

# MINUTES

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BOARD OR COMMISSION: Capital Improvements

DATE: 7/12/11

MEETING: Regular X Special \_\_\_\_\_

CALLED TO ORDER: 7:38 PM

QUORUM: Yes X No \_\_\_\_\_

ADJOURNED: 10:53 PM

MEMBER ATTENDANCE:

PRESENT: Chairman Piszczek,  
Commissioners Brugh, Colliander,  
Lindquist, O'Carroll, Popp, Pryde,  
Ryne and Thelen

OTHERS: Trustee Liaison (pro-tem)  
Henninger (subbing for Trustee  
Hartweg), Professional Engineer Bob  
Minix,

ABSENT: None

AUDIENCE: Residents from the  
Hawthorne Boulevard corridor

## **CALL TO ORDER:**

The July 12, 2011 meeting of the Capital Improvements Commission was called to order by Chairman Piszczek at 7:38 PM. A quorum was present.

## **APPROVAL OF MINUTES:**

Commissioner Lindquist moved to approve the June 21, 2011 meeting minutes. The motion was seconded by Commissioner Pryde. The Motion carried unanimously.

## **CONSIDERATION OF ROADWAY WIDTH ISSUES ASSOCIATED WITH THE DESIGN OF THE RECONSTRUCTION OF HAWTHORNE AND DEVELOPMENT OF A RECOMMENDATION:**

P.E. Minix asked that those in the audience interested in speaking please sign in with name and address, and also state name and address when speaking. He also noted that this meeting was concerning street width only. Sidewalks will be considered at a later date.

## **Village Staff Report:**

P.E. Minix presented the Village Staff Report. Design work has started on reconstruction of Hawthorne. Work is scheduled to begin in 2012 with the goal of finishing as much as possible by September 1, 2012. Street width is a decision with a 40-50 year impact. Resident interest

has helped staff formulate a project that takes resident desires into account. Hawthorne is a minor collector street, which has broader transportation functions in addition to allowing residents to get into their driveways. In this case the schools on each end of Hawthorne are the main reasons for the collector street designation. Under criteria established in 2001, the design of a collector street undergoing reconstruction calls for a width of 25 feet back-of-curb to back-of-curb. The Capital Improvements Commission has generally sought to uphold the 2001 criteria, but also attempts to take into consideration site specific issues.

Since April, ERA Associates has conducted field studies and traffic studies looking at roadways of both 21 and 25 feet. Posted on ERA's website is the staff recommendation, the Village Forester's report and the traffic study, along with the results of the engineering study which is informational without making a recommendation. At the June 28, 2011 resident meeting, it was clear that all resident attendees wanted to keep the width at 21 feet.

Many considerations went into the staff report. Other interested entities were contacted: both schools, the police and fire departments. In all cases, they did not oppose or support a particular width, with the existing 21 feet working reasonably satisfactorily. Aside from a few spaces near Hadley School, there is no parking now nor will there be in the future. Based on the traffic study, width will not be a significant factor impacting the number or speed of cars using Hawthorne. As for pedestrian safety, there will not be an appreciable change in the parkway width between a 21 and 25 foot road. IDOT designated minimum separations between sidewalks and roadways would be maintained either way. The Forester conducted an extensive assessment of the consequences of widening the roadway to 25 feet emphasizing the damage to the root zones and impact of moving utility poles. The engineers reported that the number of utility poles to be moved went from 3 (no width change) to 8 (22 ft. wide street) up to over 40 for a full 25 foot wide roadway. Widening would create a 10-15% increase in water runoff. Some driveway slopes would increase beyond the maximum desirable of 10% with a wider roadway.

Give the above considerations, the staff recommends a 22 foot wide road through the entire corridor. This allows for the minimum accepted standard of a nine foot driving lane in each direction plus two feet on each side to utilize a B6-18 curb and gutter, a necessity for proper drainage performance on a concrete roadway.

Commissioner Questions to Staff:

Chairman Piszczek asked how the wider road will impact the apparent setback of the existing homes. P.E. Minix said that a narrower parkway may result in a slightly "tighter" looking appearance, although no actual setbacks would be impacted as right-of-way will be not required to construct the project.

Commissioner Colliander asked if the Village has talked to ComEd about bracket or alley arms on the utility poles to lessen the impact on trees. There was discussion noting that the cable and telephone wires are attached lower on the poles. A tree assessment was not done for every foot of additional roadway; rather the widest possible roadway was examined in detail by the Village Forester in June. However, the staff conclusion was that moving poles would have some impact on the tree canopy regardless of whether or not alley arms are used (alley arms would be of some value though). The point was emphasized that there will be significant tree impacts along the Hawthorne corridor because of the construction (due to services, sidewalks and driveways) even if the road is not widened at all.

Commissioners discussed the traffic report. P.E. Minix responded to questions by reviewing the speed statistics; confirming there will be no parking except for a few spaces at Hadley School; the nine foot driving lane is within standard guidelines, and that there will be some catch basins in the roadway. At the proposed 22 foot width, Hawthorne will be six inches wider on each side than Western. If the decision is to keep the roadway at 21 feet, the curb and gutter will remain the same size, thus reducing the driving lanes to 8.5 feet.

Resident Presentation and Other Audience Comments and Input:

Brenda Knapp of 495 Hawthorne gave a presentation as “resident liaison” giving the residents’ positions, which included cost, green space, trees, safety and “charm and character”. An assessment of resident views resulted in her request that the Commissioners recommend a roadway width of 21 feet.

Cari Dinneen of 602 Prairie noted that studies say narrow streets make drivers pay attention, and that any narrowing of the parkway will put children on sidewalks at risk by being closer to the street. She also made note of the unknown cost of removing trees and moving utility poles. While Western will have new development on either end of it, she felt that Hawthorne will always be used to get to the schools on either end and for pedestrians. She said that 74 of the 93 residents on Hawthorne are on board for a 21 foot road width.

Renee Stephen of the corner of Main and Hawthorne referred to the plaque at her corner listing Glen Ellyn as a national historic town. Glen Ellyn has the character of a quaint New England village with narrow streets and tree canopies. Any street widening will affect the charm of the Village. As there is no potential for development on either end, the roadway should remain 21 feet.

Michael McDonald of 589 Forest commented on the traffic study by presenting other statistics. Increasing the width from 21 to 22 feet he feels opens the door, and he wants to continue a “hemmed in feel” for drivers to make them drive slower.

Kelly Keogh of 457 Hawthorne stated that children do not pay attention when walking. She has talked to other parents of students at Hadley who do not want the roadway widened.

Shawn Lewis of 590 Western feels that there is great charm to the Village and narrower streets are positive. Increasing the width a foot makes it that much more for children to cross. He is concerned about property values and that \$26,000 can be used better elsewhere.

Lee Marks of 475 Hawthorne said that there has always been speeding on Hawthorne, and always will be speeding. If it is wider, common sense says there will be even more speeding. He is also concerned with tree and neighborhood preservation.

Kathy Cornell of 678 Forest stated that widening Hawthorne would decrease the beauty of the community and property values. She is also concerned about stormwater runoff and additional flooding of Lake Ellyn. The decision affects all citizens.

Julie Nephew of 628 Prairie noted that every square foot that becomes impermeable and every tree that is lost contributes to the flooding of Lake Ellyn.

John Huston of 588 N. Ellyn said that everything he was going to say had been said, and asked when sidewalks would be discussed, to which P.E. Minix replied that he did not know at that time. He also said that Hawthorne has worked for 30 years and not to fix anything except the pavement. Mr. Huston was also very complimentary of P.E. Minix for the transparency of the process.

Elaine Nordahl of 589 Western felt that the straight-aways on Western are fine, it is the turning radii at corners that affect trucks and buses. P.E. Minix said that there are ways of designing the intersections regardless of roadway width. Chairman Piszczek noted that the Commission considers these types of issues in the design process.

CIC Questions to Representatives:

Commissioner Colliander asked Ms. Knapp and Ms. Dinneen if there were any residents who were not in favor of leaving the width at 21 feet. There was one couple that would not sign, but no "no" responses. He asked Michael McDonald if the traffic studies he referenced take into account turns, hills, etc. Mr. McDonald did not know. Commissioner Colliander recommended that they be ready with these answers when presenting to the Board of Trustees.

Commissioner Pryde commended the residents on their presentation and noted that they are obviously passionate. He asked Chief Norton for comments on speeders in the Village. Chief Norton had no thoughts to lower speed limits, and that would just result in more speeders. Traffic laws are to prevent accidents. It's not up to the police or the schools to teach children how to walk to school.

In response to additional questions, P.E. Minix said that the driving lane on Hawthorne presently is ten feet. In order to keep a ten foot driving lane, the road would have to be widened to 24 feet. He stated that if the same street is built now at 21 feet, there will be a greater perception of narrowness than there is presently because of the higher curb and wider gutter. There will be no striping down the center of the street, although cross walks will be marked.

Chairman Piszczek asked whether the 22 foot recommendation mitigates the driveway slope changes. P.E. Minix said that it would keep driveways within the preferred maximum for the most part. In response to a resident question, P.E. Minix said that the elevation of the new road has not yet been fully determined, and it is very lot-specific as to how each driveway meets the road.

Commissioner Pryde asked about placing the wires underground, particularly the telephone and cable more than the electric. P.E. Minix stated he could look into the possibility, but it would burden the schedule, add cost and he would like to discourage it.

Commissioner Popp asked if the new curb and gutter will facilitate a more even movement of water. P.E. Minix said that this is the most effective way of collecting water, and that ERA would be sure to meet all storm water requirements.

Resident Mark Allgauer of 262 Hawthorne asked commissioners how wide a road is needed for the size of cars 50 years from now. Commissioner Pryde responded that there could also be a better mass transit system with larger vehicles travelling Hawthorne by that time. So vehicles could be larger or smaller. Also, Hadley school may expand or move in that time, and this decision needs to take into account that possibility.

Other residents expressed concern for the trees. P.E. Minix noted that it is a balancing act. The best for the trees would be to not reconstruct the roadway at all, and any construction will have some impact. Even a 21 foot width will cause the roadway to be widened because of the machinery used in construction. The staff is committed to doing as thorough a job as possible to protect the trees and six inches is a doable width with minimal impact on trees.

Commissioner Pryde noted that 40 miles of streets have been reconstruction so far and that attention has been paid to the trees on every project. The Commission is sensitive to the issue and it controls how projects are viewed and designed. P.E. Minix said that there was no question that a major construction project takes its toll on the trees. The Forester usually cannot unequivocally assess the reason for a particular tree dying 4-5 years after construction as the general age and condition of a tree is also a consideration.

CIC Deliberations:

Chairman Piszczek stated that having a staff recommendation is very important when considering an exception. P.E. Minix concurred that moving poles is the difference between recommending a 22 foot and a 23 foot roadway.

Commissioner Ryne agreed with P.E. Minix and would like to widen the roadway, but the overriding issue is the loss of trees and he supported the 22 foot option.

Commissioner Lindquist noted that the 25 foot width would impact 45 utility poles, but the 22 foot option only 8 poles.

Commissioner Brugh said that he came into the meeting wanting to widen the roadway, but the impact on parkways is too much. Twenty-two feet is a good width.

Commissioner Colliander said that 25 feet seems to be a decent standard for safety and other concerns. He thought of a compromise of 23 feet. Twenty-one feet is too narrow. Although he was leaning toward 23 feet, 22 feet is a happy medium and he now liked the 22 foot recommendation.

Commissioner Popp stated that this is a 40 year decision. The Forester's report swayed him in that removing 25% of the trees was very much a concern. The 22 foot option made sense, and he would support it.

Commissioner O'Carroll noted that the 21 foot width of Sunset (between Roosevelt and Fairview) is just too narrow. It does not slow traffic, it is hard to get out of his driveway, and 21 foot curb-to-curb appears much smaller than one would think. With the additional 6 inches on each side and a bit of additional cost in a \$4 million project, if designed at 22 feet, he would be pleased with it.

Commissioner Thelen said that he came into the meeting leaning toward a 23 foot width. He would like to see more room for bicycles, but that 22 feet is a reasonable number.

Commissioner Pryde said that the width makes a difference in the winter. He does not like 21 feet in that it is not a full width of street in the winter. A six inch increase is a big deal. He originally was set on 23 feet, but could not see how it could be imposed on Hawthorne. He said that 22 feet is an appropriate recommendation and a good compromise, noting that driving in the gutter is not safe. P.E. Minix has done a good job a balancing a difficult construction project.

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Formulation and Approval of a Recommendation on Roadway Width for the 2012 Hawthorne Reconstruction Project:

Commissioner Colliander moved to accept the staff report recommendation, and Commissioner Ryne seconded the motion. It was approved 9 yeas to 0 nays in the following form:

“While it is the preference of the Capital Improvements Commission to maintain the street widths contained in Resolution 01-12, the Capital Improvements Commission in taking into consideration the mitigating factors of: (1) unanimous resident support for a narrower street width; (2) property line setbacks; and (3) utility pole movement and projected tree loss with a 25 foot street width, the Commission recommends accepting the staff report recommendation of a 22 foot roadway width for Hawthorne Boulevard as reconstructed in 2012.”

Chairman Piszczek addressed the residents expressing the hope that they felt they got a fair shake. The Village Board will address the issue the third Monday in August at the workshop. The recording secretary will be preparing the minutes and P.E. Minix will draft a report to the Board. Residents will be able to obtain a copy of the package going to the Board for consideration. He also noted that the Board will be considering policy, as opposed to passing an ordinance that evening. Commissioner Pryde noted that the Village Board needs to decide on the roadway width issue before the Commission can begin consideration of sidewalks or other design matters.

**OTHER BUSINESS:**

Commissioner Thelen asked P.E. Minix about the status of Essex Court. The engineer's estimate was for \$2.25 million; however, the low bid from Pirtano was under \$1.75 million.

**ADJOURNMENT:**

Commissioner Brugh moved to adjourn the meeting. The motion was seconded by several Commissioners, and was carried unanimously. The July 12, 2011 meeting was adjourned at 10:53 PM.

Submitted by Karen Blake, Recording Secretary  
Reviewed by R. Minix, Village of Glen Ellyn Public Works