

MINUTES

BOARD OR COMMISSION: Capital Improvements DATE: March 14, 2017
MEETING: Regular X Special _____ CALLED TO ORDER: 7:07 PM
QUORUM: Yes X No _____ ADJOURNED: 9:27 PM

MEMBER ATTENDANCE:

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

OTHERS: Trustee Liaison McGinley, Public Works Director Hansen, Professional Engineer Daubert, Part-Time Professional Engineer Minix, Tim Weidner, P.E. from EEI Engineering

AUDIENCE: About 12-15 residents living on Park Boulevard between Roosevelt Road and Fairview were in attendance in response to a letter of invitation from staff

ABSENT: Commissioners Kumar, Zuccherro, Burton

CALL TO ORDER:

The March 14, 2017 meeting of the Capital Improvements Commission, held at the Glen Ellyn Civic Center, was called to order at 7:06 PM by Chairman Colliander. A quorum was present.

AUDIENCE PARTICIPATION (non-agenda items):

None

APPROVAL OF MINUTES:

Commissioner Biggam moved, and Commissioner Pryde seconded, to approve the January 10, 2017 meeting minutes. The motion was approved unanimously.

CONSIDERATION OF STREET WIDTH ISSUES ASSOCIATED WITH THE RECONSTRUCTION OF PARK BOULEVARD BETWEEN ROOSEVELT ROAD AND FAIRVIEW:

Professional Engineer Daubert gave an overview of the project. It is combination of reconstruction between Roosevelt Road and Fairview and resurfacing with some minor utility work and ADA compliance upgrades north of Fairview to the railroad tracks. Main Street will also be resurfaced between Fairview and Roosevelt. The Village secured federal grant funding for this project back in 2011. The Village is making an effort to improve bicycle accommodations in this corridor.

The roadway widening on Park is proposed from Park Plaza to DuPage, from 30 feet to 32 feet, a distance of about 600 feet. There is also an 800 foot stretch of roadway between Park Plaza and

Fairview where the roadway width would be expanded from 27 to 32 feet. The sidewalks will stay in the same location. The center line will stay in generally the same location so the widening will be equally divided between both sides of the street.

Discussions of some length followed about roadway width, traffic speed and safety. Some of the residents in attendance were concerned that a wider road promotes speeding and that bicycling on the Park Boulevard roadway was ill-advised. Staff and the CIC cited previous Village traffic speed studies in other locations and published bicycle safety guidelines. Another resident commented about the isolated nature of the proposed widening when the entire corridor should be improved to provide a viable bikeway. Staff wants to take advantage of the relatively rare and cost-effective opportunity to make such a change in the Roosevelt Road to Fairview corridor, providing a blueprint for the rest of the Park Boulevard corridor north of Fairview when that segment is reconstructed, albeit some years in the future. Also, on a street such as Park Boulevard with relatively heavy traffic, a wider roadway permits safer egress as backing out maneuvers can be accomplished within a single lane. Also, driveway aprons will be constructed of concrete and will have wider flares and depressed curbs to facilitate ingress and egress.

P. E. Daubert explained the plan to widen the sidewalk from Pickwick Plaza entrance to Roosevelt, to allow bicyclists to transition from the roadway to the sidewalk before or after crossing Roosevelt Road. He then mentioned that the Village will be installing new water main and new sanitary sewer services and making repairs to sanitary sewer mains in the reconstruction area. There will be opportunities for residents to address private property drainage concerns during the project. Discussion followed about stormwater drainage. Several residents expressed interest in connecting their sump pump discharge to the storm sewer.

Discussion followed about the logistics of the project and the accessibility of driveways during construction. Village staff explained that water may be shut off for a few hours when switching to a new water main. The Village strives to maintain good communication with affected residents during construction. Another public meeting will be conducted focusing on construction issues when the project is bid and actual work is imminent.

Discussion followed about tree preservation. As currently identified, there are three trees that likely will be removed for construction purposes. There are possibly other trees that may have to come down due to location, tree condition or EAB. Any trees removed will be replaced by the Village.

P. E. Daubert anticipates the project will be built in 2018. The project includes widening the road but no marked bike lane. The total cost of the project is around \$2 million, with the cost of widening to be approximately \$38,000 with the grant covering 70% of this cost. The roadway improvements are to last 50 years before requiring complete replacement again.

The Commissioners reviewed their November 2016 recommendation, which was to widen the road with no lane markings for bicycles. They continued to express support of their earlier recommendation without any modifications.

TRUSTEE REPORT:

Trustee Liaison McGinley reported that the Village Board voted last night to approved the Special Use for 825 N. Main (proposed gas station). The item will now go back to the Plan Commission for further discussion of details.

OTHER BUSINESS:

None.

PUBLIC WORKS REPORT:

Director Hansen reported on the agenda for the upcoming Village Board workshop which includes the stormwater drainage cost share program, the Park Blvd. widening project, and widening of the sidewalk on Pennsylvania Avenue adjacent to the A Toda Madre restaurant to accommodate outdoor seating. He also stated that at the next Village Board meeting there will be consideration of a contract with CDM Smith for the train station renovation project and grade separated pedestrian crossing (Phase 1 engineering).

Public Works has opened bids for the reconstruction of Kenilworth between Greenfield and Hill and at multiple alley locations. Staff is not convinced the low bidder has the experience necessary to complete the project, so they are exploring their options.

PROJECT UPDATE – PROJECT HIGHLIGHTS:

Taylor Pedestrian Tunnel – Phase 1 approval is anticipated in the near future from IDOT. Staff expects a bid letting in November.

Roosevelt Road Water Main replacement project between Nicoll and Route 53 will be engineered by Engineering Resource Associates. ERA will also design a replacement retaining wall in the parking lot between St. Pet’s and the Village Main Street Parking Lot (Glenwood side).

Baxter & Woodman will be the design consultant for water main lining projects in various locations throughout the Village.

Study of CBD underground utilities – Staff is not satisfied with the proposals they received and is rethinking the scope of the project.

ADJOURNMENT:

Commissioner Lane moved, and Commissioner Lindquist seconded, adjourning the meeting. With unanimous consent, the meeting was adjourned at 9:27 PM.

Submitted by C. Johnson, Recording Secretary
Reviewed by R. Minix, Glen Ellyn Public Works Department