

MINUTES

BOARD OR COMMISSION: Capital Improvements DATE: March 10, 2015

MEETING: Regular X Special _____ CALLED TO ORDER: 7:07 PM

QUORUM: Yes X No _____ ADJOURNED: 8:35 PM

MEMBER ATTENDANCE:

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

OTHERS: Professional Engineer Minix; Civil Engineer Jeff Perrigo

ABSENT: Commissioners Burton and Ryne

CALL TO ORDER:

The March 10, 2015 meeting of the Capital Improvements Commission, held at the Glen Ellyn Civic Center, was called to order at 7:07 PM by Chairman Colliander. A quorum was present.

AUDIENCE PARTICIPATION:

None

APPROVAL OF MINUTES:

Commissioner Lane moved, and Commissioner Lindquist seconded, to approve the February 10, 2015 meeting minutes. The motion was approved unanimously.

TRUSTEE REPORT:

None – Trustee Liaison Clark was not in attendance.

CONTINUING BUSINESS – DOWNTOWN STREETScape PROJECT AND DISCUSSIONS ON RECOMMENDATIONS FOR IMPLEMENTATION OF SPECIFIC PLAN ELEMENTS:

P.E. Minix provided an overview of the project goals, to rehabilitate the Central Business District (CBD) roadways and to implement essential elements of the Downtown Streetscape Concept Plan for a combined total cost (including engineering) of \$4.5 million.

C. E. Perrigo reviewed the scope, layout and costs of proposed streetscape improvements and street rehabilitation work. The streetscape improvements focus on five key downtown core intersections on Main Street between Anthony and Duane and on Crescent between Main and Park as well as connecting sidewalk and possible mid-block pedestrian crossings. There would be no widened sidewalks but sidewalk bump-outs would be featured at corners. The main run of sidewalk between corners would be plain concrete; a decorative paver strip four feet wide

would be constructed adjacent to the curb where street lights, trees and street furnishings would be placed.

The proposed streetscape and roadway rehabilitation construction on the “core” Main and Crescent corridors, including street resurfacing, new curbs and sidewalks, brick paver crosswalks and tree replacement is estimated at \$2,860,000, including a 20% contingency. Remaining roadwork on Duane between Main and Prospect (reconstruction) and resurfacing of the balance of the CBD streets will cost \$1,285,000. Finally, adding in engineering at 15% of construction costs (\$620,000) yields a total project cost of \$4,770,000. This cost would be refined as the project proceeded to get to the desired \$4.5 million target.

The Main Street work is planned to stretch north to Anthony. P.E. Minix noted, however, that the block from Pennsylvania to Anthony could be traded out for Duane east of Main. The proposed Duane work west of Main should be intensive rehabilitation, as the base does not seem to be holding up; however, less intensive mill and overlay work would allow postponement of the more extensive work. The consensus of the Commission was to do the intensive rehabilitation rather than postpone it.

Chairman Colliander suggested perhaps extending the core area only half-way to Anthony, or not replacing all the trees as methods of saving some money. The Village Forester will need to look at the trees and make final suggestions on ways to take them down, whether to pull the roots from under the road, and the best way to replant trees and what species would work best.

In response to questions, P.E. Minix said that the large contingency is because the project is still in planning stages. In response to questions, C. E. Perrigo said that sidewalk is being replaced in front of the theater. The original plan did call for some mid-block cross walks.

Commissioners discussed aspects of the plan that are pedestrian friendly, such as paver cross walks and intersection bump outs, and suggestions that would help traffic flow, such as reversing the direction of parking across from the theater or moving the horse trough. There was concern raised for delivery trucks being able to maneuver through the core area with the proposed bump outs as well as slowing traffic down even more through the core area. A balance needs to be found.

P.E. Minix noted that the potential pedestrian underpass at the train station would not take away parking spaces on the north side, although it could eliminate approximately 8 spaces on the south. Staff is preparing paperwork requesting that Crescent be designated an FAU route, which could make state and/or federal grant funds available.

P.E. Minix said that staff is ready to make a recommendation to the Village Board. Traffic studies and turning ratios will be examined for each intersection at which bump outs are being considered. The Commissioners reached consensus in recommending a pedestrian crossing at

the Prairie Path and to straighten it out at that point, and supporting the mid-block crossing at the theater. The crossings will not be raised, although will be made of pavers. Whether or not an additional mid-block pedestrian crossing on Main at the hardware store would be advisable can be determined in connection with the Main Street Parking Lot re-development. The Commissioners also reached a general consensus in favor of the bump outs, but urged that staff review each location to assure that traffic lanes remain open and fire apparatus can maneuver throughout the core. Streetscaping limits were further defined on Main Street north of Pennsylvania (transition zone - stop at the mid-block driveways, near Drury); do not proceed east or west of Main on Duane or on Pennsylvania; go west of Main on Crescent to the alley (transition zone).

The streetscape work is currently scheduled for 2017. There is a fair amount of underground work to be done in 2016.

Staff will compile a report on the tree removal and replacement plan, including the timing in conjunction with the street work and arborist recommendations.

PROJECT REPORT:

Benesch Engineering has been chosen to move the Taylor Street Pedestrian Underpass Project forward on Phase I. P.E. Minix expressed the desire for the engineers to consider more options that just what was provided in the feasibility study.

Plans for the potential new police station has not yet been completed.

The Elm-Geneva-Cottage project should start soon. However, the Glenwood-Arbor-Ridgewood improvement project is lagging a bit behind schedule.

The Village has sufficient salt supplies for the balance of the season. Streetlight prototypes will be installed on Roosevelt as the weather improves.

OTHER BUSINESS:

A senior civil engineer has been hired. He comes from the Village of Northbrook, and will be starting March 30. The Cottage-Elm project will be his first with Glen Ellyn.

It is expected that there will be two new Commissioners at the April meeting.

ADJOURNMENT:

Commissioner Lindquist moved, and Commissioner Biggam seconded adjourning the meeting. With unanimous consent, the meeting was adjourned at 8:35 PM.

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