

<b>Committee:</b> Streetscape	<b>Board Chair/Rep:</b> Tim Bibler	<b>Meeting Date:</b> October 11 & October 18
<b>Number of Attendees:</b> 8 and 6	<b>New Members?:</b>	
<b>Executive Summary:</b>		
<ul style="list-style-type: none"><li>○ The committee has met monthly since August 2010 discussing the Third Street Plan. The Committee determined that it is now time to make decisions regarding the Third Street Plan.</li> <li>○ The committee began by reviewing the City approved Third Street Streetscape Study. This Study was completed in August 2010 after a public input process. The public input process helped identify major streetscape components and options related to the components.</li> <li>○ To help the decision making process the committee identified a number of criteria. The following criteria will be used to evaluate each option.<ul style="list-style-type: none"><li>▪ Historic</li><li>▪ Feasible</li><li>▪ Identifiable Benefit</li><li>▪ Aesthetic</li><li>• Reasonable Period of Time</li><li>▪ Impact on Business and Residence</li><li>▪ Cost</li></ul></li> <li>○ Utilities Component<ul style="list-style-type: none"><li>• With estimated cost to bury utility lines at \$13-15 million, along with other concerns, it was decided to keep overhead utility lines, but with modification. Among other things such modifications would include “cleaning-up” overhead lines by consolidating overhead wires and eliminating cross wires, eliminating all signs and lights from utility poles.</li></ul></li> <li>○ Street Component<ul style="list-style-type: none"><li>• The street alignment would remain as it currently exist and therefore no bump-outs.</li><li>• The surface of the street from curb to curb would be brick</li><li>• Add a dedicated bike lane on the west side of the street and adjacent to the curb. The bike lane would be between the curb and the parallel parking area. Therefore looking at the west side you</li></ul></li></ul>		

would see the sidewalk area, the curb, the bike lane and than parallel parking area.

- The number of parking spaces would not change.
  - Placing the bike lane between the curb and parked cars would make it safer for bike riders. Narrowing the street by adding a bike lane would make it safer for pedestrians to cross the street and slow traffic.
- Curb Component
    - The stone for the curbs would be limestone.
    - The curbs would be reestablished at full height
  - Sidewalk Component
    - All sidewalks would be brick and maintain the current requirements for the type of brick, diverse brick pattern and paving methods.
  - Light Component
    - There would be dedicated poles for street lighting. The poles would be on both sides of the street. The poles and lights would have the same historic look that is used in and around Schiller Park.
    - Lighting would be connected by underground wiring.
  - Signage Component
    - Poles used for street signs and parking signs would look like those on page 36 in the “Third Street Streetscape” study. (See poles showing the “Thirds St” sign and the “No Parking” sign.)
  - Decisions regarding the look of the signs will be made later.

#### Meeting Objectives/Highlights:

- Request for staff time or Volunteers? None.
- Financial Resources? None.
- Issues or concerns that require consideration by the Board or staff for possible response or action with timeline included.
  - Streetscape Committee to be placed on the November Agenda.

**Next Steps:**

Next Meeting November 1, 2011.