



Agenda  
Village of Glen Ellyn  
Village Board Workshop  
Monday, September 16, 2013  
7:00 p.m. – Room 301

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Village Board Workshop Procedures Statement

*Visitors are most welcome to attend all workshops of the Village Board and can find copies of the Agenda on their chairs or online at [www.glenellyn.org](http://www.glenellyn.org) prior to the workshop. Any individual with a disability requiring a reasonable accommodation in order to participate in a meeting should contact Harold Kolze, Village of Glen Ellyn ADA Coordinator, 630-469-5000, at least five (5) business days in advance of the next scheduled meeting. All matters on the Agenda may be discussed, amended, and acted upon.*

1. Call to Order

2. Roll Call

3. Audience Participation

A. Open:

Members of the public are welcome to speak to any item *not* specifically listed on tonight's agenda for up to three minutes. For those items which are on tonight's agenda, the public will have the opportunity to comment at the time the item is discussed. In either case, please complete the Audience Participation form and turn it in to the Village Clerk. It is requested that, if possible, one spokesman for a group be appointed to present the views of the entire group. Speakers who are recognized are requested to step to a microphone and state their name, address and the group they are representing prior to addressing the Village Board.

4. Lenox/Linden Improvements Project – Professional Engineer Minix

5. Volunteer Fire Company Funding Concerns – Village Manager Franz and Chief Bodony

6. Other Items?

7. Adjournment

MEMORANDUM

**TO:** Mark Franz, Village Manager *mf*

**FROM:** Julius Hansen, Public Works Director  
 Bob Minix, Professional Engineer *B Minix*

**DATE:** September 10, 2013

**SUBJECT:** Lenox / Linden Rehabilitation (Part of CELL Project)  
 Street Configuration and New Sidewalk Issues:  
 Capital Improvements Commission Recommendations  
 Request for Village Board Review and Consideration



SUMMARY

Various design issues associated with the pending roadway improvements project on Lenox and Linden near Lake Ellyn Park have been considered by the Capital Improvements Commission in 2013. The crux of the issues are twofold: First, parking on Lenox Road north of Hawthorne is consistently and heavily used throughout the year by park users and high school students; should the roadway and parking configuration be modified to promote easier travel through the corridor and, if so, to what extent? Second, what should be the coverage of new sidewalk on the east side of Lenox and the south side of Linden? The CIC recommendations include widening Lenox Road between Hawthorne and Essex by 3 feet and maintaining parallel parking; new sidewalk on the east side of Lenox (favoring a curbside alignment) in Lake Ellyn Park; no new sidewalk on the east side of Lenox between Essex and Oak; and new sidewalk on the south side of Linden between Main and Lenox (again favoring the curb side of the parkway).

ISSUES

Rehabilitation of Lenox between Hawthorne and Oak and Linden between Main and Lenox is scheduled for construction in 2014 as part of the newly expanded Chidester-Elm-Lenox-Linden (CELL) project. The project design engineers are RHMG Engineers of Mundelein. The consultant began work on the Lenox and Linden corridors in the fall of 2012.

The proposed Lenox-Linden project provides an opportunity for installation of additional improvements such as new sidewalk as well as an examination of modifications to the existing parking configuration adjacent to Lake Ellyn Park, owned and managed by the Glen Ellyn Park District. The timing of the roadway project designs overlaps the development of a new Lake Ellyn Park master plan and the Park District team has provided direct, timely and definitive input into the Lenox Road design process. Project issues of significance include the proposed roadway width on Lenox; parking configuration on Lenox, particularly adjacent to Lake Ellyn Park; and new sidewalk on the east side of Lenox Road and the south side of Linden Street. Various additional design

elements or considerations include materials of construction, stormwater management, traffic calming, utility undergrounding, sidewalk connections and street lighting.

Earlier this year, the Capital Improvements Commission conducted a sequence of meetings focusing on various design issues associated with Lenox and Linden and developed a series of recommendations. The purpose of this memorandum is to present the CIC recommendations with associated background information and summary of commissioner discussions for each.

## **BACKGROUND**

The proposed project scope of work includes reconstruction of Lenox with the removal and replacement of the entire road cross-section and enhanced resurfacing of Linden featuring new curb and gutter, new driveway approaches and new asphalt surface on top of the existing roadway base. The existing roadway width on Lenox is 25 ft. from back-of-curb to back-of-curb. Parallel parking is permitted only on the east side of Lenox between Hawthorne and Essex with parking prohibited between 10:00 PM and 6:00 AM and limited to three hours on school days between 8:00 AM and 5:00 PM; north of Essex, parking is allowed on both sides of the street with no time-of-day restrictions. Linden is 21 ft. back-to-back with no parking allowed on the north side of the street between Forest and Lenox and on the south side of the street in a short mid-block segment between Park and Lenox. Parking in the entire corridor is also prohibited between 10:00 PM and 6:00 AM and limited to three hours on school days between 8:00 AM and 5:00 PM. Both roadways are designated as Snow Routes. There is no public sidewalk on the east side of Lenox between Hawthorne and Oak. On the south side of Linden there is no existing sidewalk except for a short stretch immediately east of Park.

Starting last year, the CIC discussed various aspects of the Lenox-Linden improvements project. The September and October 2012 and January 2013 meetings were substantially devoted to Lenox Road design issues. The commissioners reviewed preliminary Lenox Road layouts for parking and sidewalk. The Park District provided presentations at the September 2012 and January 2013 meetings. Interested residents also participated, appearing at all the meetings (including November 2012) to present various viewpoints and offer input. The CIC required three meetings – February, March and April 2013 – to work through the various issues and to develop and refine their recommendations.

In conjunction with the CIC, Village staff and consultants produced preliminary layouts of three possible Lenox Road roadway/parking alternatives including a parallel parking option with a street width of 28 ft. back-to-back; a 60 degree angle parking option adjacent to Lake Ellyn Park incorporating a pod concept and a street width of 21 ft. back-to-back in locations without parking stalls; and a 45 degree angle parking option, again with a pod concept and a street width of 21 ft. back-to-back in non-parking bay areas. The CIC recommendations for Lenox Road street configuration and new sidewalk between Essex and Oak were formulated in February 2013. New sidewalk plans were initially developed and assessed primarily at the March 2013 meeting, with CIC comments incorporated into modified sidewalk plans that formed the basis for the April 2013 sidewalk recommendations.

## **CAPITAL IMPROVEMENTS COMMISSION FORMAL CONSIDERATIONS**

At each of the February – April 2013 Capital Improvements Commission meetings, the commissioners heard a staff presentation on the various issues, asked questions and discussed project particulars with staff, took input from audience members and began deliberations. The approved minutes from the three CIC meetings where formal deliberations took place provide a detailed summary of the roadway and sidewalk discussions and citizen interactions from those evenings.

The **staff presentation** provided an overview and background on the issues and CIC process. To summarize, Public Works staff supported:

- Roadway improvements that improve two-way traffic flow on Lenox, particularly between Hawthorne and Linden, but does not diminish the parking inventory
- Sidewalk on the east side of Lenox between Hawthorne and Oak
- Sidewalk on the south side of Linden with the caveat that sidewalk benefits must be weighed against disruption to a corridor with short setbacks, mature trees and home-owner maintained landscaping areas in the parkways.
- Close adherence to the recommendations of the Glen Ellyn Park District where practicable and appropriate. Please note that staff does not categorically support each and every suggestion of the Park District, but essential compatibility with the Lake Ellyn Park master plan is very desirable.

**Stakeholder comments** included concerns regarding safety impacts of angle vs. parallel parking; lack of need to increase street width (“good to be narrow and slow”); need for traffic calming measures; pedestrian safety; little apparent support for new sidewalk; position of the sidewalk; negative impacts on landscaping, trees and drainage; and setbacks from existing homes (Linden sidewalk).

**CIC deliberations** resulted in the development of four parking / roadway and three sidewalk recommendations for the various corridors of Lenox and Linden, as well as an overall recommendation to postpone the rehabilitation of Lenox and Linden from the original 2013 timetable to 2014 instead.

### **CIC RECOMMENDATIONS / MOTIONS (all passed unanimously)**

1. **Lenox Roadway from Hawthorne to Linden (February 2013): From Hawthorne to Linden, the width of the roadway be 28 ft. wide from back-of-curb to back-of-curb with parallel parking and using an asphalt paving surface**

The deliberations of the commissioners focused on the appropriate parking configuration and street width. The angle parking options were not favored by any of the commissioners, so a consensus to maintain the parallel parking on the east side of Lenox was readily achieved. A three-foot widening of the roadway was generally favored by the commissioners as a number of

them mentioned that with the heavy parking load, the street felt very cramped and two-way travel significantly inhibited. The 28 ft. width would provide an 8 ft. parking lane and two 9 ft. travel lanes on the roadway.

2. Lenox and Linden Intersection (February 2013): **At the intersection with Linden, do not raise the pavement surface, but provide an alternate bid item for modular pavers in lieu of an asphalt paving surface**

In addition to the major issues of parking and street width, the commissioners deliberated the merits of various paving materials, traffic calming elements and decorative treatments. The intersection of Lenox and Linden was a focal point of these discussions that included possible installation of a speed table at the intersection as a traffic calming device; use of pervious pavers in the parking lane, for new sidewalks in the park or in the intersection for improved stormwater management; and providing an intersection treatment in pavers or some other form of stamped concrete or asphalt as a focal point / entry enhancement to Lake Ellyn Park. The CIC recommendation reflects support for an upgraded intersection treatment if fiscally prudent. There was no support for a traffic table at the intersection or the widespread use of pervious pavement materials for the whole or a portion of the roadway; hence the reference to the asphalt paving surface in many of the recommendations. It was felt that sidewalk material upgrades in Lake Ellyn Park should require Park District financial participation.

3. Lenox Roadway from Linden to Essex (February 2013): **From Linden to Essex, the width of the roadway be 28 ft. wide from back-of-curb to back-of-curb, with width adjustments at existing tree locations conforming to professional arborist recommendations, and parallel parking using an asphalt paving surface**

While it was noted that the parking load adjacent to Lake Ellyn Park was generally less on Lenox between Linden and Essex and that there was no compelling reason why the roadway width could not vary along the corridor, the commissioners nevertheless recommended widening in this section of the street. This section contains the most valuable of the parkway trees along the park, a grove of oaks and hardwoods about 200 ft. in length, which would be buffered by reducing the street width through that zone based on the recommendations of a certified arborist, with likely some loss of parking.

4. Lenox Roadway and Sidewalk from Essex to Oak (February 2013): **Between Essex and Oak, no change in roadway width and no new sidewalk installed on the east side of the roadway where none currently exists**

The engineering concept plan proposed for the section of Lenox between Essex and Oak offered a configuration of a reduced street width of 4 ft., with the former street area utilized for the installation of public sidewalk adjacent to the east curb. This alternative was developed in response to the degree of homeowner landscaping in the existing parkway, with the subsequent lack of a suitable corridor to install a new sidewalk. The commissioners struggled with this compromise configuration and ultimately decided against roadway narrowing and new sidewalk installation.

5. Lenox Sidewalk from Hawthorne to Essex (April 2013): **The revised configuration of the sidewalk on the east side of Lenox between Hawthorne and Essex as discussed at the April 9, 2013 meeting proceed to the next step of engineering for a 2014 project**
6. Linden Sidewalk from Main to Lenox (April 2013): **The revised configuration of the sidewalk on the south side of Linden between Main and Lenox as discussed at the April 9, 2013 meeting proceed to the next step of engineering for a 2014 project**

The March and April CIC meetings were devoted to the new sidewalk issues in the Lenox and Linden corridors that were not deliberated on during the February meeting. The March meeting included input from stakeholders and various discussions, resulting in direction to staff to make various alignment modifications to both the Lenox and Linden sidewalks so that the commission's intent on the proposed sidewalks could be clearly conveyed. The commissioners wished to maximize the utility of the Lake Ellyn Park / Lenox Road sidewalk for the benefit of parkers. The Linden sidewalk would serve as a useful conduit to a Lake Ellyn Park destination, but should be positioned to limit impacts on residents on the south side of the roadway. Revised drawings were prepared and presented at the April meeting; both the sidewalks on Lenox and Linden favor the curb as much as possible. The commissioners clearly favored the installation of new sidewalk in both corridors and approved the revised drawings as a blueprint for the ultimate layout of the sidewalk in the project design documents.

### **ACTION REQUESTED**

The Village Board is requested to review the material included herein and consider the Capital Improvements Commission recommendations for the Lenox and Linden corridors. Area residents have been invited to appear at the September 16, 2013 workshop to provide direct input to the Board. Public Works staff will be present at the upcoming Board workshop to provide the lead-off presentation and to answer any questions. Members of the Capital Improvements Commission will be invited to attend to assist with the presentation and, of course, answer any questions.

### **BACKGROUND INFORMATION**

A very extensive series of documents are enclosed that provide most of the essential background on the Lenox and Linden design questions, with significantly more detail. This information includes:

- ❑ Layout drawings (two sheets) for Lenox Road showing parallel parking and a 28 ft. street width, presented at the February 2013 CIC meeting
- ❑ Layout drawings (three sheets) for Lenox sidewalk in Lake Ellyn Park and Linden sidewalk in the south parkway, presented at the April 2013 CIC meeting
- ❑ A staff memorandum to the Members of the Capital Improvements Commission dated February 8, 2013 providing background information and data, and requesting the CIC to develop recommendations for parking, street width and new sidewalk along Lenox and

Linden. The information transmitted to the commissioners in advance of the February meeting is substantially included herewith, including cover memo, meeting agenda; the aforementioned staff recommendation memo; minutes from the September 2012, October 2012, November 2012 and January 2013 CIC meetings; consultant memorandum; Park District correspondence; residence correspondence, statements and data; and audience sign-in list for the February CIC meeting.

- Approved minutes from the February 12, March 12 and April 9, 2013 Capital Improvements Commission meetings
- A staff memorandum dated March 8, 2013 to the Members of the Capital Improvements Commission transmitting information regarding new sidewalk in the Lenox and Linden corridors. The memorandum was part of the pre-meeting packet that also included a cover memo and agenda.
- The April 2013 pre-meeting packet to the CIC with certain germane items including cover memo, agenda, information from Dr. Oesterle regarding her planned presentation, and resident correspondence regarding street width and sidewalk considerations.
- Information Letter No. 3 dated September 5, 2013 inviting Lake Ellyn Park area residents interested in Lenox roadway and Lenox/Linden new sidewalk issues to attend the September 16, 2013 Village Board workshop.

enc. as noted

cc: Kristen Schrader, Assistant to the Village Manager – Administration  
Jeff Perrigo, Civil Engineer  
Capital Improvements Commission

**Lenox / Linden Improvements**

**Design Issue Considerations and Recommendations  
by the  
Glen Ellyn Capital Improvements Commission**

**Attachment No. 1**

**Lenox Road Layout – Parallel Parking**





**Lenox / Linden Improvements**

**Design Issue Considerations and Recommendations**

**by the**

**Glen Ellyn Capital Improvements Commission**

**Attachment No. 2**

**Lenox & Linden Sidewalks**

**April 2013 Version**

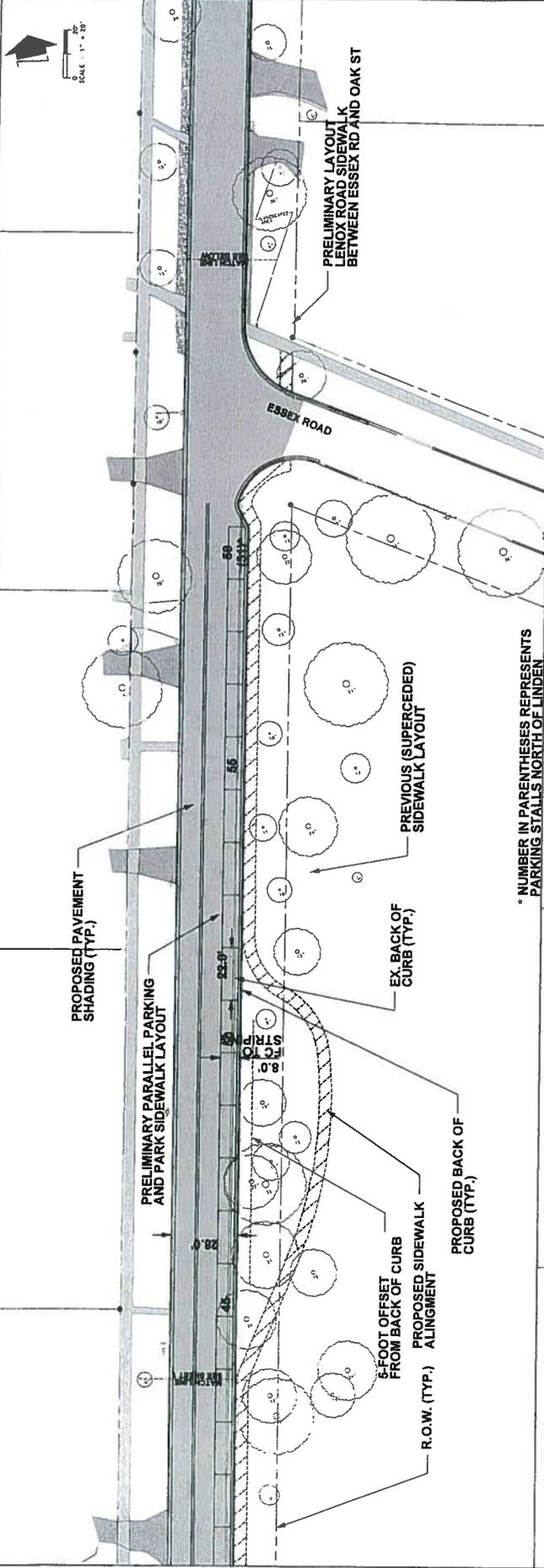


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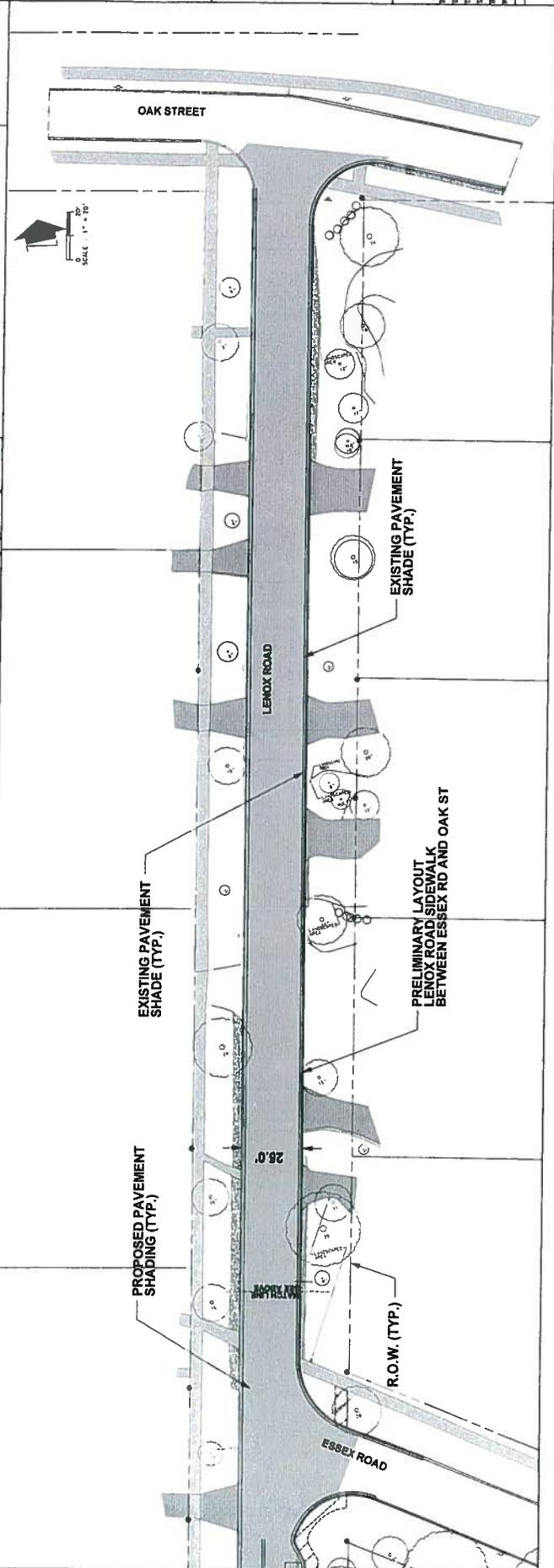
PRELIMINARY PARALLEL PARKING AND SIDEWALK ALIGNMENT

VILLAGE OF GLEN ELLYN ROADWAY AND UTILITY IMPROVEMENTS LENOX AND LINDEN

REGGIE HENRY ARCHITECTS AND ENGINEERS CONSULTING ENGINEERS  
 578 CANBY DRIVE  
 1000 N. W. 10TH AVE  
 SUITE 200  
 GLEN ELLYN, IL 60135  
 PHONE: 630.941.1100  
 FAX: 630.941.1101  
 WWW.REGGIEHENRY.COM



\* NUMBER IN PARENTHESES REPRESENTS PARKING STALLS NORTH OF LINDEN





**Lenox / Linden Improvements**

**Design Issue Considerations and Recommendations**

**by the**

**Glen Ellyn Capital Improvements Commission**

**Attachment No. 3**

**February 2013 CIC Information Packet**

## **Interoffice Memorandum**

**to:** Members of the Capital Improvements Commission  
**from:** Bob Minix, Professional Engineer   
**subject:** February 2013 CIC Meeting -- Information Transmittal  
**date:** February 9, 2013

The February 2013 meeting of the Glen Ellyn Capital Improvements Commission is scheduled for 7:30 PM Tuesday evening, February 12, 2013 in the second floor Clayton Center of the Civic Center (please note the room change from our typical Room 301 location). It is anticipated that a sizable number of residents will be in attendance. The Park District is also expected to attend as well.

The principal goal of the meeting will be the formulation of recommendations pertaining to various Lenox Road design issues as well as, as time permits, consideration of new sidewalk on the south side of the Linden Street, all part of the proposed Lenox-Linden Improvements Project. The enclosed packet contains a plethora of background materials on Lenox Road issues in particular. The package is headed by a summary memo that attempts to describe the background and considerations associated with parking, street width and new sidewalk issues for the project. Please note that the draft minutes from the January 8, 2013 CIC meeting are contained in the overall package.

Thank you for all of your hard work on the project issues and the many months of deliberations on the matters at hand. Thanks as well for your continuing leadership role on these important capital improvements projects.

In addition to the agenda and memo + support information, a copy of the February 2013 Project Activity Report is provided.

Please contact me at 630-547-5514 (direct line) or via email ([bobm@glenellyn.org](mailto:bobm@glenellyn.org)) if you have any questions or comments. See you on Tuesday night.

cc: Julius Hansen, Public Works Director  
Jeff Perrigo, Civil Engineer  
Patti Underhill, Acting Village Clerk / Administrative Services Coordinator  
Phil Hartweg, Trustee Liaison  
Karen Blake, Recording Secretary



## AGENDA

# ***CAPITAL IMPROVEMENTS COMMISSION***

Glen Ellyn Civic Center – Clayton Center  
Glen Ellyn, IL 60137

**Tuesday, February 12, 2013  
7:30 PM**

- I. Call to Order
- II. Audience Participation (non-agenda items)
- III. Approval of Minutes from the January 8, 2013 Meeting
- IV. Consideration of Parking, Street Width and Sidewalk Design Issues Associated with the Rehabilitation of Lenox Road between Hawthorne and Oak:
  - Village Staff Report (Professional Engineer Bob Minix)
  - CIC Questions to Staff
  - Audience Comments and Input
  - CIC Deliberations
  - Formulation and Approval of a Recommendation
- V. Consideration of Sidewalk Design Issues Associated with the Rehabilitation of Linden Street between Main and Lenox:
  - Village Staff Report (Professional Engineer Bob Minix)
  - CIC Questions to Staff
  - Audience Comments and Input
  - CIC Deliberations
  - Formulation and Approval of a Recommendation
- VI. Other Business (as required)
- VII. Adjournment

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**MEMORANDUM**

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**TO:** Capital Improvements Commission

**FROM:** Bob Minix, Professional Engineer



**DATE:** February 8, 2013



**SUBJECT:** Lenox-Linden Improvements Project  
Parking, Street Width and New Sidewalk Considerations with Request for  
CIC Recommendation

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**ISSUES**

The Lenox-Linden Project will rehabilitate Lenox Road between Hawthorne and Oak and Linden Street between Main and Lenox. A large segment of the Lenox Road corridor in the project area is immediately adjacent to Lake Ellyn Park; otherwise the area is residential. Proposed work includes reconstruction of Lenox with the removal and replacement of the entire road cross-section and enhanced resurfacing of Linden featuring new curb and gutter, new driveway approaches and new asphalt surface on top of the existing roadway base. The existing roadway width on Lenox is 25 ft. from back-of-curb to back-of-curb. Parallel parking is permitted only on the east side of Lenox between Hawthorne and Essex with parking prohibited between 10:00 PM and 6:00 AM and limited to three hours on school days between 8:00 AM and 5:00 PM; north of Essex, parking is allowed on both sides of the street with no time-of-day restrictions. Linden is 21 ft. back-to-back with no parking allowed on the north side of the street between Forest and Lenox and on the south side of the street in a short mid-block segment between Park and Lenox. Parking in the entire corridor is also prohibited between 10:00 PM and 6:00 AM and limited to three hours on school days between 8:00 AM and 5:00 PM. Both roadways are designated as Snow Routes. There is no public sidewalk on the east side of Lenox between Hawthorne and Oak. On the south side of Linden there is no existing sidewalk except for a short stretch immediately east of Park.

The proposed Lenox-Linden project provides an opportunity for installation of additional improvements such as new sidewalk as well as an examination of modifications to the existing parking configuration adjacent to the popular Lake Ellyn Park, owned and managed by the Glen Ellyn Park District. The timing of the roadway project designs overlaps the development of a new Lake Ellyn Park master plan and the Park District team is in position to provide direct, timely and definitive input into the Lenox Road design process.

Emerging project issues of significance include the proposed roadway width on Lenox; parking configuration on Lenox, particularly adjacent to Lake Ellyn Park; and new sidewalk on the east side of Lenox Road and the south side of Linden Street. Various additional design elements or considerations include materials of construction, stormwater management, traffic calming, utility undergrounding, sidewalk connections and street lighting.

## **ACTION REQUESTED**

The Capital Improvements Commission is the designated body to provide an initial review and consideration of the appropriate roadway design elements and to formulate a recommendation. Over the past months, the CIC has reviewed preliminary Lenox Road designs and accepted input from interested parties. The CIC is now ready to formally consider the range of Lenox-Linden project design features at their February 12, 2013 regular meeting and provide a recommendation to the Village Board, at least in terms of Lenox Road. The Linden Street sidewalk issue will be presented and discussed as well during the meeting, as time permits; this topic may need additional time for consideration unless it is immediately deemed that new sidewalk is not to be constructed in the Linden corridor. Approximately 215 residents in the area around Lake Ellyn Park been invited to attend the upcoming CIC meeting. A copy of the February 1, 2013 invite letter is enclosed. The Park District has also publicized the meeting.

## **LENOX ROAD DESIGN ISSUES**

### **Information Package**

- **CIC Meeting Minutes** – Starting in September 2012, the CIC has discussed various aspects of the Lenox-Linden Improvements Project, focusing almost exclusively on Lenox Road to date. The September and October 2012 and January 2013 meetings were substantially devoted to Lenox Road design issues. The commissioners have reviewed preliminary Lenox Road layouts for parking and sidewalk. The Park District provided presentations at the September 2012 and January 2013 meetings. Interested residents have come to all recent meetings (including November 2012) to present various viewpoints and offer input. Minutes from these four meetings are enclosed for reference.
- **Consultant Products – RHMG Engineers** were retained to provide design services for the project in August 2012. Based on staff direction, the consultants produced preliminary layouts of three possible Lenox Road roadway/parking alternatives including a parallel parking option with a street width of 28 ft. back-to-back; a 60 degree angle parking option adjacent to Lake Ellyn Park incorporating a pod concept and a street width of 21 ft. back-to-back in locations without parking stalls; and a 45 degree angle parking option, again with a pod concept and a street width of 21 ft. back-to-back in non-parking bay areas. The consultant developed a preliminary design memorandum including a comparison matrix for the three options; concept plans; and cost comparisons. A copy of this information is enclosed herewith.

In addition, staff retained the services of **Consulting Forester Dave Coulter** to assist with tree impact assessments. To date, Mr. Coulter has reviewed the corridors in all planned 2013 roadway projects (Lenox-Linden; Oak-Euclid-Forest-Alley; and 2013 Street Improvements – on Brandon) where new sidewalk could possibly be installed. He has updated the Village parkway tree inventory with notes from his field visits. He expanded his review of the Lenox corridor into Lake Ellyn Park to account for trees that

may be impacted by new sidewalk construction. Mr. Coulter and I discussed his opinions and recommendations for Lenox Road as follows:

- From a tree preservation perspective, it is possible to install parking and associated sidewalks on the east side of Lenox adjacent to Lake Ellyn Park, but the currently proposed layouts – particularly for sidewalk associated with angle parking – need revisions to reduce proximity to some major trees. As it stands now, the angle parking versions appear to have more tree impacts than the parallel parking scenario.
  - The current condition of the trees is difficult to ascertain with any certainty at this time of the year when the trees are in a dormant state. A better picture of tree condition will be possible once the trees start to leaf out.
  - A point of particular emphasis was that drought conditions persist in the region and may be exacting a particular toll on all trees. Some upfront and continuing joint actions by the Village and Park District – such mulch beds and extra watering – might be pursued as drought mitigating measures.
  - Tree protection measures including fencing and root pruning should be part of the design and emphasized during all phases of construction.
  - If any trees need to be removed as part of the project, new trees should be planted in their place.
- **Park District Input** – The Glen Ellyn Park District has provided ongoing input into the Lenox Road design process, including the following written items (included herewith):
- Letter dated December 18, 2012 from Executive Director Dave Harris providing Park District Priorities for Lenox Road
  - Letter dated December 20, 2012 from Park Board President Melissa Creech describing the Lake Ellyn Park master planning process and recommendations for stormwater and other improvements that could be implemented with a Lenox Road reconstruction project
  - Letter dated January 18, 2013 from Dave Harris as a follow-up to the Park District presentation at the January 8, 2013 CIC meeting
  - Correspondence from Melissa Creech (via Village President Mark Pfefferman) dated February 8, 2013 regarding Lenox Road Reconstruction
  - Letter dated February 8, 2013 from Dave Harris with comments on the current version of the RHMG conceptual drawings and reiteration of previously stated Park District recommended priorities

- **Resident Input** – The following information has been received from various interested residents in the past months:
  - Statement to the CIC from Carolyn Oesterle received November 17, 2012
  - Petition from 166 Lake Ellyn area residents in opposition to angle parking and roadway widening, received January 8, 2013
  - Safety Comparison of Angle and Parallel Parking report prepared by the Oregon Department of Transportation dated March 15, 2001 provided by Reis Kayser
  - Statement to the CIC from Carolyn Oesterle received February 8, 2013

### **Parking – Street Width - Sidewalk Design Decision Factors, with Staff Comments**

There are a number of items that are pertinent to the discussion of parking, street width and new sidewalk along Lenox Road. Many of the following points have already been discussed to various degrees, as noted in the attached materials. The following represents a listing of significant factors with Engineering Division staff comments:

- **Ease of Use** – The genesis of the roadway width issue and staff’s desire to widen the roadway is the very tight conditions that exist for bi-directional travel when there are multiple vehicles parked on the street, in area with consistently significant parking use. If parallel parking is retained with a wider roadway, or angle parking is provided “off-road” with a narrower road at non-parking locations, through traffic movements will be enhanced. There is no question that parking spot ingress is far easier with angle parking compared to backing into a parallel parking stall.
- **Street Width between Essex and Oak** – In all three concept plans, the consultant shows a narrowed Lenox roadway between Essex and Oak Street. The proposed 21 ft. back-to-back street would permit the installation of a sidewalk on the east side of Lenox immediately adjacent to the back of curb, essentially within the footprint of the existing roadway. This is a viable concept that was used previously on Hillside Avenue west of Lorraine, but must be weighed against increased traffic friction when parking occurs on either side of the street.
- **Safety** – The Oregon DOT report provided by Reis Kayser contains a good summary of pro’s and con’s of angle vs. parallel parking. There are obvious trade-offs between the two types of parking in terms of “in-car” and “out-of-car” circumstances. The report points out that accident rates for parking appear to depend appreciably on parking activity; no significant change in parking activity is contemplated for the project as the number of parking spaces is similar to the existing inventory in all alternatives.
- **Traffic Speed / Vehicle Usage** – Data gathered in 2011 for the Hawthorne project showed that street width did not have any substantial difference on vehicle speeds when studies were performed on Main Street (back-to-back width of 28 ft.) and Western Avenue (back-to-back width of 21 ft.) between Pennsylvania Avenue and Geneva Road. Hence it is not anticipated

that the driving behavior of current Lenox Road vehicle users will be significantly altered by the possible width change. It is also unlikely that a slightly wider roadway will attract more vehicles to the Lenox corridor.

- ❑ Stakeholder Input – The master planning process utilized by the Park District involved district-wide input. The recommendations from the Park District reflect this breadth of input and how that agency believes it can best serve its entire constituency. When attempting to reach a broad, long-term consensus on Lenox Road issues, this is very compelling.
- ❑ Tree / Landscaping Impacts – The RHMG matrix table and plans indicate that certain trees will be significantly impacted by the construction of various parking arrangements. Staff feels that there are options and alternatives available to minimize potential tree impacts. Close interaction with the Park District will be essential in this endeavor.
- ❑ Opportunities for Innovations – The angle parking alternatives offer much more viable opportunity for the use of pervious pavement and linear esthetic elements. Engineering staff is not in favor of wholesale reconstruction of the roadway in pavers at this time.
- ❑ Costs – In their memorandum, RHMG reports that to provide angle parking on the section of Lenox south of Linden, the extra project cost is estimated to range between \$130,000 to \$160,000 depending on the type of paving material used (asphalt, concrete or permeable pavers). In the same section of roadway, the cost to widen the street by 3 ft. will be about \$45,000 using traditional construction materials. The preliminary estimate of construction costs made by staff for the entire Lenox-Linden project is \$1.9 million.
- ❑ Phasing – Lighting and undergrounding of overhead utility wires are elements that do not necessarily need to be implemented coincidentally with the roadway improvements and are not recommended for inclusion with the project.

### **Recommendation**

Staff Recommendation – Specific to the basic Lenox Road work elements in this discussion, Public Works staff supports:

- ❑ Roadway improvements that improve two-way traffic flow, particularly between Hawthorne and Linden, but does not diminish the parking inventory
- ❑ Sidewalk on the east side of Lenox between Hawthorne and Oak
- ❑ Close adherence to the recommendations of the Glen Ellyn Park District where practicable and appropriate. Please note that staff does not categorically support each and every suggestion of the Park District, but essential compatibility with the Lake Ellyn Park master plan is very desirable.

CIC Recommendation – The CIC is requested to consider staff and resident input and develop their recommendations for critical Lenox Road design elements so that detailed design can move forward

on the project. A suggested form of a motion is presented below that certainly may be modified and expanded at the time it is introduced in addition to filling-in the indicated support level, rationale and any other pertinent information.

**The Glen Ellyn Capital Improvements Commission has evaluated various parking, width, sidewalk and other roadway improvement options along Lenox Road between Hawthorne and Oak and recommends that when the street is reconstructed:**

- 1. The parking configuration on the east side of Lenox Road between (limits) consist of (configuration) with a roadway width of (width) feet from back-of-curb to back of curb (reasons, considerations, etc.) – repeat as needed for various blocks**
- 2. New sidewalk on the east side of Lenox between (limits) be constructed . . .**
- 3. Other recommendations . . .**

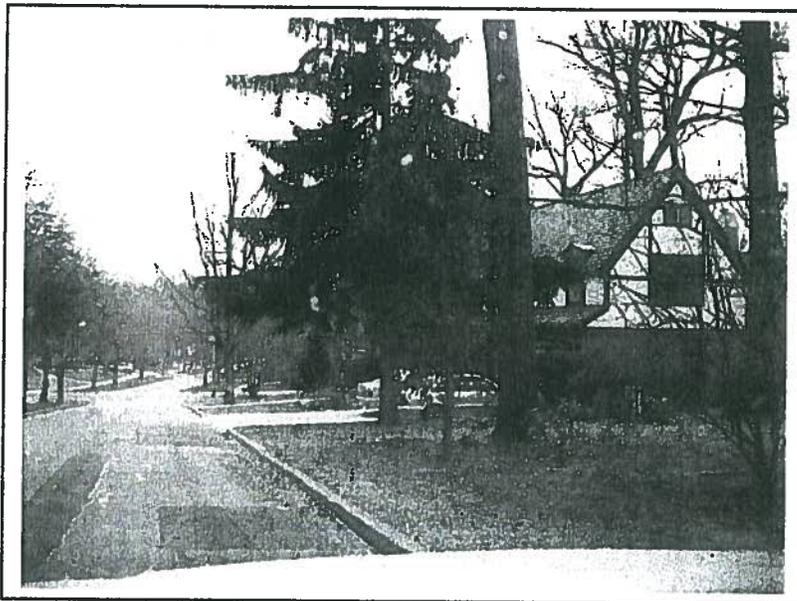
### **LINDEN STREET NEW SIDEWALK**

#### **Information Package**

- **Consultant Products – RHMG Engineers** have provided a base map (enclosed) with potential new sidewalk routing shown on the south side of Linden. While no tree removals are required with the proposed alignment, there are a number of trees in proximity to the sidewalk. The walk must also traverse through and near existing parkway landscaping in a number of locations.
- **Consulting Forester Dave Coulter** advises that there are many challenges to successful installation of new sidewalk on the south side of Linden:
  - 621 Linden – In addition to numerous parkway / shared trees of significant size, a mature box hedge occupies the parkway.



- Looking East from 645 Forest toward 646 Park – Mature trees and landscape areas.



- 646 Forest – Evergreens, trees and a large expanse of homeowner-maintained landscape areas in the parkway.



**Additional Sidewalk Considerations, with Staff Comments**

- Surrounding Sidewalk Network – West of Main Street on Linden, sidewalk exists on the south side of the right-of-way but not on the north side. During the 2002 Maple-Linden II project, the Village Board considered additional sidewalk on Linden between Main and

Western, but ultimately decided to not construct the north sidewalk. On Main and Forest between Hawthorne and Oak, sidewalk exists on both sides of the street. On Park between Hawthorne and Oak sidewalk exists only on the west side of the roadway. Hawthorne now has sidewalk on both sides of the street over its entire corridor. Maple between Main and Park has sidewalk on both sides. Oak east of Main has sidewalk on both sides of the street except for missing segments on the north side between Forest and Park and Grand and Riford.

- Stakeholder Input – Since the focal point of project considerations to date has been Lenox Road, no particular resident input has been sought to date on the issue of new sidewalk on Linden. It is anticipated that there is considerable local opposition to constructing the new sidewalk in the corridor.
- Costs – RHMG estimates new five-foot wide sidewalk costs to be approximately \$33 per running foot for regular concrete; \$64 per running foot for pervious concrete; and \$80 per running foot for permeable unit paver construction. About 925 ft. of new sidewalk could be installed in the corridor, resulting in a total cost ranging from about \$30,000 to \$75,000 depending on the type of material installed.

### **Recommendation**

Staff Recommendation – As usual, staff supports installation of new sidewalk wherever possible and will endeavor to construct it in a manner to reduce tree impacts. The sidewalk benefits must be weighed against disruption to a corridor with mature trees and home-owner maintained landscaping areas.

CIC Recommendation – The CIC is requested to consider staff and resident input and develop their recommendations for new sidewalk on the south side of Linden. A suggested form of a motion is presented below:

**The Glen Ellyn Capital Improvements Commission has evaluated the feasibility and advisability of new sidewalk improvements on the south side of Linden between Main and Lenox and recommends that it (be / not be) constructed as part of the Lenox-Linden Improvements Project. (reasons). (other considerations).**

February 1, 2013



## INFORMATION LETTER NO. 1 LENOX-LINDEN IMPROVEMENTS PROJECT

Dear Corridor Residents, Institutions and Other Interested Parties:

I would like to invite you to the upcoming February Capital Improvements Commission meeting that will focus on design issues associated with the proposed rehabilitation of Lenox Road between Hawthorne and Oak and Linden Street between Main and Lenox. Both streets are slated for improvements in 2013. Lenox Road will be essentially reconstructed with complete replacement of the roadway infrastructure, while Linden will see new curb, driveway approach and surface replacements reusing the existing roadway base. Design issues on Lenox include roadway width, parking configuration and new sidewalk on the east side of Lenox. On Linden, the primary issue is new sidewalk on the south side of the road where no walk currently exists.

In the past months, the CIC has discussed the feasibility and scope of parking along the east side of Linden, focusing on the corridor immediately adjacent to Lake Ellyn Park. In these working sessions, the Commission has reviewed possible parking configurations and new sidewalk on the east side of Lenox, including the block between Essex and Oak. Interested residents and the Park District have taken part in these discussions to date. The Commission has also asked for possible layouts of new walk along Linden, but has not yet focused much time on this corridor. The CIC is now ready to move ahead on Lenox Road issues, a process that includes a formal public meeting, development of a recommendation and ultimately, final consideration of the matter by the Village Board. As time permits, the Linden sidewalk issue will also be considered during the February meeting, although there is a strong possibility that another meeting and a separate recommendation will be required to adequately consider the question of new walk along Linden.

**The formal review of Lenox-Linden Improvements Project issues** will be conducted by the CIC at their February 2013 meeting, scheduled for **Tuesday evening, February 12, 2013**. The meeting will take place in Room 301 of the Civic Center, 535 Duane Street, starting at 7:30 PM.

In reviewing this matter, the CIC will receive a staff report, request audience comments and input, develop a recommendation and vote on the matter. A written report of the CIC proceedings, together with their recommendation, will be forwarded to the Village Board for final consideration at a future Board meeting. All parties interested in the any of the project issues are requested to attend the February 12, 2013 Capital Improvements Commission Meeting.

Following staff presentation(s), those attending the meeting will be invited to express their views on the design issues. While each viewpoint is important, it is requested that each speaker make a good faith effort to raise new or different issues / considerations / opinions and avoid repeating previously stated items as much as possible. In this manner the discussions and overall meeting can be effectively conducted.

If you have any questions regarding the upcoming CIC meeting, please contact me at 630-547-5514 or bobm@glenellyn.org. I look forward to the discussion and the development of the CIC recommendation.

Very truly yours,

A handwritten signature in black ink that reads "Bob Minix".

Bob Minix, Professional Engineer  
Glen Ellyn Public Works Department

# MINUTES

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BOARD OR COMMISSION: Capital Improvements      DATE: September 11, 2012  
MEETING: Regular   X        Special \_\_\_\_\_      CALLED TO ORDER: 7:33 PM  
QUORUM: Yes        X   (at 7:48 PM)      No \_\_\_\_\_      ADJOURNED: 8:52 PM

**MEMBER ATTENDANCE:**

**PRESENT:** Chairman Colliander, Commissioners Brugh, Burton, Lindquist, Pryde, and Thelen

**OTHERS:** Trustee Liaison Hartweg, Public Works Director Julius Hansen, Dave Harris, Executive Director, and Dan Hopkins of the Glen Ellyn Part District

**ABSENT:** Commissioners O'Carroll and Ryne

**AUDIENCE:** None

**CALL TO ORDER:**

The September 11, 2012 meeting of the Capital Improvements Commission was called to order at 7:33 PM by Chairman Colliander, without a quorum at the beginning.

**AUDIENCE PARTICIPATION:**

None

**LENOX ROAD RECONSTRUCTION AND LAKE ELLYN PARK MASTER PLAN**

Dave Harris, Executive Director of the Glen Ellyn Park District reported that the Park District is working with consultants to develop a Master Plan for Lake Ellyn Park (the "Park"). The boathouse needs work, the playground is beyond its useful life, and other upgrades are required. Conservation Design Forum, partnering with Farr and Associates, has been contracted with to prepare the Master Plan. Key stakeholders have been contacted: the Historical Commission and Society, the Lions Club, homeowners, School District 87, etc. The first public meeting was held August 28 with approximately 70 people in attendance. The consultants have also met with Staci Hulseberg and Bob Minix, and with one of the Village planners. As the Village is seeking to improve Lenox Road, it is a good time to be working together on this location.

The Park District has sent a questionnaire to residents on parking and other issues and received approximately 150 responses. The varied comments included no parking within the Park, no parking anywhere, expanded street parking, parallel or angle parking, controlling student parking. The biggest area of concern was to increase parking and making the roadway safer, and that there should be no road through the Park.

Mr. Harris stated that the District hopes to see the first conceptual plan in October. Chairman Colliander noted that Village is scheduled to work on Lenox starting after July 4 in 2013, and that the District should consider doing its repairs and improvements on the Lenox side at the same time. He also said that this Commission will be holding public hearings on the Lenox Road improvements and perhaps a joint public hearing will be in order in the future. It is important that the District and the Commission coordinate plans.

In response to Commissioners' questions, Mr. Harris said that the plan will probably be moderate in scope, leaning toward historic preservation and sustainable landscape: extend the walkway all around the park, improve the shoreline and improve the functionality of the building. Mr. Harris also said that feedback from the high school indicates that they are interested solely in additional parking. While mentioning water and flooding, they are desperate for parking.

Chairman Colliander noted that if there is not a sidewalk in a location undergoing reconstruction, the Village policy on roadway reconstruction calls for installation of new walk. There is a setback from the curb that is considered belonging to the Village. Mr. Harris said that the District would be open to a sidewalk that is sensitive to the trees, particularly the oak trees. There was discussion concerning a sidewalk meandering around trees as opposed to a straight line of pavement. Director Hansen said that an arborist would be evaluating park trees in conjunction with the Lenox Road work. He also noted that the Park District is not expected to pay for any portion of the Lenox sidewalk.

Commissioners discussed ways to connect parking and move pedestrians into the Park itself. Essex Road is a particular challenge because of its topography. The Village will be working in the vicinity of the Park for the next two years, which gives the Park District a two year window to work on the area with the Village. Mr. Harris said that there were break-out sessions at the August Park District meeting to consider the boat house and parking. He will review the feedback from those sessions, and will keep the Commission informed.

#### **APPROVAL OF MINUTES:**

Commissioner Lindquist moved to approve the July 10, 2012 regular meeting minutes. The motion was seconded by Commissioner Pryde. Commissioner Burton noted a date correction in the Village Links section. The Motion, with this change, carried unanimously.

#### **TRUSTEE'S REPORT:**

Trustee Hartweg reported that the Board considered the bids for the Braeside area local drainage improvements.

#### **NEW BUSINESS:**

The Commissioners discussed options for sidewalk and parking on Lenox Road. Several ideas were suggested for parallel or angle parking all along Lenox or condensed into pods avoiding

trees, and a straight or meandering sidewalk. Current conditions are dangerous as too many people are exiting their cars into the roadway. If some trees are lost, an opportunity is created to plant new ones. Lighting for the various scenarios was also considered. The current parking situation restricts use of the Park. If the boathouse is renovated and more residents want to use it, even more parking will be required. Addressing the parking situation will allow the Park to be more successful as an asset to the Village.

The Lenox Road improvement project will probably be bid two different ways with one alternative being a straight sidewalk and parallel parking on the street, with a second alternative depending on discussions with the District. Director Hansen said that engineers could prepare a plan for discussion for the October meeting, along with rough quantities of existing parking.

**PUBLIC WORKS REPORT:**

Director Hansen said that the utility pole is finally out of the turn lane on Lambert at Roosevelt, allowing for work to resume and completing the project. The Braeside drainage work is being funded mainly by a \$570,000 grant, with the Village contributing an additional \$100,000. The area qualifies for grants, and the work will be completed by the end of November, 2012. Bids came in below estimates.

The Riford drainage area is complete. It is much wider than before. There was discussion concerning the long term efficacy of the retaining bricks. A resident has expressed concern over property lost to Perry's Pond in the last storm.

There is some question over salt quantities for the coming winter season. The State has not released information on how much salt will be distributed this winter. Not knowing whether it will be more or less expensive is creating some concern.

The possibility of sidewalks on Crescent will be considered at a later date as engineering work progresses on the Crescent Blvd. corridor.

**OTHER BUSINESS:**

Chairman Colliander noted that there is an opening for a Commissioner. If anyone would like to recommend someone, let the Village know.

**ADJOURNMENT:**

Commissioner Pryde moved to adjourn the meeting. The motion was seconded by Commissioner Lindquist, and was carried unanimously. The September 11, 2012 meeting was adjourned at 8:52 PM.

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

# MINUTES

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BOARD OR COMMISSION: Capital Improvements      DATE: October 9, 2012  
MEETING: Regular  X       Special \_\_\_\_\_      CALLED TO ORDER: 7:35 PM  
QUORUM: Yes  X       No \_\_\_\_\_      ADJOURNED: 9:42 PM

## MEMBER ATTENDANCE:

PRESENT: Chairman Colliander, Commissioners Brugh, Burton, O'Carroll, Lindquist, Pryde and Ryne

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

ABSENT: Commissioner Thelen

AUDIENCE: Reis Kayser, 721 Lenox Road

## **CALL TO ORDER:**

The October 9, 2012 meeting of the Capital Improvements Commission was called to order at 7:35 PM by Chairman Colliander. A quorum was present.

## **AUDIENCE PARTICIPATION:**

Mr. Kayser was involved in the discussion on Lenox Road Reconstruction – see below.

## **APPROVAL OF MINUTES:**

Commissioner Lindquist moved to approve the September 11, 2012 regular meeting minutes. The motion was seconded by Commissioner Pryde. Chairman Colliander had a question on page 2 of the minutes regarding new sidewalk construction. P.E. Minix will revise the wording to clarify the meaning. The Motion, with this change, carried unanimously.

## **TRUSTEE'S REPORT:**

Trustee Hartweg reported that at the last Board workshop, Trustees considered raising the President's pay. Although there seemed to be consensus to increase the pay, there was no agreement on a dollar amount. There was no discussion concerning Trustees' pay. Any proposed action would need to be on the November Board agenda.

Trustee Hartweg noted that the other workshop topic was electric aggregation. This will be on the fall ballot. If approved, residents would be in the program unless they opt out. However, if residents are not current ComEd customers, they would have to opt in. The Village website has answers to many questions on this matter.

The Board issued a grant to a retailer for facade rehabilitation. Trustee Hartweg said that the Board now has to deal with such matters since there is not a downtown development committee.

There was discussion concerning non-working street lights. Director Hansen said that Public Works is trying to work with ComEd, but ComEd is not being responsive. Commissioners considered possible next steps.

### **LENOX ROAD RECONSTRUCTION**

P.E. Minix presented a base map prepared by engineers. One option is to widen the roadway slightly and keep parallel parking. Trees are shown on the Lake Ellyn side of the road. Staff is looking for the Commission's preliminary thoughts.

P.E. Minix said that the current width of the roadway is 25 feet. Parking is heavily used on the east side, and it is currently very difficult to have two-way traffic. Some widening may be appropriate, more for drivers than those parking. There has been no engineering consideration to date for modifying the roadway north of the park (north of Essex Road). Parking adjacent to Lake Ellyn Park could be a combination of angle and parallel parking.

Commissioners discussed various combinations of angle and parallel parking, sidewalks and trees and other landscaping. It was suggested that some trees could be worked around, and the area would benefit from others being removed, and in some cases, replaced. Angle parking in select "pods" rather than in a continuous row would be the likely configuration if parallel parking is not utilized on the roadway.

Resident Reis Kayser of 721 Lennox cautioned about making it easier for cars to speed, and asked on how many days other than July 4 and Art in the Park are there parking problems. There was discussion concerning working with the Park District's Master Plan to upgrade the boathouse and other park amenities. Addressing the parking on Lennox will not completely solve the problem during high use events, but there is a desire to get the parking out of the roadway and make this Village asset more accessible. Safety was also discussed as well as placement of handicapped parking close to the boathouse. Mr. Kayser noted that he does not want sidewalk on Lennox north of Essex. He feels a sidewalk would come too close to homes and reduce property values.

Chairman Colliander mentioned that the School District would like more parking, even if it is only 10 additional spaces. The Commission will work with the Park District on what the Park District wants closer to the school.

The discussion moved to the Essex side of the Park, particularly access to and parking closer to the tennis courts. P.E. Minix confirmed that the Park District's master plan included the area around Essex to Grand and Lake. He also noted that there are sections on Linden and Oak

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Streets that do not currently have sidewalks. Although those areas are not slated for reconstruction, they will be resurfaced. The Commissioners discussed investigating the possibility of adding sidewalks at the time of resurfacing. Residents should be contacted and set up a meeting to discuss. This would be the time to consider sidewalks, particularly if the Commission will be refining the next 20 year plan for road maintenance.

Chairman Colliander asked if questionnaires have ever been sent to residents to gauge sentiment after a project is completed to assess Village performance, for example the Hawthorne reconstruction project. P.E. Minix said that it has not been done in the past, and feedback is anecdotal. Commissioners thought it would be helpful. Perhaps an occasional survey on the website would be the answer.

### **NEW BUSINESS:**

#### Civic Center

Director Hansen said that the Village is currently analyzing the space needs and expenditures pertaining to the existing Civic Center. The Capital Improvements Commission is being asked to look at the Civic Center from a capital project perspective, particularly whether it should be funded with bonds or from capital projects funds. The final staff report will be distributed to Commissioners approximately two weeks before it will be considered at a regular meeting. P.E. Minix said that there are deferred maintenance issues at the Civic Center and that it was built in the 1920s.

P.E. Minix mentioned that there are several other Village studies near completion that should be reviewed by this Commission: Lake Ellyn outfall study, downtown, etc.

Director Hansen discussed aspects of the Public Works Building. The salt storage building is overflowing, and he would like a facility with double the existing capacity. He would also like room to park 8-10 vehicles inside the building out of the elements. He would like input from the Commission on where to locate the salt storage. Commissioners asked for an aerial as a starting point.

#### Long Term Street Improvements Program

P.E. Minix said that the next master plan should go through 2030. It needs to update the costs and identify the needs. He presented two maps showing the current state of Village roads based on a roadway condition assessment performed this year. The next plan will include the streets annexed since 2000, which are generally not in good condition. There are also additional areas that may be annexed in the next few years. In response to Commissioners questions, P.E. Minix said that he did not know if more funds would be available if additional streets are annexed. It was suggested that a future meeting focus on the next master plan, and move the generally scheduled open forum meeting to sometime in 2013.

The next time period of real concern is around 2015 when the next round of Central Business District roadway improvements are slated. However, information is not currently available on a possible parking garage, the TIF and various desired streetscape element. It is difficult to plan from a funding perspective.

It was also noted that the Park District's proposed plan for Lake Ellyn Park would be refined following a meeting soliciting public comment on October 22.

**PUBLIC WORKS REPORT:**

Director Hansen reported that the dispute concerning liquidated damages for the 2009 Park, Glen Ellyn Place and Prairie Project was resolved with the approval of and Agreement and Final Change Order by the Village Board at its last meeting. A law suit was avoided and a large portion of the assigned liquidated damages were obtained from the contractor.

The new fuel system installation at the Public Works yard is moving forward. The old tank and system will be removed. No particular problems with excessive groundwater or contaminated soils have been encountered. The new gasoline / diesel tank is located 402 feet from the nearest water well to meet regulations.

P.E. Minix reported that the Hawthorne project is complete but for some roadway striping. The project ended up slightly below the bid price and below the dollars allocated by the Village Board. Lambert at Roosevelt right-turn lane project is complete with punch work winding down. The Riford outlet channel remediation project is complete featuring the installation of retaining walls and plantings. Sidewalk will be installed on Crescent east of Roger to the Village border. It will not be extended into unincorporated areas.

The Village Board has awarded engineering for the new Metra parking lot on Duane with construction to be done in 2013. Reconstruction of the Duane-Lorraine daily fee lot will be done in 2014 with engineering started this year.

A study has been initiated to systematically address the problem of water main breaks along Roosevelt Road. External corrosion is eating the pipes from the outside in. There was discussion on the best type of pipe to use, the connections for the future and how to construct with the least amount of disruption. Parts of the system range from 1930s to 1960s.

**OTHER BUSINESS:**

Commissioners discussed the Taylor Street underpass and the impact of closing it for repairs. The railroads gave the Village only a week's notice. The railroad is not open to discussions concerning widening the underpass. That cost would have to be borne completely by the Village and could cost upwards of \$2-3 million.

Commissioner Pryde reminded staff that the Glenbard West retaining wall and parking lot reconfiguration need to be included in the budget.

Director Hansen said that the light pole painting on Roosevelt is complete. The rust was ground off and they were painted in place using a variety of products. The best looking pole base is powder coated. The cost was \$65,000 for all the poles and bases.

Commissioner Pryde updated the other Commissioners on the Village Links Project. The project is over budget due mostly to site work. The work associated with the Commission's oversight came in within \$5,000 of estimates. Building demolition will begin mid-October. A new pond will be dug over the winter. The cost of the entire project is approximately \$6.4 million.

**ADJOURNMENT:**

Commissioner Pryde moved to adjourn the meeting. The motion was seconded by Commissioner Burton, and was carried unanimously. The October 9, 2012 meeting was adjourned at 9:42 PM.

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

# MINUTES

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BOARD OR COMMISSION: Capital Improvements      DATE: November 14, 2012  
MEETING: Regular  X       Special \_\_\_\_\_      CALLED TO ORDER: 7:35 PM  
QUORUM: Yes  X       No \_\_\_\_\_      ADJOURNED: 9:58 PM

## MEMBER ATTENDANCE:

PRESENT: Chairman Colliander, Commissioners Brugh, Burton, O'Carroll, Lindquist, and Pryde

OTHERS: Trustee Liaison Hartweg, Village Manager Franz, Public Works Director Hansen, Professional Engineer Minix, Police Chief Norton, Deputy Police Chief Acton

ABSENT: Commissioners Ryne and Thelen

AUDIENCE: Residents Carolyn Oesterle, Dave Allen and Reis Kayser at different points in the meeting.

## CALL TO ORDER:

The November 14, 2012 meeting of the Capital Improvements Commission was called to order at 7:35 PM by Chairman Colliander. A quorum was present.

## AUDIENCE PARTICIPATION (1):

P.E. Minix reviewed the tentative schedule for the project for the benefit of Ms. Carolyn Oesterle of 625 Lake Road in the audience. It is a 2013 project, and design work has started. In approximately one more month from this meeting, the Park District is expected to provide guidance on how it wants parking on Lenox. This Commission will use its meeting in January as a working session to present the project and look at design parameters, but it will not be a meeting to make recommendations. In February, a hearing will be held and a recommendation formulated on street width, parking and sidewalks. The Village Board will consider this recommendation in March. Work will start after July 4, with the overall project expected to be completed in October. It was noted that the Park District will share its master plan on line when it is completed.

Ms. Oesterle stated that she does not want to lose any green space in the Park, and is concerned about safety for children. A wider Lenox would encourage speeding. She also feels that diagonal parking is more dangerous than parallel. When there is an event at the Park, 15-20 more spaces will not make a difference. There is much more parking than needed for daily Park activities. She has prepared a written statement for P.E. Minix.

## APPROVAL OF MINUTES:

Commissioner Lindquist moved to approve the October 9, 2012 regular meeting minutes. The motion was seconded by Commissioner Burton. The Motion carried unanimously.

**TRUSTEE'S REPORT:**

Trustee Hartweg reported that the electric aggregation program is out for bid, and a decision will be made at the November 26 Board meeting. He also made note of the Blackberry Market, a new shop with a new concept in raising funds to invest in the market.

Manager Franz provided an update on the Village Links project. There has been much earth moving, and the demolition has started. He reminded Commissioners that the CIC recommended contributions to the Winchell Way and sewer/water projects. Bids came in higher than estimates. Chairman Colliander mentioned that construction prices are starting to rise, and the Commission and staff need to be aware of this trend going forward.

**AUDIENCE PARTICIPATION (2):**

Resident Dave Allen of 655 Oak Street asked about the Lenox Road project. P.E. Minix noted that it is Village policy, adopted by resolution, that sidewalks will be installed in the public right-of-way when a street undergoes reconstruction. Based on feedback from this Commission and the Park District, sidewalks will be considered on Lenox and Linden. There was brief discussion concerning students parking in the area. Chairman Colliander said that, once the engineering firm brings back various scenarios for parking and sidewalks and noting locations of trees and utilities, the Commission will review and arrive at a recommendation with resident input. There will be resident meetings prior to any recommendation.

**FACILITY NEEDS ASSESSMENT STUDY:**

Manager Franz presented an overview of the current facility situation. The Board approved funding for a consultant in 2011 to recommend plans for the future. The building does not meet all of today's needs or anticipated future needs. The police have safety issues, and there are capacity issues in general throughout the building. The Board has asked Manager Franz to obtain this Commission's feedback.

Deputy Chief Acton presented a report detailing the challenges of the current space for the Police Department. There are operational and functional challenges that affect public and officer safety. The Department occupies a space approximately one-third of the space of a typical Department its size. There are areas where arrestees may encounter the public and/or are not secure. Evidence storage is inadequate. Deputy Chief Acton noted that Concept 3 of adding an "el" shaped addition would consolidate parking and address space needs while keeping police operations at the Village Hall. Concept 4 provides adequate space at a separate location, with the advantage of freeing up parking and space at the Village Hall.

There was discussion among the Commissioners, Chief Norton and Deputy Chief Acton concerning advantages of keeping the Police Department at Village Hall and those of moving it to a new, totally modern facility. The discussion included the advantages and disadvantages of having the Police Department in downtown Glen Ellyn, whether north or south of the railroad tracks or moving closer to Roosevelt Road. Chief Norton noted that now is the best time to make major changes. The cost of construction and bonding will only go up. It was noted that downtown needs parking, and it should be provided wherever possible, including the possibility of a two story deck at Village Hall. There are several other locations also under consideration.

Whether staffing levels increase or decrease, the size of the Village Hall and/or Police Department will be driven by operational needs. Chief Norton noted that comments have fallen about ½ for moving the Department and ½ for keeping it at Village Hall.

Chairman Colliander said that the Commission looks forward to receiving additional information on this matter. Manager Franz said that there will be planning funds in the 2013 budget. This will be part of the Board's discussion of long range capital needs.

**AUDIENCE PARTICIPATION (3):**

Mr. Reis Kayser of 721 Lenox Road asked concerning the possible location of sidewalk on his side of Lenox. Commissioner Pryde noted that there is no other location for it other than against the curb because of trees. There was discussion concerning the benefits of widening the street, whether it might encourage speeding and parallel versus angle parking at the Park.

P.E. Minix noted that the current thinking is widening Lenox to 28 feet with parallel parking, but the Park District has not submitted its plan. The widened street would probably not extend north of Essex.

**PUBLIC WORKS REPORT:**

Director Hansen reported that the new fuel system at the Public Works yard is complete, and the two underground tanks have been removed. The project is under budget and on time.

**PROJECT STATUS REPORT:**

P.E. Minix reported that the Braeside drainage project is approximately half completed. It is being federally funded. Restoration will take place in 2013.

The Crescent Road sidewalk will not be complete in 2012. The construction site will be tidied up and completed in 2013 so that concrete will be poured at the optimal time of year.

**ADJOURNMENT:**

It was noted that there will be no December meeting of the Commission.

Commissioner Lindquist moved to adjourn the meeting. The motion was seconded by Commissioner Brugh, and was carried unanimously. The November 14, 2012 meeting was adjourned at 9:58 PM.

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

# MINUTES (DRAFT)

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BOARD OR COMMISSION: Capital Improvements

DATE: January 8, 2013

MEETING: Regular  Special

CALLED TO ORDER: 7:30 PM

QUORUM: Yes  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.

- ❑ 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



## RHMG Engineers, Inc.

### MEMORANDUM

To: Mr. Robert Minix, P.E.

From: Benjamin W. Metzler, P.E.

Date: January 31, 2013  
Rev. February 7, 2013

Re: Lenox and Linden  
Parking and Alternates  
RHMG Project No. 21322010

As a result of commentary and feedback from the January 8, 2013 Capital Improvements Commission meeting and discussions following said meeting, we are submitting revised parking alignment exhibits and a narrative containing preliminary cost estimates and discussion relative to the potential pavement materials for the parking alternates.

The parking exhibits have been revised to show additional details and more legible call outs in a reduced format. Additionally, the north end of Lenox Road, between Essex Road and Oak Street has been revised to a 21-foot width roadway with a 5-foot sidewalk along the back of curb on the east side of the street.

Included with the exhibits is a chart comparing characteristics of each parking alternate, including the expected tree impacts. Trees that will be removed are shown as such on the exhibits and noted in the chart. Trees with significant infringement within the critical root zone have been called out as being impacted. We defer to a certified arborist to make the determination as to which trees would survive construction.

The narrative contains discussion and preliminary costs for three types of pavements within angled parking bays: hot-mix asphalt, Portland cement concrete and permeable unit pavers. Estimated costs are also provided for widening Lenox to a 28-foot width to accommodate parallel parking. Similar discussion and preliminary costs are also provided for the proposed sidewalk along the west edge Lake Ellyn Park and east parkway of Lenox. Finally, the narrative also includes discussion relative to the potential for an elevated intersection at Lenox and Linden.

Please review these documents at your earliest convenience and let me know if you have any questions.

Thank you.

1/31/2013

## PARKING BAY PAVEMENT OPTIONS

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There are three pavement options that could be utilized in individual parking bays if angled parking is the selected parking option. A brief discussion of each option as well as the expected cost per square yard is below. In the cost analysis, only the pavement section was analyzed. It is assumed that several components of each parking bay will be similar regardless of material, including concrete curb, storm sewer and storm inlets/catch basins. As the mainline pavement section has not been selected, both hot mix asphalt and Portland cement concrete costs are provided. Costs for Volume Control Best Management Practices were also provided based on preliminary estimates of volume of storage required.

### **Hot Mix Asphalt (HMA) Pavement**

The proposed hot mix asphalt section would be consistent with the proposed pavement section for Lenox. The anticipated cost for the section, assuming 12-inches of aggregate and 6 inches of asphalt is **\$75 per square yard (including contingency)**.

### **Portland Cement Concrete (PCC) Pavement**

The proposed PCC pavement section would be a thinner pavement thickness than the mainline pavement due to reduced expected loads in the parking bays. The anticipated costs for the PCC option, assuming 6-inches of aggregate and 6 inches of concrete, is **\$80 per square yard (including contingency)**.

### **Permeable Unit Pavers**

The proposed permeable unit paver pavement section will depend on the infiltration capacity of the underlying soil. The anticipated costs for the permeable unit paver option, assuming 20-inches of aggregate, 4-inch underdrain installation and paver materials is **\$140 per square yard (including contingency)**.

Implementation of permeable unit pavers would reduce the impacts of stormwater runoff on the surrounding area and Lake Ellyn; however in addition to higher initial costs, both maintenance and snow removal operations may become more labor intensive. Implementation of a permeable unit paver system would require yearly maintenance, including scheduled powerwashing of the pavement to avoid build-up of particulates and obstructions in the open areas of the pavers. Additionally, it is also recommended that the snow plows with nylon blade tips be used to clear snow to prevent damage to the pavers from the plow blade.

The soils in the area of Lake Ellyn Park are primarily clayey and silty according to the preliminary soil boring report for the Lenox and Linden project prepared by Soil and Material Consultants. Stormwater will not infiltrate into clay soils as well as in sandy soils. Consequently, implementation of a permeable pavement may require deeper



# RHMG Engineers, Inc.

excavation to store a greater volume of runoff due to the reduced infiltration capacity of clay soils.

Preliminary cost estimates for all three options follow. Please note the cost estimates are based on preliminary design information.

**TABLE 1**  
**Engineer's Preliminary Opinion of Probable Cost**  
**60-Degree Angle Parking South of ~~Lenox~~ Linden**

Item No.	Unit Price Item	Unit	Quantity	Unit Price	Extension
<b>Hot Mix Asphalt</b>					
1	B6.12 Curb and Gutter	LF	620	\$ 45	\$ 27,900
2	Storm Sewer Inlet	EA	6	\$ 1,500	\$ 9,000
3	15-inch RCP	LF	150	\$ 70	\$ 10,500
4	Volume Control BMP	LS	1	\$ 15,000	\$ 15,000
5	Hot Mix Asphalt Pavement Section (incl. Earth Ex.)	SY	675	\$ 75	\$ 50,625
Subtotal					\$ 113,025
Contingency (15%)					\$ 16,954
<b>Total</b>					<b>\$ 129,979</b>
<b>Portland Cement Concrete</b>					
1	B6.12 Curb and Gutter	LF	620	\$ 45	\$ 27,900
2	Storm Sewer Inlet	EA	6	\$ 1,500	\$ 9,000
3	15-inch RCP	LF	150	\$ 70	\$ 10,500
4	Volume Control BMP	LS	1	\$ 15,000	\$ 15,000
5	Portland Cement Concrete Pavement Section (incl. Earth Ex.)	SY	675	\$ 80	\$ 54,000
Subtotal					\$ 116,400
Contingency (15%)					\$ 17,460
<b>Total</b>					<b>\$ 133,860</b>
<b>Permeable Unit Pavers</b>					
1	B6.12 Curb and Gutter	LF	620	\$ 45	\$ 27,900
2	Storm Sewer Inlet	EA	6	\$ 1,500	\$ 9,000
3	15-inch RCP	LF	100	\$ 70	\$ 7,000
4	Permeable Unit Paver Section (incl. Earth Ex.)	SY	675	\$ 140	\$ 94,500
Subtotal					\$ 138,400
Contingency (15%)					\$ 20,760
<b>Total</b>					<b>\$ 159,160</b>

**Notes:**

1. Estimate based on preliminary design
2. Estimates for HMA and PCC account for in-line stormwater detention as required per the DuPage County Countywide Stormwater and Floodplain Ordinance.

**PARALLEL PARKING ADDITIONAL COSTS**

The costs for pavement widening from 25 feet to 28 feet to accommodate parallel parking and two-way traffic were also examined. Costs for Volume Control Best Management Practices were provided based on preliminary estimates of volume of storage required. It is not expected that significant storm sewer will be necessary along as the general vertical and horizontal alignment is not changing. The estimated costs are provided in the table below.

**TABLE 2  
Engineers Preliminary Opinion of Probable Cost  
Parallel Parking South of ~~Lexis~~ Linden**

Item No.	Unit Price Item	Unit	Quantity	Unit Price	Extension
<b>Hot Mix Asphalt</b>					
1	Storm Sewer Inlet	EA	4	\$ 1,500	\$ 6,000
2	15-inch RCP	LF	20	\$ 70	\$ 1,400
3	Volume Control BMP	LS	1	\$ 10,000	\$ 10,000
4	Hot Mix Asphalt Pavement Section	SY	215	\$ 95	\$ 20,425
Subtotal					\$ 37,825
Contingency (15%)					\$ 5,674
<b>Total</b>					<b>\$ 43,499</b>
<b>Portland Cement Concrete</b>					
1	Storm Sewer Inlet	EA	4	\$ 1,500	\$ 6,000
2	15-inch RCP	LF	20	\$ 70	\$ 1,400
3	Volume Control BMP	LS	1	\$ 10,000	\$ 10,000
4	Portland Cement Concrete Pavement	SY	215	\$ 110	\$ 23,650
Subtotal					\$ 41,050
Contingency (15%)					\$ 6,158
<b>Total</b>					<b>\$ 47,208</b>

Notes:

1. Estimate based on preliminary design
2. Estimates for HMA and PCC account for in-line stormwater detention as required per the DuPage County Countywide Stormwater and Floodplain Ordinance.



## RHMG Engineers, Inc.

### ELEVATED INTERSECTION AT LENOX AND LINDEN

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The potential to install an elevated intersection to aid in calming traffic at the intersection of Lenox and Linden was investigated. Based on existing topography, it appears that the elevated intersection is a feasible option. The entrance to the park would need to be reconstructed to avoid creating a low point at the intersection. Installation of the elevated intersection would aid in calming of traffic as a result of the grade change. Additionally, the use of permeable unit pavers at the intersection creates a surface change that will also aid in calming of traffic. The elevated intersection would be bordered by a concrete apron to provide a smooth grade change and to provide a firm boundary for the permeable unit pavers. Below is an image of an elevated intersection representing a similar configuration for the elevated intersection at Lenox and Linden.

Utilization of a permeable unit paver system would aid in treating stormwater runoff from both Lenox and Linden and reduce the volume conveyed to Lake Ellyn. As previously noted in the parking bay pavement options commentary, there are maintenance considerations that would be necessary to implement, including scheduled powerwashing and the use of nylon plow blades.

The estimated cost for the concrete aprons and pavement (excluding items which would be installed regardless of the option selected, i.e. curbs) at the Lenox and Linden intersection using a permeable unit paver system is \$38,170, compared to \$21,275 for hot mix asphalt.



Figure 1 – Elevated intersection at intersection in West Palm Beach, Florida (safety.fhwa.gov)



## LAKE ELLYN PARK SIDEWALK

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The recommendations in the Lake Ellyn Park master plan include a recommendation to install a 5-foot wide path along the west edge of the park parallel to Lenox Road. The preliminary road layouts include provisions for this sidewalk. The proposed material for the path is a permeable unit paver system. Installation of a paver system as a sidewalk would require either concrete curbs to confine the pavers or a concrete base to set the pavers.

The permeable unit paver system, pervious concrete, and portland cement concrete were all compared for the sidewalk. The assumption was made that the construction methods required for each option will be similar, including use of smaller machinery around the root systems of trees and earth saw cutting of tree roots to protect impacted trees. The costs presented below are per lineal foot of 5-foot sidewalk to facilitate uniform comparisons between each option. The approximate length of sidewalk along Lenox is 1,610 lineal feet.

### **Portland Cement Concrete Sidewalk**

The section for Portland cement concrete sidewalk is 5-inches of concrete and 6-inches of aggregate base course. The preliminary estimated cost, including excavation, is \$33.00 per lineal foot, equaling \$53,130.

### **Pervious Concrete Sidewalk**

The preliminary section for pervious concrete is 5-inches of concrete and 8-inches of aggregate base. The preliminary estimated cost, including excavation, is \$64.00 per lineal foot, equaling \$103,040.

### **Permeable Unit Paver Sidewalk**

The preliminary section for the pervious unit pavers is 8-inches of aggregate and 4-inch unit pavers. Additionally, the edges of the sidewalk will be set in a concrete base. The preliminary estimated cost, including excavation, is \$80.00 per lineal foot, equaling \$128,800.

**VILLAGE OF GLEN ELLYN  
ROADWAY AND UTILITY IMPROVEMENTS - LENOX ROAD AND LINDEN STREET  
LENOX ROAD PRELIMINARY PARKING LAYOUT OPTIONS**

		1/31/2013			
Criteria	Parking Type	Existing Condition	Parallel Parking	60° Angle Parking	45° Angle Parking
Total Length	Road Width	25	28	21	21
	Parking Lane <sup>1</sup>	8	8	Parking Bays	Parking Bays
	Lane Width <sup>2</sup>	8	9	9	9
	Total Parking Spaces	60	60	60	45
	Impervious Area - Road and Parking (SF)	36,862	40,860	42,992	41,778
Lenox North of Linden	Additional Impervious Area (SF)	N/A	3,998	5,630	4,916
	Total Parking Spaces	31	31	27	20
	Impervious Area - Road and Parking (SF)	19,224	21,299	21,466	20,996
	Additional Impervious Area (SF)	N/A	2,075	2,242	1,772
	Potential Tree Impacts	N/A	None	8-inch tree, N end of 1st parking bay (3' from proposed parking bay) 8-inch tree, N end of 2nd parking bay (3' from proposed parking bay) 8-inch tree, S end of 3rd parking bay (4' from proposed parking bay) 10-inch tree, S end of 3rd parking bay (3' from proposed parking bay)	8-inch tree, N end of 2nd parking bay (3' from proposed parking bay) 8-inch tree, S end of 3rd parking bay (5' from proposed parking bay) 10-inch tree, N end of 3rd parking bay (4' from proposed parking bay)
Lenox South of Linden	Trees Removed	N/A	2 Serviceberry trees at entrance to park (sidewalk impact)	2 Serviceberry trees at entrance to park (sidewalk impact)	2 Serviceberry trees at entrance to park (sidewalk impact)
	Number of trees with road or parking within critical root zone <sup>3</sup>	20	22	22	23
	Total Parking Spaces	29	29	33	25
	Impervious Area - Road and Parking (SF)	17,638	19,561	21,526	20,782
	Additional Impervious Area (SF)	N/A	1,923	3,388	3,144
Potential Tree Impacts	N/A	3, 4-inch Multi-Trunk Redbud (sidewalk impact/walking obstruction) 4 bushes near Playground (potential sidewalk impact/walking obstruction)	3-inch Redbud, 4th parking bay, (potential impact from parking bay) 10-inch tree, N end 2nd parking bay, (5 feet from proposed parking bay)	3-inch Redbud, 4th parking bay, (potential impact from parking bay)	
Lenox South of Linden	Trees Removed	N/A	1 Serviceberry tree at entrance (sidewalk impact)	1 Serviceberry tree at entrance to park (sidewalk impact) 4 bushes near Playground, 4th parking bay, (parking bay impact)	1 Serviceberry tree at entrance to park (sidewalk impact) 4 bushes near Playground, 4th parking bay, (parking bay impact)
	Number of trees with road or parking within critical root zone <sup>3</sup>	14	16	17	15

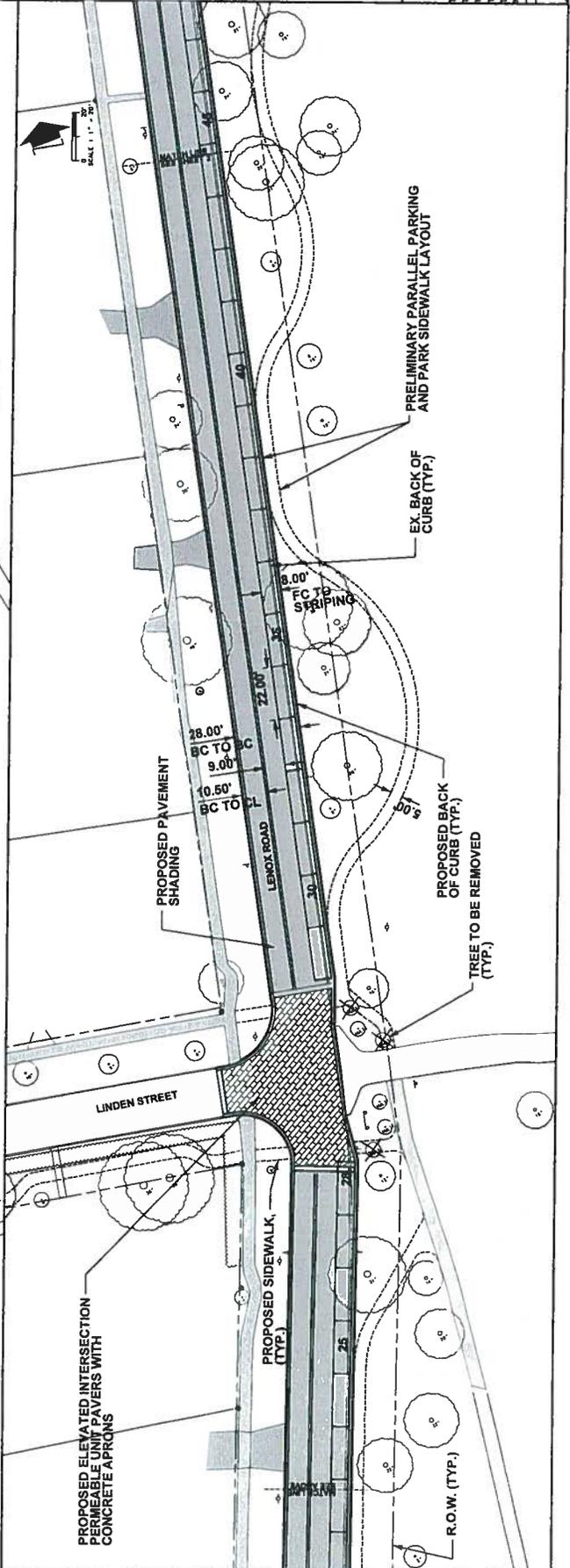
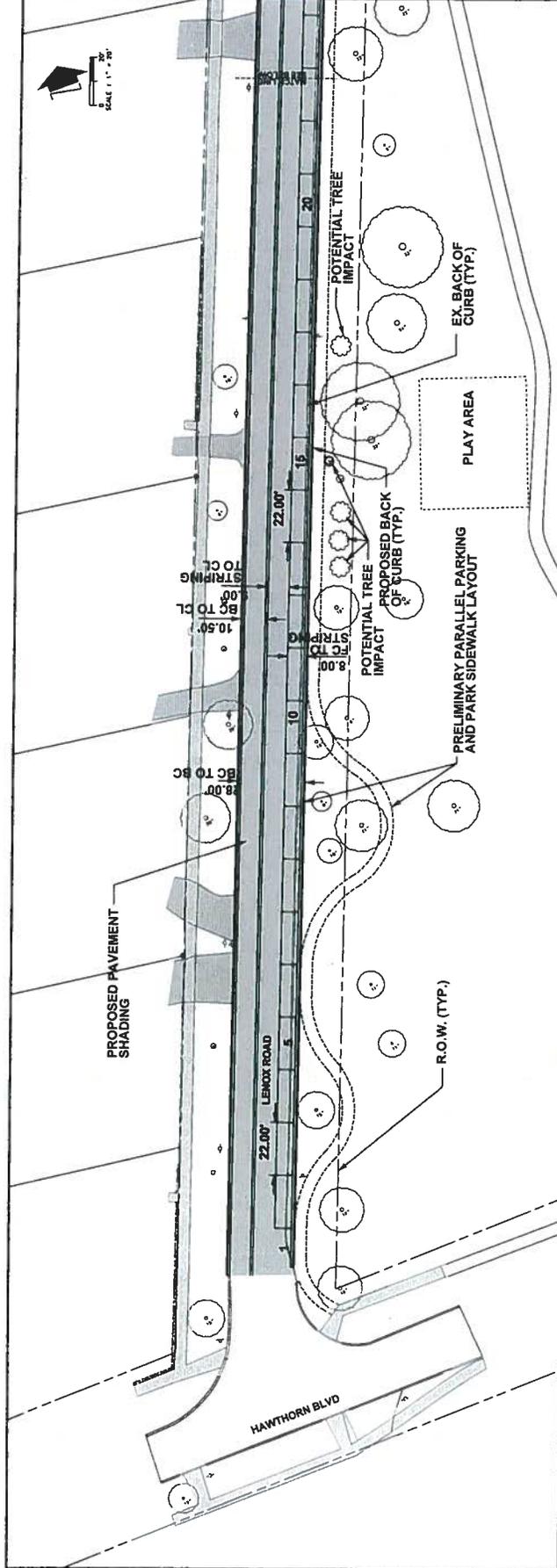
1. Parking Lane is measured from the face of the curb and represents the typical width required for parallel parking.  
 2. Lane Width is measured from the edge of asphalt pavement or edge of parallel parking. Under existing conditions, lane width is measured to the face of the curb as that is the same as the edge of pavement. Proposed conditions will have a 1-foot wide gutter between the edge of pavement and face of curb.  
 3. The critical root zone is a circle centered on the tree trunk with a radius in feet equal to the diameter of the tree at breast height in inches times 1.5

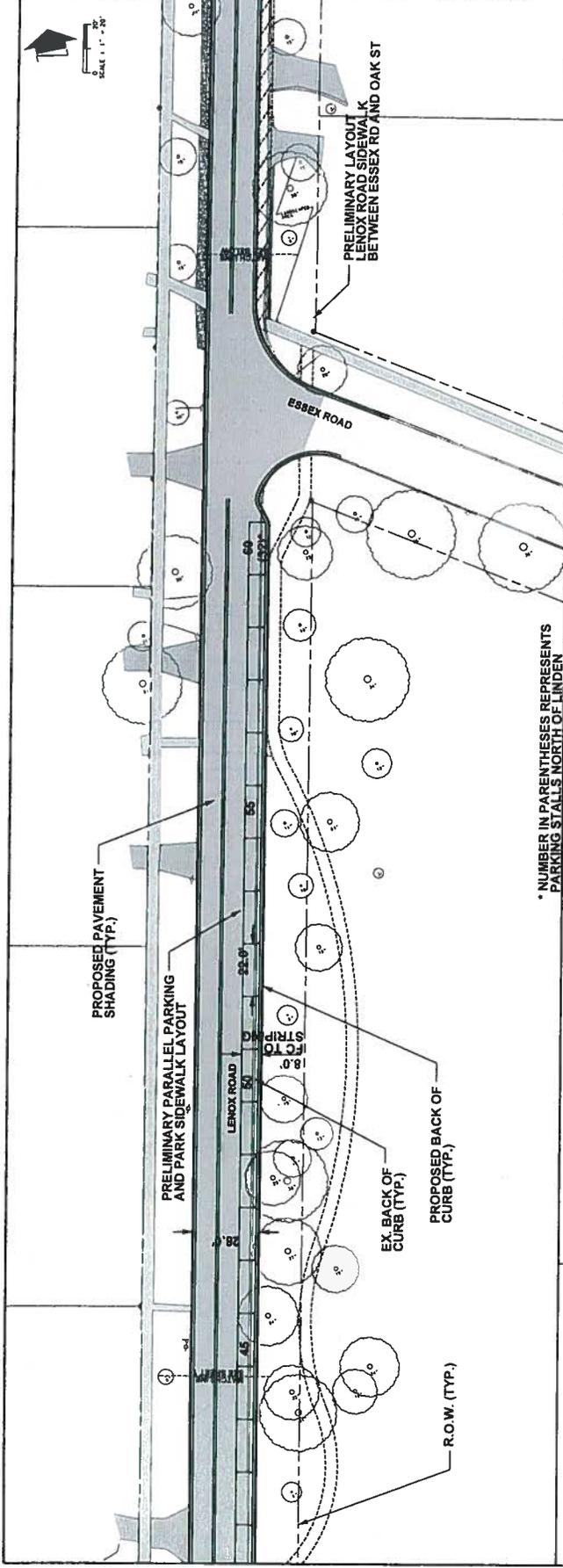
NO. 1	DATE	REVISION
1	1-1-13	PER VILLAGE COMMENTS

**PRELIMINARY PARALLEL PARKING AND SIDEWALK ALIGNMENT**

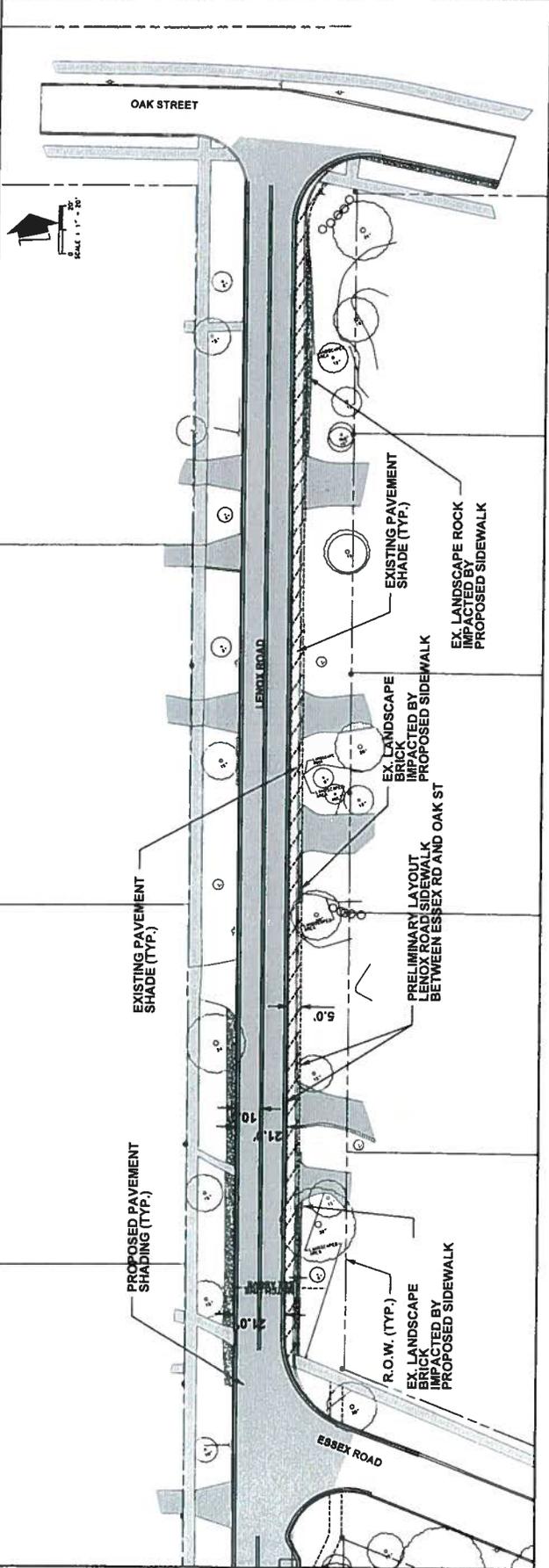
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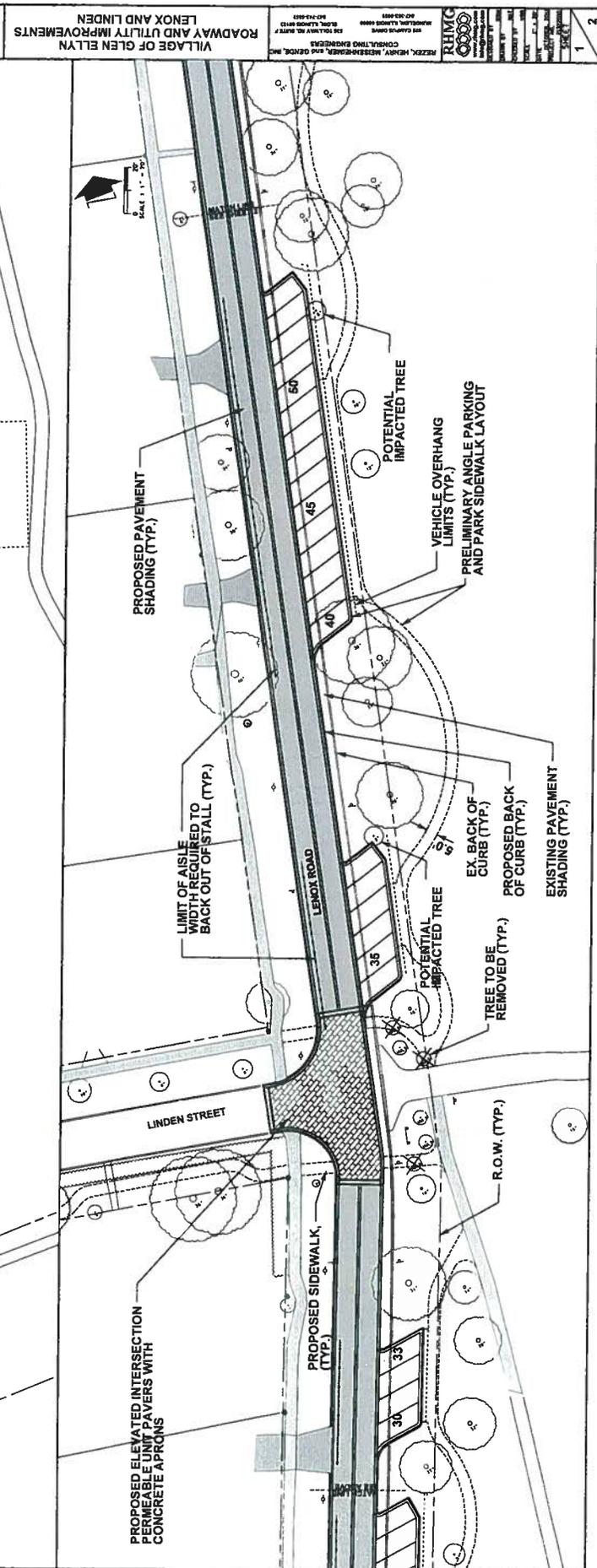
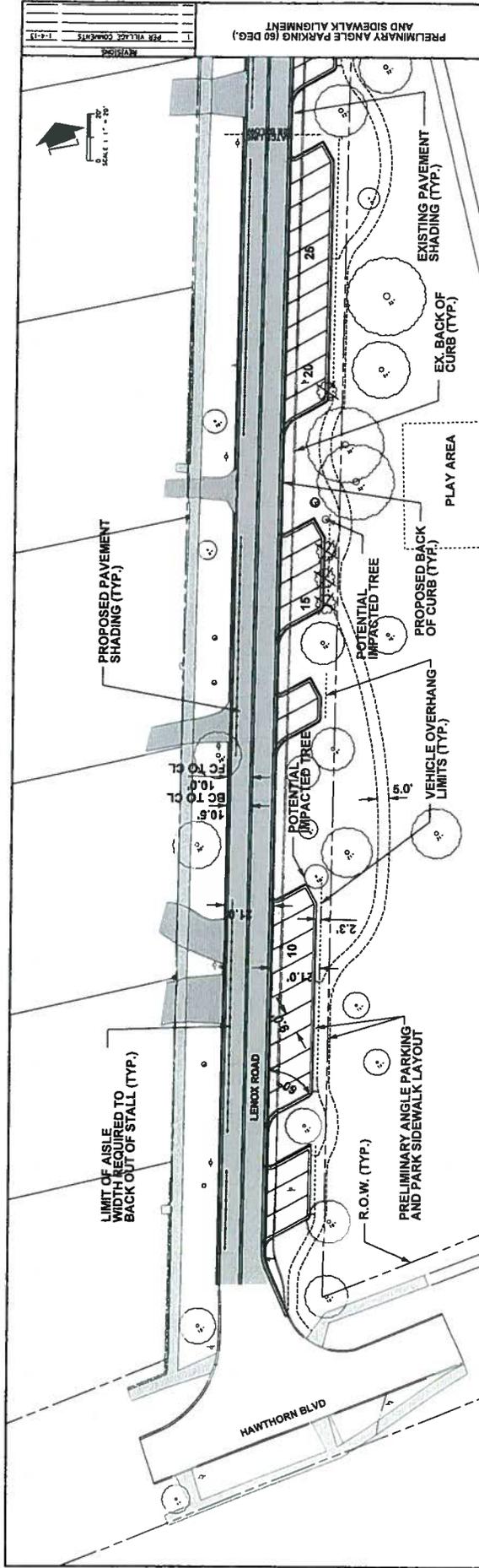
REBEK, HENRY, MESSINGBERG, AND GONDO, INC.  
 CONSULTING ENGINEERS  
 215 PARKWAY SOUTH  
 SUITE 100  
 GLEN ELLYN, ILLINOIS 60135  
 TEL: 630-959-8800  
 FAX: 630-959-8801  
 WWW: RHMGM.COM

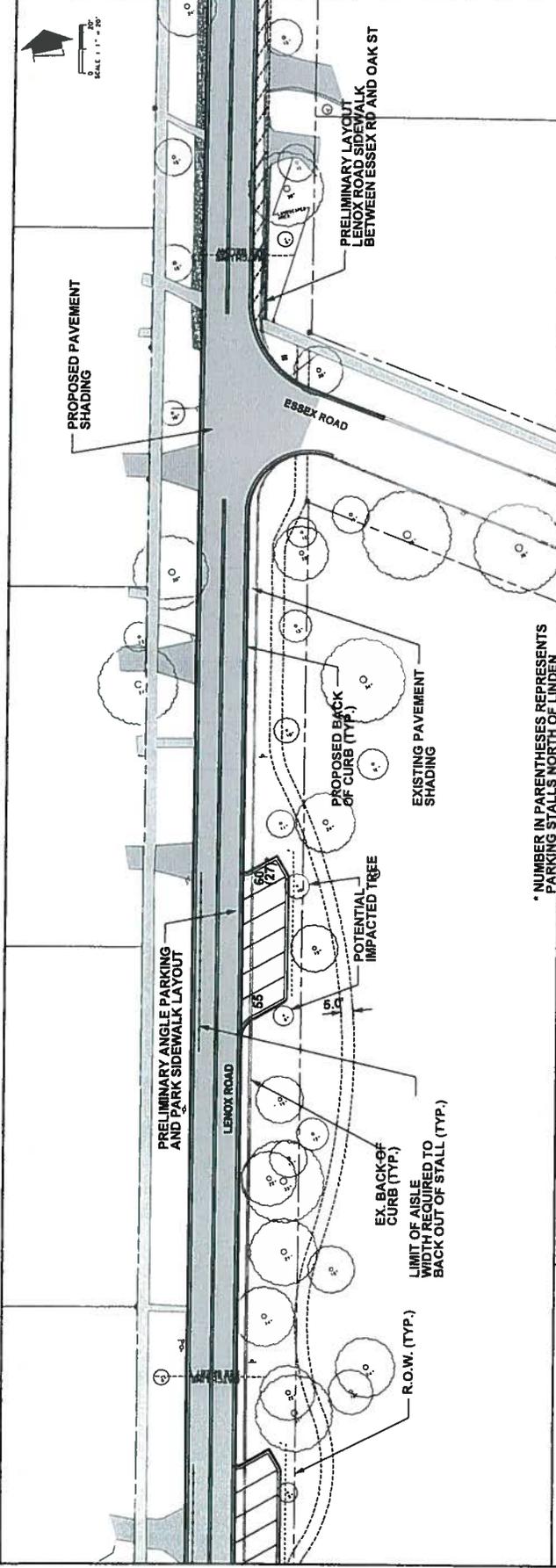




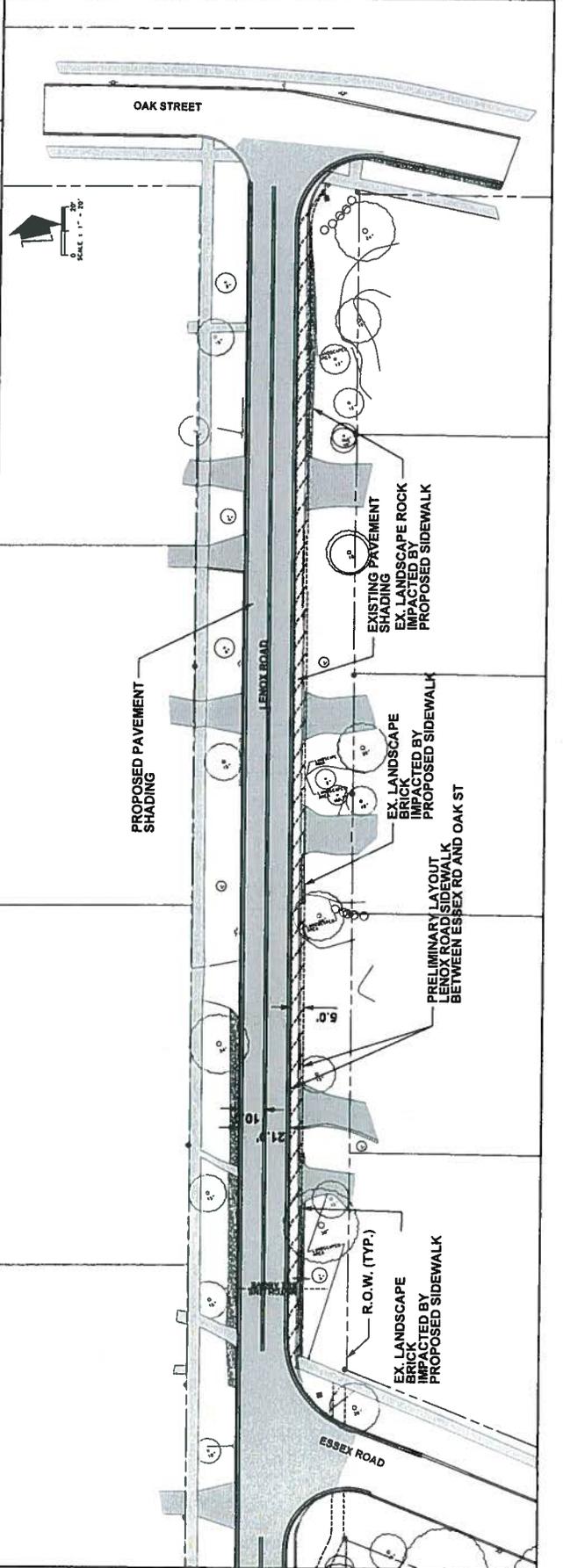
\* NUMBER IN PARENTHESES REPRESENTS PARKING STALLS NORTH OF LINDEN







\* NUMBER IN PARENTHESES REPRESENTS PARKING STALLS NORTH OF LINDEN



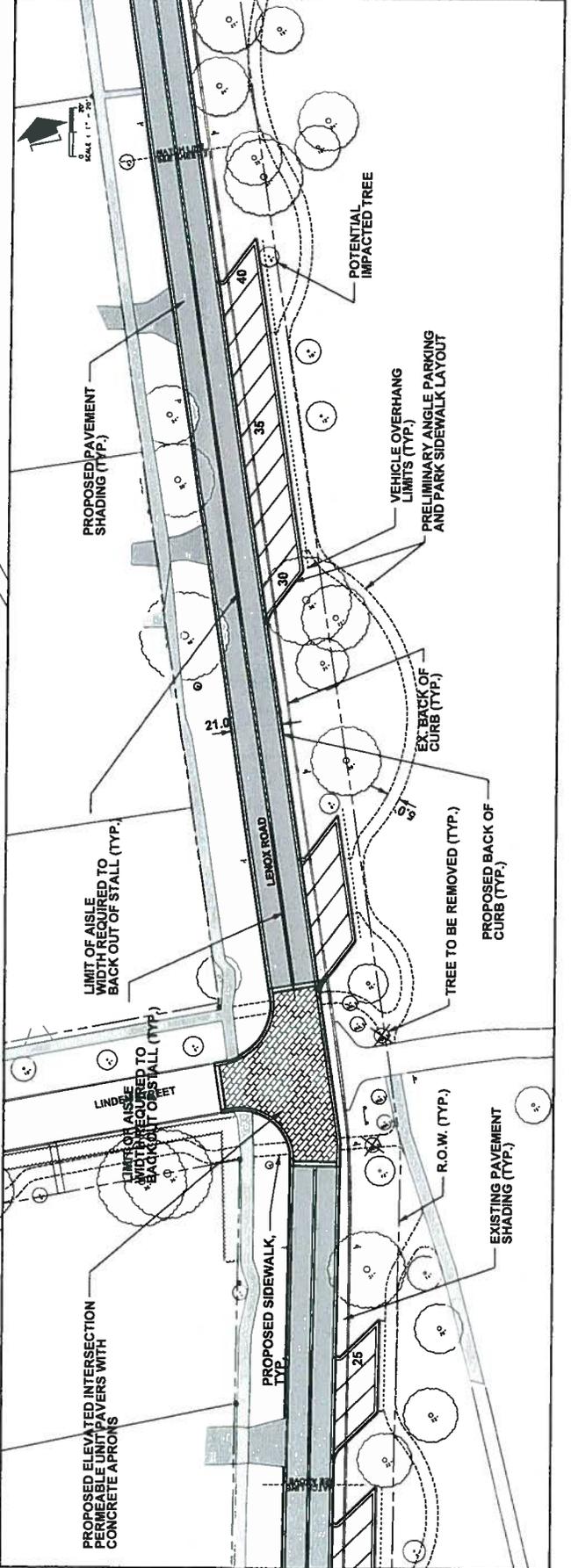
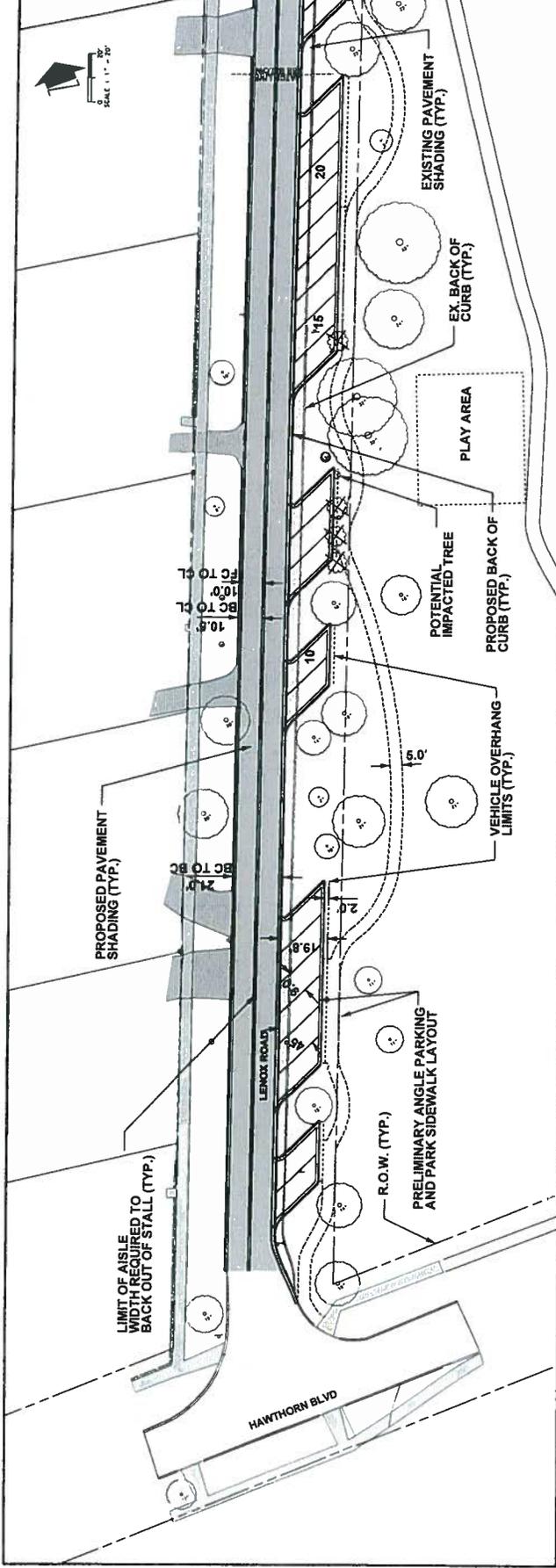
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NO. 2	DATE	BY	CHKD.
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NO. 6	DATE	BY	CHKD.
NO. 7	DATE	BY	CHKD.
NO. 8	DATE	BY	CHKD.
NO. 9	DATE	BY	CHKD.
NO. 10	DATE	BY	CHKD.

REVISIONS

1. FOR VILLAGE COMMENTS (1-2-11)

VILLAGE OF GLEN ELLYN  
ROADWAY AND UTILITY IMPROVEMENTS  
LENOX AND LINDEN

CONSULTING ENGINEERS  
RHMGM  
RICKY, HENRY, HASSINGER, AND GERRON, INC.  
1100 SOUTH STATE STREET  
SCHAUMBURG, ILLINOIS 60196  
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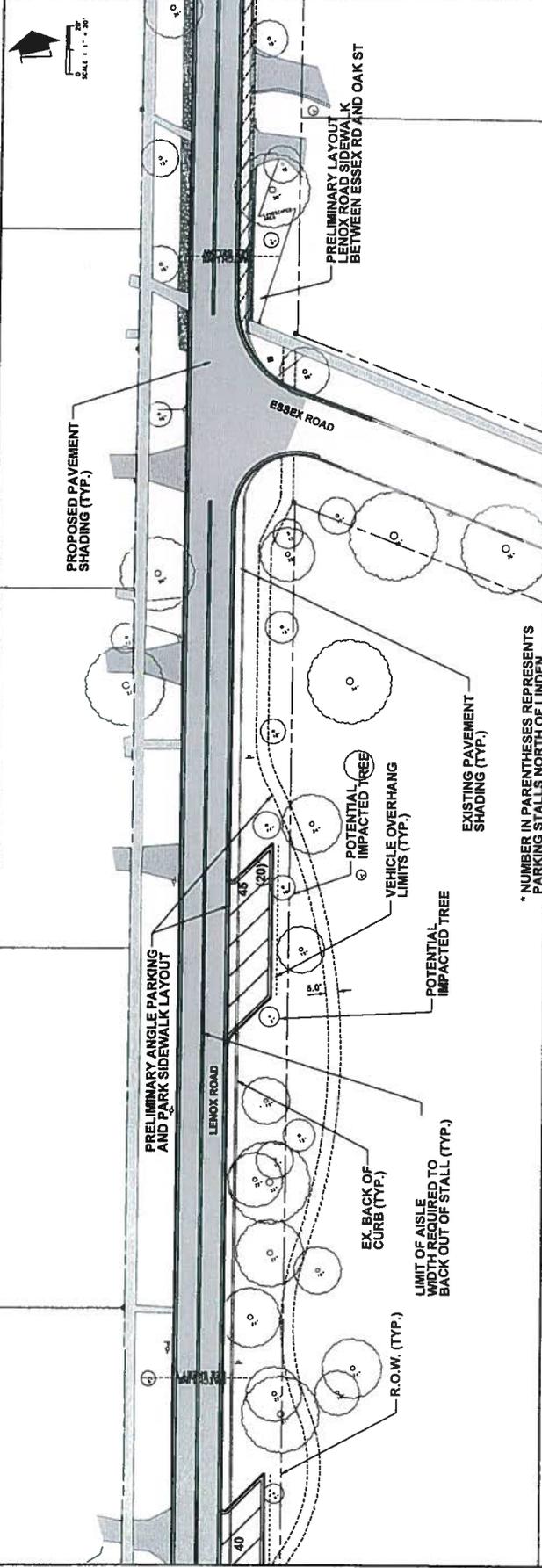


1	PRELIMINARY ANGLE PARKING AND SIDEWALK ALIGNMENT
2	VILLAGE OF GLEN ELLYN ROADWAY AND UTILITY IMPROVEMENTS LENOX AND LINDEN
3	CONSULTING ENGINEERS AND ARCHITECTS
4	DATE: 11/13/2013
5	SCALE: 1" = 20'

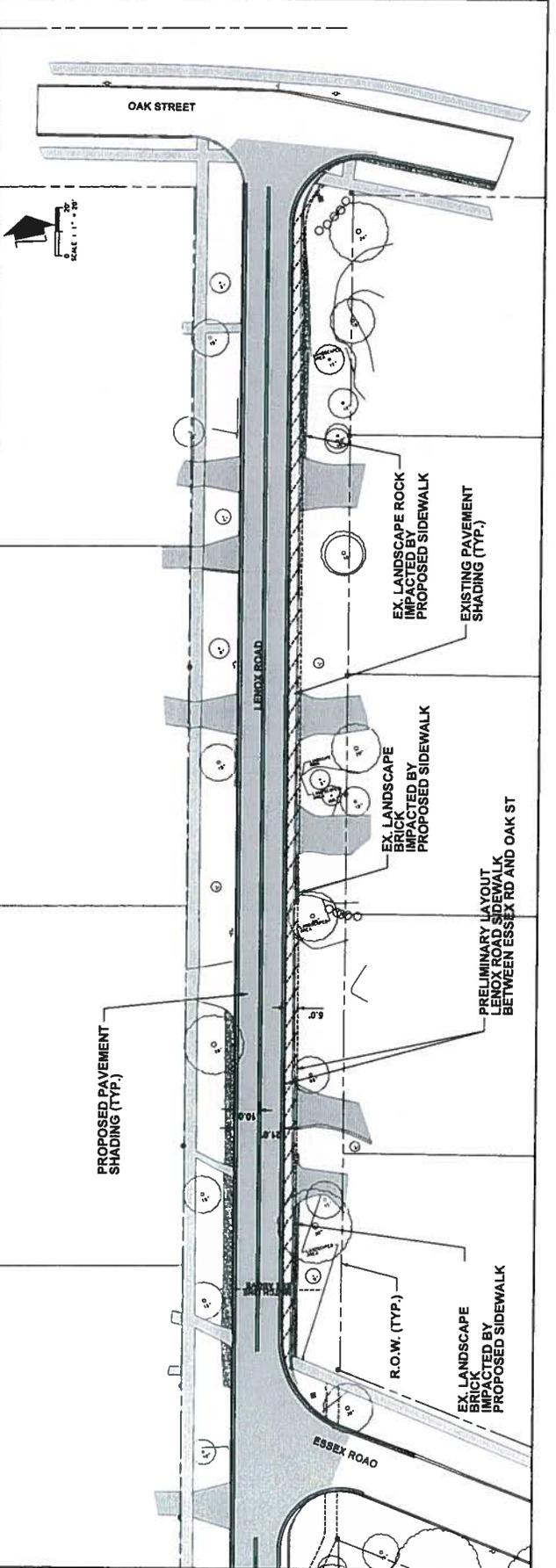
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VILLAGE OF GLEN ELLYN ROADWAY AND UTILITY IMPROVEMENTS LENOX AND LINDEN

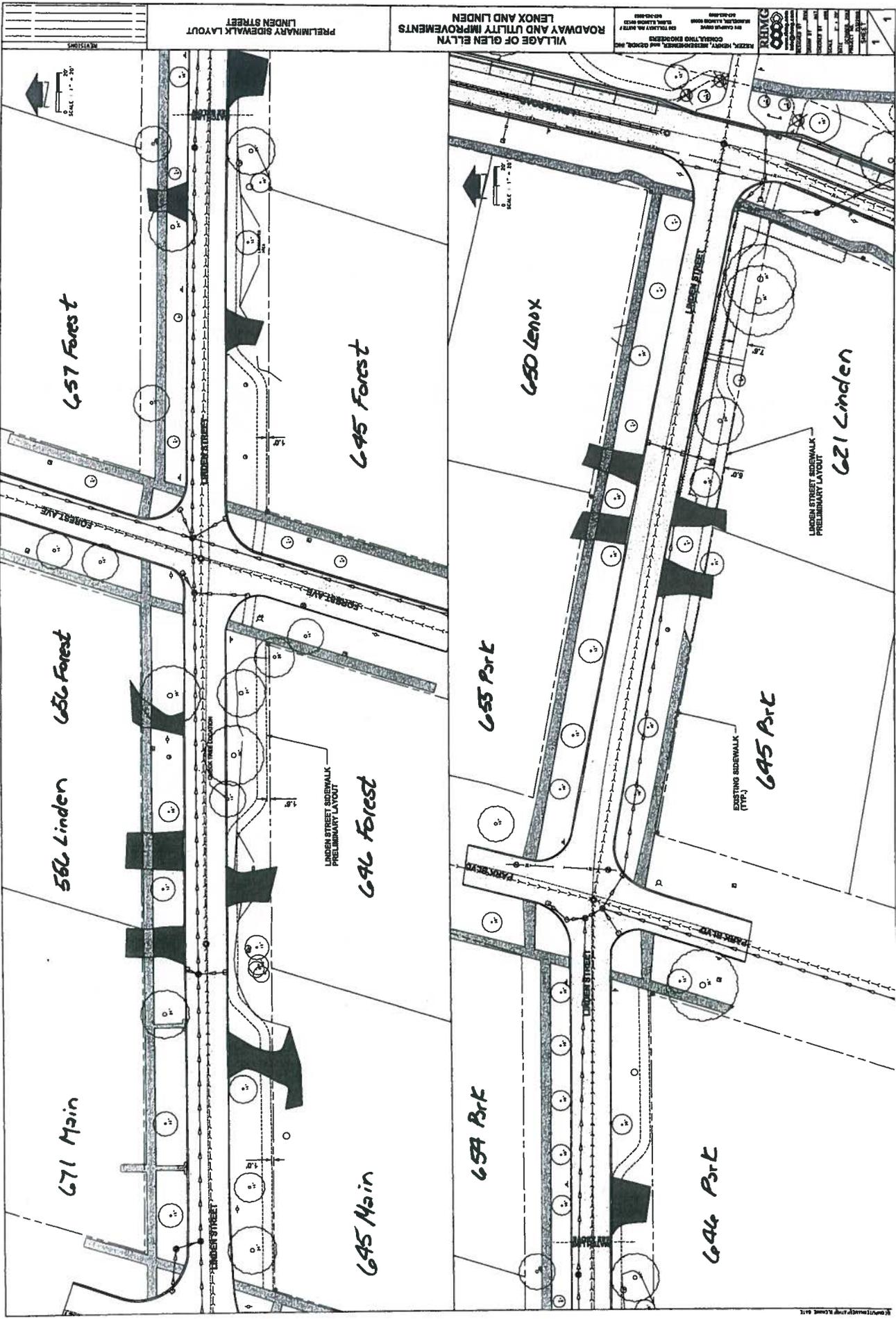
RHMG  
 REGISTERED PROFESSIONAL ENGINEER  
 STATE OF ILLINOIS  
 LICENSE NO. 001-00000000  
 CONSULTING ENGINEERS AND ARCHITECTS  
 1000 N. WASHINGTON ST., SUITE 200  
 GLEN ELLYN, IL 60129  
 TEL: 630-958-8888  
 FAX: 630-958-8889  
 WWW.RHMGCORP.COM



\* NUMBER IN PARENTHESES REPRESENTS PARKING STALLS NORTH OF LINDEN



1	PRELIMINARY ANGLE PARKING AND SIDEWALK ALIGNMENT
2	VILLAGE OF GLEN ELLYN ROADWAY AND UTILITY IMPROVEMENTS LENOX AND LINDEN
3	CONSULTING ENGINEERS AND ARCHITECTS
4	DATE: 11/13/2013
5	SCALE: 1" = 20'



VILLAGE OF GLEN ELLYN  
ROADWAY AND UTILITY IMPROVEMENTS  
LENOX AND LINDEN

11/11/11  
SHEET 1  
1

PRELIMINARY SIDEWALK LAYOUT  
LINDEN STREET

657 Forest

695 Forest

656 Forest

696 Forest

656 Linden

671 Main

645 Main

650 Lenox

655 Park

659 Park

645 Park

644 Park

621 Linden

LINDEN STREET SIDEWALK  
PRELIMINARY LAYOUT

EXISTING SIDEWALK  
(TYPE 1)

LINDEN STREET SIDEWALK  
PRELIMINARY LAYOUT

SCALE: 1" = 20'

SCALE: 1" = 20'

NO.	DATE	DESCRIPTION



December 18, 2012

Bob Minix  
Professional Engineer  
Public Works  
30 South Lambert Road  
Glen Ellyn, IL 60137

Dear Bob:

Per the direction of the Village of Glen Ellyn Capitol Improvement Commission (C.I.C.), the Glen Ellyn Park District is submitting priorities and conceptual plans regarding the Lenox Road reconstruction project scheduled for 2013. The Park District is nearly complete with development of the Master Plan for Lake Ellyn Park having hosted the final presentation on December 12<sup>th</sup> and formally approving the plan at January 15<sup>th</sup> Park Board meeting. The process involved several public meetings, stakeholder interviews, a questionnaire distributed to additional stakeholder groups, Park Commissioner and staff input and opportunity for public comment throughout the entire five months of planning. Included in the process was a thorough and detailed discussion regarding the Lenox Road reconstruction and the potential benefits the road construction could provide for Lake Ellyn Park.

The Park District is appreciative of the opportunity to present ideas and suggestions and believe the recommendations and concepts attached support the goals and principles of the overall Master Plan which includes better accessibility, safety, tree preservation, environmental quality and beauty along the Park's western, more active side. We believe that Lenox Road has the potential to serve as a community exhibition of the best current practices in the integration of "complete streets/green infrastructure practices. The Park District encourages the C.I.C. and the Village to employ leading-edge, high-performance strategies and techniques regarding tree protection, sustainable storm water management, and pedestrian safety and calming of traffic. We also are grateful for the opportunity to weigh in at the beginning of the design process.

Please review and if you have questions, contact me. Additionally, we are available to attend a C.I.C. meeting and would welcome the opportunity. Again, the Glen Ellyn Park District is appreciative of the opportunity to present ideas and concepts regarding Lennox Road and Lake Ellyn Park.

Sincerely,

Dave Harris  
Executive Director  
Glen Ellyn Park District

Enclosures

## **Glen Ellyn Park District Lenox Road Priorities**

### **I. Preserve existing trees**

**The Park Board recommends taking all possible measures to protect, preserve, and maintain existing healthy, mature trees along Lenox Road, and accommodate additional trees over time.**

- a) Design the roadway improvements to preserve and protect all healthy trees;
- b) Maximize root zone volume with appropriate space and growing conditions for existing and future trees;
- c) Retain a certified arborist for the street reconstruction project;
- d) Plan for tree protection and take appropriate measures such as root pruning and careful demolition of existing street infrastructure in cooperation with arborist;
- e) Carefully monitor the ongoing work during the project to protect trees and ensure long term tree health.

### **II. Improve pedestrian safety and comfort**

**The Park Board recommends that improvements to Lenox Road prioritize the safety and convenience of neighborhood residents and park visitors that are walking and/or cycling to and from the park.**

- a) Install a sidewalk/trail along the entire length of Lenox Road on east side through western edge of park; locate the path and construct it with materials that help protect and maintain the root zone of existing trees, i.e. permeable pavers, careful grade adjustments, meandering alignment, etc.;
- b) Delineate specific pedestrian crosswalks from western side of Lenox into park at Essex Road, Linden Street, and Hawthorne Street, and mid-block north and south of Linden Street.
- c) Consider and integrate traffic calming measures, including the possible use of a "speed table" at the intersection of Linden Street and Lenox Road. This could be done in a way that improves this location as the primary pedestrian access point for the park.
- d) Consider the use of other measures to help limit the speed (and increase driver reaction time) throughout the entire roadway, including visually narrowing the roadway corridor, both pavement and vertical edges (additional trees, curb extensions, and signage, and lighting can all contribute to this);
- e) Consider the use of a high-performance unit pavement system for the street for multiple benefits- a textured surface can help calm traffic speeds, and differentiation of the pavement of

the roadway through-lanes (color, texture) from the on-street parking spaces can further calm vehicular movement.

### **III. Minimize Pavement Surface**

**The Park Board recommends the roadway surface area be limited to the degree possible while accommodating accessibility for people of all abilities.**

- a) Narrow the roadway (through-lanes) to the degree possible. Delineate separate, adjacent parking spaces, either parallel and/or angled; angled spaces will allow for a longer stretch of the narrowed roadway edge to be landscape/tree zone if the same number of parking spaces are retained;
- b) Define the parking spaces with curb extensions at crosswalks;
- c) Maintain on-street parking without an increase in total parking capacity;
- d) Provide additional handicap parking near the main park entrance (we will retain several disabled parking spaces near the Boathouse).

### **IV. Enhance environment/Lake Ellyn ecology**

**The Park Board recommends the reconstruction of Lenox Road be done in a way that supports the health and ecological quality of Lake Ellyn, and serves as a demonstration of best strategies in Green Street practices.**

- a) Slow, cool, cleanse, and infiltrate rainwater from the roadway surface to minimize direct surface water runoff into the inlets leading directly to the lake;
- b) Consider the use of permeable pavement for the street and walkway surfaces;
- c) Consider the use of integrate bioretention- bioswales and rain gardens- these could be carefully working into the parkway and park edge in a way that is harmonious with the Park District's long-term approach for the park landscape;
- d) Use environmental friendly materials that can be maintained year round and have a long life.

### **V. Maximize Community Benefits**

**The Park Board recommends consideration of other elements to improve the neighborhood, based in part upon citizen input we have received in our master planning process.**

- a) Please consider adding street trees along the western side of Lenox Road, there are large stretches with no parkway trees currently;
- b) Please consider burying power lines.

## **Conceptual Plan**

(Please see attached map of proposed layout)

- Effectively narrower Lenox Road with parking space delineated separately from through-lanes
- Angled parking strategically placed along the east side of Lenox between Hawthorne and Linden
- Parallel parking strategically placed between Linden and Essex
- Speed table at the intersection of Linden and Lenox
- Sections of reduced overall pavement width from Hawthorne to Essex where recessed parallel or angle parking is not located. This further improves traffic calming along Lenox Road.
- Designated handicap parking on Lenox near Linden south of the main Park entrance
- Delineated mid-block crosswalks (one between Hawthorne and Linden, and one between Linden and Essex)
- Meandering pathway along the west side of Lake Ellyn Park near Lenox Road

The concepts and priorities presented address several challenges identified by the neighbors and community while improving the overall park accessibility. Increased connectivity to the neighborhood and community is achieved with the expanded pathway system and pedestrian crosswalks; efficiency of access by vehicle traffic is enhanced by the improved parking opportunities; reduction of vehicular speeds is encouraged by narrowing of Lennox Road and the addition of a speed table at Linden/Lennox; and accessibility by handicapped patrons is improved with additional designated parking.



Lake Ellyn Park master site plan



December 20, 2012

Mark Pfefferman, President  
Village of Glen Ellyn  
500 Duane Street  
Glen Ellyn, IL 60137

Dear Mark:

This past spring, the Park Board of Commissioners made a commitment to develop a master plan for the beautiful and iconic Lake Ellyn Park. As we are moving forward with our plans, we see several opportunities for the Park District and the Village to work together to improve the park and surrounding areas and create a more environmentally friendly infrastructure. I know that the Village is very committed to protecting our environment. Your recent decision to switch to 100% renewable energy for Glen Ellyn's electrical service is an outstanding example of this commitment. We believe that Lake Ellyn Park and the streets surrounding it could serve as an example of best practices for water management and environmental quality.

Our master plan process was comprehensive and thorough. The master plan reflects the wants and needs of many, as the park is both a neighborhood park and a community property serving over 35,000 residents. While on the surface the park appears in good shape, the playground is well past its useful life, the boathouse is in need of renovations and the landscape and natural areas are in decline. Recognizing the significance and complexities of the property, the Park District hired the consulting firms of Conservation Design Forum (CDF) and Farr and Associates to develop a master plan. Their outstanding qualifications, experience in historic preservation and environmental restoration along with their impressive and relevant body of work, made them the unanimous choice for this project.

Community dialogue was essential to the development of the master plan. To encourage public input, the planning process included stakeholder meetings; questionnaires sent to stakeholders; several public meetings and planning charrettes; and a website with up-to-date project information. Over time, many ideas were tested, and the plan was refined and redeveloped. As a result, the master plan presented is a reflection of the collective vision and aspirations of the people who generously contributed to this effort.

The completed master plan provides for a historically authentic renovation of the boathouse, improved accessibility through pathways and parking, restored landscape and natural areas and a new playground. We will focus on improving the water quality of the lake as well as access to the lake through a new dock, scenic bridges, and additional access points. Most importantly, all of these improvements will be developed with sustainable practices in mind.

Regarding the context and adjacencies of Lake Ellyn Park, several things became more evident as we analyzed the site and surrounding areas, and developed the vision for the master plan-

1. The health and long-term viability of Lake Ellyn is directly related linked to the watershed, and how rainwater is managed upstream of the discharges.

2. The Park District, the Village, and the School District are all partners in the management of water resources in and around Lake Ellyn.

3. There are currently a number of interrelated stormwater-related issues, including flooding, water quality and habitat in and around Lake Ellyn, and the viability of the use of lands both within the park and adjacent.

One conclusion of the Master Plan is that holistic, integrated green infrastructure is the most economical way long-term to best address all of these issues. However, much of the solution lies outside of the purview and direct responsibility of the Park District. We believe the greatest potential lies in close collaboration with the Village and School District towards achieving multiple objectives simultaneously.

As part of this process, the Park District has communicated with and engaged the Village. Through this we have learned that Lenox Road between Hawthorne and Essex is scheduled to be reconstructed by the Village in late 2013. Since we are the largest property owner within that block, the Village and the Capitol Improvement Commission (C.I.C.) has sought our input into the project. Consistent with the overall goals of the plan defined previously, we believe that Lenox Road has the potential to serve as a community exhibition of the best practices in the integration of complete streets and green infrastructure practices. The Park District strongly encourages the Village to employ leading edge, high performance strategies and techniques regarding tree protection and sustainable storm water management, married with complete streets concepts that prioritize pedestrian safety through traffic calming devices such as speed tables and differentiated pavement surfaces. These practices also include permeable unit pavement systems, bioretention (rain gardens/bioswales), engineered structural soils, and an integrated design process that optimizes the entire street as a system rather than individual components.

We have seen evidence of the success of these strategies elsewhere, and are eager for Glen Ellyn to capitalize upon them. I have attached a set of priorities and concepts related to the Lenox Road reconstruction we believe are essential to the long-term improvement of the park and the neighborhood. They include better accessibility, safety, tree preservation, environmental quality and beauty along the Park's western, more active side.

The Park District is grateful and appreciative to have the opportunity to provide input to the design process. We encourage the Village to recognize the unique opportunity this presents and to give strong consideration to the ideas and concepts presented. I look forward to discussing further.

Respectfully,



Melissa Creech, President  
Park District Board of Commissioner  
Glen Ellyn Park District

Enclosures

January 18, 2013

Bob Minix  
Professional Engineer  
Public Works  
30 South Lambert Road  
Glen Ellyn, IL 60137

Dear Bob:

I would like to thank you for the opportunity to present before the Capitol Improvement Commission (C.I.C.) on January 8. It was very informative and always productive to hear feedback and comments. I apologize for getting off track and engaging some audience members who had inquiries beyond the scope of the Lenox Road reconstruction project.

After reviewing the meeting and listening to the comments particularly those presented by the commission, I wanted to follow up with the Park District thoughts. The District is very appreciative of the opportunity extended by the Village to provide recommendations regarding the Lenox Road reconstruction. Being the largest property owner within the area of construction, the District will be impacted the most. As mentioned by some members of the C.I.C. commission, we also recognize the unique opportunity to implement long-term improvements that would be beneficial to the park, neighborhood and the Village. Based on the comments by the committee and information developed through our master plan process for Lake Ellyn Park, we continue to request the Commission and the Village to strongly consider the following priorities:

**I. Preserve existing trees**

**The Park Board recommends taking all possible measures to protect, preserve, and maintain all existing healthy, mature trees along Lenox Road, and accommodate additional trees over time.**

- a) Design the roadway improvements to preserve and protect all healthy trees;
- b) Maximize root zone volume with appropriate space and growing conditions for existing and future trees;
- c) Retain a certified arborist for the street reconstruction project;
- d) Plan for tree protection and take appropriate measures such as root pruning and careful demolition of existing street infrastructure in cooperation with the arborist;

- e) Carefully monitor the ongoing work during the project to protect trees and ensure long term tree health.

**Comments:** unsure of how many trees would be adversely affected by the three preliminary plans presented by RHMG. Can the consultant provide detailed information regarding exactly which trees would be impacted in any way based on the road design for each concept?

## **II. Improve pedestrian safety and comfort**

**The Park Board recommends that improvements to Lenox Road prioritize the safety and convenience of neighborhood residents and park visitors that are walking and/or cycling to and from the park.**

- a) Install a sidewalk/trail along the entire length of Lenox Road on east side through western edge of park; locate the path and construct it with materials that help protect and maintain the root zone of existing trees, i.e. permeable pavers, careful grade adjustments, meandering alignment, etc.;
- b) Delineate specific pedestrian crosswalks, ideally with contrasting color/texture of pavement, from western side of Lenox into park at Essex Road, Linden Street, and Hawthorne Street.
- c) Consider and integrate traffic calming measures, including the possible use of a "speed table" at the intersection of Linden Street and Lenox Road. This could be done in a way that improves this location as the primary pedestrian access point for the park.
- d) Consider the use of other measures to help limit the speed (and increase driver reaction time) throughout the entire roadway, including visually narrowing the roadway corridor, both pavement and vertical edges (additional trees, curb extensions, and signage, and lighting can all contribute to this).
- e) Consider the use of a high-performance unit pavement system for the street for multiple benefits- a textured surface can help calm traffic speeds, and differentiation of the pavement of the roadway through-lanes (color, texture) from the on-street parking spaces can further calm vehicular movement.
- f) Consider reducing the speed limit lower than 25mph near the park.

**Comments:** The Park District was very encouraged by the commission's comments regarding the Lenox/Linden intersection enhancements. Also, the District supports the construction of a sidewalk generally parallel with Lenox Road on western edge of park using materials such as permeable pavers and locating the path in such a way that protects the existing trees, and facilitates pedestrian movement into and away from the park.

## **III. Minimize Pavement Surface**

**The Park Board recommends the roadway surface area be limited to the degree possible while accommodating accessibility for people of all abilities.**

- a) Narrow the roadway (through-lanes) to the degree possible. Delineate separate, adjacent parking spaces with contrasting pavement color/texture, either parallel and/or angled; angled

spaces will allow for a longer stretch of the narrowed roadway edge to be landscape/tree zone if the same number of parking spaces are retained;

- b) Define the parking spaces with planted curb extensions at crosswalks;
- c) Maintain on-street parking without an increase in total parking capacity;
- d) Provide additional handicap-accessible/disabled parking near the main park entrance (we will retain several disabled parking spaces near the Boathouse).

**Comments:** The Park District favors angled parking south of Linden Road as a way to provide the same or similar number of parking spaces and minimize pavement surface, calm traffic, narrow the driving lanes, and maximize tree root zone near the edge of the road

#### **IV. Enhance environment/Lake Ellyn ecology**

**The Park Board recommends the reconstruction of Lenox Road be done in a way that supports the health and ecological quality of Lake Ellyn, and serves as a demonstration of best strategies in Green Street practices.**

- a) Slow, cool, cleanse, and infiltrate rainwater from the roadway surface to minimize direct surface water runoff into the inlets leading directly to the lake;
- b) Consider the use of permeable pavement for the street and walkway surfaces;
- c) Consider the use of integrate bioretention- bioswales and rain gardens- these could be carefully working into the parkway and park edge in a way that is harmonious with the Park District's long-term approach for the park landscape;
- d) Use environmental friendly materials that can be maintained year round and have a long life.

**Comments:** The District encourages the Village and RHMG to fully investigate the potential benefits for permeable interlocking unit pavement system integrated with bioretention for the roadway parking surface and parkway areas. This research of the potential costs for implementing the green initiatives should address a full life-cycle analysis look at both initial costs and long term cost savings and other benefits to paint a clear picture.

#### **V. Maximize Community Benefits**

**The Park Board recommends consideration of other elements to improve the neighborhood, based in part upon citizen input we have received in our master planning process.**

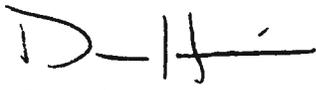
- a) Please consider adding street trees along the western side of Lenox Road, there are large stretches with no parkway trees currently;
- b) Please consider burying power lines.

**Comments:** We encourage the Village to consider the suggestion by Mr. Allen to relocate street lights from the west side of Lenox Road from Hawthorne to Essex to the park side, and implement fixtures consistent with the recommendations of the Lake Ellyn Park master plan.

The District realizes that there will need to be further coordination between the Village and the Park District in order to make these aspects of Lenox Road successful, including some of the landscape maintenance and snow removal requirements they would necessitate. We are happy to discuss these and other items with you further to ensure they are fully covered and addressed. Also, it would be appreciated if this communication could be forwarded to the members of the Capital Improvement Commission for their review

Again, we truly appreciate the opportunity to contribute. Realizing how important and valued Lake Ellyn Park is, the District has taken great steps to develop priorities and concepts that represents the best interests of the community and provide long term benefits to the park, neighborhood, Village and Park District. Thank you for your time and consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'D. Harris', with a horizontal line extending to the right.

Dave Harris  
Executive Director

C.c. Park Board President Creech  
Village Manager Franz  
Public Works Director Hansen

## Bob Minix

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**From:** Mark Pfefferman [mark.pfefferman@gmail.com]  
**Sent:** Friday, February 08, 2013 10:20 AM  
**To:** Julius Hansen; Bob Minix; Mark Franz; Village Board; Michael Colliander  
**Cc:** Alexander Demos  
**Subject:** Fwd: Lenox Road  
**Attachments:** Lenox Road - President.pdf; Lenox Road - Minix.pdf; Lenox Road follow up to Minix 1-18-13.pdf

Good morning!

Attached and below please find all related materials to the Lenox Road construction project from the Glen Ellyn Park District's perspective. We are distributing per the Park District's request so that we are all on the same page.

From a logistical standpoint, my understanding is that this will not come before the board until after May, but we are likely to hear our customers' views before then.

FYI only, no action required.

Thanks and have a great weekend!

Mark

Melissa Creech | GE Park District



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### Lenox Road Reconstruction

Posted: 07 Feb 2013 07:30 AM PST

As part of their on-going street reconstruction program, the Village of Glen Ellyn will rebuild Lenox Road between Hawthorne and Oak this summer. This is a Village project, but the Glen Ellyn Park District has made recommendations to the Village since we are the largest landowner in the project area. Our recommendation includes constructing the first green street in Glen Ellyn. We believe that Lake Ellyn Park and the surrounding streets could serve as an example of best practices for water management and environmental quality.

Our first priority is to protect the trees along Lenox Road. The Park District strongly encourages the Village to employ leading edge, high performance strategies and techniques regarding tree protection and sustainable storm water management. Our proposal calls for permeable unit pavement systems for the street and sidewalk and bioswales along the east edge of the street.

After residents approached the Park District with concerns about safety and speeding on Lenox Road we focused on calming traffic. Most importantly, our plan calls for narrowing the driving lanes on Lenox Road and providing parallel and diagonal parking mixed with greenspace along the east side of the road. A narrowed road will slow traffic down and move pavement further from our mature trees. Further safety measures include speed tables, differentiated pavement surfaces, marked crosswalks and a sidewalk along the east side. This plan will make Lenox Road a safer, more beautiful street while benefiting the environment.

We have seen evidence of the success of these strategies elsewhere, and are eager for Glen Ellyn to capitalize upon them. Attached are a set of priorities and concepts related to the Lenox Road reconstruction that we believe are essential to the long-term improvement of the park and the neighborhood. They include better accessibility, safety, tree preservation, environmental quality and beauty along the Park's western, more active edge. Additional information is available at our website [http://gepark.org/boa\\_LE-Park-Plan.html](http://gepark.org/boa_LE-Park-Plan.html).

The Park District is grateful and appreciative to have the chance to provide input to the design process. We have encouraged the Village to recognize the unique opportunity this presents and to give strong consideration to the ideas and concepts presented. The Village's Capital Improvement Committee will discuss Lenox Road at their next meeting on February 12, 2013 at 7:30 p.m. at Room 301 at the Civic Center. At this meeting they intend to finalize their recommendations on Lenox Road for the Village Board of Trustees. This meeting is open to the public.

----- Forwarded message -----

From: **David Harris** <[dharris@gepark.org](mailto:dharris@gepark.org)>

Date: Fri, Feb 8, 2013 at 9:41 AM

Subject: RE: Lenox Road

To: Mark Pfefferman <[mark.pfefferman@gmail.com](mailto:mark.pfefferman@gmail.com)>

Mark,

Thanks for the quick response. I will send you communications that was sent to you and to Bob Minix (Mark Franz was copied as well). The December letters were similar however the one to you provided more background! I also included the Park District's follow up letter to the January C.I.C. meeting.

Once you receive the information, if you have any questions, let me know.

Thanks for your time and assistance.

Dave

David Harris

 Glen Ellyn Park District

185 Spring Avenue

Glen Ellyn, Il. 60137



February 8, 2013

Capital Improvement Commission  
C/o Bob Minix  
Village of Glen Ellyn  
30 South Lambert Road  
Glen Ellyn, IL 60137

Dear Honorable Members of the Capital Improvement Commission:

The Glen Ellyn Park District is very appreciative of the continued opportunity to provide suggestions and recommendations regarding the Lenox Road reconstruction. As identified in our recent community attitude and interest survey and reinforced during our master plan process for Lake Ellyn Park, this area is highly valued and well used. The property far exceeds a typical neighborhood or even community park serving as one of Glen Ellyn's main landmarks and valued resources. Previously mentioned by some C.I.C. members, the District also recognizes the unique and rare chance the Lenox Road reconstruction presents to implement long-term improvements that would be beneficial to the park, neighborhood and the entire community. While encouraged by the progress of the road design plans, the Park District would like to provide additional suggestions as well as continue to strongly emphasize previously stated priorities.

A) Park District response to RHMG's most recent plan(s):

- 1) District prefers 60 degree angled parking concept with some modifications. The plan accounts for adequate amount of parking spaces strategically and aesthetically placed along the eastern edge of Lenox, narrows the road to provide traffic calming and provides protection of healthy and valued trees. Some modifications include:
  - a) Construct parking "bays" using high-performance materials such as permeable unit pavers
  - b) Integrate bioretention (bioswales and rain garden)
  - c) Eliminate parking stall(s) #1, #2 and #3 due to their close proximity to the intersection of Hawthorne Road and Lenox Road
  - d) Eliminate parking stall #34 as it is close to Linden Road and Lenox Road intersection. Also, it is near the entrance to the "service" drive into the park.
  - e) Eliminate parking stall #39 to further minimize impacting existing Pin Oak tree
  - f) Eliminate parking stall #40 and #41 to further minimize impacting an existing Linden (or Oak) tree
  - g) Convert spaces 35-38 to two accessible spaces.
- 2) Meandering sidewalk along the western edge of Lake Ellyn Park generally represents our original intent.
  - a) Realizing it is conceptual, the District would like to emphasize when the final design is created that tree protection be the highest priority.

- b) We have some relatively minor adjustments in alignment we would like to see made; we can mark up a plan and/or go over the alignment with you in person.
- c) Construct path using high-performance, aesthetically appropriate materials such as permeable unit pavers
- 3) Speed Table and use of permeable pavers is much appreciated.
  - a) Delineate crosswalk(s) at Essex/Lenox, Hawthorne/Lenox intersections and at Linden/Lenox in the speed table using different color/texture of pavement
- 4) Include as an alternate item– Permeable Interlocking Concrete Unit Pavement System
  - a) Due to its close proximity to Lake Ellyn along with the charm and characteristics of the immediate neighborhood, the Park District encourages the Village to consider the use of a high performance unit pavement system for the entire street. The Park District believes this is an ideal location to further enhance a community landmark while serving as a model for projects elsewhere. However, realizing the potential for increased costs, we suggest doing a life-cycle cost analysis to see how quickly any cost premium would return back to the Village in lower maintenance/replacement costs. To get accurate capital costs to compare and plug into the life-cycle cost analysis, this element could be included as an alternate within the bid specifications to get full pricing on both. Following the bid, analysis can be made comparing costs. Over time, it should prove to be more cost effective to implement high performance pavers.
- 5) Street Lights
  - a) Based on the recommendation of a community member, please consider relocating street lights from west side of Lenox to east side of Lenox between Hawthorne and Essex using fixtures consistent with Lake Ellyn Master plan recommendations.

**B) Park District recommended priorities:**

**I. Preserve existing trees**

**The Park Board recommends taking all possible measures to protect, preserve, and maintain all existing healthy, mature trees along Lenox Road, and accommodate additional trees over time.**

- a) Design the roadway improvements to preserve and protect all healthy trees
- b) Maximize root zone volume with appropriate space and growing conditions for existing and future trees
- c) Retain a certified arborist for the street reconstruction project
- d) Plan for tree protection and take appropriate measures such as root pruning and careful demolition of existing street infrastructure in cooperation with the arborist recommendations
- e) Carefully monitor of the ongoing work during the project to protect trees and ensure long term tree health.

**II. Improve pedestrian safety and comfort**

**The Park Board recommends that improvements to Lenox Road, prioritize the safety and convenience of neighborhood residents and park visitors that are walking and/or cycling to and from the park.**

- a) Install a sidewalk/trail along the entire length of the park. Locate the path and construct it with materials that help protect and maintain the root zone of existing trees, i.e. permeable pavers, careful grade adjustments, meandering alignment, etc.
- b) Delineate specific pedestrian crosswalks with contrasting colors/textures at: Hawthorn & Lenox, Linden & Lenox, and Essex & Lenox.
- c) Consider integrating traffic calming measures, including the possible use of a “speed table” at the intersection of Linden Street and Lenox Road. This could be done in a way that improves this location as the primary pedestrian access point for the park.
- d) Consider the use of other measures to help limit the speed and/or increase driver reaction time throughout the entire roadway by adding: curb extensions, additional trees, signage, and lighting. This would create a visual narrowing of the street, thus reducing speed.
- e) Consider the use of a high-performance unit pavement system, which has multiple benefits including: a traffic calming effect due to the different texture/color surface.
- f) Consider reducing the speed limit lower than 25mph near the park.

### **III. Minimize Pavement Surface**

**The Park Board recommends the roadway surface area be as little as possible, while accommodating people of all abilities.**

- a) Narrow the roadway (through-lanes) to the smallest degree possible. Delineate adjacent parking spaces with contrasting color and/or texture
- b) Define the parking spaces with planted curb extensions
- c) Maintain on-street parking without an increase in total parking capacity
- d) Provide additional handicap accessible parking near the main park entrance (we will retain several disabled parking spaces near the Boathouse).

### **IV. Enhance environment/Lake Ellyn ecology**

**The Park Board recommends the reconstruction of Lenox Road be done in a way that supports the health and ecological quality of Lake Ellyn, and serves as a demonstration of best strategies in Green Street practices.**

- a) Slow, cool, cleanse, and infiltrate rainwater from the roadway surface to minimize direct surface water runoff into the inlets leading directly to the lake
- b) Consider the use of permeable pavement for the street and walkway surfaces
- c) Consider integrating bioretention (bioswales, rain gardens, etc.). This could be worked into the parkway and park edge in a way that is harmonious with the Park District’s long-term approach for the park landscape design.
- d) Use environmental friendly materials that can be maintained year round and have a long life.

### **V. Maximize Community Benefits**

**The Park Board recommends consideration of other elements to improve the neighborhood, based in part upon citizen input we have received in our master planning process.**

- a) Please consider adding street trees along the western side of Lenox Road, there are large stretches with no parkway trees currently

b) Please consider burying power lines.

The Park District has researched all of these measures as part of our Lake Ellyn Master Plan process, and is quite comfortable recommending them to the Village. We are happy to share any information and would gladly assist the Village in any way we can to complete this project.

We realize that there will need to be further coordination between the Village and the Park District in order to make these aspects of Lenox Road successful, including some of the landscape maintenance and snow removal requirements they would necessitate. We are happy to discuss these and other items with you further to ensure they are fully covered and addressed.

Again, we truly appreciate the opportunity to contribute. Realizing how important and valued Lake Ellyn Park is, the District has taken great steps to develop priorities and concepts that represent the best interests of the community and provide long term benefits to the park, neighborhood, Village and Park District. Thank you for your time and consideration.

Respectfully,

A handwritten signature in black ink, appearing to read "D. Harris", with a horizontal line extending to the right.

Dave Harris  
Executive Director  
Glen Ellyn Park District

cc: Park Board President Creech

NOV 17 2012

To the Glen Ellyn Capital Improvement Commission and the Glen Ellyn Park District

I understand that Lenox Road will be redone next summer and there is discussion of widening the road and adding diagonal parking. I am certain the safety of the residents of Glen Ellyn, especially the children that play at Lake Ellyn Park, is a main concern. While at first blush it seems that widening the road and putting the parking further from the roadway with diagonal parking would be safer for the children, this is not true. This will cause unintended consequences that make the road less safe for children at the park.

Lenox Road is immediately adjacent to Glenbard West High School. Sixteen to eighteen year old drivers are known to have more frequent accidents than any other driving group. Making a road leaving from the high school wider would encourage the drivers to go even faster than they drive now. The teenagers would see a wide two lane road that is straight with no stop signs for four blocks. This would encourage many to see how fast they can go from zero to fifty. While there is some speeding on the road now according to residents, it would be much worse with a wider road. We now have the more narrow road with cars parked on one side to discourage large increases in speed. This is a better way to keep speed down than adding speed bumps which would probably be necessary if the road is widened. Adding more parking spaces for high school students would also greatly increase the number of cars driving down Lenox after school—an afternoon time that is popular for children to play at the park. With a wider road, more people will use Lenox as a cut through road from Main Street to St. Charles Rd. to avoid the light at Five corners. The more cars, the less safe it is for the children playing at the park.

I asked Commissioner Pryde if there had been accidents or injuries to children with the present parallel parking arrangement. He said there had not. This is because parallel parking is safer than diagonal parking for families of young children when entering or leaving their cars from street parking. Think of a parent taking several children to the park. With parallel parking as it is now, they park next to the curb and tell the children to exit the car on the park side of the car only. The children spill out right into the park and away from the street. Only the parent must exit on the street side of the car. With diagonal parking, the doors open and the children exit the car in the direction of the road. They then must close the doors to go forward to the park. Any object such as a ball thrown from the car could easily go into the street instead of into the park as it would with parallel parking. Drivers on Lenox can also see when a family is leaving a car more easily with parallel parking. They can see the driver's door open. A car on Lenox will not know as easily if there are children near the road between cars parked diagonally.

I understand that reverse diagonal parking is being considered to avoid the dangers I just mentioned of regular diagonal parking. For example, with reverse diagonal parking, the car doors would open so that children could go more easily to the park instead of having to go toward the street first. I had to research this parking method on the internet since I have never used it. From my research, it is not used anywhere in Illinois. Reverse diagonal parking is recommended for some situations where cars must pull out onto a busy road or across a bike path. The visibility on leaving the parking place is improved by this method. However, reverse diagonal parking trades poor visibility on backing out of a parking space for poor visibility on backing into the parking space. This would be a dangerous way to park on Lenox.

Reverse angle parking is not recommended for parking next to a park with small children. Visibility is poorest when backing especially for seeing small children. We have all heard of children hit in their own driveways because the parents could not see them when backing. With reverse diagonal parking, the driver would back toward the park and the children playing there. Children could be going to their cars to get something they left or to leave the park. The person backing in next to them would not be able to see them.

In summary, for the safety of the children in Lake Ellyn Park, Lenox should not be widened because this would encourage more speeding from the teenage high school students and other drivers. There should be no additional parking because the more students driving on Lenox the less safe for the children. The parking should be parallel because it is safer than diagonal or reverse diagonal parking.

Carolyn Oesterle, M.D.

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REC'D 1/8/13

# Lake Ellyn Park/Lenox Road Reconstruction

January 8, 2013

- 10 more petitions  
came in at  
meeting

## Petition Summary

Crescent	8
Essex Rd & Ct	17
Forest	8
Grand	5
Hawthorne	4
Lake	14
Lenox	43
Linden/oak	6
N. Park	10 + 2 = 12.
Riford	4
All Other	<u>37</u>
	156

Township  
Received  
18 out

- 43  
- 166

Lenox	43
Other	113
	<u>9</u>
	121
	<u>2</u>
	123
	<u>43</u>
	166

57  
23  
80

80

Lenox: 43  
Other: ~~80~~ 123

**SAVE LAKE ELLYN PARK - SAVE OUR GREEN SPACE & TREES: No diagonal parking, no road widening****Signed petitions: Residents 18 yrs. And over**1.8.13@1.56

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# Chicago

DECEMBER 1997

## "Best of Chicago"

**BEST SUBURBAN STREET** Just east of Main Street and less than half a mile in length, **Lenox Road** in Glen Ellyn combines the charm of an old neighborhood with the natural beauty of Lake Ellyn Park. The houses themselves are an eclectic blend, including a red-brick colonial, an English Tudor, and a New

England manse covered in ivy. Most of the street has a canopy of mature bur oaks and hickories, which makes for a verdant transition to the park, with its grassy fields, tennis courts, and a lake, where residents can forget suburbia as they fish or feed the ducks.

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March 15, 2001

## Safety Comparison of Angle and Parallel Parking

File Code: TRA 07-01-05

### SUMMARY

Recently, the Traffic Engineering Services Unit was asked to review the research on the safety differences between types of on-street parking, specifically parallel and angle parking. This document is a summary of those findings.

In general, the study of the safety effects of on-street parking has been focused on the type of parking arrangement since it is clear that any on-street parking "decreases through capacity, impedes traffic flow, and increases crash potential (1)". Much of the research on the comparison of on-street parking (angle and parallel) was conducted prior to the 1980s with a few more recent studies in the 1990s. Conclusions of the early research were consistent in that urban sections with angle parking had higher crash rates than comparable sections with parallel parking, although they were criticized for failing to account for different levels of parking activity(2). These studies can be divided into two types, before and after comparisons of changes in parking arrangement and cross sectional studies of similar roadway sections with different parking arrangements. The before and after studies found crash rate reductions of 19% to 63% when converting from angle to parallel parking. None of these studies, however, included sites where parking was changed from parallel to angle. Cross sectional studies found differences in crash rates of 50% to 70% lower for parallel than angle. In recent research, McCoy et al conducted a before and after study in Lincoln, Nebraska. The researchers found no statistical evidence in the difference between the crash rate of angle and parallel parking when the increase in parking activity was included in the analysis(3). The researchers concluded that while angle parking clearly has a higher crash rate and frequency it is more likely due to the increased activity of parking rather than the characteristics of either type of parking and that if ample parking supply exists, parallel parking should be used.

While parallel parking is generally preferred for safety and operational considerations, the drawbacks include: 1) driver and passengers may have to exit vehicle into the traveled way; 2) the parking maneuver takes more time than angle; 3) some drivers must execute maneuver multiple times; 4) interruption of through movement depending upon width of cross section. Angle parking is generally less desirable because: 1) the driver leaving the space has limited visibility to the rear; 2) empty spaces are hard to detect by approaching drivers resulting in stop and go movements; 3) through drivers decrease speed in anticipation of conflict movements. However, angle parking is desirable because of 1) less time required for parking maneuver; 2) greater number of stalls; 3) driver and passengers exit vehicle outside of the traveled way.

Based upon the review of the research and in agreement with AASHTO *A Policy on Geometric Design of Highways and Streets* (1994) and the ODOT Highway Design Guide (1996) **parallel parking is preferable to angle parking whenever possible.**

## DESIGN GUIDES

The AASHTO *Policy on Geometric Design of Highways and Streets* (1994) recommends that the type of on-street parking selected "should depend on the specific function and width of the street, the adjacent land use, traffic volume, as well as existing and anticipated traffic operations." Parallel parking is preferred and angle parking is allowable under certain circumstances.

The *Oregon Department of Transportation Highway Design Guide* (1996) states that on-street parking is appropriate for different types of roadways. For example, parking is not appropriate for expressways, suburban arterials, and urban business areas. For special transportation areas, the necessity of on-street parking is recognized but only parallel parking should be used on a state highway and other types of parking requires an exception. Design exceptions should be granted in cooperation with the State Traffic Engineer and Roadway Section.

## RESEARCH SUMMARIES

### **Safety Evaluation Of Converting On-Street Parking From Parallel To-Angle (1991) (3)**

A case study of converting on-street parking from parallel to angle in Lincoln, Nebraska was conducted by McCoy et al. Beginning in September of 1987, 27 block faces in Lincoln were converted from parallel to angle parking to increase the supply of downtown parking. All of the conversions were to 9 foot stalls with 55 degree parking angle. Four of the sites were two-lane, two-way the rest were three-lane, one-way streets. Because of data concerns, only 11 of these block faces were included in the study. For comparison, 8 block faces that had not been converted were included in the study.

All of the study and comparison block faces had posted speed limits of 25 mph. The utilization of the study sites ranged from 2.97 to 8.05 cars per 8 hour day with an average utilization rate of 85-100% per 8 hour parking days on the study sites and 92-94% on the comparison sites. The average daily traffic (ADT) on the study sites ranged from 1,000 to 5,730 vehicles per day (vpd) and 11,600 to 15,200 (vpd) on the comparison sites. Data on crashes were collected that occurred on weekdays between 9 am and 5 pm for a period from 3 months after the conversion to the end of 1989. The number of crashes in the study sites increased from 2 to 11 but the comparison sites also increased from 3.5 to 6.7 (average). Given this increase, the expected crashes on the study site should have been from 2 to 4 so the increase over the expected number of crashes that was attributed to the change in parking arrangement was from 4 to 11 (175 percent)

Crash rates were calculated for the study sites in crashes per million vehicle miles and in crashes per million space-hours per 1,000 parkers per million vehicle miles as a measure of exposure of parking activity. Adjusted rates were calculated based upon the increase of crashes at the control sites. Before and after rates were compared for the study sites for both rates. In all cases the before and after crash rates were significantly higher at the 5 percent level of confidence. When the before and after rates per million space-hours per 1,000 parkers per million vehicle miles were compared, there was no significant difference at the 5 percent level of confidence. There also was no statistical change in the severity of crashes.

The researchers concluded that while angle parking clearly has a higher crash rate and frequency it is more likely due to the increased activity of parking rather than the characteristics of either type of parking. The researchers summary was that "when the supply of parking is sufficient, the conversion of on-street parking from parallel to angle should *not* be considered because the number of accidents will increase as a result of more parking activity because of more spaces."

#### **Safety Comparisons of Types of Parking on Urban Streets in Nebraska (1990) (4)**

The objective of the research was to determine the safest type of parking on urban sections of the state highway system in Nebraska. Using the Nebraska Department of Roads's (NDOR) road inventory, 491 sections in 126 cities were identified as possible study sites. 260 of the sites were surveyed in a field visit and 162 sites were mailed surveys to answer questions that could not be answered by examining the video log. Altogether, 171 miles of roadway with on-street parking were included in the study. The study sections included 28,886 stalls of which 22,214 were not painted. A majority of the unpainted stalls were for parallel parking. Of the painted stalls, 3,036 were for parallel and 3,636 were for angle parking. Parallel parking was the most common and most of the angle parking occurred on two-way, two-lane roadways.

Crash data from 1985 to 1986 were obtained for all sections in the study. Stepwise regression was conducted to determine a relationship between safety and type of parking. Dependent variables of type of parking, parking use, number of stalls, speed limit, ADT, roadway alignment, roadway width, block length, land use type and land-use density were tried in the model but none produced a statistically valid model.

Instead of the statistical model, the mean crash rates were used to determine the relationship between highway safety and the type of parking. Crash rates were calculated using only those crashes that included parked vehicles and parking maneuvers. Rates were calculated in terms of crashes per million vehicle-miles of travel and in terms of billions of vehicle-mile-hours per stall. Rates were compared by type of parking (angle, parallel, painted, unpainted) and type of street (major streets, two-way, two-lane streets). In almost all cases, the rates for angle parking were found to be statistically significantly higher than parallel parking. Additionally, low angle parking may be safer than high angle parking but the difference in crash rates were not statistically significant.

The research concluded that "when parking must be allowed on urban sections of the state highway system, parallel parking should be used instead of angle parking whenever feasible."

#### **Synthesis of Safety Research Related to Traffic Control and Roadway Elements (1982) (2)**

Chapter 9 of this research synthesis documented the results of many studies conducted prior to 1982. Many of the studies mentioned are empirical studies. Almost all of the studies summarized do not take into account the increased parking exposure as result of changes from angle to parallel and most included no treatment of crashes on nearby streets. None of the studies included changes from parallel to angle parking.

A series of before and after studies found crash reductions from 19% to 63% in a range of years from 1947 to 1967 when changing from angle to parallel parking. One such study was of eight cities in Utah and found a 28% reduction in total crashes, a 57% reduction in parking related crashes, and a 29% reduction in the overall crash rate (5).

A series of cross sectional studies reported differences in crash rates between similar sections of roadway with parallel and angle parking in the range of 50% to 71%. One these studies by the Arizona Highway Department reported a mean crash rate of 4.9 per million vehicle miles for a section of US101 with angle parking and a rate of 1.4 for a similar section of US101 with parallel parking (6). Another study of 1,523 urban sites in Maine found an 88% lower crash rate for parallel parking as compared to angle parking (7).

### **Safety Considerations in the Use of On-Street Parking (1979) (8) and Safety Aspects of Curb Parking (1978) (9)**

In this comprehensive research published in the Transportation Research Record and as a FHWA Final Technical Report parking data were collected in five states and ten cities for 170 miles of urban streets. The study sites were geographically distributed and generally had consistent land use along each side. Both one and two-way streets were selected for analysis. Field visits were made to each site to determine parking activity in terms of annual space hour use (hours space was occupied per year). Crash data were obtained for two years for all sites.

To make safety comparisons between parking types, streets were defined by street classification, parking arrangement, land use and parking use. Six types of parking arrangements (parallel parking, parallel parking with skips, low angle parking, 30 degree angle parking, and high angle parking) were used in the analysis. Land use was classified as retail, office, single-family residential, apartments, motel, industrial, and school/park. Four levels of parking use were assigned. Combinations of the streets, parking, land use, and parking use yielded 2700 potential configurations.

Using statistical techniques (ANOVA, Bonferroni, Scheffe) the researchers drew the following conclusions by comparing the data:

- 1) parking use level is a significant factor for all street categories (crash rate increases with use until 1.5 million space hours per mile per year where the rate is constant);
- 2) all streets show an increase in crash rate for changes in land use: 1) from single family to apartment; 2) from apartment to office; and 3) from office to retail (again suggesting that increase parking use contributes to increase in crash rate)
- 3) parking configurations were not found to have any statistical effect on crash rate when land use and type of street were included in the analysis.
- 4) parking use above 1,000,000 space-hours per mile per year angle parking was no more hazardous than parallel parking given similar land use.

Christopher M. Monsere  
Traffic Investigation Specialist

## SOURCES

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feb 08 2013

February 12, 2013 Meeting of Capital Improvement Commission

VILLAGE OF GLEN ELYN  
GLEN ELYN, ILL.

Statement from Carolyn S. Oesterle, 645 Lake Road

Thank you for the opportunity to speak at this meeting. I appreciated that my video was shown last month in my absence. This committee does a lot of important work and Lenox Road and Lake Ellyn Park are important to most Glen Ellyn residents. I am glad time will be taken to be sure Lenox Road is made safer when it is reconstructed. Lake Ellyn Park is used by 70% of Glen Ellyn residents at least once a year. Many of us use the park daily as I do. I represent a group of Glen Ellyn residents that are concerned with the proposed changes on Lenox Road. This is not a Lenox Road issue, but a Glen Ellyn issue and the residents who have signed petitions against the changes on Lenox live on many other roads than Lenox. We have 187 petitions—138 from residents on streets other than Lenox. The residents here tonight do not represent a minority opinion—we represent the interests of many residents of Glen Ellyn.

First, I would like to discuss Lenox Road as it is today. Lenox has an excellent safety record according to Deputy William Holmer of the Glen Ellyn Police. There have been no serious accidents. It is a usually a quiet residential street that borders on Lake Ellyn Park. Most of the time, the number of cars parked on Lenox is low—between 5 and 35 even on Sundays and Saturdays during the summer. The parking tends to be south of Linden and few cars park north of Linden the majority of the time. Some high school students use Lenox during the school year. High school parking varies between 5 and 15 cars that are concentrated near the school. Videos have shown little congestion or problems at the busiest times--just before school starts and when it lets out.

Lenox is very busy for several special Park events such as the Fourth of July, the Cardboard boat Regatta, and Festival of the Arts. However, it is made one way during these types of events and this controls congestion and parking. The Park District has other functions, but has stated that it does not need more parking spaces on Lenox than are there now. There are no documented complaints to the Park District about parking for Lake Ellyn Park events or parking on Lenox according to the response to Freedom of Information Act form that I sent in. I have a letter from Katherine Wendland dated Jan 31, 2013 stating this. There was much discussion at the last meeting about the park being a "community" park and for the benefit of all Glen Ellyn residents. We agree completely. However, there was no explanation specifically about how diagonal parking or widening Lenox will benefit the Glen Ellyn residents that use the park. The Park District did a survey about Lake Ellyn Park in the summer of 2012. When asked if parking was adequate 67 responded yes or were neutral with 29 responding no. When asked if vehicular access to the park was adequate, 73 said yes or were neutral and 22 said no. This is hardly a mandate for change. Some Glenbard West events use Lenox for parking, such as football games and open houses. However, Lenox is not the only road used for parking for these events and is wider than Park or Forest or Linden that are also used for parking. Park Ave was recently redone without widening.

Lenox measures 24 feet from curb face to curb face. As I showed last month, this is wider than almost any other road in the Lake Ellyn area. It is the same width as Willis and Park Row that are used for high school permit parking. Two cars can pass a parked car on Lenox as they can on these roads. The cars

must go slowly however. We feel this is good as high school students have a tendency to speed. Something that slows cars is a benefit. It is normal for cars in Glen Ellyn to have to wait at times to pass a parked car. As I showed last meeting, Sunset Park has parallel parking on Fairview and Sunset. These roads are a bit wider than Lenox is now, but are also busier through roads. Lenox is not a through road. The road reconstruction policy put in place in 2002 states that a standard width for a "local" road is 20 feet curb face to curb face. Lenox exceeds this by 4 feet. I agree with this width as Lenox has more frequently parked cars because of the park. Lenox is Glen Ellyn standard width for a residential road that frequently has parallel parking of several cars in a row.

The plans the CIC has for reconstruction have stated that Lenox has 61 parallel parking spaces now. This underestimates the parking numbers because it uses a 22 foot length for the spaces. A parallel parking space is usually 20-22 feet in length. If there is rapid traffic turn over and the spaces are usually full, the 22 foot length should be used because drivers will have to do the parallel parking maneuver into one space frequently. However, 20 feet is more reasonable for areas that are usually not full and where the one space maneuver is not needed often. This describes Lenox. The spaces along Sunset Park on Fairview and Sunset are lined off at 20 feet. I also measured some parallel spaces in downtown Glen Ellyn and they are 20 feet across from the Civic Center on Duane, on Forest near Crescent on the east side of road, and on Crescent west of the tracks on the north side of the street. Using a 20 foot length for the parallel parking, Lenox now has 66 parking spaces—6 more than the proposed diagonal plan.

Can Lenox Road be improved? Yes it can. I hope the reconstruction will incorporate some traffic slowing techniques. Right now, the road does not even have a speed limit sign. It should have speed limit signs—20 mph would be good since it is near a park—"slow children playing" signs and possibly one of those signs that shows the drivers speed. It would slow traffic if the road were narrowed at the intersection of Linden and Lenox and have a traffic table at this intersection with cross walks that are marked and in different colors. You should consider the same configuration at the intersection of Essex and Lenox. This would be excellent for slowing traffic.

I would now like to discuss diagonal parking. Diagonal parking is used primarily to put in more parking than parallel parking can provide. We see it in the commercial areas of Glen Ellyn and around schools that have expanded and need more parking. I know of no other purely residential street in Glen Ellyn with diagonal parking. If Lenox were in Chicago, diagonal parking would not be allowed. The biggest concern with diagonal parking is safety. Many studies show that diagonal parking is not as safe as parallel. Some studies show it may be as safe (never safer) on certain streets where the traffic is usually moving slowly such as Main St. Glen Ellyn where many drivers are looking for parking. However, it becomes more dangerous as cars go faster. Lenox is next to Glenbard West and high school drivers often go too fast. On this type of road, diagonal parking is more dangerous. Other concerns with diagonal parking are: 1) children must exit their cars toward the road and then move forward into the park as opposed to parallel parking where they can enter directly into the park from the passenger side doors; 2) a driver on the road cannot see children entering the road between two diagonal cars as easily as with parallel parked cars; 3) there is poorer visibility on backing out of spaces into the roadway with diagonal parking; 4) with 9 foot wide diagonal spaces, the car doors cannot fully open to remove

strollers and coolers from cars so the cars may need to unload before pulling into the diagonal spot. As a comparison, the diagonal spaces on Main St are 10 foot in width.

The CIC has asked RHMG engineers for three plans for Lenox. The first plan calls for 45 degree angle parking. This plan has all the problems with diagonal parking safety. In addition, it has only 46 parking places instead of the 66 Lenox now has. Really, I doubt anyone is interested in having less parking on Lenox.

The second plan has 60 degree angle parking and 60 parking spaces (still less than 66 for parallel). However, this is the most dangerous plan of the three. I could find no 60 degree diagonal on-street parking in Glen Ellyn. The visibility difficulty on exiting a diagonal space increases with the angle of the space. In addition, to enter and leave a 60 degree diagonal space, the car must cross into the opposite lane of traffic. On examining the plans, it appears that the cars must go over half way into the opposite lane to enter and leave the space. This is very dangerous especially at those times that Lenox is busy—when school starts and ends and during the large park and high school events. The 60 degree angle parking would not be allowed in Chicago. I was told that the idea of changing the present configuration of Lenox was to obtain two unobstructed lanes of traffic. This plan does not do that. Cars driving on Lenox will have to stop in both directions for a car to exit a parking space. In addition, the 60 degree plan goes further into the park. From the present curb on the east side of Lenox, the 60 degree diagonal parking will go 14 feet into the park.

The third plan is to widen Lenox three feet with parallel parking. This has the advantage of having 66 parking spaces. However, widening Lenox in this manner will greatly encourage speeding especially in the high school student population that uses the road frequently. A wider road is a faster road. Lenox is already wider than other roads in the area. Roads with 27 foot widths and parallel parking lanes, such as Fairview, have much faster traffic and are through streets. This is not a safe configuration for Lenox.

The residents are concerned with the effect of the diagonal parking on the open space in the park and the trees. The CIC plans state that the 60 degree diagonal parking will pave over 5630 sq ft of park. This is the loss of valuable green space. This was minimized at the last meeting as being a small percentage of Lake Ellyn Park. The room we are in is 737 sq feet. The pavement for the diagonal parking will cover the area of 7 ½ rooms. 5600 sq ft of pavement is still 5600 sq ft no matter where it is. However, I think a calculation of loss of “usable open space” with diagonal parking is more accurate for how the diagonal parking will affect the park. Lake Ellyn Park is 28 acres. However, most residents would consider Lake Ellyn Park to have three parts—the lake, a path around the lake to the south, east and north, and open space between Lenox Road and the lake. Ruth Candy parkway and the Perry Preserve are generally not thought of as Lake Ellyn Park. The open space area between Lenox and the Lake is 11 acres. This is 479,160 sq ft. The areas between the parking bays are really lost space for general use. Since the parking goes out 14 feet, the loss of usable park space is 14 ft x 1342 ft (the sum of the parallel spot lengths north and south of Linden). This is 18,788 sq ft. This represents 3.9% of the usable open space between Lenox and the lake. This is not insignificant.

Lake Ellyn Park is special for two main reasons--the lake and the trees. I am not an arborist, but it is self evident that the impact on trees would be greater with diagonal parking than reconstruction with the present configuration. People come to Lake Ellyn Park for its beauty. Diagonal parking will detract from the beauty. Most of the time, there are few cars parked on Lenox. With the diagonal spaces empty, Lenox will look like a parking lot, not the beautiful residential road it is now. It has been named as one of the most beautiful streets in DuPage County. We should cherish this, not turn it into a parking lot.

In summary, diagonal parking is more dangerous, would pave over 5630 sq ft. of valuable green space, decreases the usable open space in the park by 3.9%, would be more damaging to trees, changes a beautiful road into a parking lot, would be more costly, and have less total parking than leaving the road configuration as it is. For all this, what are we gaining?

Lenox road, in its present configuration, has no significant safety concerns. Considering all the concerns discussed above, many residents of Glen Ellyn feel strongly that a traffic safety study should be done before the present configuration of the road is changed. Many residents feel that Lenox is safer as it is presently than with any of the new designs.

Dale Siligmueller  
630 Lenox Road  
Glen Ellyn, Illinois 60137

February 11, 2013

Re: Lenox Road Reconstruction

Dear Glen Ellyn Capital Improvement Committee:

Hello: My wife and I live on Lenox Road right at the area where the GE Park District has proposed a road and parking redesign. My overall opinion is that the GEPD proposal should be rejected as it will decrease safety on Lenox Road. My reasons against are:

- First, many people walk, jog and bike on Lenox Road. These people would be at higher risk of being hit by cars backing up blindly from a diagonal parking spot than from the parallel configuration. Also, moms unloading strollers from their trunks would be safer with parallel parking as they would then not be standing in the flow of traffic.
- Second, is Lenox Road, as the GEPD believes, currently more of a safety hazard than say Park or Forest or Main? We have not seen any accidents in the seven years we have lived on the street. While cars do speed, it seems extreme to narrow the street or add speed bumps when we have not had any accidents. Speed bumps can create a hazard when placed in unexpected spots.
- Third, the GEPD proposal states that they are addressing input heard at public hearings. My understanding is that the citizen input at those meetings was to not change parking on Lake or Lenox Road. These public hearings were held in October and November and addressed the "Lake Ellyn Master Plan". Even before these public hearings the GEPD had proposed plans were to modify parking on Lenox (see August 22 memo Lake Ellyn Master Plan - Draft of Goals" posted on GEPD web site).

I then request is that you do not approve the GEPD's road reconstruction proposal - it would make the road less safe and would negatively impact the bucolic ambiance of Lake Ellyn Park. The simple but right answer is to keep Lenox Road as it is now configured.

Sincerely

Dale Siligmueller

PARK DISTRICT

654 WOOD ROAD

RECOM<sup>M</sup>ENDATION FOR REVISIONS TO

- 1. LENOX ROAD
- 2. LINDEN ROAD
- +

THIS IS A SHORT REVIEW OF THE LETTER DATED FEBRUARY 4, 2013. AND ADDRESSED TO SIGNERS OF PETITION CONCERNING THE SCOPE & COST OF UNNECESSARY ITEMS LISTED. THE CONCERNS LISTED PREVIOUSLY WERE "FILED" A COPY OF A FINAL REVIEW WILL BE PROVIDED LATER WHEN PROGRAM IS FINALIZED THE LETTER ADDRESSES THREE ITEMS RELATE TO COSTS, SCOPE AND PUBLIC SAFETY WHICH ARE CRITICAL<sup>T</sup> SOME OF QUESTIONABLE NEED

- 1. CONSIDERING TO SCOPE AND SIZE OF THIS PROGRAM IT SHOULD BE PUT INTO A REFERENDUM TO BE VOTED ON BY THE VILLAGE PUBLIC INCLUDING A COST ESTIMATE

2  
BELOW ARE THREE ITEMS WHICH WERE  
ADDED TO THE PROGRAM AND NOT MADE PUBLIC UNTIL  
RECENTLY.

① STATEMENT

" OUR PRIORITY IS TO PROTECT  
TREES ALONG LENOX ROAD

THE FACT IS THAT A VERY LARGE NUMBER OF  
TREES WILL BE CUT DOWN. THE PLAN CALLS  
FOR CONTINUOUS PARKING ALONG LENOX ROAD,  
DIAGONAL, PARALLEL, WALKWAYS PARKING  
ENTRANCES ETC. SURPRISING, SINCE PREVIOUS  
STATEMENTS CALL FOR NO NEED FOR ADDITIONAL  
PARKING.

② STATEMENT

" PERMEABLE PAVEMENT FOR SIDEWALKS  
AND STREETS.

GREAT SYSTEM FOR RAIN WATER ABSORPTION AND  
CONTROL IN FLAT AREAS SUCH AS PARK LOT, DRIVEWAY  
STREETS AND EVEN ROADS AND HIGHWAYS, VERY  
DECORATIVE AS FOR RESIDENTIAL AND COMMERCIAL  
APPLICATIONS, THEY HAVE DEEP BASE OF STONE,  
MINERALS TO CONTAIN AND DISPOSE OF ROAD OIL  
SALT AND OTHER POLLUTION.

LENOX ROAD HAS SPECIAL PROBLEMS IN THAT  
THE SATURATED BASE HAS NO TIE-IN TO THE PRESENT  
EXCELLENT STORM WATER SYSTEM WITHOUT COSTLY  
NEW BASINS AND PUMPS.

PROBLEMS ?

1. COSTLY MAINTENANCE
- DAMAGE BY SNOW PLOWS
3. INITIAL COST - 2 TO 3 TIMES AS MUCH + IF DECORATION LAYOUT IS USED
4. CLOG OF INLET JOINTS
5. SALT DETERIORATION OF PAVERS  
ETC.

3) STATEMENT

1. SPEEDING CALMING PAVEMENT  
SPEED TABLES ETC
2. NARROWING LENOX ROAD  
DRIVING LANES.

NO EVIDENCE THAT CAR SPEEDING IS AN ISSUE ON LENOX ROAD THERE IS NO NEED FOR SPEED TABLES OR SURFACE TREATMENTS WHICH ARE COST MAINTENANCE ITEMS. SPEED TABLES WOULD BE REMOVED BY THE SNOW PLOW.

SPEED LIMIT SIGN WOULD BE VERY EFFECTIVE IF NEEDED. THERE ARE NO SPEED LIMIT SIGNS NOW ALONG LENOX ROAD !! WHY ?

THE MOST IMPORTANT AND DANGEROUS ATTEMPT IS TO NARROW THE DRIVING LANES ON LENOX ROAD. THIS WOULD BE A DANGEROUS SOLUTION TO SLOW TRAFFIC. THIS ROAD IS JUST ADEQUATE FOR A TWO LANE WIDTH. EVEN AT THAT WIDTH SIDE VIEW MIRRORS HAVE BEEN BROKEN OFF. NARROWING THE TRAFFIC LANE WOULD SLOW THE TRAFFIC TO REMOVE COLLISION DEBRIS FROM THE ROAD.



**Lenox / Linden Improvements**

**Design Issue Considerations and Recommendations  
by the  
Glen Ellyn Capital Improvements Commission**

**Attachment No. 4**

**Approved Meeting Minutes**

**February, March and April 2013 CIC Meetings**

# MINUTES

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BOARD OR COMMISSION: Capital Improvements      DATE: February 12, 2013  
MEETING: Regular   X        Special \_\_\_\_\_      CALLED TO ORDER: 7:40 PM  
QUORUM: Yes        X        No      \_\_\_\_\_      ADJOURNED: 11:55 PM

## MEMBER ATTENDANCE:

PRESENT: Chairman Colliander, Commissioners Brugh, Burton, Lane, Lindquist, Pryde and Thelen

ABSENT: Commissioners O'Carroll and Ryne

OTHERS: Trustee Liaison Hartweg, Public Works Director Julius Hansen, Professional Engineer Bob Minix, Police Chief Phil Norton

AUDIENCE: Residents providing input on the Lenox-Linden Improvements Project.

## **CALL TO ORDER:**

The February 12, 2013 meeting of the Capital Improvements Commission was called to order at 7:40 PM by Chairman Colliander. A quorum was present.

## **AUDIENCE PARTICIPATION:**

No comments were offered on topics not pertaining to the Lenox-Linden Project.

## **CONSIDERATION OF PARKING, STREET WIDTH AND SIDEWALK DESIGN ISSUES – REHABILITATION OF LENOX ROAD BETWEEN HAWTHORNE AND OAK:**

### **VILLAGE STAFF REPORT**

P.E. Minix presented the Village Staff Report. He started by noting that if a recommendation is made by the Commission, the next step will be for the Board of Trustees to consider the recommendation, usually within a month or so but dependent on the Board's future meeting load and availability. Although there is a draft revised street rehabilitation program, the 2013 plan has not changed. It includes 10 streets and an alley organized into three projects, of which the Lenox-Linden Improvements Project is one. On Lenox between Hawthorne and Oak, the entire roadway will be removed and replaced, with less extensive rehabilitation proposed on Linden. The extensive Lenox work provides the opportunity to review how the road is used. The existing 25 foot roadway footprint is narrow to currently accommodate parking on the east side and two lanes of traffic. There is no sidewalk on the east side currently.

Stakeholder input has been ongoing throughout the process since September. The Park District has presented to the Commission on two occasions. Based on that input, the project engineer prepared some concepts for parking and sidewalk configuration.

The first configuration option calls for parallel parking and widening the road on the Lake Ellyn Park side by three feet. This provides an 8 foot wide parking lane and two 9 foot wide driving lanes. This plan also shows a sidewalk meandering in and out of the ROW into the park to enhance access to the park from the parking area. The second and third options include angle parking, one with 60 degree angle and one with 45 degree angle spaces on the east side. There would not be a continuous row of parking, but would be in pods or bays working around trees. The goals are not to increase parking but to provide more accessible parking. The 45 degree option would provide easier access in-and-out backing into only one lane of traffic. The angle options would require going about 16 feet into the park. A mix of parallel and angle parking could be recommended. In response to audience comments, P.E. Minix said that there are advantages and disadvantages to both parallel and angle parking. Based on input from a consulting professional forester, angle parking would likely have a greater impact on trees in the park than parallel parking. It was noted that tree protection measures would be employed and any trees removed would be replaced.

The staff comments on parking configuration and width were summarized and included: (1) ease of use can be improved by widening the driving lanes, with a narrower road at non-parking locations; (2) a 21 foot back-to-back of curb roadway between Essex and Oak would allow for an adjacent sidewalk against the curb, but could result in increased problems when vehicles are parked on either side of the street; (3) there are safety trade-offs with both styles of parking; (4) previously gathered data shows that changing the road geometry will likely not result in increased speed or numbers of vehicles; (5) the input into the Park District Plan that contains various recommendations for Lenox Road was district-wide; (6) the project provides an opportunity to use pervious pavers and pavement, with angle parking options more likely candidates. In response to audience comments, P.E. Minix said that the cost of angle parking would be between \$130,000 and \$160,000, and widening the roadway approximately \$40,000 in a project with an estimated cost of \$1.9 million. Staff does not recommend lighting or burying utilities in conjunction with this project. The final staff recommendations for Lenox are for roadway improvements that improve two-way traffic flow; a sidewalk on the east side of Lenox between Hawthorne and Oak and to adhere as closely as possible to the Park District recommendations where practicable and appropriate.

#### AUDIENCE COMMENTS AND INPUT

Chairman Colliander started this portion of the meeting by noting that the Commission is reviewing all the streets in the Village based on use for multiple decades. On any particular street, there will be conversations with or regarding the Park District, schools, public services, children's safety, etc. to see what is best for the Village on that street. The Commission only makes recommendations to the Village Board. The Board actually makes the decisions. Several

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residents commented that an additional sidewalk on the east side of Lenox is not needed as pedestrians can cross over to and walk on the sidewalk on the west side of the street.

Resident Bob French of 692 Lenox asked how far down the road construction will cut and how it will affect tree root zones. P.E. Minix said that a new water main and some new storm sewer would be constructed. The storm sewer is 4-6 feet down and the water main approximately 5-6 feet. It is possible that there are tree roots in the roadway now. Generally a root pruning is done. Sanitary sewer problems will be fixed as they are found, with a lining project done after the roadway project is complete. He noted that there are system-wide problems with the sanitary sewer during severe storms.

Resident Rich Murphy of 658 Essex commented that residents agree that Lenox needs to be fixed and has terrible drainage. He said, however, that there has not been a need demonstrated for adding angle parking and a sidewalk between Linden and Essex that justifies the cost. Speed and safety have not been a problem in the past.

A resident suggested stop signs at Lenox and Linden. Police Chief Norton noted that stop signs often create accidents by interrupting the flow of traffic. Cars must yield to cross traffic at a "T" intersection now as a matter of law. In response to resident questions, Chief Norton said that there have been no traffic fatalities, nor a recollection of a serious accident on Lenox, although he noted that there are accidents on every street.

Residents Reis Kayser of 721 Lenox, Donna Jennings of 725 Lenox, Tim McKeown of 644 Essex and Christa Manion of 715 Lenox spoke against narrowing the Lenox roadway north of Essex to accommodate a sidewalk. They noted that it is already difficult to back out of driveways because of the existing relatively narrow roadway. Also, residents have heavily landscaped and installed pavers near the edge of the current roadway.

Resident Carolyn Oesterle of 645 Lake Road made a short presentation to the Commission. She noted the desire to have the park safe for children. Her research did not uncover complaints to the Village or the Park District about the current parking configuration. She observed road widths around the Village, and opined that it is good to be narrow and slow. She also provided her calculations on lost "usable open space" if an additional sidewalk is constructed along with creating parking bays.

Several residents said that they want a traffic engineer to give an opinion about the safety of the road improvements. They have not yet engaged a consultant. In responding to questions, P.E. Minix expressed doubt over the value of a traffic engineering report, noting that the consensus is that, while parallel parking may be safer, there are other considerations and tradeoffs. A traffic engineer likely will not categorically state which parking option is safer over the others.

Gary Mayo of 831 Glencoe noted he was at the meeting as a resident, not as a member of the Park District Board. He said that the consensus was that something needed to be done. There are safety and parking issues. Lenox is too narrow with parked cars and too wide without them, creating the worst of both worlds. The parallel parking option results in some lost trees. That is why the angle parking option is being considered. There is a rationale behind the proposed option, and acknowledged that it can be changed.

Dave Harris, Executive Director of the Park District, said that the District's questionnaire was not designed to be scientific, and that it went to the immediate neighborhood and stakeholders such as the Lion's Club as opposed to the entire Village population. Complaints heard by staff give the sense that accessibility and parking are not sufficient.

Audience members questioned among themselves the need for any change and some expressed opposition to all options.

Resident James Baumbich of 689 Lake Road noted that Lake has new pavement and curb, but that the high school kids drive terribly and making them slow down is a good thing.

A letter authored by Joseph Oberfranc of 654 Geneva was provided to the Commission. The letter comments on various aspects of the Park District recommendations for Lenox Road.

### CIC DELIBERATIONS

The Commissioners introduced themselves to the audience. Chairman Colliander explained to the audience that the Commissioners start with baseline criteria when considering road reconstruction and weigh several factors: safety, financial constraints, green issues, snow plows and fire trucks to name a few, along with resident concerns as it is always "someone's" street.

The Commissioners gave overviews of their starting thoughts. Chairman Colliander thought the sidewalk through the park would be used. He was glad that angle parking was considered, but it would cause plowing issues. Previous pavement throughout would not be workable. Between Essex and Oak, it may not be a good thing to choke the roadway down to 17 feet by adding a sidewalk.

Commissioner Burton parked on Lenox to observe the morning traffic. It felt very close and too narrow. Pedestrians were walking in the street as opposed to on the west side of Lenox. He was leaning toward widening the street and parallel parking with a sidewalk.

Commissioner Thelen said that the road needs to be wider, but is concerned about the speed when there are not cars parallel parked to narrow the road. After consideration, he determined the angle parking is not appropriate and is of limited benefit as no additional spaces would be created. He can see a sidewalk on the east side of Lenox, but only between Linden and Essex.

Commissioner Lindquist favored parallel parking and thought that putting islands between parallel parking spaces would be a good idea. He was also in favor of a sidewalk, but not between Essex and Oak, and noted that the new sidewalk on Hawthorne is being used. He was in favor of a traffic table at Linden, but not pervious pavers in the parking lane.

Commissioner Pryde noted that it is the Commission's job to look at options. He is not in favor of angle parking, but that a slight increase in road width would make a major improvement. A meandering sidewalk would be better than a straight design, and would avoid having to remove trees. Upgraded sidewalk materials should be paid for by the Park District. He understands residents' concerns about a sidewalk from Essex to Oak and is undecided.

Commissioner Brugh expressed support for a sidewalk from Hawthorne to Oak, noting that it needs to connect on both ends. His comment expressing support for pervious pavers in the parallel parking lane and the Linden crossing generated a discussion among the Commissioners concerning pavers and stamped paving. The consultants in attendance reviewed the difference in pervious pavement and pavers and how each system works. Although the capital cost is higher, some systems are expected to last 50 years, and they are easy to repair. The Park District has recommended pervious pavers for any sidewalk as they have less impact on trees.

Commissioner Lane expressed dislike for diagonal parking, noting that clearly the residents are not in favor of it. He does not like the fact that there is currently no sidewalk on the east side of Lenox through the park; between Essex to Oak he is somewhere between ambivalent and a "No". He likes the paver idea at Linden, but not the raised crosswalk/speed table. The Commissioners discussed the pros and cons of speed tables.

Melissa Creech, the Park District President, said that the District's research shows that connectivity is very important to residents. An even surface is needed for ADA accessibility. A sidewalk on the east side would be very helpful, and the District staff would keep it clear in winter. She asked that the Commission consider strategic bump outs north of Linden to protect the oaks if the road is widened. She suggested having the pavers be an alternative bid for the entire street pavement to ascertain how much more they will cost. Commissioners discussed options of bump outs or not widening the road north of Linden, a table crosswalk at Linden if there are two different road widths, and various treatments for a possible speed table at Linden.

P.E. Minix suggested deferring construction until 2014. Once the basic street footprint is established, there are other factors, particularly interaction with the Park District that will be ongoing. The Lenox-Linden project could be combined with nearby work planned for 2014 on Elm and Chidester between Lenox and Riford into one larger construction contract. It is also possible that the Board of Trustees will not consider the roadway footprint until the new Board is seated in May, which would allow little time for all the details to be settled in order for Lenox and Linden to be rebuilt in 2013.

Chairman Colliander expressed desire for a consensus at this meeting so the Commission can move forward. The following four recommendations regarding the reconstruction of Lenox between Hawthorne and Oak were moved, seconded and unanimously approved by the Commissioners:

1. From Hawthorne to Linden, the width of the roadway be 28 feet, back-of-curb to back-of-curb with parallel parking and using an asphalt paving surface;
2. At the intersection with Linden, do not raise the pavement surface, but provide an alternate bid item for modular pavers in lieu of an asphalt paving surface;
3. From Linden to Essex, the width of the roadway be 28 feet, back-of-curb to back-of-curb, with width adjustments at existing tree locations conforming to professional arborist recommendations, and parallel parking using an asphalt paving surface;
4. Between Essex and Oak, no change in roadway width and no new sidewalk installed on the east side of the roadway.

An additional recommendation regarding project timing was approved unanimously, as follows:

**The Lenox-Linden Improvements Project should be postponed to the 2014 construction season.**

**APPROVAL OF MINUTES:**

Commissioner Burton moved to approve the January 8, 2013 regular meeting minutes. The motion was seconded by Commissioner Pryde. The Motion carried unanimously.

**TRUSTEE'S REPORT:**

There was no Trustee report.

**ADJOURNMENT:**

Chairman Colliander moved to adjourn the meeting. The motion was seconded by Commissioner Burton, and was carried unanimously. The February 12, 2013 meeting was adjourned at 11:55 PM.

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

# MINUTES

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BOARD OR COMMISSION: Capital Improvements

DATE: March 12, 2013

MEETING: Regular X Special \_\_\_\_\_

CALLED TO ORDER: 7:35 PM

QUORUM: Yes X No \_\_\_\_\_

ADJOURNED: 10:33 PM

## MEMBER ATTENDANCE:

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

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

ABSENT: Commissioner O'Carroll

AUDIENCE: Dave Harris and Dan Hopkins from the Glen Ellyn Park District; several residents concerning the Lenox-Linden Improvements Project.

## CALL TO ORDER:

The March 12, 2013 meeting of the Capital Improvements Commission was called to order at 7:35 PM by Chairman Colliander. A quorum was present.

## AUDIENCE PARTICIPATION:

No comments other than on the Lenox-Linden Improvements Project.

## APPROVAL OF MINUTES:

Commissioner Lindquist moved to approve the February 12, 2013 regular meeting minutes. The motion was seconded by Commissioner Brugh. The Motion carried unanimously.

## REHABILITATION OF LENOX ROAD – RECAP OF FEBRUARY MEETING:

P.E. Minix presented a summary, and asked for clarification, of actions taken at the February 12 meeting. The new Village Board will consider the Commission's recommendations after it comes on in May. The basic footprint of Lenox was decided, with parallel parking and widening the street. The roadway north of Essex will not be widened, nor a sidewalk installed on the east side. The intersection at Linden will be flush with bid alternates for roadway materials.

There was discussion concerning handicapped parking. There is no parallel parking configuration that is ADA approved. There are currently 4 spots by the boathouse. Options for better accessibility were discussed with the Park District staff. The Park District does not want more parking in the entrance way to the boathouse. The handicapped parking currently

available is more than required by code, but there have been requests for more by event coordinators.

**ISSUES RELATED TO NEW SIDEWALK INSTALLATIONS ON LENOX BETWEEN HAWTHORNE AND ESSEX, AND ON LINDEN BETWEEN MAIN AND LENOX:**

**STAFF REPORT**

P.E. Minix said that there is no sidewalk on the south side of Linden aside from one lot. Existing Linden sidewalk moves back-and-forth on one side of the street from the north to the south side between Lenox and Western. He noted that for Maple and Linden west of Main, the Board decided in 2002 to have sidewalk on one side only. On Linden east of Main there are older homes very close to the right-of-way, particularly on the south side. Some homes have been heavily landscaped by residents, including with trees, in the parkway. The engineers have proposed a sidewalk that minimizes impact on mature trees. In response to Commissioners' questions, P.E. Minix said that the proposed sidewalk is all within the Village right-of-way. All utilities are in the street. The Commissioners' consensus was that Linden receives a lot of foot traffic, but they also took note of the homes close to the right-of-way and/or had extensive landscaping in or very near the right-of-way.

**AUDIENCE COMMENTS AND INPUT**

David Rennard of 621 Linden provided a handout showing his home fronting on Linden. There is a hedge along Linden that has been there since at least 1988. The proposed sidewalk goes between the hedge and his house, which he feels puts it in the middle of their front yard.

Elicia Viola of 646 Forest noted that there has been discussion with residents about sidewalks in the past. A sidewalk on one side adequately serves the community. The additional sidewalk will be unnecessary spending of tax money. There are privacy issues, and sidewalk could impact tree roots. She also said that snow can pile up on carriage walks.

Sherri Shonkwiler of 646 Park expressed concern about storm water drainage if a sidewalk is put in on the Linden side of the property.

**CIC DELIBERATIONS**

Commissioner Lane asked for clarification on why additional sidewalk is being recommended by staff. P.E. Minix said that staff is generally in favor of completing sidewalk corridors in conjunction with a roadway project. This sidewalk is given a priority as it involves connectivity with a destination park. Commissioner Pryde noted that the Commission looks on a broader scale at what goes on in the community. Also, the right-of-way is Village owned property and there is no taking from residents, although the Commission tries to be respectful of how a resident uses the right-of-way. The hedge at 621 Linden impacts anyone trying to get out of a

car at that spot. It is the mandate of the Commission to respond to how streets are used. The two blocks nearest the park are most important when considering safety and ease of movement. Commissioner Colliander said that much thought is given to the Commission's recommendations. He noted that they work with schools and the Park District when improvements go past their property, and considers how improvements affect the entire community.

There was discussion with Mr. Rennard concerning how best to align a sidewalk and the possibility of moving the hedge. It was confirmed that there currently is not enough space between the hedge and street for even a three foot wide walkway. The consensus was to move the hedge, put the sidewalk next to the street and connect it with the sidewalk across the driveway.

There was discussion concerning sidewalk on the east side of Park, although it was noted that extreme side slope issues have prevented sidewalk installation.

P.E. Minix said that the Commission could wait until its April meeting to make a recommendation. The consensus was to postpone a recommendation and give it more consideration. Commissioner Colliander asked staff for a plan showing a reconfigured straight sidewalk from Lenox to Main. It can tie into existing sidewalk. P.E. Minix said it will be ready for viewing and consideration at the April meeting.

Consideration then turned to the sidewalk on the east side of Lenox through Lake Ellyn Park. The plan under consideration meanders in an effort to miss trees and existing landscaping while getting residents into the park. Commissioners were generally in agreement about the need for a sidewalk on the east side of Lenox, although it was noted that there already are paths through the park. There was discussion on how to tie everything at the park entrance. P.E. Minix noted there are many design options, and that staff can work on the details and bring a plan back to the Commission. It was noted that the Park District will need time to comment on whatever plan is being considered by the Commission. The District can provide the Commission a list of trees worth salvaging in areas near the proposed sidewalk. There was discussion about configuring the sidewalk to serve the vehicles parked on Lenox.

Chairman Colliander summed up the full discussion as follows: that the consensus is to install a sidewalk on the east side of Lenox, that it should be closer to the street between Hawthorne and Linden, and meander more between Linden and Essex. This will be the starting point for staff and for discussion at the April meeting, for which a plan will be prepared by staff with input from the Park District and the Village consulting arborist. There was additional discussion concerning the level of detail which should be prepared by staff and considered by the Commission. Commissioner Pryde noted that the plan should refine the concept and convey the Commissioners' intent to the Board of Trustees, the Park District and the neighbors. For discussion purposes, the sidewalk width will be shown at the standard five feet.

P.E. Minix said that there are more sidewalks to review for the 2013 construction season, particularly segments of Oak and Brandon. He will provide the Commissioners proposed layouts before the April meeting. Chairman Colliander said that the Commission will continue to consider applying the standard of installing sidewalks when road work is being done, thereby making the Village more accessible. The Commission anticipates receiving resident feedback.

**TRUSTEE'S REPORT:**

Trustee Hartweg said that he is going off the Board of Trustees in May. There will be three new Trustees and a new Village President. A new assistant Village Manager has been hired with heavy human resources background.

Budget workshops have been held, and the Village budget will be adopted April 22. The reserve policy is increasing by one-half percent. The five year financial plan is not necessarily positive for five years from now.

The Village Links project is nearly under roof. It will be a great asset when completed, and could be done within a month of schedule. Funds switched to this project include \$450,000 in capital funds and \$75,000 each from water and sewer funds.

**OTHER BUSINESS:**

P.E. Minix said that the plan is to go out for bid within the next six weeks for 2013 projects starting the end of May and running into early fall. The recommendation to be presented to the Board of Trustees is that the Lenox/Linden project will be deferred to 2014.

Director Hansen said that there will be a bike path in place around April 1 for 3 miles with 75 signs in the area of Lambert, Fawell, Park and Nicoll Way. There is no pavement marking, just signage. It will be promoted in the Village newsletter.

Director Hansen mentioned that the Hawthorne project received an award from APWA Metro Chapter. Approximately 1,500 tons of salt have been used during the current winter season.

P.E. Minix said that the Crescent Blvd. project in front of Glenbard West is going well. There will not be a signal at Park and Crescent but intersection improvements will be significant. The project will be partially paid for with federal funds. There will be an opportunity for the Commission to review the preferred plan when it is ready.

**ADJOURNMENT:**

Chairman Pryde moved to adjourn the meeting. There were several seconds, and the motion was carried unanimously. The March 12, 2013 meeting was adjourned at 10:33 PM.

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

# MINUTES

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BOARD OR COMMISSION: Capital Improvements      DATE: April 9, 2013

MEETING: Regular   X        Special \_\_\_\_\_      CALLED TO ORDER: 7:35 PM

QUORUM: Yes        X        No      \_\_\_\_\_      ADJOURNED: 9:28 PM

## MEMBER ATTENDANCE:

PRESENT: Chairman Colliander, Commissioners Brugh, Burton, Lane, Lindquist, O'Carroll, Ryne and Thelen

OTHERS: Trustee Liaison Hartweg, Public Works Director Julius Hansen, Professional Engineer Bob Minix, Dave Harris and Dan Hopkins from the Glen Ellyn Park District

ABSENT: Commissioner Pryde

AUDIENCE: Several residents concerning the Lenox-Linden Improvements Project.

## **CALL TO ORDER:**

The April 9, 2013 meeting of the Capital Improvements Commission was called to order at 7:35 PM by Chairman Colliander. A quorum was present.

## **AUDIENCE PARTICIPATION:**

Prior to the audience participation, P.E. Minix summarized the purpose of the meeting, starting with the Lenox-Linden project. The meeting focus will be on sidewalks. The hope is to have a recommendation to bundle with others already agreed upon to be considered by the Board of Trustees, probably in June. He reminded everyone that the project is not going to construction in 2013.

Carolyn Oesterle of 645 Lake Road provided a presentation on various approaches to reducing vehicle speeds. Ms. Oesterle offered the opinion that widening Lenox will increase speeds and will need traffic calming measures. There is a difference in the number of cars that park between Hawthorne and Linden and Linden and Essex, suggesting that between Linden and Essex, Lenox does not need to be widened.

Eleanor Saliamonas of 626 Newton said that she would prefer to not have curbs, and that the sidewalks are unnecessary. She hopes that climate change considerations will be taken into account when the Commission makes its recommendation.

Donna Jennings of 725 Lenox expressed concern about bump outs along Lenox between Linden and Essex designed to accommodate trees in Lake Ellyn Park. It is confusing for teenagers to not have a straight road, and they eliminate some parking spaces.

In response to a resident question about the cost of the sidewalks, P.E. Minix said that the total construction cost would be about \$50,000. It was also noted that there has not been a study done of the number of people who walk in the street, nor on the age of the trees. P.E. Minix said that the condition of the trees in the corridor has been assessed, and will have further evaluation once they leaf-out. Any work on Linden will impact trees regardless of whether a sidewalk is installed.

There was general discussion concerning the corridor trees. Noting that the project is scheduled for 2014, the 2012 drought should not be a concern. The residents expressed concern for trees, sidewalks and property values, noting that although they need sewers and streets, sidewalks are not needed on both sides of the street.

**CONSIDERATION OF NEW SIDEWALK ISSUES ASSOCIATED WITH THE REHABILITATION OF LENOX ROAD BETWEEN HAWTHORNE AND ESSEX, AND LINDEN STREET BETWEEN MAIN AND ESSEX**

**REVIEW OF REVISED PLAN LAYOUTS:**

P.E. Minix reviewed the revised sidewalk alignments. On the east side of Lenox between Hawthorne and Linden, the alignment reflects the goal to keep the sidewalk against the curb to maximize the usefulness to those parking there. Only until just before Linden does the sidewalk slightly curve into the park. North of Linden, the sidewalk is moved into the park to avoid a clump of trees. The plan assumes the roadway is widened all the way to Essex. If it is not, then the sidewalk could go against the curb.

As for the new sidewalk on the south side of Linden between Main and Lenox, P.E. Minix reviewed the various places new sidewalk would be installed lot-by-lot. The sidewalk generally follows an alignment closer to the curb. Special focus was on the transition from the 645 N. Park home to the most easterly house at 621 Linden.

Commissioner comments were positive about the park entrance, and the response from the Park District has been positive. It was noted that follow-up protocols for tree protection will be important to keep park trees safe.

**AUDIENCE COMMENTS:**

Kirsten Schiff of 645 N. Park said that putting a sidewalk on the curb could be dangerous to pedestrians when someone exits a car on the passenger side. She also expressed concern for property values and money spent where not needed.

David Rennard of 621 Linden expressed support for the transition as shown between his home and 645 Park as a discouragement to skateboarders.

CIC DELIBERATIONS:

Chairman Colliander noted that the Commission's thinking is to allow all Village residents to use Village assets and to move people around the Village. Every time a street is reconstructed, the Commission considers whether a new sidewalk segment will serve and better the Village. In addition, many groups have input: Park District, schools, Fire and Police Departments.

New Sidewalk on the East Side of Lenox between Hawthorne and Essex: Commissioner Thelen said that the Lenox sidewalk meets the objectives laid out in past meetings. Commissioner Burton expressed support for the revised configuration. While the curve around the trees seems contrived, he understands its purpose. Commissioners Ryne, Lindquist, Lane and Brugh liked the revised configuration. Chairman Colliander said he would prefer to soften the curve on the north end to make it more symmetrical.

Chairman Colliander made the following motion

**"The Commission recommends that the revised configuration of the sidewalk on the east side of Lenox between Hawthorne and Essex as discussed at the April 9, 2013 meeting proceed to the next step of engineering for a 2014 project."**

Commissioner Brugh seconded the motion and it passed unanimously.

New Sidewalk on the South Side of Linden between Main and Lenox: Commissioner Thelen said that the extra sidewalks will be a benefit during events. The revised configuration keeps it as close to the curb and far away from homes as possible. Commissioner Lindquist observed a resident walking in the street when the sidewalk ended rather than crossing the street. Chairman Colliander said that additional sidewalk will move people in a safer manner than without sidewalk. Commissioner Lane expressed reservations about the effectiveness of the additional sidewalk and said that the current walk layout seems forced. Commissioner Brugh expressed support, noting that new residents will want sidewalks to help get children into the park. Commissioner O'Carroll expressed support, looking at it from both safety and function perspectives as it is near the park and the high school.

Chairman Colliander made the following motion

**"The Commission recommends that the revised configuration of the sidewalk on the south side of Linden between Main and Lenox as discussed at the April 9, 2013 meeting proceed to the next step of engineering for a 2014 project."**

Commissioner Burton seconded the motion and it passed unanimously.

Commissioners asked staff to review the alignments as engineering proceeds.

P.E. Minix said that the Board of Trustees could take up the recommendations in June. Residents will be notified by mail of the meeting. If the Board discussion takes place in the summer, a construction deadline will not be missed.

**APPROVAL OF MINUTES:**

Commissioner Burton moved to approve the March 12, 2013 regular meeting minutes. The motion was seconded by Commissioner Lane and carried unanimously.

**TRUSTEE'S REPORT:**

Chairman Colliander recognized that this is Trustee Hartweg's last meeting as he is going off the Board of Trustees.

Trustee Hartweg said the April 8 meeting focused on the budget. There was also a lengthy discussion concerning the license agreement with the Historical Society.

P.E. Minix said that the Village President will appoint the new Trustee liaison for the Commission.

**OTHER BUSINESS:**

P.E. Minix reported that Commissioners Burton, Lindquist and Thelen have been asked to serve an additional term on the Commission.

The May meeting will include discussion regarding new sidewalk in connection with the Oak-Euclid-Forest-Alley Improvements Project. The south side of Oak has virtually no sidewalk aside from two homes. The proposed alignment will attempt to be as straight as possible but to maneuver around trees. There are grade challenges between Highland and Main.

Additionally, P.E. Minix would like to include discussion at the May meeting of sidewalk on Brandon between Hill and Hillside associated with the 2013 Street Improvements Project. There will be a public meeting on that matter on April 23.

Chairman Colliander asked that exhibits showing existing sidewalks in those corridors be available for the May meeting.

In response to Commissioners' questions, P.E. Minix said that there will be new concrete pavement and storm sewer in the alley located in the block bounded by Western, Elm, Prairie and Oak. The residents there are pleased the situation is being addressed.

### **PUBLIC WORKS REPORT**

Director Hansen said that the 5.5 mile bike path has been completed on the south end of the Village. Signage is in place. There will be a meeting on April 10 concerning the downtown streetscape and parking situation. Many comments have been received concerning the historic horse trough and the holiday tree placement.

In response to Commissioners' questions, Director Hansen said that salt usage over the winter ended up in the normal range. Public Works is looking for a site for a structure to store an entire year's worth of salt. The new fuel system is working well, and the old tank was removed without leakage.

Director Hansen mentioned that the Hawthorne project has received additional recognition by the American Public Works Association as a "Project of the Year" for transportation projects costing less than \$5 million.

P.E. Minix said that the Village has been selected to receive additional federal grant funds for street rehabilitation. Main Street between Roosevelt and Fairview will be resurfaced within the next four years with the cost being 70% funded by the federal government, amounting to a grant of about \$200,000. The Crescent roadway in front of Glenbard West continues in design with Phase I engineering nearing completion; the project will be constructed in the summer of 2015. Work on the sidewalk extension project on the east end of Crescent will be completed as soon as weather allows.

### **ADJOURNMENT:**

Commissioner Burton moved to adjourn the meeting. There were several seconds, and the motion was carried unanimously. The April 9, 2013 meeting was adjourned at 9:28 PM.

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

**Lenox / Linden Improvements**

**Design Issue Considerations and Recommendations**

**by the**

**Glen Ellyn Capital Improvements Commission**

**Attachment No. 5**

**March 2013 CIC Information Packet**

## **Interoffice Memorandum**

**to:** Members of the Capital Improvements Commission  
**from:** Bob Minix, Professional Engineer *Bob Minix*  
**subject:** March 2013 CIC Meeting – Information Transmittal  
**date:** March 8, 2013

The March 2013 meeting of the Glen Ellyn Capital Improvements Commission is scheduled for 7:30 PM Tuesday evening, March 12, 2013 in Room 301 of the Civic Center. The principal topic of discussion will be new sidewalks on Lenox between Hawthorne and Essex and on Linden between Main and Lenox.

The principal goal of the meeting will be the formulation of recommendations for new sidewalk adjacent to Lake Ellyn Park and on the south side of the Linden Street, all part of the proposed Lenox-Linden Improvements Project. The enclosed packet contains information pertaining to the sidewalk issues including an update to last month's summary memo focusing on the new sidewalk segments under current consideration. In addition, the meeting agenda, a copy of the draft minutes from the February 12, 2013 meeting and the March 2013 Project Activity report are provided herein.

Please contact me at 630-547-5514 (direct line) or via email ([bobm@glenellyn.org](mailto:bobm@glenellyn.org)) if you have any questions or comments. See you on Tuesday night.

cc: Julius Hansen, Public Works Director  
Jeff Perrigo, Civil Engineer  
Patti Underhill, Acting Village Clerk / Administrative Services Coordinator  
Phil Hartweg, Trustee Liaison  
Karen Blake, Recording Secretary



## AGENDA

# ***CAPITAL IMPROVEMENTS COMMISSION***

Glen Ellyn Civic Center – Room 301  
Glen Ellyn, IL 60137

**Tuesday, March 12, 2013  
7:30 PM**

- I. Call to Order
- II. Audience Participation (non-agenda items)
- III. Approval of Minutes from the February 12, 2013 Meeting
- IV. Consideration of New Sidewalk Issues Associated with the Rehabilitation of Lenox Road between Hawthorne and Essex and Linden Street between Main and Lenox:
  - Village Staff Report (Professional Engineer Bob Minix)
  - CIC Questions to Staff
  - Audience Comments and Input
  - CIC Deliberations
  - Formulation and Approval of Recommendations
- V. Trustee's Report – Trustee Liaison Phil Hartweg
- VI. Other Business –
  - Other 2013 Project Issues and Schedule – Professional Engineer Bob Minix
- VII. Public Works Report – Public Works Director Julius Hansen
- VIII. Project Report – Professional Engineer Bob Minix
- IX. Adjournment

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## MEMORANDUM

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**TO:** Capital Improvements Commission

**FROM:** Bob Minix, Professional Engineer *Bob Minix*

**DATE:** March 8, 2013 Update for New Sidewalk Discussion

**SUBJECT:** Lenox-Linden Improvements Project  
New Sidewalk Considerations with Request for CIC Recommendation



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### ISSUES

At the February 2013 Capital Improvements Commission meeting, recommendations were formulated and approved for Lenox Road reconstruction relating to parking configuration and street width between Hawthorne and Oak. In addition, a recommendation for no new sidewalk on the east side of Lenox between Essex and Oak was approved. Furthermore, the CIC recommended that construction of the Lenox-Linden project be deferred to 2014 in order to provide adequate time to make final design decisions on many details and to continue to work with stakeholders to arrive at the best possible project. While discussed at the February meeting, the issue of new sidewalk adjacent to Lake Ellyn Park was deferred and time constraints did not permit any discussion on new sidewalk on Linden between Main and Lenox.

The proposed Lenox-Linden project provides an opportunity for installation of additional improvements such as new sidewalk. The March 2013 meeting of the CIC will be devoted to further examining the new sidewalk questions, focusing on the areas adjacent to Lake Ellyn Park along Lenox and the south side of Linden Street.

### ACTION REQUESTED

The Capital Improvements Commission is the designated body to provide an initial review and consideration of the appropriate roadway design elements – including sidewalks – and to formulate needed recommendations. It is requested that the CIC formally consider the remaining Lenox Road and Linden Street new sidewalk questions at this time. As done for the February meeting, approximately 215 residents in the area around Lake Ellyn Park have been invited to attend the upcoming CIC meeting. A copy of the March 1, 2013 invite letter is enclosed.

### LENOX ROAD – LAKE ELLYN PARK SIDEWALK ISSUES

#### Information Package

The basic information package for Lenox Road was transmitted to the commissioners in advance of the February meeting. The following items supplement that initial package. If anyone needs

information from the February package, please contact me and I will transmit that package to you electronically.

- ❑ **CIC Meeting Minutes** – The February 2013 draft meeting minutes are included with the overall packet for the March meeting.
- ❑ **Consultant Products** – RHMG Engineers has prepared a conceptual sidewalk layout associated with widening Lenox and parallel parking on the east side of the roadway. This layout will be reviewed at the CIC meeting. Comments from consulting professional forester Dave Coulter will also be reviewed.
- ❑ **Park District Input** – It is suggested that the Park District information relative to sidewalk be reviewed at the March meeting. The basic layout prepared by the design consultant is in substantial conformance with the width and alignment suggested by the Lake Ellyn Master Plan team.
- ❑ **Resident Input** – Any additional input from interested parties regarding the Lake Ellyn Park side sidewalk should be requested by the CIC from March meeting attendees.

### **Sidewalk Design Decision Factors, with Staff Comments**

The primary purpose of sidewalk on the east side of Lenox Road between Hawthorne and Essex would be to facilitate entry or exit from the Park either from parked vehicles or by pedestrians. Such a sidewalk should connect to the overall Village network at logical locations at intersections; mid-block crossings into the park are not recommended. The sidewalk alignment should be very sensitive to tree location and be made of materials that minimize disturbance of tree roots. RHMG estimates new five-foot wide sidewalk costs to be approximately \$33 per running foot for regular concrete; \$64 per running foot for pervious concrete; and \$80 per running foot for permeable unit paver construction; overall sidewalk costs would range from \$50,000 to \$120,000 if a total length of 1,500 ft. of new sidewalk is built. It is recommended that the sidewalk be built at the same time roadway improvements are constructed.

### **Recommendation**

**Staff Recommendation** – Public Works staff supports:

- ❑ Sidewalk on the east side of Lenox between Hawthorne and Oak
- ❑ Close adherence to the recommendations of the Glen Ellyn Park District regarding alignment, tree protection and materials of construction for the sidewalk in and near Lake Ellyn Park.

**CIC Recommendation** – The CIC is requested to consider staff and resident input and develop their recommendation for new sidewalk on the east side of Lenox between Hawthorne and Essex.

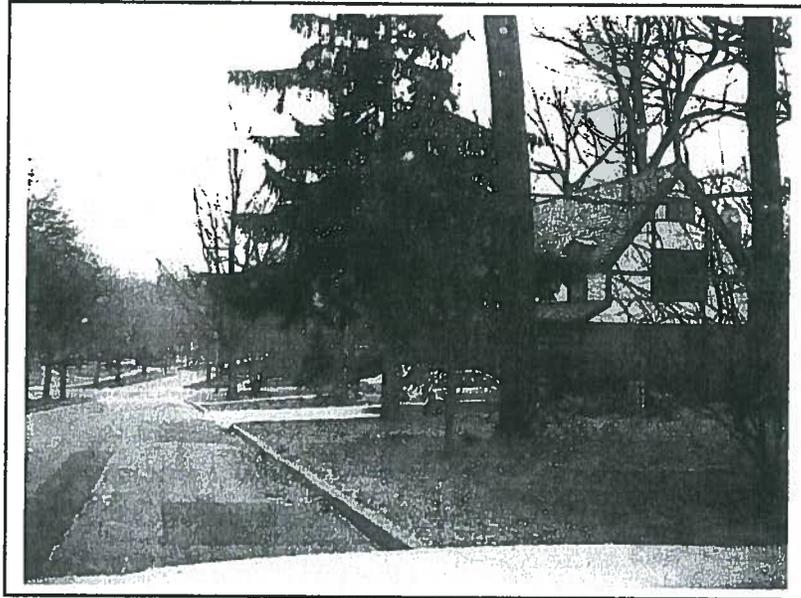
## **LINDEN STREET NEW SIDEWALK**

**Information Package** (this section is repeated in its entirety from the February memo, with additional information provided)

- **Consultant Products – RHMG Engineers** have provided a base map (enclosed) with potential new sidewalk routing shown on the south side of Linden. The parkway width and estimated setback between the property line (south Linden right-of-way) and the residences on the south side of Linden have been added by Village staff. While no tree removals are required with the proposed alignment, there are a number of trees in proximity to the sidewalk. The walk must also traverse through and near existing parkway landscaping in a number of locations. All of the setbacks between homes and the property line along Linden are substandard when compared to current zoning requirements with a number of locations less than 10 ft.
- **GIS Information -- The Village Engineering Division** excerpted information from the DuPage County GIS to determine setback distances to resident homes along the south side of Linden as well as to prepare an overall graphic showing the footprint of residences on lots (graphic enclosed).
- **Consulting Forester Dave Coulter** advises that there are many challenges to successful installation of new sidewalk on the south side of Linden:
  - 621 Linden – In addition to numerous parkway / shared trees of significant size, a mature box hedge occupies the parkway. The front porch further intrudes into the sideyard.



- Looking East from 645 Forest toward 646 Park – Mature trees and landscape areas.



- 646 Forest – Evergreens, trees and a large expanse of homeowner-maintained landscape areas in the parkway. Tree clearances would be very tight.



### **Additional Sidewalk Considerations, with Staff Comments**

- ❑ Surrounding Sidewalk Network – Please refer to the attached plan showing the status of sidewalks in the Lake Ellyn area. West of Main Street on Linden, sidewalk exists on the south side of the right-of-way but not on the north side. During the 2002 Maple-Linden II project, the Village Board considered additional sidewalk on Linden between Main and Western, but ultimately decided to not construct the north sidewalk. On Main and Forest between Hawthorne and Oak, sidewalk exists on both sides of the street. On Park between Hawthorne and Oak sidewalk exists only on the west side of the roadway. Hawthorne now has sidewalk on both sides of the street over its entire corridor. Maple between Main and Park has sidewalk on both sides. Oak east of Main has sidewalk on both sides of the street except for missing segments on the north side between Forest and Park and Grand and Riford.
- ❑ Stakeholder Input – Since the focal point of project considerations to date has been Lenox Road, no particular resident input has been sought to date on the issue of new sidewalk on Linden. It is anticipated that there is considerable local opposition to constructing the new sidewalk in the corridor. Issues include the intrusive nature of the sidewalk since setbacks from the Linden right-of-way are very short in many cases; potential tree impacts; significant disruption to existing hedges and landscaping; and historical basis for no sidewalk on the south side of Linden.
- ❑ Costs – Using the RHMG estimates for new five-foot wide sidewalk costs of about \$33 per running foot for regular concrete; \$64 per running foot for pervious concrete; and \$80 per running foot for permeable unit paver construction, the cost to install about 925 ft. of new sidewalk in the Linden corridor would range from about \$30,000 to \$75,000 depending on the type of material installed.

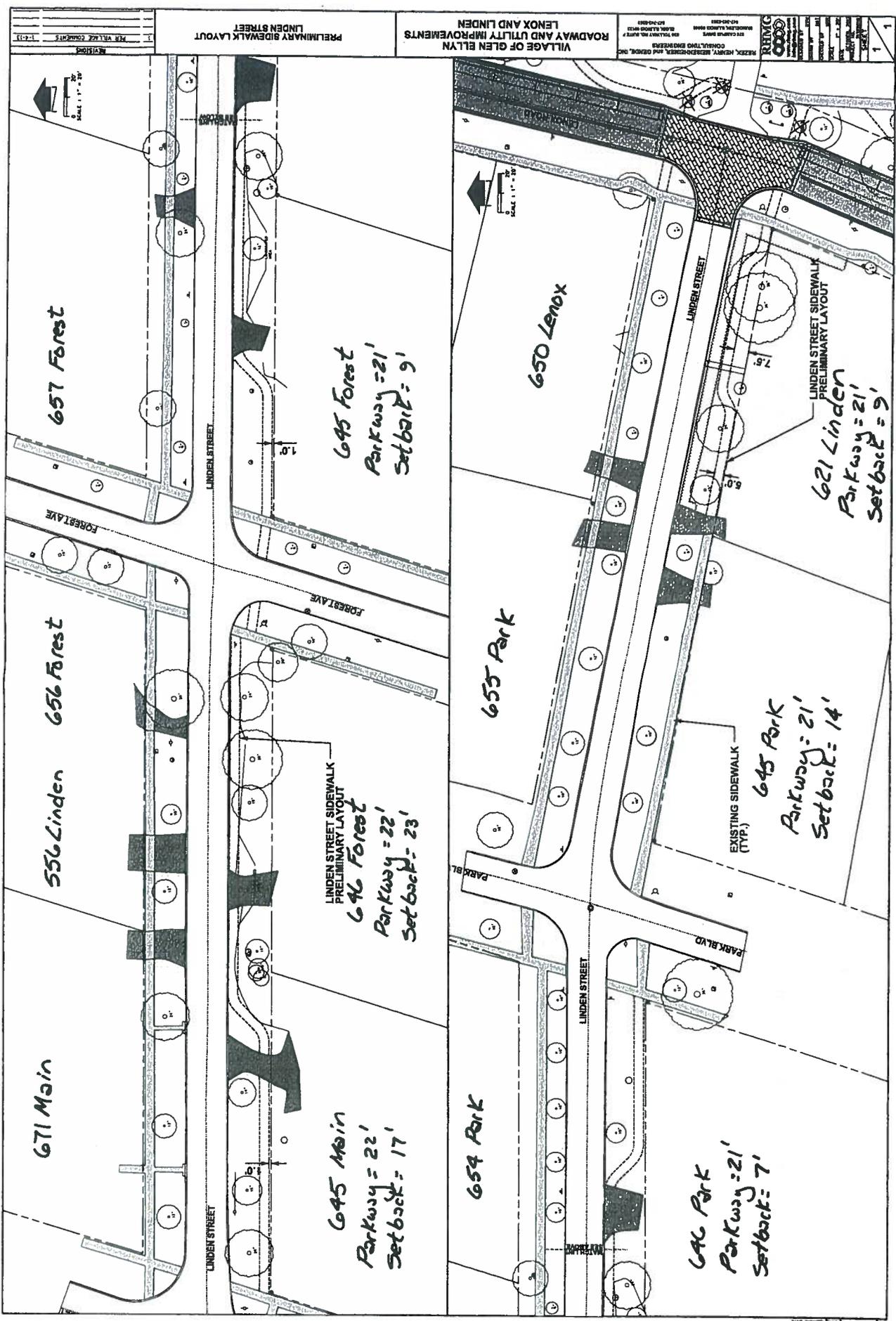
### **Recommendation**

Staff Recommendation – As usual, staff supports installation of new sidewalk wherever possible and will endeavor to construct it in a manner to reduce tree impacts. The sidewalk benefits must be weighed against disruption to a corridor with short setbacks, mature trees and home-owner maintained landscaping areas.

CIC Recommendation – The CIC is requested to consider staff and resident input and develop their recommendations for new sidewalk on the south side of Linden. A suggested form of a motion is presented below:

**The Glen Ellyn Capital Improvements Commission has evaluated the feasibility and advisability of new sidewalk improvements on the south side of Linden between Main and Lenox and recommends that it (be / not be) constructed as part of the Lenox-Linden Improvements Project. (reasons). (other considerations).**





**PRELIMINARY SIDEWALK LAYOUT**  
LINDEN STREET

**VILLAGE OF GLEN ELLYN**  
ROADWAY AND UTILITY IMPROVEMENTS  
LENOX AND LINDEN

**PREPARED BY:** HENRY HERRINGBERGER AND ASSOCIATES, INC.  
CONSULTING ENGINEERS  
1000 WEST 10TH STREET  
LENOX, ILLINOIS 61930  
TEL: 618-242-0000

**DATE:** 11/11/11

**PROJECT NO.:** 11-001

**SCALE:** 1" = 20'

**DATE:** 11/11/11

**BY:** [Signature]

**CHECKED BY:** [Signature]

**APPROVED BY:** [Signature]

# LAKE ELLYN AREA SIDEWALK STATUS



- Existing Sidewalk
- - - No Existing Sidewalk
- Limestone Sidewalk



March 1, 2013



## INFORMATION LETTER NO. 2 LENOX-LINDEN IMPROVEMENTS PROJECT

Dear Corridor Residents, Institutions and Other Interested Parties:

Thank you to those residents and agencies that attended the February Capital Improvements Commission meeting that was devoted to deliberating various design issues associated with the Lenox-Linden project. The following recommendations were approved unanimously by the CIC on February 12, 2013 regarding the proposed Lenox Road configuration between Hawthorne and Oak, which currently is 25 ft. wide from back-of-curb to back-of-curb with parallel parking:

- ❑ From Hawthorne to Linden, the width of the roadway be **28 ft. wide** from back-of-curb to back-of-curb with **parallel parking** and using an asphalt paving surface
- ❑ At the intersection with Linden, **do not raise the pavement surface**, but provide an alternate bid item for modular pavers in lieu of an asphalt paving surface
- ❑ From Linden to Essex, the width of the roadway be **28 ft. wide** from back-of-curb to back-of-curb, with width adjustments at existing tree locations conforming to professional arborist recommendations, and **parallel parking** using an asphalt paving surface
- ❑ Between Essex and Oak, **no change in roadway width** and **no new sidewalk** installed on the east side of the roadway where none currently exists

It was also unanimously approved that construction of the Lenox-Linden Improvements Project be **postponed to the 2014 construction season**.

The next step regarding these recommendations is consideration by the Village Board **and this is not expected to occur until at least mid-May 2013 once the new board and president are in place**.

The CIC will continue to discuss sidewalk issues associated with the project for the east side of Lenox through Lake Ellyn Park and on the south side of Linden between Main to Lenox. These discussions will occur at the March meeting scheduled for **March 12, 2013**. The meeting will take place in **Room 301** of the Civic Center, 535 Duane Street, starting at 7:30 PM.

In similar fashion to the February meeting, the CIC will receive a staff report, request audience comments and input, develop a recommendation(s) and vote on new sidewalk construction. All parties interested in subject sidewalk issues are requested to attend the March 12, 2013 meeting of the Capital Improvements Commission.

If you have any questions regarding the upcoming CIC meeting, please contact me at 630-547-5514 or bobm@glenellyn.org. I look forward to the continuing discussions and the development of the next set of CIC recommendations for the Lenox-Linden project.

Very truly yours,

A handwritten signature in black ink that reads "Bob Minix". The signature is written in a cursive, flowing style.

Bob Minix, Professional Engineer  
Glen Ellyn Public Works Department

**Lenox / Linden Improvements**

**Design Issue Considerations and Recommendations**

**by the**

**Glen Ellyn Capital Improvements Commission**

**Attachment No. 6**

**April 2013 CIC Information Packet**

## Interoffice Memorandum

**to:** Members of the Capital Improvements Commission  
**from:** Bob Minix, Professional Engineer *Bob Minix*  
**subject:** April 2013 CIC Meeting – Information Transmittal  
**date:** April 5, 2013

The April 2013 meeting of the Glen Ellyn Capital Improvements Commission is scheduled for 7:30 PM Tuesday evening, April 9, 2013 in Room 301 of the Civic Center. Carolyn Oesterle will be providing a presentation on Traffic Tables at the start of the meeting. The principal topic will again be new sidewalk issues associated with the Lenox-Linden project.

Enclosed herewith are the following items:

- Meeting Agenda
- Minutes of the March 12, 2013 CIC meeting
- Project Activity Report dated April 5, 2013
- Plan drawings depicting revised layouts for proposed sidewalk on the east side of Lenox Road in Lake Ellyn Park and on the south side of Linden between Main and Lenox. These drawings reflect the latest proposed alignments; in both cases favoring to the maximum practical extent placement of sidewalk adjacent to the curb.
- An email with attached statement from Carolyn Oesterle providing background on her planned presentation on Traffic Tables.
- Some notes of anonymous origin regarding street width and sidewalk considerations in the Lenox-Linden area.
- Preliminary layouts for new sidewalk on Oak and Brandon – as time permits, I would like to discuss the current thoughts on these sidewalk configurations in advance of the May meeting.

Please contact me at 630-547-5514 (direct line) or via email ([bobm@glenellyn.org](mailto:bobm@glenellyn.org)) if you have any questions or comments. See you on Tuesday night.

cc: Julius Hansen, Public Works Director  
Jeff Perrigo, Civil Engineer  
Patti Underhill, Acting Village Clerk / Administrative Services Coordinator  
Phil Hartweg, Trustee Liaison  
Karen Blake, Recording Secretary



## AGENDA

# ***CAPITAL IMPROVEMENTS COMMISSION***

Glen Ellyn Civic Center – Room 301  
Glen Ellyn, IL 60137

**Tuesday, April 9, 2013**  
**7:30 PM**

- I. Call to Order
- II. Audience Participation:
  - Presentation by Carolyn Oesterle on Traffic Tables
  - Other (non-agenda related)
- III. Approval of Minutes from the March 12, 2013 Meeting
- IV. Continued from March 2013 Meeting: Consideration of New Sidewalk Issues Associated with the Rehabilitation of Lenox Road between Hawthorne and Essex and Linden Street between Main and Lenox –
  - Review of Revised Plan Layouts
  - Audience Comments and Input
  - CIC Deliberations
  - Formulation and Approval of Recommendations
- V. Trustee's Report – Trustee Liaison Phil Hartweg
- VI. Other Business (as required)
- VII. Public Works Report – Public Works Director Julius Hansen
- VIII. Project Report – Professional Engineer Bob Minix
- IX. Adjournment

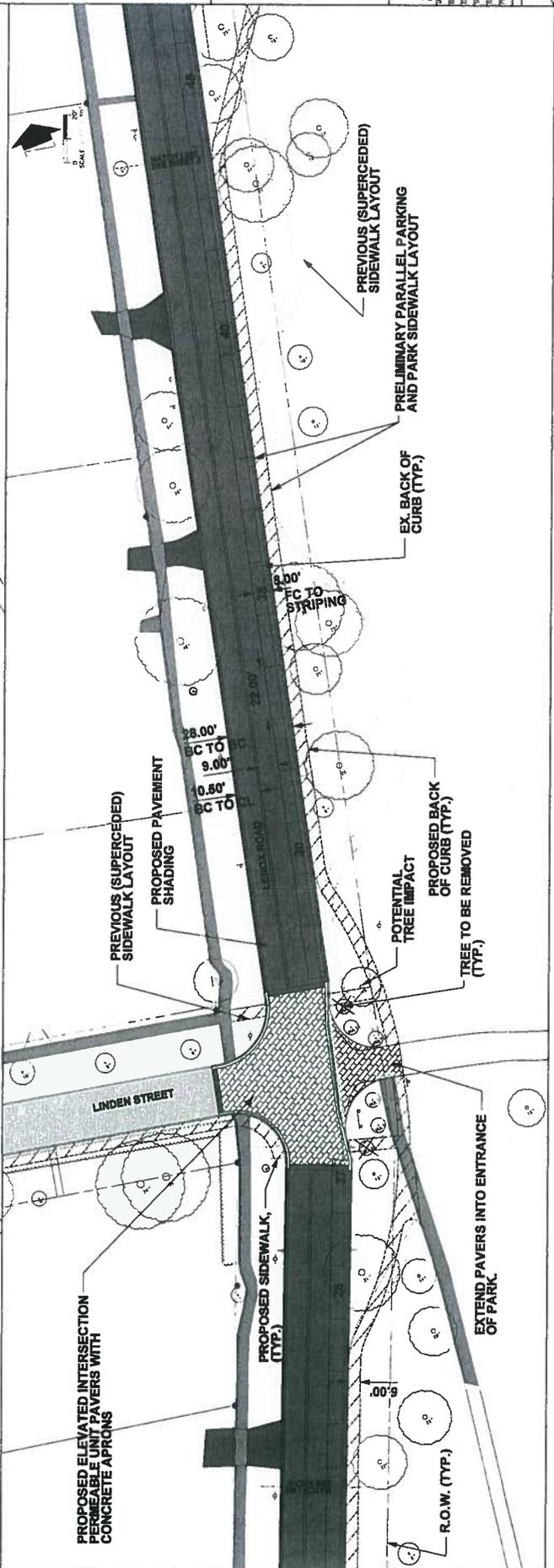
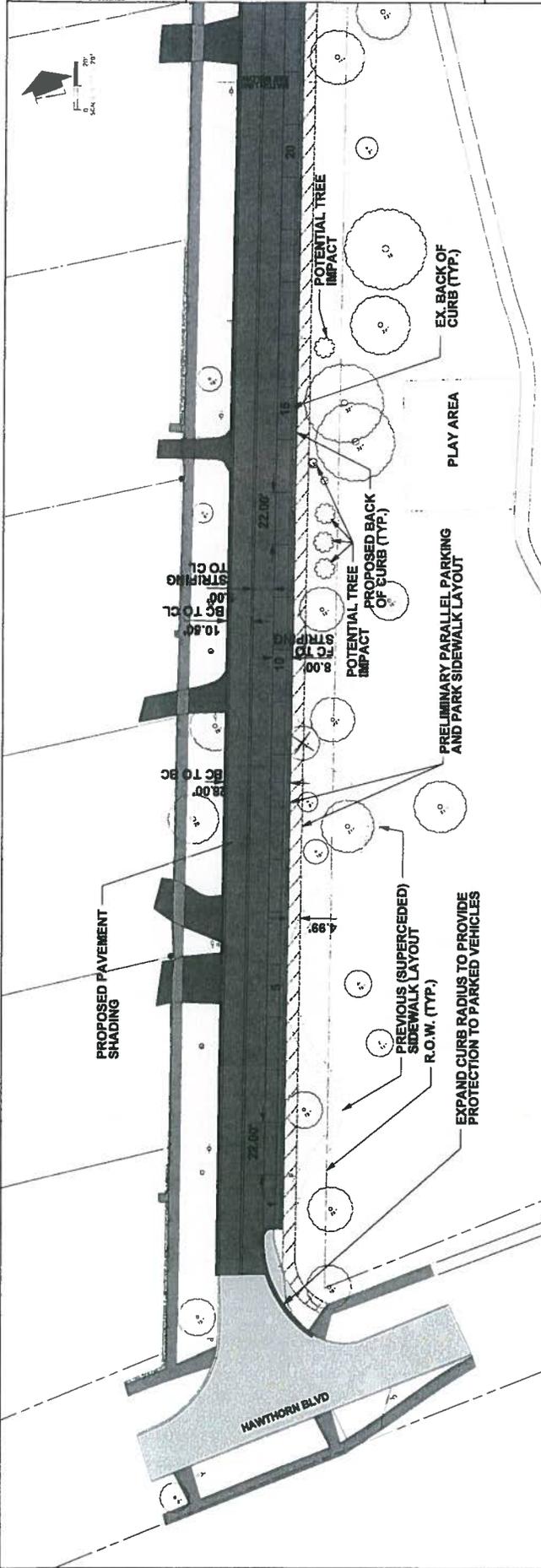
NO.	DATE	REVISIONS
1	10/15/11	ISSUE FOR PERMITS
2	11/01/11	REVISED PER COMMENTS
3	11/01/11	REVISED PER COMMENTS
4	11/01/11	REVISED PER COMMENTS
5	11/01/11	REVISED PER COMMENTS

**PRELIMINARY PARALLEL PARKING AND SIDEWALK ALIGNMENT**

**VILLAGE OF GLEN ELLY ROADWAY AND UTILITY IMPROVEMENTS LENOX AND LINDEN**

RHMG  
 REGISTERED PROFESSIONAL ENGINEER  
 STATE OF ILLINOIS  
 LICENSE NO. 001-000000000  
 PROJECT NO. 11-000000000  
 SHEET NO. 1 OF 2

PROJECT NO.	11-000000000
SHEET NO.	1 OF 2
DATE	11/01/11
SCALE	AS SHOWN
DRAWN BY	J. J. J.
CHECKED BY	J. J. J.
APPROVED BY	J. J. J.
DATE	11/01/11

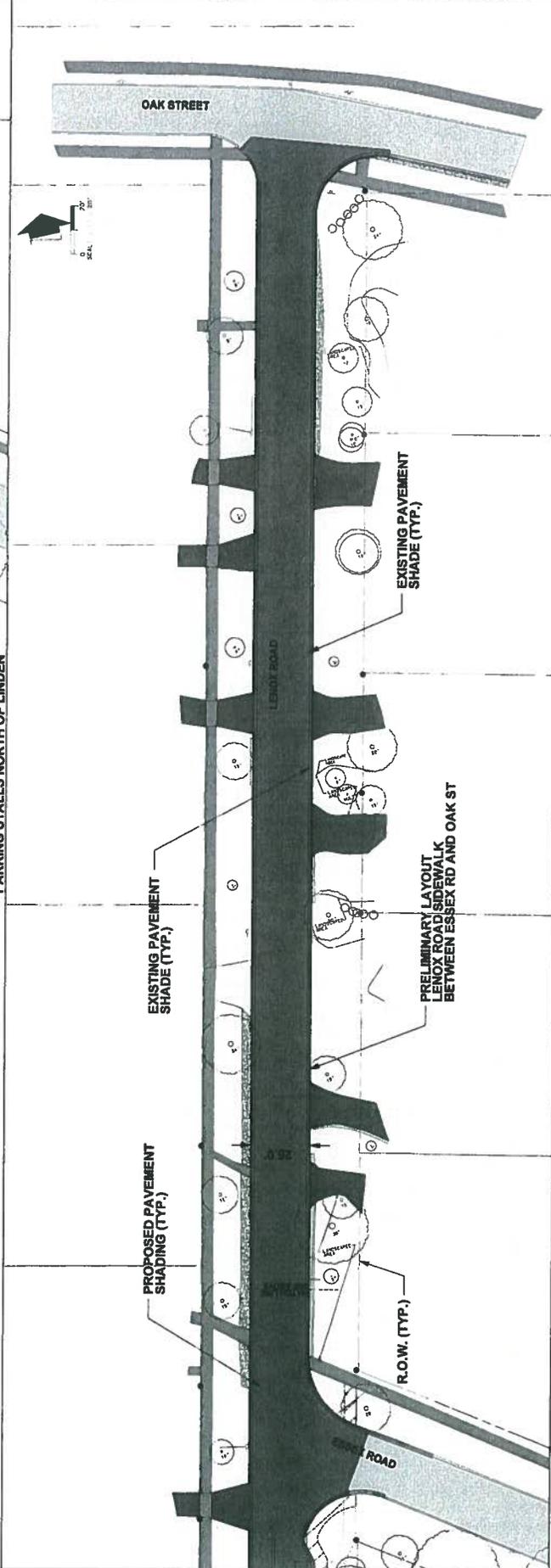
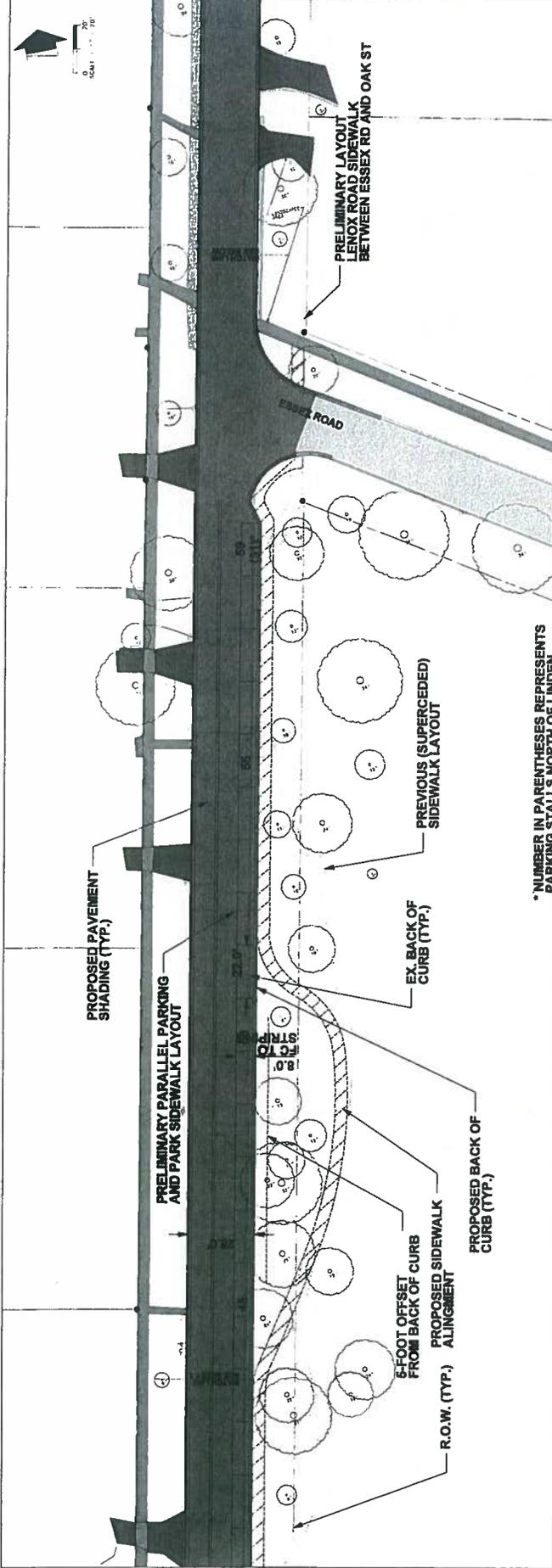


NO.	DATE	REVISIONS
1	08/11/11	PRELIMINARY LAYOUT
2	08/11/11	PRELIMINARY PARALLEL PARKING AND SIDEWALK ALIGNMENT

**PRELIMINARY PARALLEL PARKING AND SIDEWALK ALIGNMENT**

**VILLAGE OF GLEN ELLYN ROADWAY AND UTILITY IMPROVEMENTS LENOX AND LINDEN**

**RHMG**  
 CONSULTING ENGINEERS  
 1000 N. WILSON ROAD  
 SUITE 100  
 GLEN ELLYN, IL 60126  
 PHONE: 630-951-1000  
 FAX: 630-951-1001  
 WWW.RHMG.COM



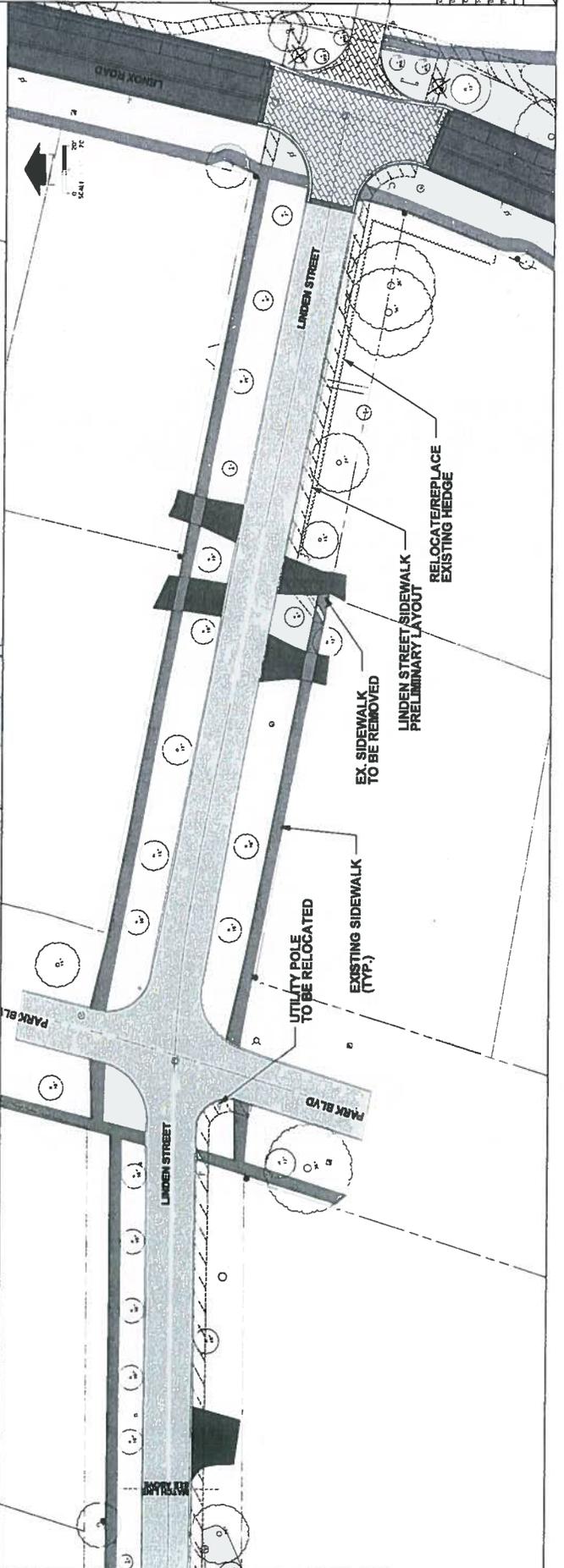
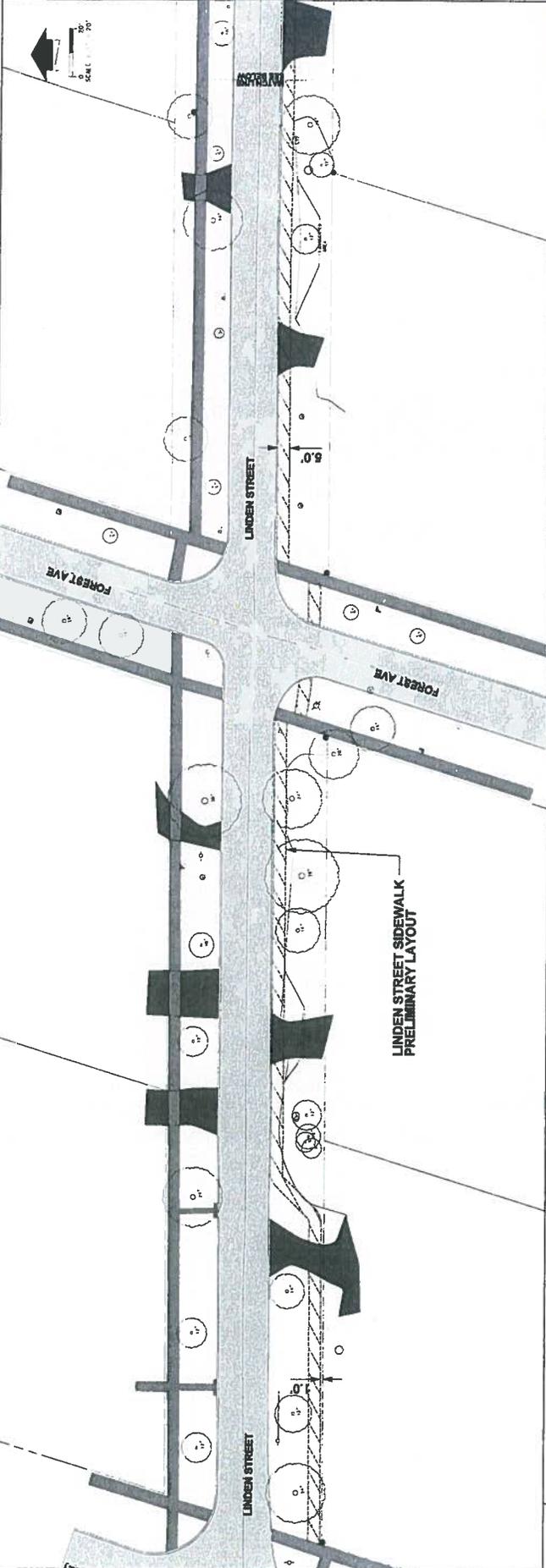
\* NUMBER IN PARENTHESES REPRESENTS PARKING STALLS NORTH OF LINDEN

NO.	DATE	REVISIONS
1	11-11-11	ISSUE FOR PERMITS
2	11-11-11	ISSUE FOR PERMITS

**PRELIMINARY SIDEWALK LAYOUT  
LINDEN STREET**

**VILLAGE OF GLEN ELLYN  
ROADWAY AND UTILITY IMPROVEMENTS  
LENOX AND LINDEN**

PREPARED BY: HENRY, HENNINGSEN AND GARDNER, INC.  
 CONSULTING ENGINEERS  
 1000 W. WASHINGTON ST.  
 SUITE 100  
 GLEN ELLYN, IL 60120  
 PHONE: 630-951-1000  
 FAX: 630-951-1001  
 PROJECT NO.: 11-001  
 SHEET NO.: 11-001-01  
 DATE: 11-11-11



## Bob Minix

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**From:** Dr. Carolyn S. Oesterle [coesterle@wheatoneye.com]  
**Sent:** Friday, March 15, 2013 9:00 AM  
**To:** Bob Minix  
**Subject:** CIC meeting  
**Attachments:** Capital Improvement Commission meeting March 12.docx

Bob,

I spoke to Ries Kayser who was at most of Tuesdays CIC meeting. He mentioned that there would be discussion at the next month's meeting of both sidewalk issues and the configuration of the intersection of Linden and Lenox. I would like to give a short presentation about traffic tables. Unfortunately, I have another meeting that night, and would be able to do this only at the beginning of the meeting. I also have a statement about the traffic tables and traffic calming that I will attach. I would do a short power point presentation and video of traffic tables. I think it would be helpful. I do not have an emotional investment in this and would leave after the presentation.

I would also like to be sure that Lenox will not be discussed by the Village Board before May. Thank you.

Carolyn Oesterle

Capital Improvement Commission meeting April 9, 2013

Since the CIC has decided to widen Lenox three feet, I am concerned that speeds on the roadway will increase especially with the high school students that park there during the school year. With a wider road, traffic calming measures should be increased. Cars are now a way of life in the suburbs and everyone in a residential area wants to keep speeds down. If a new residential area is built today, traffic calming is built in with the road design. The traffic engineers use many curved roads and cul-de-sacs to keep traffic slow. If you try to cut through one of these residential areas, as I did in Naperville last week, you quickly find yourself lost and on dead end streets. I had to use my Smart Phone GPS to get out.

But in 1889 when Glen Ellyn was founded, the car was just being invented in Germany and the village was laid out in a grid. Traffic calming methods for straight roads (according to March 2008 Safety and Traffic Design) include narrow roadways, speed humps, and chokers. Glen Ellyn routinely uses narrow roadways and chokers (parked cars being the choking elements). In fact, Lenox is a perfect choker with a parked car narrowing the traffic lanes. If this is removed as a way to slow traffic, speeds will increase. The only real, effective, option is a form of speed hump. This is an elevated section of the roadway that slows cars as they go over it. It is not a speed bump, but is made the length of a car. For Lenox, this would be best at the intersection of Linden and Lenox as a raised intersection. It would be difficult to put a traffic table in the areas between Hawthorne and Linden because of the hill. Traffic tables are not recommended on any grade over 8%. Putting one after the intersection could be done, but would be less effective and late in slowing the cars.

I will show videos of cars going over traffic tables in the west suburbs to show the effectiveness of the method.

I have included information from the Institute of Traffic Engineers 2013 report that shows types of traffic calming measures and approximate cost. I feel the only realistic one for Lenox is the raised intersection as was recommended by RHMG. The road is to be completely reconstructed and it would be a shame to miss this opportunity to put in effective traffic calming.

PARKING ON LENOX ROAD

	South of Linden	North of Linden	Essex to Oak	Essex
Feb. 15 7:30 AM	0	0		
Feb 16 7:00 AM	0	1		
Feb 16 4:00	0	1		
Feb 17 8:00 AM	0	1		
Feb 17 12:00	2	0		
Feb 17 4:00	0	4		
Feb 18 2:00	12	0		
Feb 20 12:00	15	4		
Feb 22 10:00	15	2		
Feb 23 11:45	2	0		
Feb 27 11:45	21	0	0	
Feb 28 12:00	21	1	0	
Feb 28 3:30	7	0	0	
Feb 28 5:30	0	0	0	
March 1 9:30	1	0	0	
March 3 10:30	1	1	0	
March 3 12:00	2	2	0	
March 3 4:30	3	4	0	
March 4 7:00 PM	0	0	0	
March 5 9:30	10	0	0	
March 5 12:00	9	0	0	

March 5 9:30	10	0	0	
March 5 12:00	9	0	0	
March 6 12:00	17	0	1	
March 6 5:00	4	2	0	
March 7 12:00	24	2	0	
March 7 3:00	9	0	1	
March 7 5:30	1	0	0	
March 8 8:30	19	1	1	8
March 8 1:30	24	6	1	8
March 8 10:00 PM	0	1	10	
March 9 9:30	0	0	0	0
March 9 12:00	0	1	0	0
March 9 2:45 event)	15	11	0	0 (boat house
March 9 5:00	8	7	0	0
March 10 1:00	1	0	0	0
March 12 9:45	17	3	1	5
March 12 1:00	16	1	1	4
March 12 3:30	4	0	0	0
March 13 11:45	19	0	0	7
March 13 5:45	2	0	0	0
March 14 12:15	21	0	0	1
March 14 3:00	4	0	0	1
March 15 10:30	21	1	0	3
March 15 1:00	19	2	0	2
March 15 6:00	0	0	1	0

March 16 3:30	2	9	2	0
March 17 2:30	4	5	0	0
March 18 5:15	0	0	0	0
March 19 9:45	18	1	2	0
March 19 12:00	21	2	2	0
March 19 3:30	6	2	1	0
March 20 11:45	24	0	2	2
March 20 4:45	2	2	0	0
March 21 11:45	25	2	1	1
March 21 2:40	16	2	1	1
March 21 4:30	3	0	0	0
March 22 10:10	22	2	2	0
March 22 12:15	17	4	2	0
March 22 3:00	4	2	1	0
March 23 10:00	2	1	1	0
March 23 12:00	2	0	0	1
March 23 3:00	1	1	1	0
March 23 4:15	5	0	1	0
March 24 10:00	1	0	0	1
March 24 12:40	11	5	0	0
March 24 3:20 house event)	10	14	0	0 (boat
March 25 5:30	0	0	0	0
March 26 1:00	3	0	1	0
March 27 11:45	4	0	0	0
March 27 4:45	3	2	0	0

March 28 11:45	8	2	2	0
March 28 12:15	11	2	1	0
March 28 4:40	6	1	0	0
March 29 11:30	14	3	1	3
March 29 2:00 break March 25 to 29)	11	4	1	1 (spring
March 30 12:15 PM	8	0	0	2
March 30 1:20	5	1	0	0
March 30 5:20	5	3	1	1
March 30 9 PM	10	17 (boat house function)		
March 31 2:00	5	5	3	1
March 31 3:40	6	3	3	1
March 31 6:15 PM	4	3	1	1
April 1 5:30 PM	6	0	1	0
April 2 10:30 AM	17	2	1	2
April 2 1:30	24	3	1	2
April 2 4:20	6	2	0	0
April 3 8:30 AM	19	1	2	2
April 3 10:15	23	0	3	3
April 7 4:00	19	6	2	1
April 7 5:30	6	3	1	0
April 8 6:00 PM	2	2	0	0

## Bob Minix

---

**From:** Julius Hansen  
**Sent:** Friday, March 22, 2013 3:07 PM  
**To:** Jackie Chernesky; Bob Minix  
**Cc:** Mark Franz  
**Subject:** RE: Lenox Road resident comment

I agree with him!

---

**From:** Jackie Chernesky  
**Sent:** Friday, March 22, 2013 2:06 PM  
**To:** Julius Hansen  
**Cc:** Mark Franz  
**Subject:** Lenox Road resident comment

A resident who did not wish to leave his name called to comment on Lenox Road by Lake Ellyn. He is in favor of widening Lenox, and another motorist yelling at him prompted his call. Two way traffic and student parking makes using Lenox difficult. He would like to see Lenox widen to make it safer, or to not allow Glenbard West Student parking on Lenox, since students fill this stretch up completely and where he has the biggest issue.

March 5, 2013

MAR 08 2013

Dear Bob,

I received your information letter dated March 1, 2013 and I want to thank you personally for all your efforts in keeping residences informed. You don't have any clue how happy I **would be if sidewalks were finally put in along Lenox Rd.** It seems the residences where there are no sidewalks think that property is theirs for only their use, while the public have to go around the property because there are bushes and plants preventing any pedestrian from trying to safely approach the park.

**You have no clue what I go thru every time I try to walk to the park at the grand entrance I have to use some sidewalk and then take my poor kids out on the street and then back on the side walk and sometimes there are kids leaving school speeding along the street.**

I have been struggling with these issues for a long time why do I have to walk in the street when there should be sidewalks??? Why are my safety and the safety of my children being compromised so people who don't want sidewalks use the public land for their own use. **Why aren't all the residences and taxpayers treated the same????** Why do some people have to have sidewalks and others don't??? What does this make Glen Ellyn look like???

I live on Forest Ave in the affected area and I can't walk around the block toward the park safely with my kids. I have seen handicap children pushed out in the street because the sidewalk just ends or there isn't any???? **Why compromise safety???**

On the Fourth of July or any event at Lake Ellyn safety is even escalated more because all the people walk in the street with the cars why???

**I should also point out there is no sidewalk on the east side of Park Blvd. Why????** There are two white houses on the west side of the street in the middle of Park Blvd. between Hawthorne & Linden that have their sump pump dump water all over the sidewalk in a heavy rain and since the sidewalk that exists looks like a lake you have to walk in the street when you walk your dog. Why are these two houses allowed to discharge all the water on their property all over the sidewalk?

**Please straighten out this mess!!!!** Every resident should have safe passage to the Emerald of Glen Ellyn and every resident should have a sidewalk in front of their house!!! Everyone should be treated the same why special privileges these residents don't own that land the village does and it should be used for the benefit of all the residents—mainly safety of all the children!!!!!!!!!!!!!!

Forest Street Resident

## Bob Minix

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**From:** Mark Franz  
**Sent:** Tuesday, April 09, 2013 2:06 PM  
**To:** 'Tyler Woods'  
**Cc:** Bob Minix; Julius Hansen  
**Subject:** RE: CIC Meeting 4/9/13

I have passed along your comments to Julius and Bob.

Thanks.

-Mark



**Named "One of America's Best Small Towns in 2011." Money Magazine**

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**From:** Tyler Woods [mailto:tydwoods@gmail.com]  
**Sent:** Tuesday, April 09, 2013 1:36 PM  
**To:** Mark Franz  
**Subject:** CIC Meeting 4/9/13

I will be unable to attend tonight's CIC meeting and am unable to find contact information for the members. I just wanted to express my support for adding sidewalks within Lake Ellyn Park along the North and Northwest sides.

It will keep people out of the street after parking and also open that portion of the park up to families with small children on bikes or in strollers. It would also allow walkers and joggers to use that portion of the park without getting muddy.

I know you are not on the committee, but hoped you could relay my e-mail.

Not all who were against the street widening are against the sidewalks in the park.

Thank you for your time.

Tyler Woods  
616 Oak St.

**Lenox / Linden Improvements**

**Design Issue Considerations and Recommendations**

**by the**

**Glen Ellyn Capital Improvements Commission**

**Attachment No. 7**

**Invitation Letter to Lake Ellyn Park Area Residents**

September 5, 2013



## INFORMATION LETTER NO. 3 LENOX-LINDEN IMPROVEMENTS PROJECT

Dear Corridor Residents, Institutions and Other Interested Parties:

I appreciate the patience of the stakeholders in the Lenox and Linden corridors regarding the final determination of various street configuration and sidewalk issues associated with the upcoming project to improve Lenox between Hawthorne and Oak and Linden between Main and Lenox. The purpose of this letter is to advise you of the upcoming **Village Board Workshop** where the recommendations of the Glen Ellyn Capital Improvements Commission on these various design issues will be considered and acted upon by the Board. This will take place on **Monday evening, September 16, 2013**. The Board workshop starts at **7:00 PM** and will take place in Room 301 of the Civic Center, 535 Duane Street. All interested parties are requested to attend and provide their comments during the public input portion of the discussion, as the Village Board decisions will be binding and final regarding the issues.

You may recall that the Capital Improvements Commission met on multiple occasions in the early part of 2013 to deliberate and develop the street and sidewalk recommendations for the Lenox and Linden corridors. Here is a recap of those meetings, with full meeting minutes available on the Village website, <http://www.glenellyn.org/>:

The following recommendations were approved unanimously by the CIC on February 12, 2013 regarding the proposed Lenox Road configuration between Hawthorne and Oak, which currently is 25 ft. wide from back-of-curb to back-of-curb with parallel parking:

- ❑ From Hawthorne to Linden, the width of the roadway be **28 ft. wide** from back-of-curb to back-of-curb with **parallel parking** and using an asphalt paving surface
- ❑ At the intersection with Linden, **do not raise the pavement surface**, but provide an alternate bid item for modular pavers in lieu of an asphalt paving surface
- ❑ From Linden to Essex, the width of the roadway be **28 ft. wide** from back-of-curb to back-of-curb, with width adjustments at existing tree locations conforming to professional arborist recommendations, and **parallel parking** using an asphalt paving surface
- ❑ Between Essex and Oak, **no change in roadway width** and **no new sidewalk** installed on the east side of the roadway where none currently exists

At the March 12 and April 9, 2013 meetings, the Capital Improvements Commission discussed new sidewalk configurations on the east side of Lenox through Lake Ellyn Park and on the south side of Linden. Various sidewalk configurations were considered and in both corridors, the alignment of the sidewalk evolved toward placing the walks adjacent to the curb wherever possible, with accommodation for existing trees and landscaping at certain locations. The CIC unanimously **approved separate recommendations to construct new sidewalk on the east side of Lenox between Hawthorne and Essex and on the south side of Linden between Main and Lenox.**

The Village Board workshop will be conducted in a somewhat similar manner to the Capital Improvements Commission meetings. Following a short staff presentation, those present at the meeting will be invited to express their views on the Lenox Road and Linden Street roadway and sidewalk design issues. Full participation by all is encouraged and while each viewpoint is important, it is requested that each subsequent speaker make a good faith effort to raise new or different issues / considerations / opinions and avoid repeating previously stated items as much as possible. In this manner the discussions and overall meeting can be effectively conducted.

If you have any questions regarding the upcoming Board workshop meeting, please contact me at 630-547-5514 or at bobm@glenellyn.org. Thank you for your continued interest in the project and I look forward to the upcoming discussions with the Village Board.

Very truly yours,

A handwritten signature in black ink that reads "Bob Minix". The signature is written in a cursive, slightly slanted style.

Bob Minix  
Professional Engineer  
Glen Ellyn Public Works Department

5 3

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**MEMORANDUM**

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**DATE:** September 11, 2013  
**TO:** Village President and Village Board  
**FROM:** Mark Franz, Village Manager *3*  
**RE:** Glen Ellyn Volunteer Fire Company  
**CC:** Jim Bodony, Fire Chief; Kevin Wachtel, Finance Director

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At the Village Board Workshop on September 16, Glen Ellyn Volunteer Fire Company (GEVFC) Fire Chief Jim Bodony will discuss some of his concerns with the current funding structure of the Volunteer Fire Company. He will present some background on the Department and how operations have changed over the years and explain how funding is not keeping up with these costs and future needs. Attached is a brief outline of some of the highlights of his presentation for Monday night (Attachment 1).

**Background**

In January 2011, the Village completed a statistical comparison of Glen Ellyn to various other communities (9) in the area. This analysis resulted in the 2011 Financial Scorecard which provided some insight as to how the GEVFC benefits the entire Glen Ellyn community. According to the study (pg 71), the Volunteer Fire Company saves the Village over \$3M per year. In addition, Glen Ellyn has the lowest amount of unfunded pensions in the sample group on a per capita basis, which is a direct result of not having a career fire department. These benefits are substantial, but do not tell the entire picture. The GEVFC is an ISO 3-rated department, which oversees and supports a contractually provided EMS services and has provided emergency services for this community for over 100 years. Currently there are over 60 volunteers that continue to provide this critical service to the community for \$1 per year. The Village provides significant support such as the fire stations, fleet maintenance and financing, IT support, and risk management and financial services. Attached is the 13/14 budget that was approved back in April (Attachment 2). The total Fire Services budget is \$1,746,000, of which \$965,000 is associated with the EMS contract and billing. Therefore, total fire services costs to the Village are \$781,000 for this fiscal year.

**Issue**

The Fire Company is working towards developing a five-year forecast that will show that costs are exceeding revenues. In addition, the fund drive is their main source of revenue and those revenues have been flat for some time. In addition, there is a growing concern about the inequity of those donations, as these costs are not spread among the entire community or spread among residents and businesses fairly. In addition, operational changes are impacting the sustainability of the Fire Company including calls for service, training needs, and administrative needs. Out of necessity, the Fire Company has to staff a "day engine" response to handle calls for service Monday through Friday, from 6am to 6pm, due to the fact that volunteers were now predominately working outside of the community rather than working in Public Works or for the Glen Ellyn News.

In addition, as you can see on page 7-6 of the budget, calls for service have increased as the quality of EMS care has demanded Engine Assists on over 2000 calls a year. All these issues continue to put additional pressure on a voluntary organization with a part time chief as the only administrative employee of the Company.

Lastly, capital costs continue to escalate. The Fire Company is finalizing the long term capital replacement schedule and will summarize this report in their presentation on Monday. Funding for these replacement costs are being used to fund the "day engine," so there is a gap in future funding. Back in 2010, the Village established two Special Service Areas (SSA's), north and south, as a way to generate revenue from the unincorporated areas of Glen Ellyn to pay for fire services. The Fire SSA's were designed to pay for fleet costs, but those revenues have not increased as anticipated, with the decrease in property taxes over the last few years. SSA revenue has also been used to pay for the two ambulances and future replacement costs, which could change with the next EMS contract. It is expected that by the end of FY 13/14, the SSA will have an estimated \$250,000 available for future fleet replacement costs. See SSA Levy and Ordinance Information (Attachment 3).

Lastly, as you recall from the 10-year Capital Plan discussion, replacement of Fire Station 1 is not funded at this time. We believe that a new station will be necessary over the next 10 years and no budget dollars are allocated for these costs.

### **Summary**

The GEVFC continues to provide incredible service and benefits to the community. The presentation will touch on many of these concerns and provide an opportunity for the Village Board to better understand the funding gaps expected over the next five years. How to address these concerns will take time and further analysis, but we hope that this Workshop will begin that process.

If you have any questions, please let me know.

### ***Attachments:***

- 1 – Memo from Chief Bodony Re Outline for 9/9/13 Workshop
- 2 – GEVFC FY 13/14 Budget
- 3 – North and South Fire SSA Taxing Districts 2012 SSA Tax Levy Calculation

# **Attachment 1**



524 Pennsylvania Avenue  
P.O. Box 460  
Glen Ellyn, Illinois 60138-0460

Jim Bodony, Fire Chief  
(630) 469-5265  
FAX (630) 469-1762

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**To: Mark Franz, Village Manager**  
**From: Jim Bodony, Fire Chief**  
**Date: September 9, 2013**  
**Re: Village Board Workshop**

The following is a summary of the issues I feel we need to discuss at the upcoming work shop on the 16<sup>th</sup>. I will have a brief presentation to share with the Board. The highlights of the presentation are as follows;

- Annual costs of providing fire protection, including physicals, protective equipment, training and providing minimum day time staffing.
- Annual cost for equipment including fleet replacement, breathing apparatus and support equipment.
- Annual administrative costs and needs
- Fire Company revenue sources and history
- Annual Fund Drive
- Current needs
- Future needs

The presentation should take approximately 30 minutes and I will have Deputy Chief Chris Clark as well as our Treasurer John Chereskin on hand to answer questions from the Board.

# **Attachment 2**

# Table of Contents

## **VII. VOLUNTEER FIRE COMPANY**

Volunteer Fire Company Budget .....	7-2 – 7-4
Volunteer Fire Company Service Area Graphic .....	7-5
Volunteer Fire Company Service Volume Data .....	7-6

**GENERAL FUND**  
**VOLUNTEER FIRE COMPANY**  
 (135000)



Village of Glen Ellyn  
 FY 2013/14 Budget

VOLUNTEER FIRE  
 COMPANY

BUDGET SUMMARY

DEPARTMENT

FINANCE DEPARTMENT

PLANNING & DEVELOPMENT  
 DEPARTMENT

POLICE DEPARTMENT

Object Code	Account Description	FY10/11 Actual	FY11/12 Actual	FY12/13 Revised Budget	FY12/13 Prelim. Actual	FY13/14 Budget	
<b>Expenditures / Outflows (135000)</b>							
<b>Contractual Services</b>							
520150	Fire Company Contribution	\$ 105,000	\$ 105,000	\$ 105,000	\$ 105,000	\$ 105,000	1
520155	Annual Fire Inspection Program	28,080	20,664	30,000	16,200	30,000	2
520401	Disconnection Taxes	5,725	2,863	3,000	-	3,000	3
520620	Employee Education	-	-	-	200	-	
520700	Legal	938	823	-	338	1,000	
520920	Du-Comm	114,380	116,478	121,600	121,815	131,000	4
520925	Ambulance Service	860,414	883,071	920,000	901,828	930,000	5
520926	Ambulance Billing Service	33,866	30,992	31,250	35,817	35,000	6
520970	Maintenance / Bldgs & Grounds	1,570	1,646	2,000	1,264	1,700	
521055	Professional Services	400	-	3,000	353	3,500	
521195	Telecommunications	4,948	6,649	8,000	5,256	5,500	
521200	Utilities	10,413	7,748	9,000	8,661	8,000	
590610	IFT / Insurance - General	208,700	212,400	199,100	199,100	159,300	7
590650	IFT / Equipment Service (O&M)	78,000	107,600	139,700	139,700	152,000	
590655	IFT / Equipment Services (Replace)	144,000	137,000	140,000	140,000	121,000	8
590910	IFT / Corporate Reserve Fund	46,000	60,000	60,000	60,000	60,000	9
	<b>Subtotal</b>	<b>1,642,434</b>	<b>1,692,934</b>	<b>1,771,650</b>	<b>1,735,532</b>	<b>1,746,000</b>	
<b>Commodities</b>							
530105	Operating Supplies	2,486	23,443	25,000	15,882	25,000	10
	<b>Subtotal</b>	<b>2,486</b>	<b>23,443</b>	<b>25,000</b>	<b>15,882</b>	<b>25,000</b>	
	<b>TOTAL EXPENDITURES</b>	<b>\$ 1,644,920</b>	<b>\$ 1,716,377</b>	<b>\$ 1,796,650</b>	<b>\$ 1,751,414</b>	<b>\$ 1,771,000</b>	

**Paramedic service budget analysis**

Ambulance revenue	\$666,418	\$632,269	\$625,000	\$756,039	\$700,000
Ambulance costs	\$860,414	\$883,071	\$920,000	\$901,828	\$930,000
Ambulance billing	33,866	30,992	31,250	35,817	35,000
Operating supplies	2,486	23,443	25,000	15,882	25,000
Ambulance repayment (prior purchase)	46,000	60,000	60,000	60,000	60,000
Ambulance Fuel (ESF)*	12,035	14,940	13,500	13,500	14,200
In house maintenance (ESF)*	14,153	28,535	21,300	21,300	24,900
<b>Expenditures</b>	<b>\$ 968,954</b>	<b>\$ 1,040,981</b>	<b>\$ 1,071,050</b>	<b>\$ 1,048,327</b>	<b>\$ 1,089,100</b>
<b>Net ambulance program</b>	<b>\$ (302,536)</b>	<b>\$ (408,712)</b>	<b>\$ (446,050)</b>	<b>\$ (292,288)</b>	<b>\$ (389,100)</b>

\*Estimates for FY12/13 and FY13/14 based on 2 year rolling average

## VOLUNTEER FIRE COMPANY 13/14 BUDGET FOOTNOTES

1. **Fire Company Contribution:** Beginning in FY03/04, the Village began making quarterly payments to the Fire Company to provide partial support of its operations. This replaced the previous practice of the Village directly paying various operating expenses of the Fire Company.

The contribution to the Fire Company for FY13/14 remains at the same level as approved in FY11 (\$105,000). In FY09/10, this contribution was increased by \$9,000 to enroll their assistance in performing a portion of the required annual fire prevention inspections of commercial spaces throughout the Village. This function is coordinated through the Planning and Development department which previously utilized two part-time Fire Inspectors to complete this work. These positions have now been eliminated. The total annual cost estimate to complete this function is \$30,000 which is identified the line item "Annual Fire Inspection Program".

2. **Annual Fire Inspection Program:** As indicated above, the Fire Company has assumed the responsibility for performing annual commercial fire inspections. The Village will provide reimbursements to the Fire Company as inspections are completed.

3. **Disconnection Taxes:** According to State statute, upon the annexation of unincorporated properties, the Village is obligated to pay disconnection fees to surrounding fire districts whose tax base is reduced through the removal of these properties from their service area. The annual amount payable is calculated based on the amount of property taxes previously paid to the district and is reduced each year over five years. In some cases, the Village has required the annexing property owner to reimburse these costs to the Village upon annexation.

4. **Du-Comm:** DuPage County Public Safety Communication (DuComm) provides the operation and maintenance of fire dispatch services. It includes the current facility cost of \$123,000, as well as an estimated \$8,000 should DuComm decide to move forward with a second facility in FY13/14.

5. **Ambulance Service:** Due to increased service volumes and an over-reliance on mutual aid assistance required from neighboring communities, Glen Ellyn expanded its contract paramedic service from 1 (one) 24-hour per day ambulance plus 1 (one) 12-hour daytime ambulance to 2 (two) 24-hour per day units beginning June 15, 2009.

Based on a 2008/09 request for proposals process, the Village purchased and now maintains its own ambulance units (previously provided by the contractor), and it utilizes a third party billing vendor to bill and collect for services provided. The annual cost of the service shown above will be partially offset by billing collections which are recorded as General Fund revenues.

- FY13/14 represents the fourth year of a five year contract approved in April, 2009.

6. **Ambulance Billing Service:** This line reflects the estimated cost of services for billing and collection for ambulance services by an external third party vendor. Compensation to the vendor is based on a percentage of billings collected.

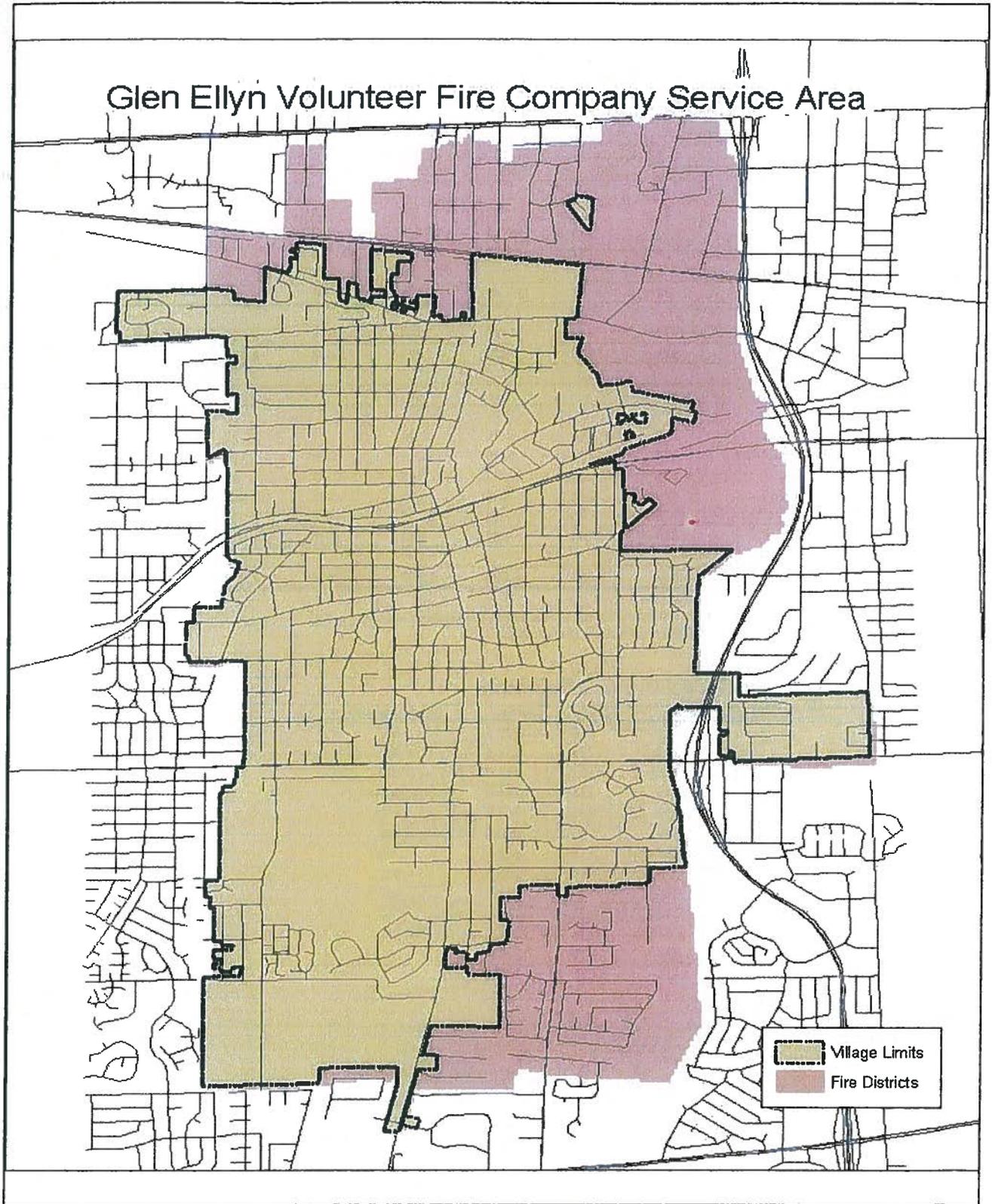
7. **IFT/Insurance - General:** This amount represents a transfer to our Insurance Fund to provide comprehensive property, liability, workers compensation and other general insurance coverages. The amount charged to each department/Fund each year is based in part on general insurance exposure and actual claims experience.

8. **IFT/Equipment Services (Replace):** Contributions for the future replacement of two ambulance units began in FY10/11 (\$71,800). Although the recently created SSAs fund the proportionate share of unincorporated fire services, the Village has designated this revenue for future vehicle and equipment replacement. Following the funding of the annual scheduled replacement contribution for two ambulance units, it is estimated that an additional \$65,200 collected from the SSAs will be transferred to the Equipment Replacement Fund for future apparatus purchases by our Volunteer Fire Company.

9. **IFT/Corporate Reserve Fund:** In FY08/09, the Village purchased two new ambulance units at a cost of \$230,000. These purchases were financed from our Corporate Reserve Fund. Included in FY11/12 is the second of five annual repayments to the Corporate Reserve Fund to reestablish those reserve balances. We are also funding for the eventual replacement of the ambulance units through transfers to the Equipment Services Fund (see footnote 8 above). Revenues received from fire SSAs will fund the reimbursement for these apparatus purchases.

10. **Operating Supplies:** The cost reflected here is an estimate of annual operating supplies needed to stock various consumables for our two ambulance units.

# Glen Ellyn Volunteer Fire Company Service Area



In addition to serving the corporate limits of Glen Ellyn (shown in orange) the Volunteer Fire Company serves areas outside the Village limits (shown in red).

Glen Ellyn Volunteer Fire Company  
Service Volumes\*

	2004	2005	2006	2007	2008	2009	2010	2011	2012
Structure Fires	21	24	32	28	23	27	30	23	27
Vehicle Fires	7	5	11	9	8	10	7	6	5
Vegetation Fires	4	22	4	14	12	8	8	6	6
Fires, Other (Cooking, Rubbish)								28	61
<b>Total Fire</b>	<b>32</b>	<b>51</b>	<b>47</b>	<b>51</b>	<b>43</b>	<b>45</b>	<b>45</b>	<b>63</b>	<b>99</b>
EMS / Ambulance Assist**	575	619	470	493	1,673	2,009	2,052	2,193	2,153
<b>Total EMS</b>	<b>575</b>	<b>619</b>	<b>470</b>	<b>493</b>	<b>1,673</b>	<b>2,009</b>	<b>2,052</b>	<b>2,193</b>	<b>2,153</b>
<b>Total Weather</b>	-	-	-	-	-	-	-	8	6
Rescue / Extraction	42	40	25	22	27	22	22	18	11
Hazardous Condition / Materials	208	157	175	213	214	179	208	264	236
Service Calls / Mutual Aid	125	83	72	69	77	66	79	79	130
Good Intent / False Alarms	449	484	563	629	494	518	531	484	461
Other	6	30	54	29	26	33	37	14	6
<b>Total Others</b>	<b>830</b>	<b>794</b>	<b>889</b>	<b>962</b>	<b>838</b>	<b>818</b>	<b>877</b>	<b>859</b>	<b>844</b>
<b>Total reported incidents</b>	<b>1,437</b>	<b>1,464</b>	<b>1,406</b>	<b>1,506</b>	<b>2,554</b>	<b>2,872</b>	<b>2,974</b>	<b>3,115</b>	<b>3,096</b>

\* Per National Fire Incident Reporting System (NFIRS) reported to the State of Illinois. Reported on a calendar year basis  
 \*\* Beginning in 2008, in addition to EMS, ambulance responses are now included

Total incidents reported by month

	2011	2012	Average	Percent of total
January	231	248	239.5	8%
February	249	228	238.5	8%
March	271	201	236.0	8%
April	213	235	224.0	7%
May	251	236	243.5	8%
June	284	296	290.0	9%
July	397	436	416.5	13%
August	270	274	272.0	9%
September	223	245	234.0	8%
October	243	210	226.5	7%
November	244	238	241.0	8%
December	239	249	244.0	8%
	<b>3,115</b>	<b>3,096</b>	<b>3,105.5</b>	

# **Attachment 3**

Village of Glen Ellyn  
North and South Fire SSA Taxing Districts  
2012 SSA Tax Levy Calculation

<u>Total Cost of Fire Services, FYE April 30, 2012*</u>	<u>2012 LEVY</u>	<u>2011 LEVY</u>	<u>Change from Prior Year</u>	<u>2011 Extension</u>	<u>Change from 2011 extension</u>
Village Expenditures*	\$ 1,646,913	\$ 1,610,677			
Less Ambulance Billing Collections*	(672,069)	(831,195)			
Net Village Expenditures	974,844	779,482	25.1%		
Volunteer Fire Company Expenses**	431,866	609,863	-29.2%		
Total Net Fire Service Cost	<u>\$ 1,406,710</u>	<u>\$ 1,389,345</u>	1.2%		
 <u>Allocation of Area Served by EAV</u>					
2011 Village Equalized Assessed Value	\$ 1,324,205,107	\$ 1,432,936,963	-7.6%		
2011 North Fire SSA (18) Equalized Assessed Value	103,970,139	111,790,623	-7.0%		
2011 South Fire SSA (19) Equalized Assessed Value	<u>91,733,596</u>	<u>100,194,759</u>	-8.4%		
	<u>\$ 1,519,908,842</u>	<u>\$ 1,644,922,345</u>	-7.6%		
 <u>Allocation of Fire Services Costs</u>					
Village	\$ 1,225,582	\$ 1,210,297	1.3%		
North Fire SSA (18)	96,227	94,421	1.9%		
South Fire SSA (19)	<u>84,902</u>	<u>84,627</u>	0.3%		
	<u>\$ 1,406,710</u>	<u>\$ 1,389,345</u>			
 <u>2012 Fire SSA Tax Levies</u>					
North Fire SSA (18)	\$ 96,227	\$ 94,421	1.9%	\$ 95,445	0.8%
South Fire SSA (19)	84,902	84,627	0.3%	85,496	-0.7%
Projected FY13/14 Revenues	<u>\$ 181,128</u>	<u>\$ 179,048</u>	1.2%	<u>\$ 180,940</u>	0.1%

Source for 2012 levy:

\* Audited Village financial statements.

\*\* Preliminary unaudit financial reports.

O R D I N A N C E

OJP-006-09

AN ORDINANCE APPROVING THE CREATION OF A SPECIAL SERVICE AREA TO PROVIDE FIRE PROTECTION AND OTHER EMERGENCY SERVICES WITHIN A PORTION OF THE VILLAGE OF GLEN ELLYN AND A PORTION OF UNINCORPORATED DU PAGE COUNTY

WHEREAS, portions of unincorporated DuPage County, located near the Village of Glen Ellyn ("Village") have had fire protection services provided without charge by the Glen Ellyn Fire Company, ("Company"), a not-for-profit corporation which provides fire protection within the boundaries of the Village ("Fire Services"); and

WHEREAS, the Village and the Company have indicated that they are no longer willing provide Fire Services without compensation; and

WHEREAS, the County of DuPage, ("County"), finds that it would be difficult for such residents to receive equivalent fire protection services through any other source; and

WHEREAS, the Village has asked the County to provide its consent to the creation of two Special Service Areas, ("Special Service Areas"), within the legal boundaries appended to and made a part of this resolution Attachments A and B which are the portions of unincorporated DuPage County, located near the Village, that currently receive fire protection services from the Company; and

WHEREAS, the Special Services Area Tax Law provides at 35 ILCS 200/27-5, that a municipality may create a Special Service Area partially within the municipality and partially within unincorporated areas of a county if the county consents to the creation of the Special Service Area; and

WHEREAS, the Village has expressed an interest in causing the creation of two Special Service Areas to provide Fire Protection Services within the unincorporated areas of the County; and

WHEREAS, the County is willing to provide its consent to the establishment by the Village of such Special Service Areas subject to the provision of certain protections for the residents of the unincorporated areas.

NOW, THEREFORE BE IT ORDAINED, by the County Board of DuPage County, Illinois that:

SECTION 1: Subject to the conditions set forth within Section 2 of this Resolution, the County Board, pursuant to its authority granted under 35 ILCS 200/27-5, consents to the creation of Special Service Areas by the Village of Glen Ellyn encompassing the land legally described in Attachment A and Attachment B.

SECTION 2: The establishment and administration of the Special Service Areas by the Village shall be subject to the following terms and conditions:

- a. When establishing the annual levies for the Village and the Special Service Areas, the Village shall attempt to fairly apportion the total costs of Fire Services for the Village and both Special Service Areas so that costs are born for each proportionately to the Equalized Assessed Valuation ("EAV") of total property within each. For example, if the combined Village and Company Fire Service Budget for all three entities is \$1,200,000 total cost, and the Village's EAV is 86 percent of the total EAV of all three entities, and the North Special Service Area's EAV is 8 percent of the total EAV and the South Special Service Area's EAV is 6 percent, then the Village's tax rate shall be determined based upon 86 percent of the \$1,200,000 total cost, the North Special Service Area's tax rate shall be 6 percent of the total Village and Company Fire Service Budget. These figures will be recalculated annually to reflect the changes in the Village and the Company's Fire Service Budget, and the changes in the EAV's of the Village, the North Special Service Area and the South Special Service Area.
- b. To determine the applicable levy, the proportionate tax rate to be levied against the Village and each Special Service Area shall be equal to (total Village and Company Fire Services Budget divided by the total

Equalized Assessed Valuation for the Village and both Special Service Areas) divided by \$100.

- c. The maximum annual levy for each Special Service Area established pursuant hereto shall not exceed \$.25.
- d. For each year in which a tax levy is established for a special service area, the Village of Glen Ellyn shall prepare and make publicly available a report which will certify that the amount of taxes levied within the land legally described in the Appendix have been calculated in the manner set forth above in Section 2(a). At the request of the County Board, a copy of that report shall be furnished to the County.

**SECTION 3:** Upon passage of this Resolution by DuPage County, the Village shall proceed with the statutory requirements relating to the creation of the Special Service Areas containing all or a portion of the land described in the Attachments, including such public hearing as shall be required and the receipt and evaluation of any petition objecting to the creation of a Special Service Area.

**SECTION 4:** This Ordinance shall be in full force and effect upon its passage.

**SECTION 5:** If any section, paragraph, clause, or provision of this Resolution shall be held invalid, the invalidity thereof shall not affect any of the other provisions of this Resolution.

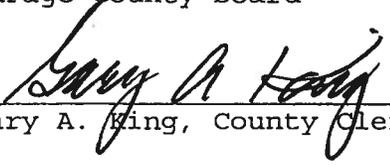
**SECTION 6:** All Resolutions in conflict herewith area hereby repealed to the extent of such conflict. This ordinance shall be in full force and effect from and after its adoption and approval as provided by the law.

Enacted and approved this 26<sup>th</sup> day of May, 2009, at Wheaton, Illinois.

  
\_\_\_\_\_  
Robert J. Schillerstrom, Chairman  
DuPage County Board

Ayes: 18

ATTEST:

  
\_\_\_\_\_  
Gary A. King, County Clerk



LEGAL DESCRIPTION – SOUTH SSA  
Glen Ellyn Fire Company

Beginning at the northwest corner of Section 26, Milton Township, DuPage County, Illinois, said point being on the north right-of-way line of Fawell Boulevard, thence easterly 3022 feet more or less along the said north line of Fawell Boulevard to a point on the east right-of-way line of Park Boulevard, thence southerly 760 feet more or less to the northwest corner of Lot 1 of Sikora's Division, thence east 239 feet to the northeast corner of said Lot 1, thence east 1225 feet to the northeast corner of Lot 11 of Glen Valley Subdivision, thence north 1320 feet more or less along the west line of Butterfield West Unit No. 3 and the west line of Butterfield West Unit No. 5 to the north line of said Section 26, thence west 785 feet more or less to the intersection of said north line with the west right-of-way line of Ellyn Road, thence north along the said west line of Ellyn Road to a point 145.5 feet south of the northeast corner of Lot 2 of Kammes Estates, west 420 feet more or less to the northwest corner of Lot 1 of Murphy's 3<sup>rd</sup> Subdivision, said point being on the east right-of-way line of Park Boulevard, thence north 499.7 feet to the northwest corner of Lot 2 of Kammes Estates, said point being the southeast corner of Park Boulevard and Buena Vista Drive, thence east 216.7 feet along the south right-of-way line of Buena Vista Drive to the northwest corner of Tract A of Kennedy's Survey of Part of Lot 2 of Kammes Estates, thence south 111 feet to the southwest corner of said Tract A, thence east 269.8 feet along the south line of Tract A to the east right-of-way line of Ellyn Road, thence south 190 feet more or less to the southwest corner of Tract C of H. S. Cline's Plat of Survey of Lot 4 of Kammes Estates, thence east 194.16 feet to the southeast corner of said Tract C, thence north 178.25 feet to the northeast corner of said Tract C, thence east 197.2 to the southeast corner of Lot 2 Fisher's Division, said point being on the west right-of-way line of Milton Road, thence north 281 feet along the said west line of Milton Road to the north right-of-way line of Buena Vista Drive, thence east 428 feet along the said north line of Buena Vista Drive to the southeast corner of Lot 6 of Buena Vista Estates Subdivision, thence north 500.75 feet to the northeast corner of Buena Vista Estates Subdivision, thence west 205.42 feet along the north line of Buena Vista Estates to the southeast corner of Lot 1 of Buena Vista Estates, thence north 567.2 feet along the west line of Maple Lane Subdivision 1<sup>st</sup> Addition to the northwest corner of Lot 3 of Maple Lane Subdivision 1<sup>st</sup> Addition, thence east 455.3 feet to the southwest corner of Lot 1 of Willow Acres, thence north 305 feet to the northwest corner of Lot 8 of Willow Acres, thence east 941.5 feet along the north line of Willow Acres to the east right-of-way line of Bryant Avenue, also known as Illinois Route 53, thence south 225 feet along said east line of Bryant Avenue to the southwest corner of Lot 1 of Glen Ellyn Estates Unit No. 1, thence east 115 feet to the southeast corner of said Lot 1, thence north 179.43 feet to the northeast corner of said Lot 1, thence east 1155.9 feet to the southeast corner of Lot 34 of Orchard Glen Subdivision, thence north 60 feet to the southwest corner of Lot 12 of Phase 4 of Orchard Glen Subdivision, thence east 693 feet along the south line of Phase 4 of Orchard Glen Subdivision and said line extended to the east right-of-way line of Sunnybrook Road, thence north 390 feet to the Southwest corner of Lot 1 of Joe Keim's Sunnybrook Farms, thence east 819.81 feet to the southeast corner of

Lot 7 of Joe Keim's Sunnybrook Farms, thence south 690 feet more or less to the southeast corner of Komada's Subdivision of Lots 54 thru 56 of F. H. Bartlett's Sunnyside Farms 1<sup>st</sup> Addition, thence west 240 feet along the south line of Komada's Subdivision of Lots 54 thru 56 of F. H. Bartlett's Sunnyside Farms 1<sup>st</sup> Addition to appoint on the east line of Lot 57 of F. H. Bartlett's Sunnyside Farms 1<sup>st</sup> Addition 30.28 south of the northeast corner of said Lot 57, thence south 970 feet along the east line of F. H. Bartlett's Sunnyside Farms 1<sup>st</sup> Addition to the southeast corner of Lot 66 of F. H. Bartlett's Sunnyside Farms 1<sup>st</sup> Addition, thence west 493.03 feet along the south line of said Lot 66 to a point 133 feet east of the southwest corner of said Lot 66, thence south 62 feet to a point 133 feet east and 62 feet south of the southwest corner of said Lot 66, thence west 133 feet to the west line of Lot 67 of F. H. Bartlett's Sunnyside Farms 1<sup>st</sup> Addition, said point being on the east right-of-way line of Sunnybrook Road, thence south 265 feet more or less along the said east line of Sunnybrook Road to a point on the south right-of-way line of Bemis Road extended, thence west 644 feet along the said south line of Bemis Road to the northeast corner of Lot 31 of Block 3 of Glen Crest, thence south 633.67 feet to the north line of Section 25, Milton Township, DuPage County, Illinois, thence east 992 feet more or less to the northeast corner of Lot 339 of Butterfield West Unit No. 4, thence south 159.94 feet to the southeast corner of said Lot 339, thence west 115.14 feet along the south line of said Lot 339 to a point on the east right-of-way line of Mayfield Lane extended, thence southerly 560.07 feet along said east line of Mayfield Lane to the northwest corner of Lot 112 of Butterfield West Unit No. 2, thence easterly 150 feet to the northeast corner of said Lot 112, thence southerly 1449 feet more or less along the east line of Butterfield West Unit No. 2 to the southeast corner of Lot 166 of Butterfield West Unit No. 2, thence west 410 feet more or less along the south line of Butterfield West Unit No. 2 to the northeast corner of Lot 16 of Hillcrest Acres Unit No. 2, thence south 598.06 feet to the southeast corner of Lot 15 of Hillcrest Acres Unit No. 2, thence west 1575 feet more or less along the south line of Hillcrest Acres Unit No. 2 and Hillcrest Acres Unit No. 1 and said line extended to the west right-of-way line of Illinois Route 53, thence north 120 feet more or less along said west line of Illinois Route 53 to the southeast corner of Lot 12 of Harding's Acres, thence west 685 feet more or less to the northeast corner of Lot 36 of Glen Park Resubdivision of Part of Lots 3, 4, & 5 of Valley View Subdivision, thence south 516.7 feet to the southeast corner of Lot 38 of Glen Park Resubdivision of Part of Lots 3, 4, & 5 of Valley View Subdivision, thence west 2197.3 feet along the south line of Glen Park Resubdivision of Part of Lots 3, 4, & 5 of Valley View Subdivision and said line extended to the southwest corner of Lot 2 of Finley-Mignin Assessment Plat, said point being on the east right-of-way line of Park Boulevard, thence northerly 467 feet along said east line of Park Boulevard to the southeast corner of Lot 4 of Drury-Keim Subdivision, thence east 423.9 feet to the southeast corner of said Lot 4, thence north 289.45 feet to the northeast corner of Lot 3 of Drury-Keim Subdivision, thence west 445 feet along the north line of of Drury-Keim Subdivision and said line extended to the west right-of-way line of Park Boulevard, thence southerly 250 feet more or less along said west line of Park Boulevard to the northeast corner of Lot 45 of Ahlstrands Arboretum Estates, 1<sup>st</sup> Addition, thence west 370 feet to the northwest corner of said Lot 45, thence south 235 feet to the southeast corner of Lot 84 of Ahlstrands Arboretum Estates, 1<sup>st</sup> Addition, thence westerly 271 feet to the south corner of said Lot 84, said point being on the north right-of-way line

of Elwood Drive, thence westerly 1291.6 feet along said north line of Elwood Drive to the southwest corner of Lot 74 of Ahlstrands Arboretum Estates, 1<sup>st</sup> Addition, said point also being on the west right-of-way line of Beechwood Lane, thence south 100 feet along said west line of Beechwood Lane to southeast corner of Lot 73 of Ahlstrands Arboretum Estates, 1<sup>st</sup> Addition, thence west 249.8 feet to the southwest corner of said Lot 73, said point being on the west line of Section 26, Milton Township, DuPage County, Illinois, thence north 2720 feet more or less to the point of beginning.

LEGAL DESCRIPTION – NORTH SSA  
Glen Ellyn Fire Company

Beginning at the southwest corner of Lot 18 of Block 9 of Wellander Estates Unit No. 1 in Section 2, Milton Township, DuPage County, Illinois, said point being the northeast corner of Park Boulevard and St. Charles Road, thence north 117.25 feet to the northwest corner of said Lot 18, thence east 100 feet to the northwest corner of Lot 16 of Block 9 of Wellander Estates Unit No. 1, thence south 134.25 feet to the southwest corner of said Lot 16, thence easterly along the north right-of-way line of St. Charles Road 1025 feet more or less to the southwest corner of Lot 3 of Klett's Assessment Plat, thence north along the west line of Klett's Assessment Plat 396 feet to the northwest corner of Klett's Assessment Plat, thence north 175 feet to the northwest of Lot 1 of the First Baptist Church of Glen Ellyn Assessment Plat, thence east 497 feet to the northeast corner of said Lot 1, thence south 175.36 feet to the southeast corner of said Lot 1, thence south 479 feet more or less along the east line of Klett's Assessment Plat extended to the south right-of-way line of St. Charles Road, thence easterly 472 feet along the south line of St. Charles Road to the northeast corner of Lot 2 of Glen Ellyn Springs 1<sup>st</sup> Addition, thence south 454 feet more or less to the southeast corner of said Lot 2, thence east 355 feet to the southeast corner of Lot 39 Glen Ellyn Springs 1<sup>st</sup> Addition, thence southerly 950 feet along east line of Glen Ellyn Springs 1<sup>st</sup> Addition to the northwest corner of Lot 10 of the Bird and Hofer Subdivision, thence east 45 feet to the northeast corner of said Lot 10, thence south 384.2 feet to a point on the west line of Lot 4 of the Rahal's Subdivision, thence east 350 feet more or less to a point on the east line of said Lot 4 384.2 feet south of the northeast corner of said Lot 4, thence east to a point in the east line of Lot 1 of Power's Subdivision 20 feet more or less south of the northeast corner of said Lot 1, thence north to the northeast corner of said Lot 1, thence east 103.1 feet to the northeast corner of Lot 2 of Louis W. Krause Subdivision, thence south 248 feet along the east line of said Lot 2 to the south line of County Clerk's Assessment Division of Sections 11 & 12, thence east 1452 feet more or less along the south line of County Clerk's Assessment Division of Sections 11 & 12 to the northeast corner of Lot 2 of Font Hill Terrace, thence south along the east line of said Lot 2 extend to the south right-of-way line of Crescent Boulevard, thence east 117 feet more or less to the northeast corner of Lot 9 of Font Hill Terrace, thence south 171.8 feet to the southeast corner of said Lot 9, thence west 383 feet to the southwest corner of Lot 10 of Font Hill Terrace, thence south 167.3 feet to the northwest corner of Lot 2 of Font Hill Terrace, thence 300.64 feet to the northeast corner of said Lot 2, thence south 84.28 feet to the southeast corner of said Lot 2, thence west 329.9 feet to the southwest corner of said Lot 2, thence south 21.95 feet along the east right-of-way line of Scott Avenue to the north line of the Chicago and North Western Railway right-of-way, thence west 1150 feet more or less to the southeast corner of Lot 6 of Block 6 of Anderson and Platt's Subdivision, thence south 100 feet more or less to a point on the north line of Lot 46 of County Clerk's Assessment Division of Sections 11 & 12, 820 feet more or less northeasterly from the west corner of said Lot 46, thence westerly along said north line of Lot 6 to the west corner of said Lot 6, thence east 780 feet more or less along the south line of said Lot 6 to the northwest corner of Lot 47 of County Clerk's Assessment Division of Sections 11 & 12, thence south 870 feet

more or less along the east line of Block 2 of Thain's Addition to Glen Ellyn to point on the north line of Glen Oak Estates extended, thence east 225 35 feet along said north line of Glen Oak Estates to the northeast corner of Lot 11 of Glen Oak Estates, thence south 184.37 feet to the southeast corner of said Lot 11, thence east 46 feet to the northeast corner of Lot 12 of Glen Oak Estates, thence southerly 146 feet along the east line of Glen Oak Estates to the northwest corner of Lot 15 of Glen Oak Estates, thence easterly 195 feet along the north line of Glen Oak Estates to the west right-of-way line of Cumnor Avenue, thence east 100 feet to the southwest corner of Lot 14 of Glen Oak, thence northeasterly 656 feet along the southerly line of Glen Oak to the southwest corner of Lot 9 of Glen Oak, thence southeasterly 200 feet more or less along an extension of the westerly line of said Lot 9 to the south right-of-way line of Hill Avenue, thence southwesterly 1730 feet more or less along southerly right-of-way line of Hill Avenue to the northwest corner of Lot 59 of County Clerk's Assessment Division of Sections 11 & 12, thence south 435 feet to the southwest corner of said Lot 59, said point being on the south line of Section 12, Milton Township, DuPage County, Illinois, thence east 2680 feet more or less to the southeast corner of Lot 8 of County Clerk's Assessment Division of Sections 11 & 12, thence northerly 2400 feet more or less along the east line of said Lot 8, said line being the east line of the Glen Oak Country Club, to the southwest corner of Kiantone Addition to Lombard, thence 447 feet east along the south line of Kiantone Addition to Lombard to the west right-of-way line of Interstate 355 (North-South Tollway), thence north 900 feet along the west right-of-way line of Interstate 355 (North-South Tollway) and said line extended to the north right-of-way line of County Highway 47 (commonly known as Illinois Prairie Path), thence west 230 feet more or less to the southwest corner of Lot 3 of County Clerk's Assessment Division of Sections 11 & 12, thence north 640 feet more or less to the south right-of-way line of Hill Avenue, thence southwesterly 670 feet along the said south line of Hill Avenue to a point on the extension of south line of Hill Oak Subdivision, thence west 546 feet to the west corner of Hill Oak Subdivision, thence north 51.7 feet to the northwest corner of Hill Oak Subdivision, said point being on the south right-of-way line of the Chicago and North Western Railway, thence east 1480 feet more or less along said south line of the Chicago and North Western Railway to the west right-of-way line of Interstate 355 (North-South Tollway), thence northerly 7900 feet more or less along said west line of Interstate 355 (North-South Tollway) to the south right-of-way line of North Avenue (Illinois Rote 64), thence west 2690 feet to the northeast corner of Lot 2 of A. T. McIntosh & Co.'s Glenrise Estates, Unit No. 1, thence south 200 feet to the southeast corner of said Lot 2, thence west 1664 feet more or less along the north line of Lots 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29 and 4 of A. T. McIntosh & Co.'s Glenrise Estates, Unit No. 1 to the northwest corner of said Lot 18, thence west 197.7 feet to the northwest corner of Lot 8 of Hoffman's Subdivision of Lot 17 of A. T. McIntosh & Co.'s Glenrise Estates, Unit No. 1, thence south 226 feet to the southeast corner of Lot 2 of Ki's Consolidation Plat, thence west 269 feet to the west right-of-way line of Goodrich Avenue, thence north 473 feet more or less along said west line of Goodrich Avenue to the northeast corner of Lot 1 of Block 19 of North Glen Ellyn Homesites 1<sup>st</sup> Addition said point being the southwest corner of North Avenue and Goodrich Avenue, thence west 320 feet along the south right-of-way line of North Avenue, thence south 227.35 feet to the north line of Lot 19 of Block 19 North Glen Ellyn Homesites 1<sup>st</sup> Addition, thence west 263 feet along said north line of said Lot 19 to the west right-of-way line of Park Boulevard, thence north 65 feet more or less to the northeast corner of Lot 31 of Block 2 of Glen Ellyn Heights, thence west 546 feet more or less along the north line of Lots 1 and 31 of Block 2 and Lot 37 of Block 1 of Glen Ellyn Heights and said line extended to the northwest corner of

said Lot 37, thence south 375 feet along the east lot line of Lots 1, 2, 3, 4, 5, 6, and 7 of Block 1 of Glen Ellyn Heights to the northeast corner of Lot 8 of Block 1 of Glen Ellyn Heights, thence west 168.1 feet to the northwest corner of said Lot 8, said point being of the east right-of-way line of Main Street, thence south 550 feet along said east line of Main street to the southwest corner of Lot 18 of Block 1 of Glen Ellyn Heights, said point being the northeast corner of Main Street and Busch Road, thence west 100 feet to a point on the west right-of-way line of Main Street 120 feet north of the north line of Lot 1 of Holz-Rice Amended Plat of Survey, thence west 280 feet parallel to said north line of said Lot 1 to the east line of Greenbriar Subdivision, thence south 120 feet along said east of Greenbriar Subdivision to the north lot line of Lot 1 of Holz-Rice Amended Plat of Survey, thence west 66 feet more or less to the northwest corner of said Lot 1, thence south 330.57 feet to the southwest corner of Lot 3 of Holz-Rice Amended Plat of Survey, thence west 252.59 feet to the northwest corner of Lot 1 of Lorenz's Subdivision, thence southwest 70 feet to the northeast corner of Lot 4 Stoeckel's Subdivision, thence west 630 feet to the northwest corner of Lot 1 of Stoeckel's Subdivision, thence south 1094 feet more or less along the west line of said Lot 1 and said line extended to the north right-of-way line of Poss Street, thence west 591 feet more or less along the said north line of Poss Street to the southwest corner of Lot 69 of Greenbriar Subdivision, thence north 921.7 feet along the west line of Greenbriar Subdivision, thence west 550 feet more or less along the south line of Greenbriar Subdivision and said line extended to the west right-of-way line of Western Avenue, thence north 1456 feet along said west line of Western Avenue to the northeast corner of Lot 25 of Block 1 of C. F. Nelson's Highview Estates, thence west 801 feet more or less to the northwest corner of Lot 6 of Block 2 of C. F. Nelson's Highview Estates, thence south 1236 feet to the southwest corner of Lot 11 of Block 3 C. F. Nelson's Highview Estates, thence east 183.85 feet to the southeast corner of said Lot 11, thence north 60 feet to the northeast corner of said Lot 11, thence 250 feet to the northwest corner of Lot 15 of Block 4 of C. F. Nelson's Highview Estates, thence south 315 feet to the southwest corner of Lot 14 of Block 4 of C. F. Nelson's Highview Estates, thence southwest 50 feet more or less to the northeast corner of Westfield Square Subdivision, thence south 719.87 feet to the southeast corner of Westfield Square Subdivision, thence 450.82 feet to the southwest corner of Westfield Square Subdivision, thence westerly 1425 feet along the north line of the Commonwealth Edison right-of-way to the southeast corner of Lot 4 of Mnacek's Assessment Plat, thence north 362.64 feet to the northeast corner of said Lot 4, thence west 310.27 feet to the northwest corner of said Lot 4, said point being on the east right-of-way line of Bloomingdale Road, thence south 2010 feet more or less along said east line of Bloomingdale Road to the southwest corner of Lot 3 of Shkredka's Plat of Survey, thence east 573.13 feet to a point on the west line of Lot 8 of Lighthart's Subdivision 200 feet north of the southwest corner of said Lot 8, thence north 481.22 feet to the northwest corner of said Lot 8, thence easterly 719 feet to the northeast corner of Lot 7 of Lighthart's Subdivision, thence north 310 feet more or less along the east line of Lot 6 of Lighthart's Subdivision to the north right-of-way line of St. Charles Road, thence easterly 560 feet more or less along said north line of St. Charles Road to the southeast corner of Lot 15 of Block 8 of Glenshire Manor Subdivision, thence north 135.21 feet to the northeast corner of said Lot 15, thence easterly 34.05 feet to the southeast corner of Lot 17 of Block 8 of Glenshire Manor Subdivision, thence north 495.85 feet to appoint in the west line Lot 2 of Block 8 of Glenshire Manor Subdivision, thence east 138.83 feet to a point in the east line of said Lot 2 26 feet south of the northeast corner of said Lot 2, thence north 78 feet to the northeast corner of Lot 1 of Block 8 of Glenshire Manor Subdivision, thence northerly 70 feet more or less to the southeast corner of Lot 1 of Block 1 of Glenshire

Manor Subdivision, thence north 39.77 feet to the northwest corner of Danby Wood Subdivision, thence east 595 feet to the northeast corner of Danby Wood Subdivision, thence south 844 feet more or less along the east line of Danby Wood Subdivision to the northwest corner of Prairie Arbor Subdivision, thence east 344 feet to the northeast corner of Prairie Arbor Subdivision, said point being on the west right-of-way line of Prairie Avenue, thence south 538 feet more or less along said west line of Prairie Avenue and said line extended to the north line of Stacy Woods Resubdivision Unit 2, thence easterly 195 feet more or less along said north line of Stacy Woods Resubdivision Unit 2 to the northeast corner of Lot 6 of Stacy Woods Resubdivision Unit 2, thence north 130 feet to the northwest corner of Lot 7 of Stacy Woods Resubdivision Unit 1, thence northerly 66 feet to the southeast corner of Lot 11 of Robertson's Addition to Glen Ellyn, thence north 314 feet to the northwest corner of Paterson's Subdivision, thence east 211 feet along the north line of Paterson's Subdivision and said line extended to the east right-of-way line of Pleasant Avenue, thence south 395.4 feet along said east line of Pleasant Avenue to the southwest corner of Lot 2 of Houston's Plat of Survey, thence easterly 157.75 feet to the southwest corner of Lot 1 of Houston's Plat of Survey, thence north 314 feet more or less to the northwest corner of said Lot 1, thence east 167.7 feet to the northeast corner of said Lot 1, said point being on the west right-of-way line of Euclid Avenue, thence north 1113.69 feet, thence easterly 282 feet to a point on the west right-of-way line of Highland Avenue 30.98 feet north of the southeast corner of Lot 2 of Hulbert's 2<sup>nd</sup> North Glen Ellyn Addition, thence south 30.98 feet along said west line of Highland Avenue to the said southeast corner of said Lot 2, thence east 50 feet to a point on the east right-of-way line of Highland Avenue 80.19 feet north of the southwest corner of Lot 22 of Block 2 of W. I. Rush & Co.'s North Glen Ellyn, thence east 100.68 feet along a line 80.19 feet north of and parallel to the south line of said Lot 22, thence easterly 360.75 feet to a point on the west right-of-way line of Stacy Court 65.1 feet south of Lot 1 of Block 2 of W. I. Rush & Co.'s North Glen Ellyn, thence south 219.9 feet along said west line of Stacy Court to the northeast corner of Lot 4 of Block 2 of W. I. Rush & Co.'s North Glen Ellyn, thence west 250 feet to the northwest corner of said Lot 4, thence south 301 feet to the northeast corner of Lot 12 of Block 2 of W. I. Rush & Co.'s North Glen Ellyn, thence west 150 feet to the northwest corner of Lot 14 of Block 2 of W. I. Rush & Co.'s North Glen Ellyn, thence south 401 feet to the southwest corner of Lot 2 of H. L. Stephen's Resubdivision of Part of Block 3 of Newton's Resubdivision of Part of Block 1 of W. I. Rush & Co.'s North Glen Ellyn, thence east 64.2 feet to the northeast corner of Lot 11 of H. L. Stephen's Resubdivision of Part of Block 3 of Newton's Resubdivision of Part of Block 1 of W. I. Rush & Co.'s North Glen Ellyn, thence south 224 feet along the west line of Lot 10 of H. L. Stephen's Resubdivision of Part of Block 3 of Newton's Resubdivision of Part of Block 1 of W. I. Rush & Co.'s North Glen Ellyn and said line extended to the south right-of-way line of Emerson Avenue, thence east 50 feet to the northwest corner of Lot 21 of Block 6 of W. I. Rush & Co.'s North Glen Ellyn, thence south 125 feet more or less along the west line of said Lot 21 and said line extended to the north line of Lot 8 of Farnsworth's Addition to North Glen Ellyn, thence westerly 90 feet more or less to the northwest corner of said Lot 8, thence southerly 165 feet to the southwest corner of said Lot 8, thence easterly 00 feet to the southeast corner of said Lot 8, thence northerly 165 feet to the northeast corner of said Lot 8, thence 140 feet to northeast corner of Lot 6 of Farnsworth's Addition to North Glen Ellyn, thence north 180 feet more or less along the west line of Lot 15 of Block 6 W. I. Rush & Co.'s North Glen Ellyn and said line extended to the northwest corner of said Lot 15, thence east 50 feet to the northeast corner of Lot 14 of Block 6 of W. I. Rush & Co.'s North Glen Ellyn, thence south 200 feet more or less along the east line of said Lot 14 and

said line extended to the north line of Lot 5 of Farnsworth's Addition to North Glen Ellyn, thence westerly 40 feet more or less to the northwest corner of said Lot 5, thence southerly 165 feet to the southwest corner of said Lot 5, thence easterly 70.5 feet to the southeast corner of said Lot 5, thence northerly 165 feet to the northeast corner of said Lot 5, thence easterly 248 feet to the northeast corner of Lot 33 of Block 6 of W. I. Rush & Co.'s North Glen Ellyn, said point being on the west right-of-way line of Stacy Court, thence north 150 feet more or less along said west line of Stacy Court to the southeast corner of Lot 6 of Block 6 of W. I. Rush & Co.'s North Glen Ellyn, thence west 148 feet to the southwest corner of said Lot 6, thence north 75 feet to the northwest corner of Lot 4 of Block 6 of W. I. Rush & Co.'s North Glen Ellyn, thence east 148 feet to the northeast corner of said Lot 4, said point being on the west right-of-way line of Stacy Court, thence north 141 feet along said west line of Stacy Court and said line extended to a point on the north right-of-way line of Emerson Avenue 104.8 feet east of the southwest corner of Lot 19 of Block 4 of W. I. Rush & Co.'s North Glen Ellyn, thence east 430 feet more or less along said north line of Emerson Avenue and said line extended to the east line of Main Street, thence south 530 feet more or less along said east line of Main Street to a point on said east line 136.1 feet north of the northeast corner of Main Street and St. Charles Road, thence east 200 feet more or less to a point being 161.8 feet north and 50 feet west of the southwest corner of Lot 10 of the South Part of Subdivision of Christian Farm, thence north 50 feet to a point being 211.8 feet north and 50 feet west of the southwest corner of said Lot 10, thence east 50 feet to a point on the west line of said Lot 10 211.8 feet north of the southwest corner of said Lot 10, thence north 126 feet to the northwest corner of said Lot 10, thence east 223.4 to the northeast corner of said Lot 10, thence south 333 feet to the southeast corner of said Lot 10, said point being the northwest corner of Forest Avenue and St. Charles Road, thence east 203.47 feet along the north right-of-way line of St. Charles Road to the southwest corner of Lot 1 of Reilly's Consolidation Plat, thence north 203.77 feet to the northwest corner of said Lot 1, thence east 95 feet to the northeast corner of said Lot 1, thence south 201.72 feet to the southeast corner of said Lot 1, thence east 200 feet more or less along the north right-of-way line of St. Charles Road to the point of beginning; excepting there from Deerglen Subdivision, Georgetown by the River Subdivision, and Lot 112 and the south 50 feet of Lot 111 in Unit Number 2 in Arthur T. McIntosh and Company's Glenrise Estates.