

MINUTES

BOARD OR COMMISSION: Capital Improvements DATE: May 13, 2014
MEETING: Regular X Special _____ CALLED TO ORDER: 7:10 PM
QUORUM: Yes X No _ ADJOURNED: 9:18 PM

MEMBER ATTENDANCE:

PRESENT: Chairman Colliander, Commissioners Biggam, Lane, Lindquist, Pryde, Ryne and Thelen

OTHERS: Professional Engineer Minix

ABSENT: Commissioner Burton

AUDIENCE: Residents adjacent to the alley north of Oak between Pleasant & Euclid, and the authors and interested residents of the Move GE (Bicycle Facilities) Plan

CALL TO ORDER:

The May 13, 2014 meeting of the Capital Improvements Commission, held at the Glen Ellyn Civic Center, was called to order at 7:10 PM by Chairman Colliander. A quorum was present.

AUDIENCE PARTICIPATION – REQUEST FOR ALLEY REHABILITATION BY EUCLID AND PLEASANT RESIDENTS ADJACENT TO ALLEY NORTH OF OAK STREET:

Paul Butler of 766 Euclid discussed the petition requesting that the Village re-pave the alley. The alley was paved approximately five years ago by the residents with no Village funding involved. The residents have been maintaining it. It is sealed each year, but because of garbage trucks using it, it is not holding up. The Village does plow it. Since the Village has paved other alleys, the residents hope it will pave this one. In response to questions from Commissioners, Mr. Butler said that it is asphalt put down over a gravel base. There was no other preparation. It has lasted five years. There is no storm sewer under it.

P.E. Minix noted that it would merit some kind of reconstruction because there is a questionable base and no drainage. Also matching the road to each garage apron would be difficult. He recommended engineering and surveying to fix the drainage, which could tap into the storm sewer on Oak. This work could conceivably be done concurrently with other projects, and could be implemented via change order this year. The residents initially paid less than \$10,000 to construct the alley. Now, the cost could be \$40,000-\$50,000 for a full reconstruction. P.E. Minix recommended 14 foot wide pavement using concrete with an inverse crown for better control of the surface drainage. There was discussion concerning the presence of utility poles and what utilities were being carried on them.

Resident Charles Slaustas of 765 Pleasant commented that his back yard is wet in heavy rain because water flows over the alley into his yard. He would benefit from improved drainage.

There was general agreement by Commissioners to get the engineering done at the cost of \$7,000-\$8,000 and reassess the situation based on the engineer's estimate of costs. Staff will try to have the engineer's estimate by the June Commission meeting, but will certainly have it for July consideration.

MOVE GE ACTIVE TRANSPORTATION PLAN:

P.E. Minix introduced John Carlisle and Jake Rueter, the authors of the plan. This is a project that has been talked about in the Village for years. This plan will provide a starting point and staff will continue with it going forward. The draft plan is on line and the authors are looking for comments, after which it will be put into final form in the next few weeks.

The key partners in the project were the Glen Ellyn Park District, the community, the police, DuPage County, West Suburban Active Trail Council and the League of Illinois Bicyclists. The goal of the plan is to encourage more bike riding, both recreational and functional. The authors looked for feedback on what needs are met, are not met, and any concerns for bicyclists.

The Village's strengths from a bicyclists' view are the many residential streets. The weaknesses are the transportation barriers, i.e., Roosevelt Road and the train tracks, and the narrow road widths. The Village's bike friendliness over all is average to below average. Traffic and speed limits are the worst factors, with road width being the biggest issue on the north side, and traffic volume and speed on the south. However, the conditions of the roads are mainly good.

The primary recommendations are to create north-south routes from the Great Western Trail to Butterfield Road, connect to neighboring bike plans and consider bike lanes in future development. Ways to implement the plan include signage and street crossing improvements, such as crossing lights; adding bike lanes / accommodations to certain roadways and any future railroad underpasses; creating one-way roadway pairs; encourage use of Taft Street instead of Roosevelt Road; and expand bike parking in the central business district. Some implementation could be done over 1-3 years, assuming no widening of streets and improvements paired with the existing road resurfacing/reconstruction schedule. The entire program would cost approximately \$750,000. Possible funding sources include Federal and State grants, the RTA, revenue from the Central Business District TIF and corporate donations, such as from Central DuPage Hospital and DuPage Medical Group.

Commissioners discussed the report, and suggested that the maps include more street names and landmarks along with including some quantitative information on the average and below average assessments of the Village streets rather than using just colors. Commissioners also suggested that the Village add more bike storage on both sides of the railroad tracks, and to add that element to the Central Business District Plan. P.E. Minix said that it will be up to the staff to move this plan forward.

Resident Gary Mayo of 831 Glencoe expressed very positive comments and hope that the momentum created by the creations of this report will be sustained.

APPROVAL OF MINUTES:

Commissioner Colliander introduced the newest member of the Commission, Adam Biggam, who has lived in the Village since 2009 and is an engineering consultant.

Commissioner Pryde moved, and Commissioner Lindquist seconded to approve the April 8, 2014 meeting minutes. The motion was approved unanimously.

TRUSTEE'S REPORT:

There was no Trustee's Report.

PUBLIC WORKS AND PROJECT REPORTS:

P.E. Minix reported that there is an issue with IDOT for MFT funding of the salt storage expansion at the Reno Center. Staff is moving forward on a bid and the project is currently before IDOT for review. He also reported that Public Works Week will be later in May. There have been no flooding issues in the Village to date with all the rain. The Board will be considering ways to move forward with a plan to deal with overflows from Lake Ellyn. The Chidester-Elm-Lenox-Linden (CELL) project had to be rebid, and the Elm-Cottage-Geneva Connectors road project may be postponed to 2015 unless bids are very favorable.

P.E. Minix also reported on a draft under/over pass study for the downtown area. It includes improvements to the existing Taylor Street underpass to create a separate pedestrian tunnel and a pedestrian underpass at Forest near the train station. Alternatives to the at-grade vehicle crossings in the Central Business District were reviewed, but either tunnel and bridge alternatives do not appear feasible due to cost and the required changes that would alter the character of the Central Business District to a large degree.

Commissioners discussed the possibility of additional public parking spaces created in connection with proposed redevelopment projects in the Central Business District. There is no plan for a public parking garage at this time, although the new development may include more public parking. Until one or more of those projects is built, parking will be a challenge.

OTHER BUSINESS:

None

ADJOURNMENT:

Commissioner Lane moved, and Commissioner Ryne seconded adjourning the meeting. With no dissent, the meeting was adjourned at 9:18 PM.

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