

MINUTES

BOARD OR COMMISSION: Capital Improvements DATE: October 10, 2017
MEETING: Regular X Special _____ CALLED TO ORDER: 7:04 PM
QUORUM: Yes X No _____ ADJOURNED: 9:59 PM

MEMBER ATTENDANCE:

PRESENT: Commissioners Biggam, Colliander, Foerster, Kumar, Lindquist, Ryne, Zucchero (arrived 7:32), Trustee Kenwood, Trustee Ladesic

OTHERS: Professional Engineer Daubert, Public Works Director Hansen, Civil Engineer Warner, Vice President Martel (CDM Smith), Senior Project Manager Harber (CDM Smith)

ABSENT: Chairman Lane, Commissioner Burton

CALL TO ORDER:

The October 10, 2017 meeting of the Capital Improvements Commission, held at the Glen Ellyn Civic Center, was called to order at 7:04 PM. A quorum was present.

Commissioner Colliander was appointed Chairman Pro Tem.

APPROVAL OF MINUTES:

Commissioner Lindquist moved, and Commissioner Kumar seconded, to approve the August 8, 2017 meeting minutes. The motion was approved unanimously.

AUDIENCE PARTICIPATION (non-agenda items):

There were no comments.

METRA TRAIN STATION PHASE 1 ENGINEERING AGREEMENT:

P.E. Daubert explained the Village has retained CDM Smith (teamed with KMI architects) for a Phase I Engineering Study for renovation/reconstruction of the Metra Station as well as incorporation of a grade-separated pedestrian crossing of the UP-West line in the Central Business District.

Chris Martel and Benjamin Harber from CDM Smith were introduced by P.E. Daubert. At this stage, they are ready to introduce some preliminary concepts to the CIC for input. Later, they will fine-tune the concepts, develop costs, and make a presentation to the Village Board for direction on project alternatives.

Mr. Martel explained he is an engineer and Mr. Harber is an architect. The existing train station was built in the 1960's and has limited amenities. There is no insulation in the building walls, and the shelters on the platform are small, offering little protection from the elements. There are concerns about accommodating pedestrian safety specifically in the form of grade-separated pedestrian crossings and general ADA accessibility to/from and around the site. Currently, Union Pacific is responsible for maintenance of the building. The Village maintains the retaining wall on Crescent and some surrounding landscaping. Tonight, CDM Smith is presenting two alternative site plans and three station alternatives.

P.E. Daubert explained that CDM Smith and staff have evaluated a bridge vs. tunnel pedestrian crossing. They have decided that an underpass/tunnel is preferred. With an underpass, there is less maintenance involved and less steps. The Village Board preferred the underpass option as well and directed staff to discontinue consideration of a pedestrian bridge.

Mr. Martel and Mr. Harber presented Alternative Site Plan 1. The Commissioners offered their opinions. One concern raised was funneling all commuters leaving the train station by automobile south on Forest Avenue to Duane Street. Commissioner Forester expressed concern that the drop off/pick up area was too small with Alternative 1 and also had concerns regarding traffic being backed up in the parking lots.

The consultants explained that Metra has standards for station size; they do not have on-site parking requirements. Other communities have focused on efficient drop off/pick up layout and pushed parking further away. Drop off/pickup serves more people than a parking space. It is an option to build a parking deck somewhere downtown. If the parking garage was within a block or two of the station, (walkable distance) it may be possible to secure grant funding for it. The Forest/Duane area would be a prime location for a parking deck.

Alternative Site Plan 2 was presented. This plan preserves two-way directional traffic in the Stuart West and Stuart east lots on the south side of the tracks by utilizing 90 degree parking. On the south side of the tracks, there is no separate sidewalk so commuters would use the platform to move east/west. It was elaborated that Alternative Site Plan 1 has a sidewalk on south side of tracks for commuters whereas Alternative Site Plan 2 does not due to space lost with 90 degree parking. P.E. Daubert stated that CDM Smith should evaluate moving the parking lot and Prairie Path to the south in Alternative Site Plan 2. P.E. Daubert stated this may still allow 90 degree parking and two-way traffic as well as allow the construction of the sidewalk offered by Alternative Site Plan 1. The CIC preferred Site Plan 2 over Site Plan 1.

Discussion followed about grant funding for these improvements. The consultants aim to have approximately 60-80 percent of the project covered by federal grants. Construction can be phased out – parking lots, station, parking garage, etc. Potentially the underpass/tunnel could be expanded to connect to a parking garage. The CIC would prefer to have a parking garage. Trustee Ladesic stated that as part of the analysis of costs, CDM Smith should try to grasp what additional costs would be by constructing the project in phases verses all at once.

The consultants presented alternatives for the train station building. Alternative 1 is a completely new station building, increased in size from 2500 to 4200 square feet. The station would be expanded towards the west. Stairs on the west side would lead to an outdoor plaza at street level, where the pedestrian underpass access would be located below. Inside the building, there would be a larger waiting area, a coffee or other vendor space, and men's and women's restrooms.

Alternative 2 is an addition to the existing train station to add a waiting area, restrooms, and an additional 1500 square feet. Mr. Harber believes that an expanded station vs. new station would be approximately the same cost. If the building is modified, it must meet Building Codes (ADA compliance) and meet Metra requirements (size for Metra ridership standards).

Alternative 3 is to maintain the existing station. They could build a smaller plaza to access the pedestrian underpass. The location and ramping of the south side tunnel access is the same in each of the alternatives. P.E. Daubert explained that it is likely that Union Pacific will try to negotiate to get the Village to take over maintenance of the train station if the Village makes improvements to the station. As such, the Village should consider if it would want to take over maintenance of a moderately improved, but dated, structure potentially needing significant future maintenance.

Mr. Harber recommends to plan "big," then decide how to parcel out the project into smaller chunks and determine grant fundability. Discussion followed about transit-oriented development, downtown revitalization, and overall economic benefit to the Village. The commission also discussed what impact construction of the underpass would have on the downtown, especially traffic flow. Commissioner Colliander questioned how large of an area will be blocked off during boring of the underpass. The Village would have to coordinate construction with the timing of CBD streetscape improvements to ensure work is not done twice in areas proximate to the station.

The CIC stated a consensus of support for Site Plan 2. For the train station building, they preferred the new station alternative, or the least expensive option of keeping the old station and constructing the tunnel.

P.E. Daubert reiterated that next steps involve presenting the alternatives to the Village Board including rough order of magnitude costs.

TRUSTEE REPORT

Trustee Kenwood stated that the Village Board has been going through the budgeting process. The gas station at 5 corners is in litigation. The Village Board recently approved Bucky's gas station at Roosevelt Road and Lawler.

OTHER BUSINESS:

None.

PUBLIC WORKS REPORT:

Director Hansen stated nothing to report however a discussion on the train station continued with interest in discussing the findings of the train station survey. P.E. Daubert stated the Village received 811 responses from the train station survey. A majority of commuters come from south of the train tracks. The respondents' top priorities are a pedestrian overpass/underpass and additional parking. They also wish to have improved outdoor waiting space and other pedestrian-friendly improvements.

PROJECT REPORT:

P.E. Daubert gave an update on the Montclair – East -Davis – Smith – Turner Utility and Roadway Improvements Project. Though there was very little interest at the CIC level in constructing a sidewalk on the north side of Turner from Montclair to Taylor, after the CIC meeting, one resident came forward to staff and the Village Board very much in favor of the sidewalk. Per the Village Board, staff met with School District 41 to solicit further input on the project. The Village Board ultimately directed staff to construct the new sidewalk which has since been completed.

Reconstruction of Park Roosevelt to Fairview and Resurfacing of Main from Roosevelt to Fairview – Public Works is hoping to get those projects on the January bid letting.

Civil Engineer Warner stated that the Duane/Lorraine parking lot construction is starting tomorrow. They are planning to re-open it by October 26 weather permitting. Sidewalk project phase 2 is starting this week. Crack sealing starts next week. The pavement rejuvenation project has been completed. P.E. Daubert that this year's street resurfacing project involving 3.8 miles of streets is near completion.

P.E. Daubert and Director Hansen explained that the Village is reporting a high number of auto accidents at the intersection of Taft and Lambert. The intersection is averaging 30 accidents a year. The accidents most frequently occur between westbound Taft and southbound Lambert vehicles. Currently Public Works/Police are experimenting by having only right and left turns from Taft to Lambert (thru traffic across Lambert prohibited). There was an accident today from a motorist ignoring the signs and crossing Lambert. Public Works did a traffic survey at the intersection and installed flashing lights on the stop signs.

ADJOURNMENT:

Commissioner Lindquist moved to adjourn the meeting, seconded by Commissioner Zucchero. With unanimous consent, the meeting was adjourned at 9:59 PM.

Submitted by C. Johnson, Recording Secretary
Checked by Rich Daubert, Professional Engineer