considered what type of crossing would best serve the existing need and what signage/warning systems should be used. Some crossing designs considered were:

- **Standard Crosswalk** – The standard crosswalk involves installing an ADA compliant ramp in the existing sidewalk and painting crosswalk bars across the roadway. Decorative paint or brickwork can be installed in the crosswalk to raise driver awareness. Standard crosswalks require the least amount of in-road work. However, this design requires the most sidewalk work. Large sections of the sidewalk will need to be replaced in order to meet ADA standards for grade.
- **Bump Outs** – This involves bumping the curbline out into the roadway to better position the pedestrian for crossing. Bump outs increase the visibility of the pedestrian prior to crossing by bringing them out from behind parked vehicles and into the driver's line of sight. This treatment also shortens the crossing distance the pedestrian must travel, making the crossing safer and providing more acceptable gaps in traffic. Bump outs allow for easier ADA compliance as the bump out section can be used as the ADA compliant ramp, leaving the existing sidewalk elevation where it is. This design is more extensive than a standard crossing because it requires some removal of existing pavement and the installation of additional curb. Drainage will also have to be considered with this treatment.
- **Raised Pedestrian Table** – This involves raising the elevation of the street at the crosswalk location. This looks similar to a large speed hump. This not only increases the visibility of the pedestrian, but serves as speed control for approaching vehicles. Raised pedestrian tables also allow for easier ADA compliance since there is less elevation change from the sidewalk to the crosswalk. This design is the most extensive build as it requires re-construction of the roadway and would require extra efforts to facilitate roadway drainage.

Findings and Recommendations

The results of the pedestrian crossing survey show there is a significant amount of midblock pedestrian crossings occurring along all three study blocks. The observed volumes indicate that a midblock crossing would be justified at all locations.

Of the crosswalk designs considered for this study, HLR recommends the use of bump outs at all three locations. The preliminary design of the proposed crosswalks can be seen in Exhibits 4, 5 and 6A. These are preferred over standard crosswalks for midblock crossings because of the increased pedestrian visibility and shortened crossing length. Shorter crossing lengths are safer for pedestrians because they spend less time in the travel lanes. Also, shorter crossing distances provide more acceptable gaps in traffic, improving the level-of-service for crossing pedestrians. Using the same method described earlier in this memo, HLR calculated the estimated gaps in traffic with the shorter crossings provided by bump-out crosswalks.

- Campbell Street – 178 gaps or 1 gap every 20 seconds
- Dunton Avenue – 176 gaps or 1 gap every 20 seconds
- Evergreen Avenue – 178 gaps or 1 gap every 20 seconds

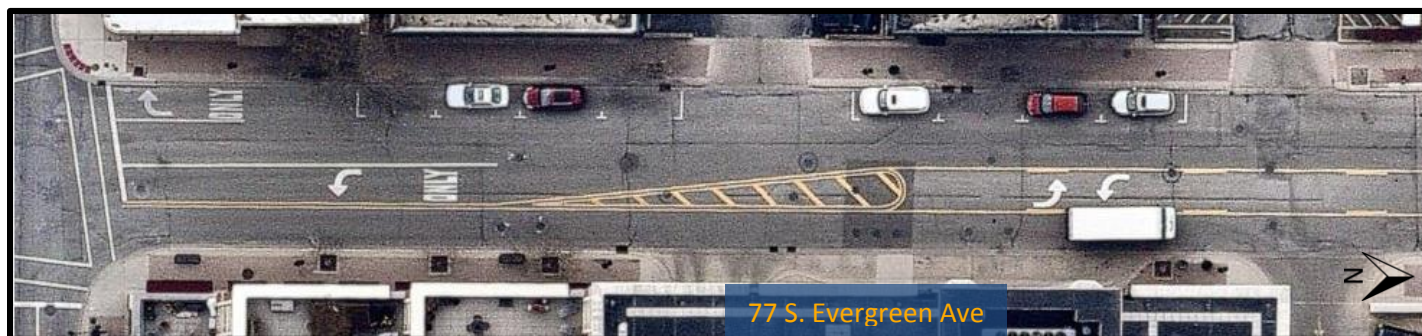
HLR did not observe any speed related issues that would justify the expense of a raised pedestrian table crosswalk. In addition, the bump-out crosswalks more closely match the existing streetscape of Arlington Heights.

Along with the new crosswalks, appropriate signage should be installed to inform the pedestrians where to cross and to alert drivers of the crosswalk presence. A review of the existing conditions does not indicate the need for an actuated warning device at this time. HLR recommends the

installation of fluorescent yellow-green PEDESTRIAN CROSSING (MUTCD W11-2) signs on each side of the crosswalk with supplemental DOWNWARD DIAGONAL ARROW (MUTCD W16-7P). These signs will appropriately display to both driver and pedestrian the location of the crosswalk.

The optimal locations for these midblock crossings can be seen in Exhibits 4, 5 and 6A. These proposed locations are based upon the counts shown in Exhibits 1, 2 and 3. Locating the midblock crossing near the most popular crossing area will promote the highest usage of the crosswalk. Within the most popular crossing zone, HLR reviewed the conditions to find the best location. The crosswalk should avoid impacts to driveways and store fronts. The location needs to allow for ADA compliant installation and be able to maintain proper drainage along the street. Ideally the location would avoid impacts to street lighting, parkway trees, and fire hydrants, though this is not always possible.

HLR was also asked to review the cross-section of Evergreen Avenue for possible improvements to the non-ADA compliant sidewalk along the east side of the street in front of 77 S. Evergreen Avenue. The existing cross-section geometry beginning on the west side of the street includes a parking lane, a southbound travel lane, a two-way left-turn lane (TWLTL) tapering into a southbound left-turn lane, and a northbound travel lane. There is a pick-up/drop-off area in front of 77 S. Evergreen Avenue that extends into the sidewalk area. The sidewalk narrows to approximately 3 feet in width along this pick-up/drop-off area. An aerial photo of this section of Evergreen Avenue is shown below.



HLR developed a conceptual design for this segment of roadway which provides an ADA compliant sidewalk while maintaining the travel lanes as well as the parking lane and pick-up/drop-off area in front of the condominium at 77 S. Evergreen Avenue. The proposed design eliminates the TWLTL and southbound left-turn lane at Evergreen Avenue & Sigwalt Street. By eliminating this left-turn lane, the northbound travel lane can be moved west to provide enough space for the pick-up/drop-off area and a full width sidewalk. This also results in the addition of four new parking spaces on the east side of the street. Based on on-site observations, the removal of the southbound left-turn lane should not have a significant impact on southbound traffic operations. The Village should confirm this by performing a capacity analysis at the intersection of Evergreen Avenue & Sigwalt Street. Exhibit 6A shows the proposed design for Evergreen Avenue.

This cross-section change along with the addition of the bump-out crosswalk requires some changes to the north half of the block as well. The existing TWLTL was eliminated due to the proposed bump-out crosswalk as well as the new ADA compliant cross-section south of the proposed crosswalk. Exhibit 6A shows a shortened TWLTL which provide similar conditions to what is currently in use. After discussions with the Village, it was agreed that this layout is not desirable due to how short the lane is and the lack of northbound left-turning traffic. The Village indicated that the majority of the vehicles using the existing TWLTL are southbound vehicles turning into the underground parking garage or the shopping driveway loop. The Village asked for some alternate designs for the north half of the block to provide safer, more efficient use. The first alternate requested was two southbound left-turn only lanes into the parking garage and the shopping loop. While designing this section of the block, HLR determined that two southbound left-turn lanes would not be feasible. The taper rates

required to bring the travel lanes together to the width of the bump-out crosswalk width would be too extreme for vehicles to safely maneuver. HLR developed the concept shown in Exhibit 6B as an alternative. This provides a southbound left-turn lane into the underground parking garage and safely tapers back down to the two-lane cross-section needed for the bump-out crosswalk. The main advantage to this design is the removal of left-turning vehicles from the travel lane, a proven design to reduce the amount of rear-end crashes. Also, the tapering of the travel lanes away from the centerline and then back in can help reduce speeds through the segment. The disadvantage of having the out-and-in taper is the increased chance of vehicles crossing into a conflicting lane.

The second alternative requested by the Village was to continue the cross-section from the south part of the block through the north section as well. This would provide no turn-lane into any of the entrances within the block. This configuration can be seen in Exhibit 6C. There are too many driveways within this section to provide on-street parking, which essentially results in an eight-foot paved shoulder. The eight-foot shoulder would allow for vehicles exiting the parking garage and shopping loop to pull out further to increase the sight distance in both directions. The Village expressed interest in placing temporary bollards or delineators in this shoulder area to provide a protected area for vehicles leaving the garage to wait. This configuration allows that to happen. A disadvantage to this configuration is that no left-turn lane is provided. Vehicles waiting to turn left will have to stop in the travel lane, increasing the chances of a rear-end crash. Also, with wide shoulders and no tapering, vehicle speeds may be higher than alternative 6B.

Both alternatives presented offer safe and efficient use of the pavement width. However, HLR recommends the configuration shown in 6C. Based on the available data and observations, the amount of southbound left-turning traffic does not justify the use of an exclusive left-turn lane. HLR did not observe any speed related issues to justify the use of extra tapering. The presence of a bump-out crosswalk will already serve to lower speeds on the block. Configuration 6C provides a consistent cross-section through the block and allows the installation of temporary bollards or delineators around the parking garage entrance to increase exiting traffic sight distance, which was a concern of the Village. If the Village has data to suggest that a southbound left-turn lane is needed, the configuration shown in Exhibit 6B would be the recommended layout.

Estimate of Cost

HLR prepared a cost estimate for each proposed crosswalk location. These estimates include all sidewalk work, curb & gutter, in-pavement work, sewer work, and a 10% contingency. The estimates are conservatively high to account for the small quantity amounts and any unforeseen utility issues. The estimates for each location are shown below. A detailed breakdown of each cost estimate can be seen in Exhibits 7, 8 and 9.

- Campbell Street – \$69,426.50
- Dunton Avenue – \$86,306.00
- Evergreen Avenue – \$200,230.00

The cost for Evergreen Avenue is considerably higher because it includes the change in cross-section and full block resurfacing.

Conclusion

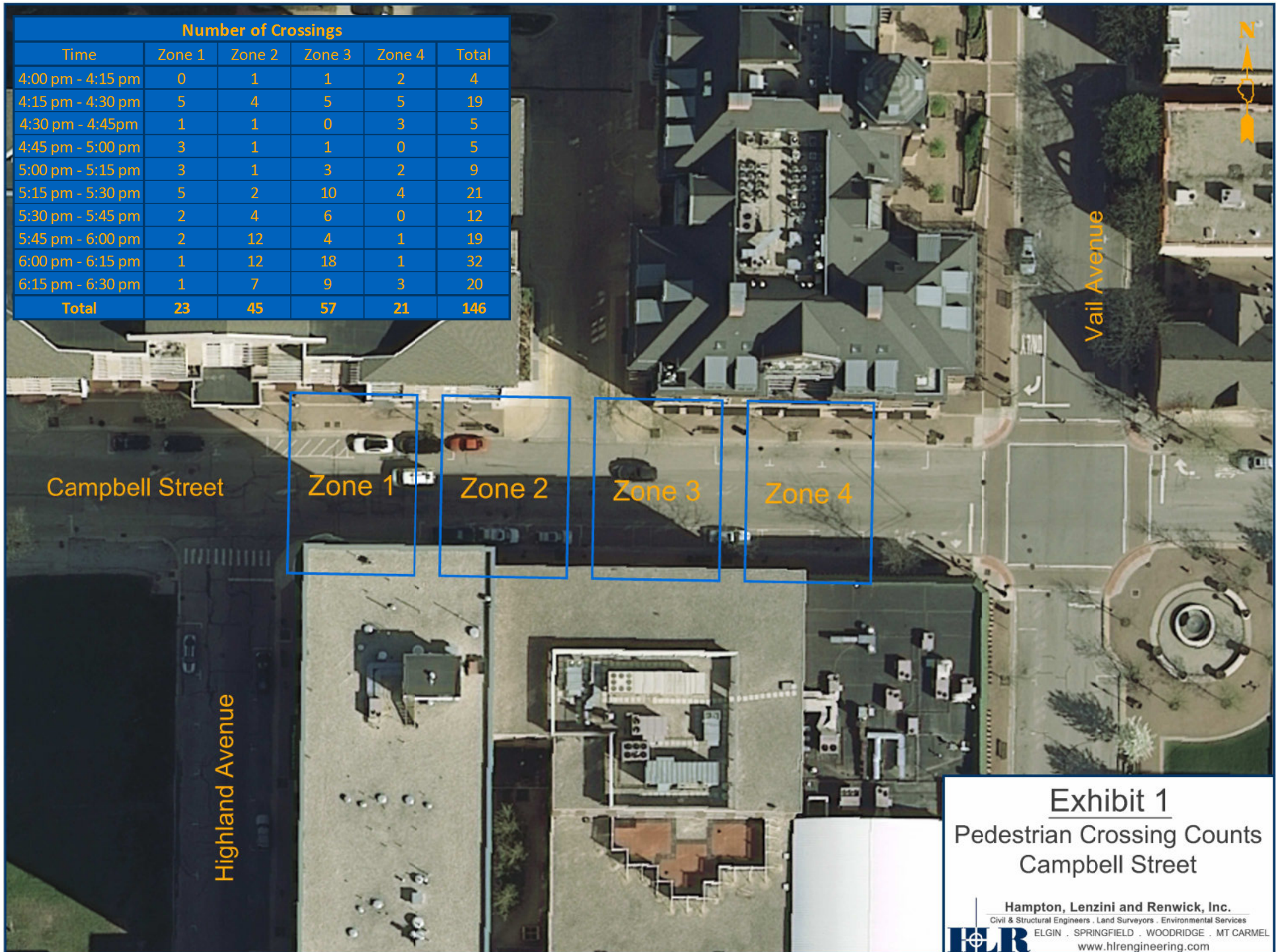
Based on count data and on-site observations, HLR recommends the installation of midblock crosswalks at all three study locations: Evergreen Avenue (Sigwalt Street to Campbell Street), Dunton Avenue (Sigwalt Street to Campbell Street), and Campbell Street (Vail Avenue to Chestnut Avenue). These locations experience significant amounts of midblock pedestrian crossings that can be made safer by the installation of crosswalks. The locations and preliminary designs of the proposed crosswalks can be seen in Exhibits 4, 5 and 6C. The use of bump-out crosswalks is recommended to

improve pedestrian visibility, improve pedestrian sight distance, and provide shorter crossing distances.

HLR also recommends the proposed street cross-section shown in Exhibit 6C. This new configuration provides an ADA compliant sidewalk through the length of the block while maintaining parking, the pick-up/drop-off area adjacent to the condominium building at 77. S Evergreen Avenue, and acceptable traffic operations. This configuration also maintains a consistent cross-section through the whole block, resulting in eight-foot shoulders north of the crosswalk location. These shoulders can be used to install temporary bollard are delineators to provide protected areas for vehicles exiting the underground parking garage on the east side. This is will significantly improve the sight distance in both directions, a concern expressed by the Village.

These proposed improvements will provide a safer and more efficient downtown network while maintaining the look and feel of the downtown Arlington Heights streetscape.

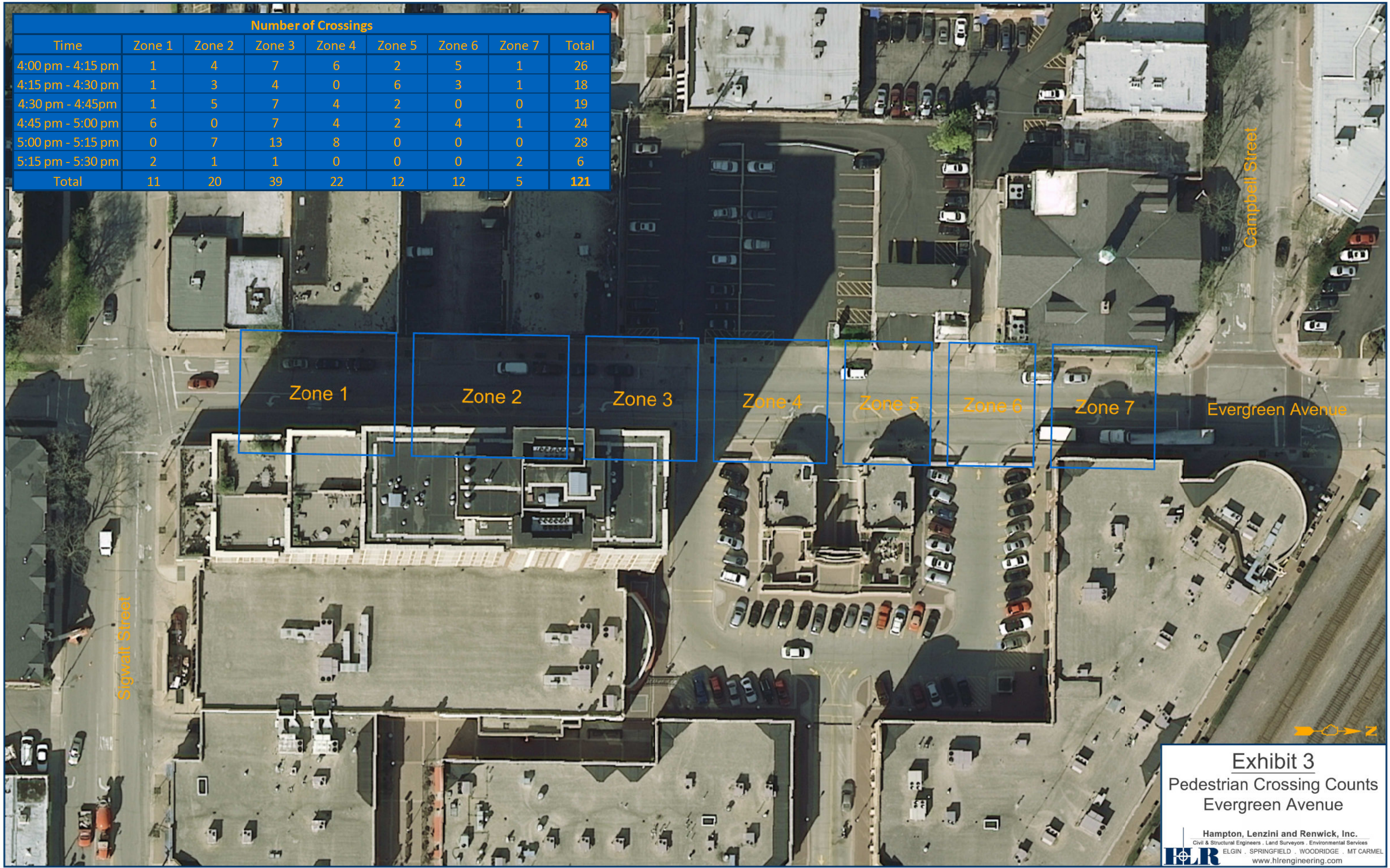
If you have any questions or comments regarding this analysis please contact Brien Funk at 847-697-6700 or bfunk@hlreng.com.



Number of Crossings					
Time	Zone 1	Zone 2	Zone 3	Zone 4	Total
4:00 pm - 4:15 pm	1	8	3	0	12
4:15 pm - 4:30 pm	2	10	3	1	16
4:30 pm - 4:45pm	1	2	10	5	18
4:45 pm - 5:00 pm	3	4	1	0	8
5:00 pm - 5:15 pm	1	8	1	0	10
5:15 pm - 5:30 pm	0	26	1	1	28
Total	8	58	19	7	92



Number of Crossings								
Time	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Total
4:00 pm - 4:15 pm	1	4	7	6	2	5	1	26
4:15 pm - 4:30 pm	1	3	4	0	6	3	1	18
4:30 pm - 4:45pm	1	5	7	4	2	0	0	19
4:45 pm - 5:00 pm	6	0	7	4	2	4	1	24
5:00 pm - 5:15 pm	0	7	13	8	0	0	0	28
5:15 pm - 5:30 pm	2	1	1	0	0	0	2	6
Total	11	20	39	22	12	12	5	121



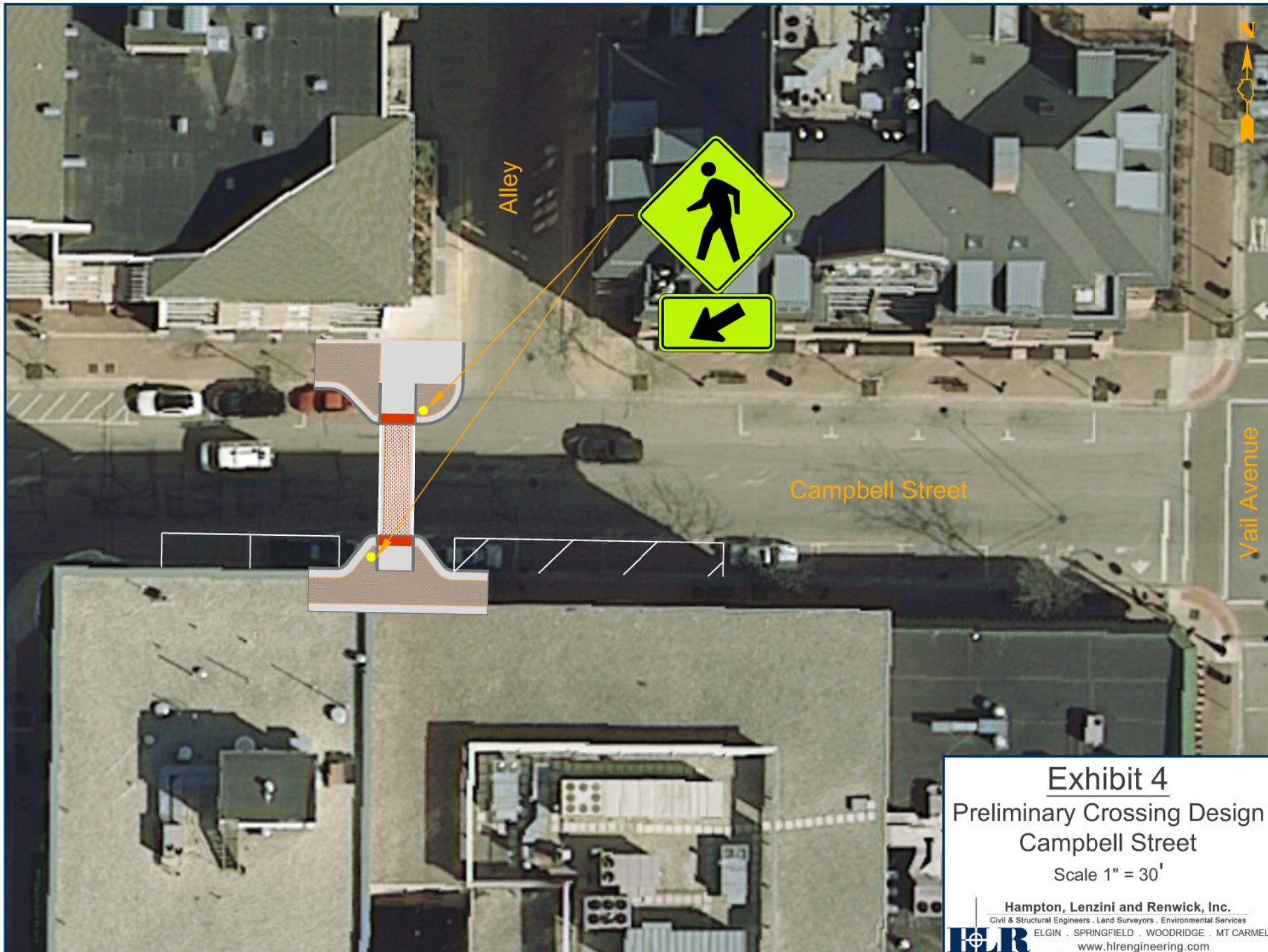


Exhibit 4
Preliminary Crossing Design
Campbell Street
Scale 1" = 30'

Hampton, Lenzini and Renwick, Inc.
Civil & Structural Engineers . Land Surveyors . Environmental Services
HLR ELGIN . SPRINGFIELD . WOODBRIDGE . MT CARMEL
www.hltrengineering.com



Exhibit 5
Preliminary Crossing Design
Dunton Avenue
Scale 1" = 40'

Hampton, Lenzini and Renwick, Inc.
Civil & Structural Engineers • Land Surveyors • Environmental Services
ELGIN • SPRINGFIELD • WOODBRIDGE • MT CARMEL
www.hltreengineering.com



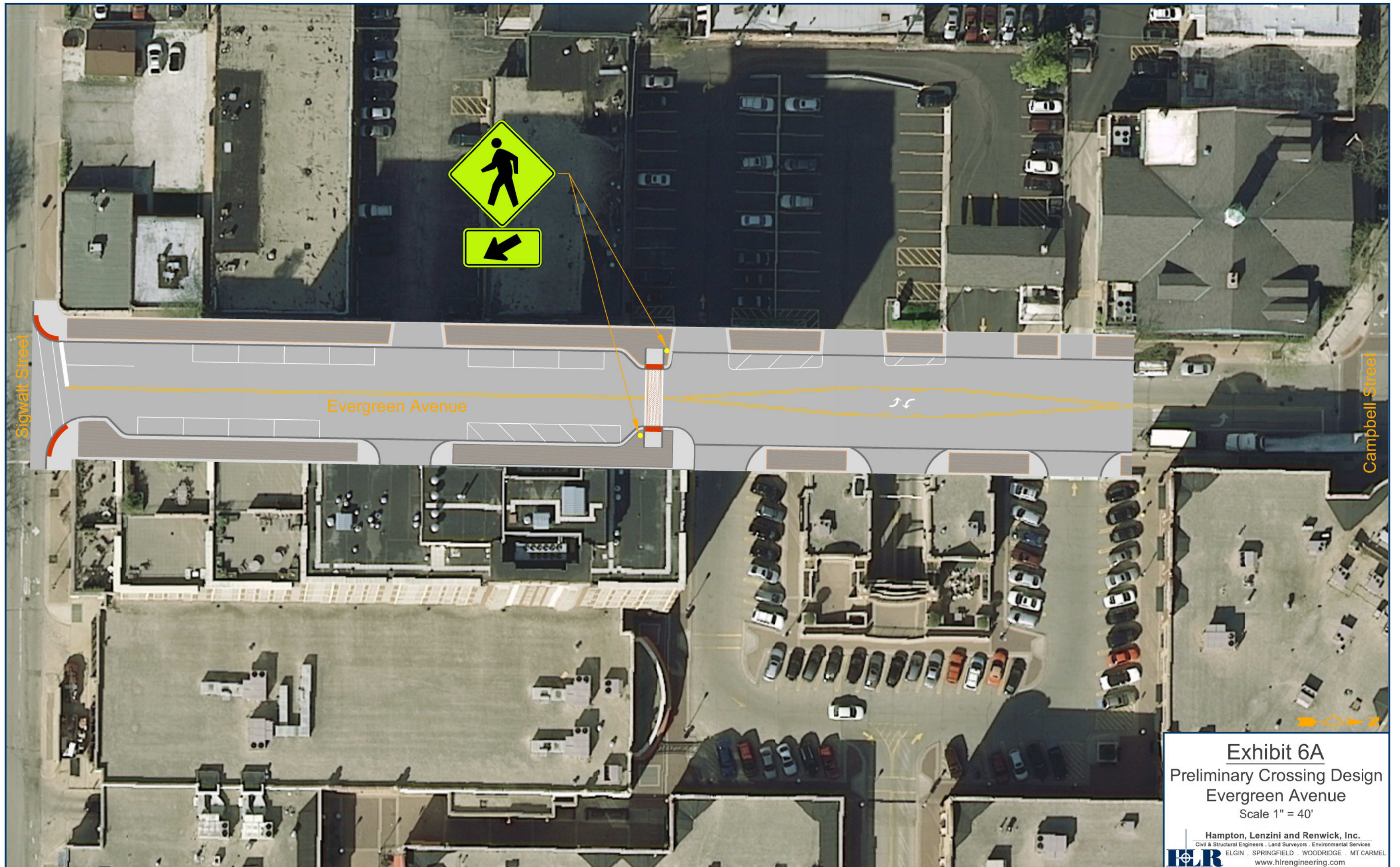




Exhibit 6B
Preliminary Crossing Design
Evergreen Avenue
Scale 1" = 40'

Hampton, Lenzini and Renwick, Inc.
Civil & Structural Engineers • Land Surveyors • Environmental Services
ELGIN • SPRINGFIELD • WOODBRIDGE • MT CARMEL
www.hltreengineering.com



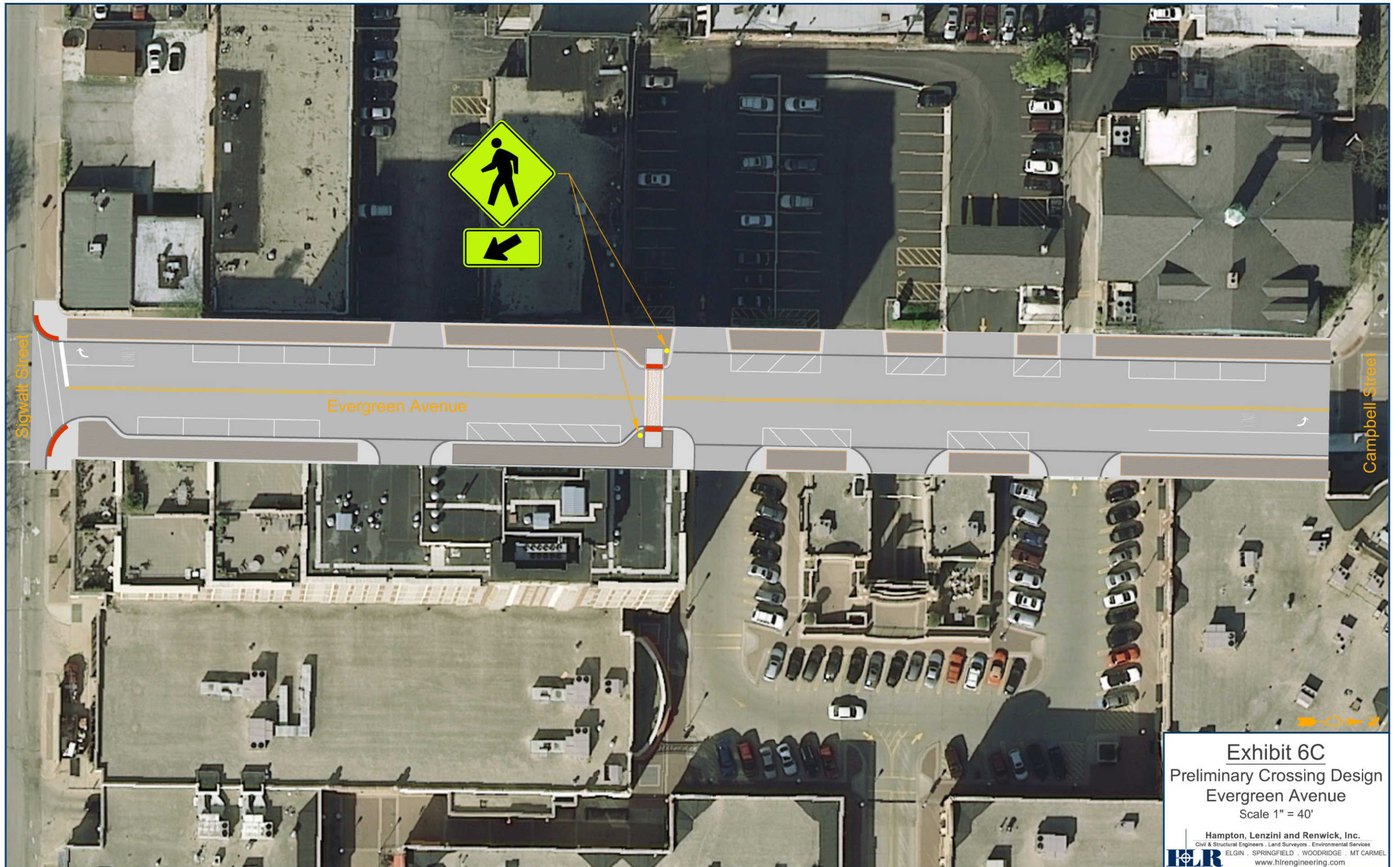


Exhibit 6C
Preliminary Crossing Design
Evergreen Avenue
Scale 1" = 40'

Hampton, Lenzini and Renwick, Inc.
Civil & Structural Engineers • Land Surveyors • Environmental Services
ELGIN • SPRINGFIELD • WOODBRIDGE • MT CARMEL
www.hltreengineering.com



EXHIBIT 7 - COST ESTIMATE - CAMPBELL STREET

Item No.	Item	Unit	Quantity	Unit Price	Total
1	TRENCH BACKFILL	CU YD	50	\$50.00	\$2,500.00
2	INLET FILTERS	EACH	4	\$250.00	\$1,000.00
3	PCC SIDEWALK, 5"	SQ FT	640	\$10.00	\$6,400.00
4	BRICK SIDEWALK	SQ FT	664	\$15.00	\$9,960.00
5	DETECTABLE WARNINGS	SQ FT	32	\$50.00	\$1,600.00
6	PAVEMENT REMOVAL	SQ YD	83	\$35.00	\$2,905.00
7	COMBINATION CURB AND GUTTER REMOVAL	FOOT	100	\$10.00	\$1,000.00
8	SIDEWALK REMOVAL	SQ FT	1030	\$5.00	\$5,150.00
9	PAVEMENT PATCHES	SQ YD	30	\$100.00	\$3,000.00
10	BRICK PAVEMENT	SQ YD	22	\$150.00	\$3,300.00
11	CONCRETE HEADER	FOOT	50	\$30.00	\$1,500.00
12	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	110	\$30.00	\$3,300.00
13	STORM SEWERS, 12"	FOOT	50	\$200.00	\$10,000.00
14	STORM SEWER STRUCTURES	EACH	2	\$2,500.00	\$5,000.00
15	ADJUSTING STRUCTURES	EACH	4	\$500.00	\$2,000.00
16	HMA SURFACE REMOVAL	SQ YD		\$3.00	\$0.00
17	HMA SURFACE COURSE	TON		\$100.00	\$0.00
18	RELOCATE FIRE HYDRANT	EACH		\$3,000.00	\$0.00
19	RELOCATE STREET LIGHT	EACH	1	\$1,000.00	\$1,000.00
20	TRAFFIC CONTROL AND PROTECTION	L SUM	1	\$2,000.00	\$2,000.00
21	PAVEMENT MARKING LINE, 4"	FOOT		\$4.00	\$0.00
22	PAVEMENT MARKING LINE, 6"	FOOT	50	\$6.00	\$300.00
23	PAVEMENT MARKING - LINE, 24"	SQ YD		\$24.00	\$0.00
24	SIGNS	EACH	2	\$600.00	\$1,200.00
25	CONTINGENCY 10%				\$6,311.50

Total	\$69,426.50
--------------	--------------------

EXHIBIT 8 - COST ESTIMATE - DUNTON AVENUE

Item No.	Item	Unit	Quantity	Unit Price	Total
1	TRENCH BACKFILL	CU YD	50	\$50.00	\$2,500.00
2	INLET FILTERS	EACH	4	\$250.00	\$1,000.00
3	PCC SIDEWALK, 5"	SQ FT	550	\$10.00	\$5,500.00
4	BRICK SIDEWALK	SQ FT	870	\$15.00	\$13,050.00
5	DETECTABLE WARNINGS	SQ FT	32	\$50.00	\$1,600.00
6	PAVEMENT REMOVAL	SQ YD	100	\$35.00	\$3,500.00
7	COMBINATION CURB AND GUTTER REMOVAL	FOOT	70	\$10.00	\$700.00
8	SIDEWALK REMOVAL	SQ FT	1200	\$5.00	\$6,000.00
9	PAVEMENT PATCHES	SQ YD	40	\$100.00	\$4,000.00
10	BRICK PAVEMENT	SQ YD	30	\$150.00	\$4,500.00
11	CONCRETE HEADER	FOOT	60	\$30.00	\$1,800.00
12	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	125	\$30.00	\$3,750.00
13	STORM SEWERS, 12"	FOOT	80	\$200.00	\$16,000.00
14	STORM SEWER STRUCTURES	EACH	2	\$2,500.00	\$5,000.00
15	ADJUSTING STRUCTURES	EACH	2	\$500.00	\$1,000.00
16	HMA SURFACE REMOVAL	SQ YD		\$3.00	\$0.00
17	HMA SURFACE COURSE	TON		\$100.00	\$0.00
18	RELOCATE FIRE HYDRANT	EACH	1	\$3,000.00	\$3,000.00
19	RELOCATE STREET LIGHT	EACH	1	\$1,000.00	\$1,000.00
20	TRAFFIC CONTROL AND PROTECTION	L SUM	1	\$3,000.00	\$3,000.00
21	PAVEMENT MARKING LINE, 4"	FOOT		\$4.00	\$0.00
22	PAVEMENT MARKING LINE, 6"	FOOT	60	\$6.00	\$360.00
23	PAVEMENT MARKING - LINE, 24"	SQ YD		\$24.00	\$0.00
24	SIGNS	EACH	2	\$600.00	\$1,200.00
25	CONTINGENCY 10%				\$7,846.00

Total	\$86,306.00
--------------	--------------------

EXHIBIT 9 - COST ESTIMATE - EVERGREEN AVENUE

Item No.	Item	Unit	Quantity	Unit Price	Total
1	TRENCH BACKFILL	CU YD	75	\$50.00	\$3,750.00
2	INLET FILTERS	EACH	6	\$250.00	\$1,500.00
3	PCC SIDEWALK, 5"	SQ FT	1240	\$10.00	\$12,400.00
4	BRICK SIDEWALK	SQ FT	1850	\$15.00	\$27,750.00
5	DETECTABLE WARNINGS	SQ FT	32	\$50.00	\$1,600.00
6	PAVEMENT REMOVAL	SQ YD	240	\$35.00	\$8,400.00
7	COMBINATION CURB AND GUTTER REMOVAL	FOOT	200	\$10.00	\$2,000.00
8	SIDEWALK REMOVAL	SQ FT	1400	\$5.00	\$7,000.00
9	PAVEMENT PATCHES	SQ YD	65	\$100.00	\$6,500.00
10	BRICK PAVEMENT	SQ YD	30	\$150.00	\$4,500.00
11	CONCRETE HEADER	FOOT	60	\$30.00	\$1,800.00
12	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	220	\$30.00	\$6,600.00
13	STORM SEWERS, 12"	FOOT	100	\$200.00	\$20,000.00
14	STORM SEWER STRUCTURES	EACH	3	\$2,500.00	\$7,500.00
15	ADJUSTING STRUCTURES	EACH	20	\$500.00	\$10,000.00
16	HMA SURFACE REMOVAL	SQ YD	2600	\$3.00	\$7,800.00
17	HMA SURFACE COURSE	TON	350	\$100.00	\$35,000.00
18	RELOCATE FIRE HYDRANT	EACH		\$3,000.00	\$0.00
19	RELOCATE STREET LIGHT	EACH		\$1,000.00	\$0.00
20	TRAFFIC CONTROL AND PROTECTION	L SUM	1	\$10,000.00	\$10,000.00
21	PAVEMENT MARKING LINE, 4"	FOOT	2500	\$4.00	\$10,000.00
22	PAVEMENT MARKING LINE, 6"	FOOT	150	\$6.00	\$900.00
23	PAVEMENT MARKING - LINE, 24"	SQ YD	25	\$24.00	\$600.00
24	SIGNS	EACH	2	\$600.00	\$1,200.00
25	CONTINGENCY 10%				\$18,680.00

Total	\$200,230.00
--------------	---------------------

Crosswalk Ideas

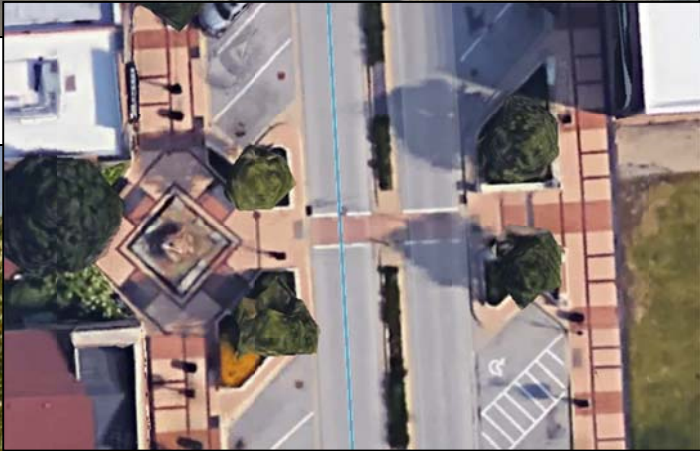


Crosswalk Ideas

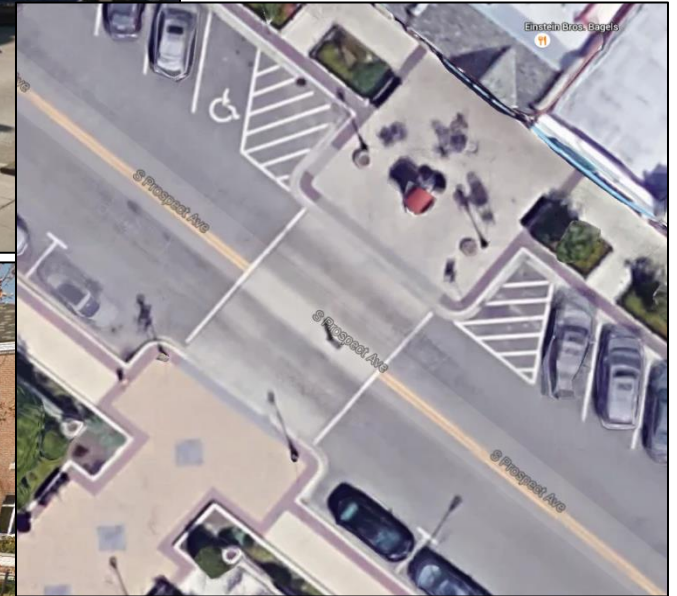


Madison St, Forest Park, IL

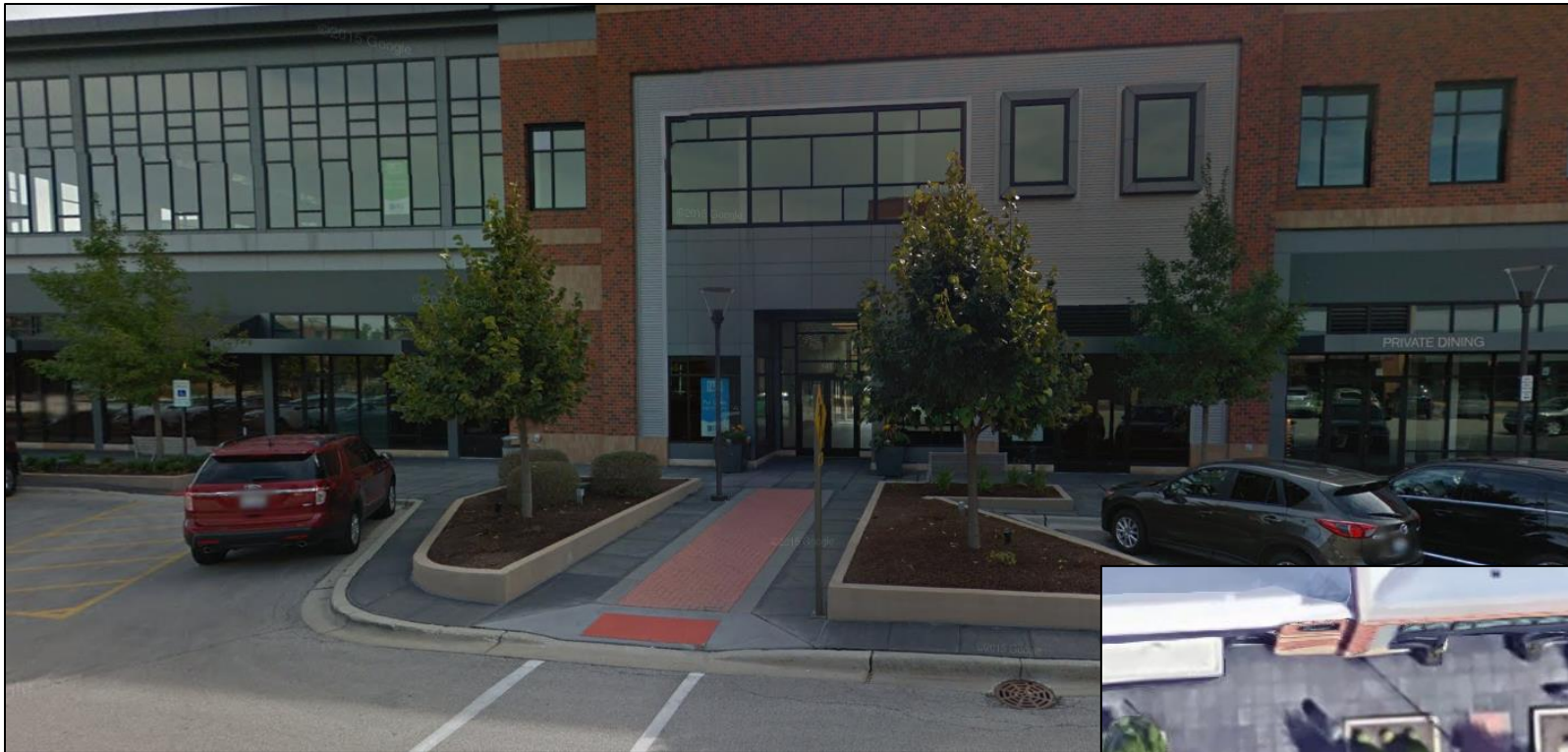
Crosswalk Ideas



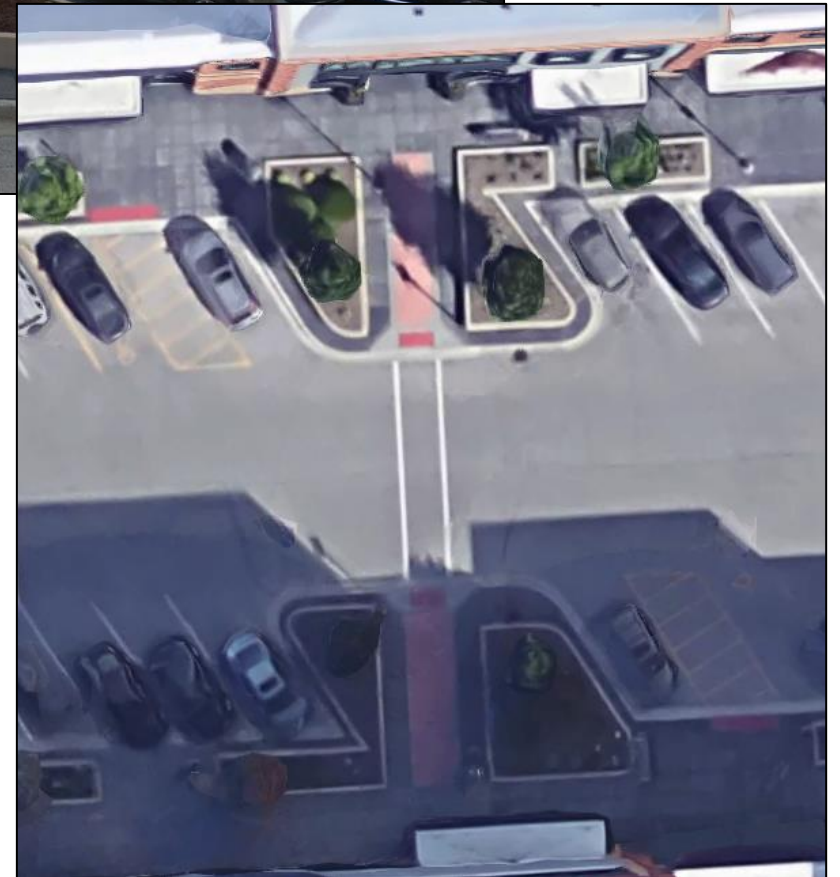
Crosswalk/Sidewalk Ideas



South Prospect Ave, Park Ridge, IL

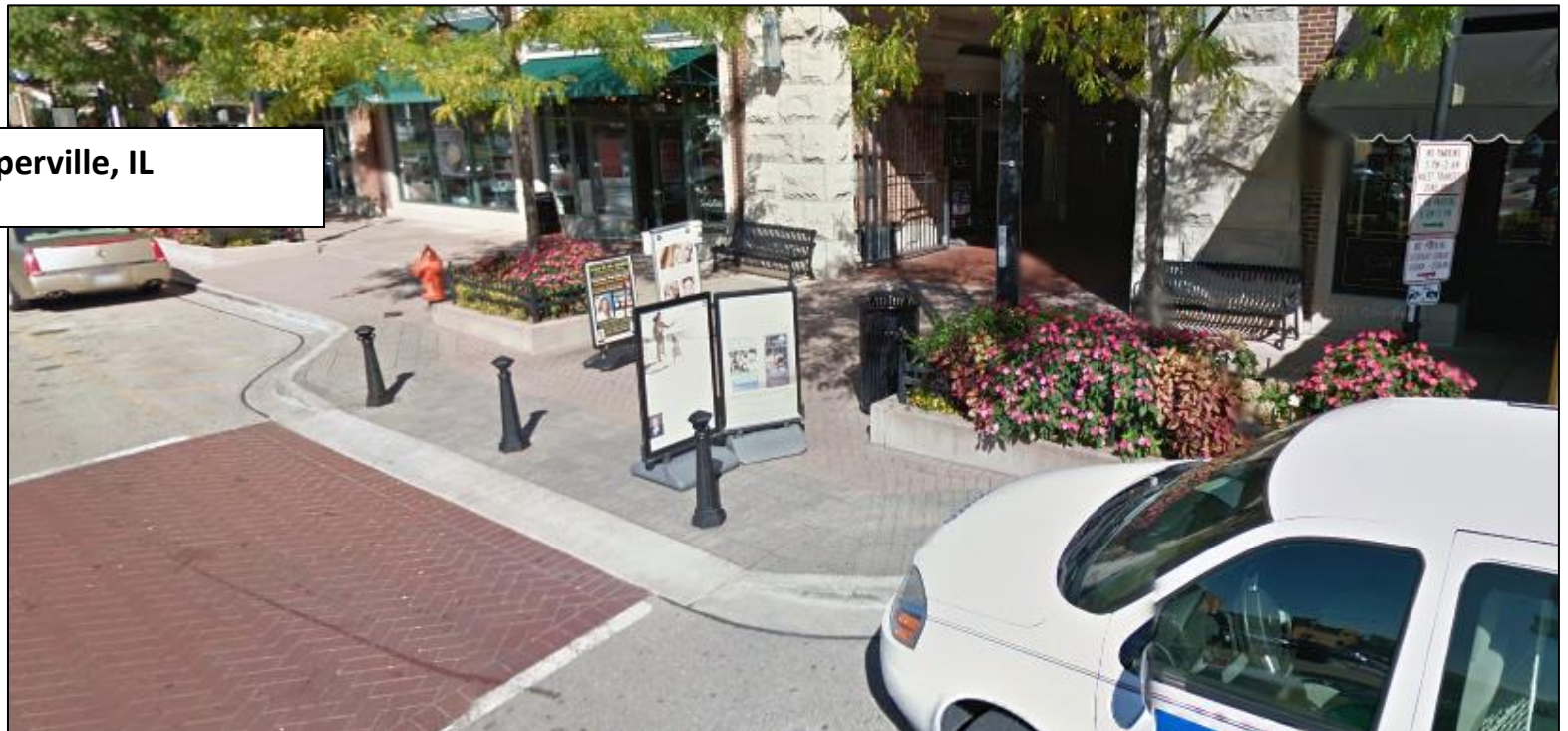


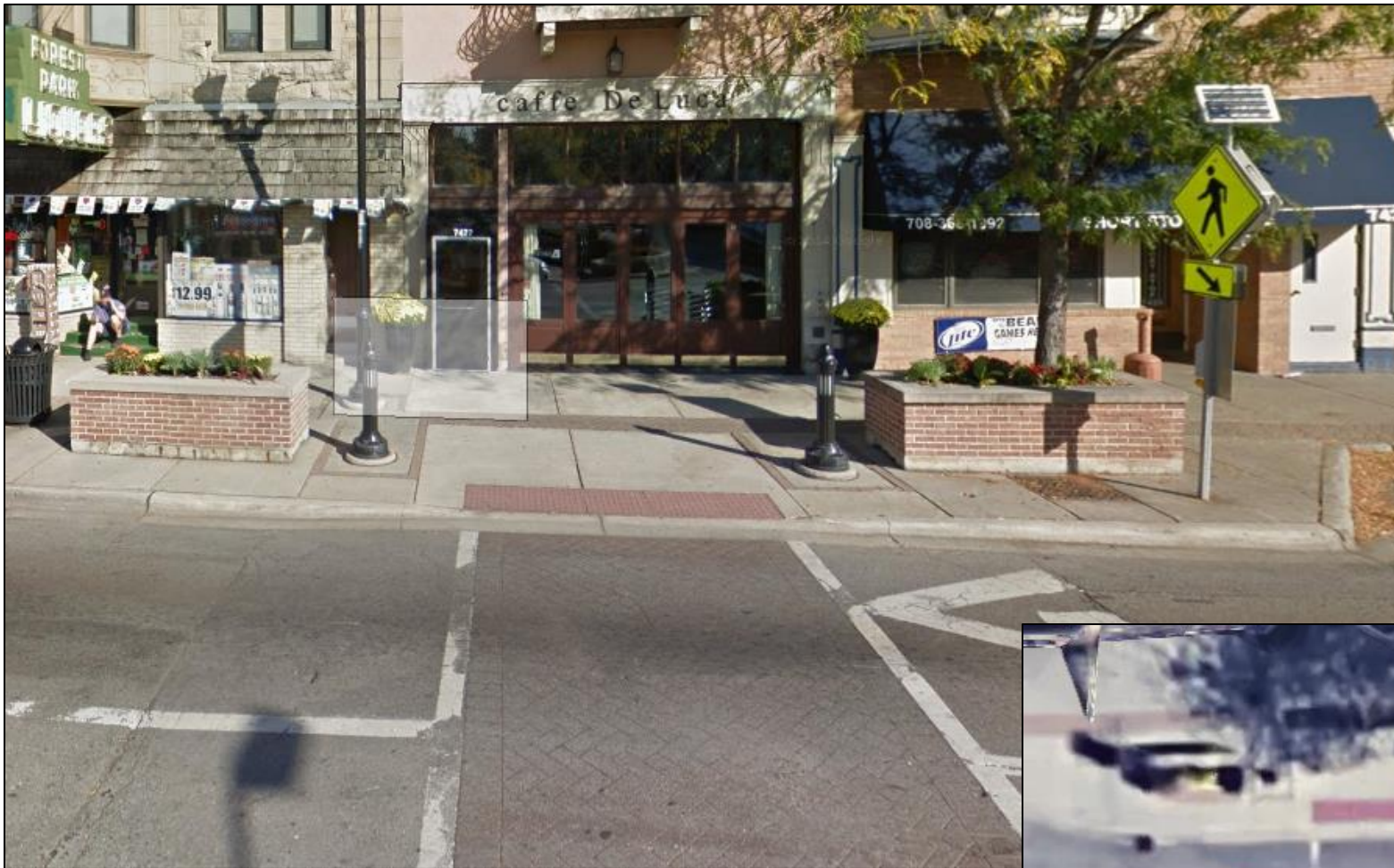
Randhurst Village, Mount Prospect, IL





W Van Buren Ave, Naperville, IL





Madison Street, Forest Park, IL





Main Street, Downers Grove, IL



Crosswalk



Bull Street, LaGrange, GA



Item: Consideration of a Liquor License - Arlington Ale House

Department: Village Manager's Office

Consideration of recommending to the Liquor Commissioner the issuance of a Class "L" Liquor License to Arlington Ale House Ltd., dba Arlington Ale House, located at 111 W. Campbell Street, Suite 300. Prior to issuance of the Liquor License, a walk-thru of the establishment will be conducted to confirm compliance with the submitted floor plan.

ATTACHMENTS:

Description

Type

No Attachments Available



Item: Code Amendment - 13-610d

Department: Legal

When the Arlington Ale House was before the Village Board for its special use, the Petitioner, Kevin McCaskey, was notified that Section 13-610 of the Village's Liquor Code prohibits individuals under the age of 21 from being in an establishment that has a liquor license unless the primary business is not the sale of liquor. Mr. McCaskey stated that such a limitation would be problematic for him, as he is hoping to have some events geared to teens, such as teen nights, where the teens' parents may not be present. Staff was asked to look at options for modifying that Code provision.

Section 13-601d provides:

It shall be unlawful for any holder of a retail liquor license, or his or her agent or employee, to suffer or permit any individual under the age of 21 years to be or remain in any room or compartment adjoining or adjacent to or situated in the room or place where such licensed premises is located; provided that this paragraph shall not apply to any minor who is accompanied by his or her parent or guardian, or to any licensed premises which derives its principal business from the sale of service or other commodities than alcoholic liquor.

Staff has looked at several other municipalities' liquor codes and did not find any that have similar provisions. There is also no similar restriction in the State liquor code.

The following are options for modifications:

Option 1: Delete the section in its entirety. This is the simplest, cleanest option. Further, to the best of our knowledge, the Village has never verified whether a liquor license holder derives its principal business from the sale or service of alcohol. While, to date, all restaurants that have liquor licenses are required to offer food for sale, the Village has never verified that their principal business is from non-alcoholic items.

Option 2: Another option would be to modify the Code provision as set forth below:

It shall be unlawful for any holder of a retail liquor license, or his or her agent or employee, to suffer or permit any individual under the age of 21 years to be or remain in any room or compartment adjoining or adjacent to or situated in the room or place where such licensed premises is located. ~~provided that~~ This paragraph shall not apply when such premises are being used for an event where alcohol will not be served or sold or to any minor who is accompanied by his or her parent or guardian or to any licensed premises which derives its principal business from the sale of service or other commodities than alcoholic liquor.

This option would permit the premises to be used for teen events (no parents required) as long as alcohol was not served or sold.

Option 3: A third option would be to modify the Code provision by making it inapplicable to the holders of Class L licenses

ATTACHMENTS:

Description

Type

No Attachments Available



Item: Administrative Adjudication - Expansion

Department: Legal

At the February 8, 2016 Committee-of-the-Whole meeting, the Board considered a request to expand the Administrative Adjudication process to include more than compliance and parking violations. At that meeting, several members of the Board expressed concern about including quasi-criminal offenses in the adjudication process.

At this time, the Police Department is not interested in expanding the adjudication process at all. Accordingly, the proposed expansion of the adjudication process now is intended to apply only to those cases that would generally be written by a Code Enforcement Officer as Local Ordinance tickets. These include nuisance violations and property maintenance violations, as well as failure to pay food and beverage taxes. Whether a specific violator is issued an LO ticket or not is dependent on the nature of the offense. The Village will always retain the discretion to send a case to court.

The following neighboring communities all utilize an administrative adjudication process for general Code violations: Buffalo Grove, Des Plaines, Hoffman Estates, Mount Prospect, Palatine, Park Ridge, Prospect Heights, Schaumburg, and Wheeling.

Use of the Administrative Adjudication process can benefit the alleged offender. It allows the defendants to present their case through the mail rather than having to go to court. Further, any fines assessed do not include the typical court fees, which can be over \$100. Finally, for any fines assessed, the Village retains all of the money. Adjudication hearings are currently held on Saturdays. If Code Enforcement is added, it is anticipated that a hearing date will also occur during the week, since Code Enforcement Officers will likely need to be present at the hearings.

In order for the expansion to move forward, the Village Code will need to be amended. Additionally, Staff would like to send out an RFP for a Hearing Officer. An RFP was not used for the initial hiring of a Hearing Officer.

If the Village Board is in favor of expanding adjudication to apply to code enforcement, then a motion to direct Staff to prepare the appropriate Code amendment for the expansion of administrative adjudication would be in order.

ATTACHMENTS:

Description

Type

No Attachments Available