

MINUTES

BOARD OR COMMISSION: Capital Improvements DATE: January 8, 2013
MEETING: Regular X Special _____ CALLED TO ORDER: 7:30 PM
QUORUM: Yes X No _____ ADJOURNED: 11:06 PM

MEMBER ATTENDANCE:

PRESENT: Commissioners Brugh, Burton, Lane, Lindquist, O'Carroll (at 8:40 PM), Pryde (at 7:50 PM), Ryne and Thelen

OTHERS: Trustee Liaison Hartweg, Public Works Director Julius Hansen, Professional Engineer Bob Minix

ABSENT: Chairman Colliander

AUDIENCE: Lenox Road project stakeholders including residents, representatives from the Glen Ellyn Park District and Ben Metzler from RHMG Engineers, the project consultant

CALL TO ORDER:

The January 8, 2013 meeting of the Capital Improvements Commission was called to order at 7:30 PM by Acting Chairman Thelen. A quorum was present.

AUDIENCE PARTICIPATION:

Acting Chairman Thelen asked if anyone in the audience wished to speak on any topic other than the Lenox Road project. There was no one that spoke.

LENOX ROAD – STREET WIDTH / PARKING / SIDEWALK CONFIGURATIONS (WORKING SESSION):

Mr. George Henry was representing resident Carolyn Oesterle and showed a video prepared by her. In the video, Dr. Oesterle said that she believed that diagonal parking and a wider roadway would be unsafe. She had observed and measured road widths and parking configurations around the village. She also filmed part of Lenox on December 18, 2012 looking south toward Hawthorne when the high school students were leaving school at around 2:30 in the afternoon.

P.E. Minix provided an overview of the Lenox – Linden Improvements Project. Lenox Road is due for major work, including replacing all the curb and gutter and driveway aprons, and completely reconstructing the roadway. There will be new water mains installed and some upgrades to the sanitary sewer. Storm sewer improvements will be complementary to those installed on Essex in 2011. The improvements need to make sense for the long term needs of the community as a whole. This meeting is a working meeting to receive input. Later, in

February or March, there will be a formal CIC-conducted public hearing to develop recommendations. These recommendations would be considered by the Village Board about a month after the CIC public hearing. The construction work will commence after July 4 and continue for approximately three months. In response to questions from residents, P.E. Minix said that a sidewalk is being considered on the east side of Lenox all the way to Oak.

Dave Harris, Executive Director of the Glen Ellyn Park District (the "District") presented the District's 2012 Lake Ellyn Park Master Plan to the Commissioners with a PowerPoint presentation. The master plan was developed for the Park District by the Conservation Design Forum consulting firm. There are a number of elements in the Lenox Road reconstruction project that are of interest and could be of benefit to the District. Mr. Harris noted that Lake Ellyn Park is a community park in a neighborhood setting. Many events serving the entire community are held there and parking is an important concern. A professionally conducted survey found that Lake Ellyn Park is the most frequently used facility in the district as well as the most likely candidate for possible upgrades. In response to audience comments, it was noted that the District is a separate taxing body from the Village. There is interaction between a District project that is adjacent to a Village project, creating a unique opportunity.

Director Harris made the following points regarding proposed work on Lenox Road:

- ❑ Speed is a concern and traffic calming measures should be incorporated
- ❑ The number of parking spots provided should be similar to the number currently available
- ❑ Lake Ellyn Park is a community park; goal should be to have safe and accessible parking and improved park access
- ❑ While working in partnership with District 87, it is not the intent of the Park District to increase Glenbard West parking opportunities
- ❑ Angle parking is not necessarily worse than parallel parking; with angle parking, the roadway width used for driving can be narrowed
- ❑ A combination of angle and parallel parking is recommended
- ❑ No trees should be removed to install parking
- ❑ Losing 5,000 square feet of green space to improve parking is not a significant concern when there is over 1,000,000 square feet of park area in the vicinity

David Yocca of the Conservation Design Forum also made a presentation to the Commissioners:

- ❑ First concern is to preserve existing healthy, mature trees, particularly native hardwoods, including those in the Village right-of-way
- ❑ Improve pedestrian safety and comfort: construct a sidewalk on the east side of Lenox, with tie-ins to clearly marked crosswalks allowing safe pedestrian access to the park
- ❑ Traffic calming by visually narrowing the driving corridor with different pavement colors and materials in the parking spaces; bringing the curb out at intersections to alert drivers of pedestrians; raising the elevation of pavement at crosswalks; and signage
- ❑ Minimize impervious pavement surface - Every surface controlled by the District will treat stormwater before it reaches the lake, for example using permeable pavers.

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- ❑ Enhance the park and lake environment and ecology by slowing, cooling and cleansing stormwater, utilizing bio-retention features along the roadway
 - ❑ Maximize community benefits by burying overhead utilities (this is a comment received during the master plan hearings, on which the team is neutral) and installing trees on the west side of Lenox

Ben Meltzer of RHMG Engineering presented three options for parking on Lenox and also spoke about sidewalk on the east side of Lenox Road:

- ❑ All parallel parking, creating a narrow roadway of 19 feet, but keeping 61 parking stalls and losing approximately 4,000 square feet of green space
- ❑ 60 degree angle parking spots in distinct bays, creating 60 parking stalls with a 21 foot wide roadway and 5,600 square feet of green space loss
- ❑ 45 degree angle parking, resulting in 46 parking stalls, losing 4,900 square feet of green space but allowing for backing out only into one lane of traffic
- ❑ North of Essex, a sidewalk is shown parallel to the roadway against the curb

Commissioners noted that the CIC is looking at a sidewalk only in connection with the Lenox reconstruction within the Village right-of-way. If the District would prefer it in the Park, or if the best solution for the sidewalk is to meander around existing trees, the Commission will work with the District.

RESIDENT QUESTIONS AND COMMENTS:

Several residents questioned the need for change at Lake Ellyn Park and on Lenox. Public Works Director Hansen noted that improvements on Lenox now will last for at least 20 years.

Some residents favored parallel parking, and others diagonal parking, each viewpoint citing safety concerns.

Residents living on Lenox north of Essex and at the intersection at Oak expressed opposition to a sidewalk on the east side of Lenox, noting there is no need for additional sidewalk when there is one across the street. The opinion was expressed that no sidewalk is safer than one directly against the curb.

APPROVAL OF MINUTES:

Commissioner Lindquist moved to approve the November 14, 2012 regular meeting minutes. The motion was seconded by Commissioner Burton. The Motion carried unanimously.

TRUSTEE'S REPORT:

Trustee Hartweg noted that it is important to hear differing opinions. It is also important for Trustees to look at the community as a whole and not just neighborhood-by-neighborhood. He said that the Board will be working on the Village budget for the next few months. He also noted that the Hawthorne roadway reconstruction project received an engineering award.

COMMISSIONERS' DISCUSSION:

Commissioner Pryde noted the difficulties with drainage in that the park does not naturally grade down to Lake Ellyn. From an ecological standpoint, angle parking with landscaped pods is better than parallel parking. He is looking at how to improve the area and still keep 60 parking spots. Commissioners discussed various surfaces, including pervious pavers, pervious concrete and crosswalks using different surfaces than the street. The possibility of installing the raised road table at Lenox and Linden as a traffic calming device with different pavers was discussed favorably.

It was noted that the District plan shows both diagonal and parallel parking, separated by Linden. Commissioner Pryde noted that handicapped parking cannot be accommodated on the street and maintain 60 parking spaces. Angle parking will move the roadway away from existing trees in locations without parking bays and parallel parking impacts trees more as it widens the entire roadway.

P.E. Minix noted that it costs approximately \$40,000 per each 120 foot overhead span to bury ComEd utilities, and it would take two years for ComEd to be ready to do so. It does not need to be done in conjunction with the road reconstruction. Direction Hansen reiterated that burying the utilities on the west side of Lenox is not part of this project.

The presence of ash trees was briefly discussed. It was noted that while only approximately three ash trees are currently scheduled for removal in the Park, the number of ash trees that will ultimately need to be removed will grow substantially.

Commissioners discussed angle versus parallel parking on Lenox. Safety issues can be cited with both scenarios. There is no study in hand that quantifies the safety issues. In response to questions, P.E. Minix said that the angle parking will be more expensive because of the additional curbing required. However, as a percentage of the entire project, it is not a real consideration. Also, it was noted that 45 degree angle parking avoids having to cross both lanes of traffic while pulling out and improves visibility, although it reduces the number of stalls. The current driving lanes are only eight feet wide. All three of the parking scenarios under consideration will result in wider driving lanes. Director Harris said that when the parallel spots are empty, it creates a 28 foot wide roadway, which encourages speeding. The angle parking would break up that width. Resident Erin O'Connor expressed concern about angle parking close to the Hawthorne intersection.

Director Harris said the District is comfortable with a meandering sidewalk, but it needs to connect directly with the parking bays, and to have designated mid-block crosswalks. Commissioners expressed concerns about safety of the mid-block crosswalks versus the possible traffic calming aspects.

Commissioner Pryde asked resident Reis Kayser about a possible sidewalk north of Essex. Mr. Kayser suggested perhaps using pavers as opposed to a white strip of concrete. It was suggested that perhaps residents in that block would help to defray the cost of pavers.

P.E. Minix reminded Commissioners that the sidewalk situation on Linden will need to be addressed. Currently, there are gaps in the sidewalk between Main Street and the Park. He suggested that this issue could be revisited at a later date. Acting Chairman Thelen asked that plans be circulated at the next meeting.

After discussion, there was general agreement among the Commissioners to discuss and make a recommendation on the Lenox Road reconstruction at the Commission's February meeting. Although construction will not start until July, bids need to be in hand by May, necessitating Board approval in April.

PROJECT STATUS REPORT:

P.E. Minix reported that the Braeside drainage project is expected to be completed the second week of January.

ADJOURNMENT:

Commissioner Thelen moved to adjourn the meeting. The motion was seconded by Commissioner Brugh, and was carried unanimously. The January 8, 2013 meeting was adjourned at 11:06 PM.

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