



Agenda
Village of Glen Ellyn
Capital Improvements Commission Meeting
Tuesday, June 8, 2021
7:00 PM
Electronic Conference Call

On March 16, 2020, Governor Pritzker issued Executive Order. No. 5 in response to COVID19, which temporary suspended certain requirements of the Open Meetings Act ILCS 120 allowing Village Capital Improvements Commission members to participate electronically in meetings. Please complete the Capital Improvements Commission public comment form, which can be found at www.glenellyn.org/publiccomment. All public comments submitted prior to the Public Comment portion of the agenda will be read into the official record, and any comments received during the meeting will be read into the record during the appropriate portion of the agenda. If you wish to attend the meeting, you may contact the Village at (630) 5475507

or

rdaubert@glenellyn.org and the meeting information will be provided to you. As a courtesy, the Village requests that these requests be submitted before 4:30pm on the day prior to the meeting.

- A. Call to Order**
- B. Public Comment (Non Agenda Items)**
- C. Approval of Minutes**
 - 1) Motion to approve the May 11, 2021 Capital Improvements Commission Meeting Minutes
- D. Current Business**
 - 1) CBD SUI Recommendation Motions for Geometric Changes to Roadway Intersections
 - 2) CBD SUI Phase 1 Schedule, Maintenance of Traffic, Construction Animation
- E. Trustee's Report**
- F. Other Business**
- G. Public Works Report**
- H. Project Report**
 - 1) Engineering Project Report Dated 6/4/2021
- I. Adjournment**



Meeting Minutes
Village of Glen Ellyn
Capital Improvements Commission
Regular Meeting
May 11, 2021
7:00 PM
Electronic Conference Call

Board or Commission: Capital Improvements

Date: May 11, 2021

Meeting: Regular

Called to Order: 7:01 p.m.

Quorum: Yes

Adjourned: 9:49 p.m.

Member Attendance:

Steve Szymanski	Chairman	Present
Joel Baldin	Commissioner	Present
Adam B. Biggam	Commissioner	Present
Joshua J. Cattero	Commissioner	Present
Arthur F. Foerster	Commissioner	Present
Michael M. Lindquist	Commissioner	Present
Steve Neurauder	Commissioner	Present
Rocco J. Zucchero	Commissioner	Present
Steve Thompson	Trustee Liaison	Present
Richard Daubert	Staff Liaison/Professional Engineer	Present

Also Present:

Dave Buckley	Interim Public Works Director
Chris Clark	Fire Chief
Phil Norton	Police Chief
Tom Topor	Senior Civil Engineer
Steve Warner	Civil Engineer
Elisa Pollina	Recording Secretary
Mike Folkening	Civiltech Engineering
Phil Hutchinson	Civiltech Engineering
Kristin Kalitowski	Civiltech Engineering

A. CALL TO ORDER

The May 11, 2021 Meeting of the Capital Improvements Commission was called to order by Chairman Szymanski at 7:01 PM via Electronic Conference Call.

B. PUBLIC COMMENT – None

C. APPROVAL OF MINUTES FROM MARCH 9, 2021 CAPITAL IMPROVEMENTS COMMISSION MEETING

MOTION TO APPROVE MINUTES FROM MARCH 9, 2021 CAPITAL IMPROVEMENTS COMMISSION MEETING

MOTION BY: Commissioner Lindquist

SECOND BY: Commissioner Cattero

RESULT: UNANIMOUS APPROVAL

D. CURRENT BUSINESS

1. May 2021 CIC Meeting on CBD SUI – Review of Curb Extensions and Exclusive Turn Lane Removals:

Engineer Daubert reports we put together a memo on the CBD Streetscape and Utility Improvements as it relates to curb extensions and exclusive turn lane removals. On March 22, we brought to the Village Board an ordinance that commemorates the design elements of the Streetscape and Utility Improvements Project. As part of that agenda item, we received some general questions and concerns from a trustee regarding curb extensions and the removal of exclusive turn lanes. Based upon some dispositions and direction from the Village President, Police Chief Norton and Engineer Daubert went out to review the intersections on April 14th with Police Chief Norton following up with a memo outlining his thoughts on the curb extensions and turn lane removals which is included in the packet for the record. Tonight, we want to review and have a dialogue on the proposed changes including review of the pros and cons with the CIC, Chief Norton, and Fire Chief Clark. We would like to make a recommendation as far as where the CIC stands on the changes to the Village Board by the June workshop discussion on the project.

Engineer Daubert notes that in the context of parking losses in the CBD, our complete streets ordinance, and desire to make the CBD more pedestrian friendly that he had directed Civiltech to review some potential changes to the roadways in the CBD. The review included traffic counts and traffic video analysis to identify what impacts changes to the roadways would have on traffic, specifically due to the removal of turn lanes. Engineer Daubert notes that the improvements are proposed to shorten crosswalks, make pedestrians more visible to traffic, and to facilitate streetscape improvements.

Engineer Daubert presents the proposed changes on the following intersections: Forest & Pennsylvania, Main & Duane, and Main & Crescent.

Forest & Pennsylvania

Engineer Daubert begins with a summary of changes for Forest & Pennsylvania. He goes over the existing roadway configuration and summarizes the proposed changes for this intersection which are to consolidate the three northbound vehicular lanes into 2 lanes - a shared right turn and thru lane along with an exclusive left turn lane at the south leg of the intersection. In addition, a curb extension is proposed at the southwest corner of the intersection. The benefits include making the pedestrians more visible to traffic, shortening crosswalks, and allowing for widened sidewalk areas which will support a furniture zone for streetscape elements. Engineer Daubert elaborates that shortened crosswalks support pedestrian safety by reducing the time pedestrians are in the roadway. Engineer Daubert also notes that incorporation of streetscape improvements has been substantiated in white papers to provide economic benefits to communities. The main con of these changes is losing an exclusive turn lane which could be perceived as a negative impact on traffic. However, a traffic study involving synchro analysis reveals that doing so does not negatively affect the intersection performance; instead, there is a slight improvement due to the consolidation of conflicting movements.

Engineer Daubert asks Chief Norton and Chief Clark for their feedback on the proposed changes at Forest & Pennsylvania which are summarized below:

Police Chief Norton notes that because this is moving away from the CBD, I don't have an issue with this change. We would have to have an extended stoppage of train traffic for this to be of concern. Chief Norton notes that this doesn't offend us.

Fire Chief Clark notes he has no issue with this change.

Engineer Daubert asks Commissioners for their input on the changes at Forest & Pennsylvania.

Commissioners Biggam, Cattero (asked if there was any negative feedback to which Daubert replied no), Forester, Baldin (noted this would be a nice improvement for the downtown), Lindquist, Zuccherro (noted the streetscape improvements as a benefit), Neurauter (noted the aesthetic benefits) and Chairman Szymanski (noted he liked it including improved pedestrian access, streetscape elements, and aesthetics) all support the proposed change to Forest & Pennsylvania.

Main & Duane

Engineer Daubert advances to an overview of proposed changes at Main & Duane. He overviews the existing roadway configuration and notes that the proposed changes for this intersection are to consolidate the two southbound vehicular travel lanes (an exclusive right turn lane along with a shared thru/left turn lane) at the north leg of the intersection into a single shared thru/left/right turn lane. This change will allow for widened sidewalks on both sides of Main between Duane and the Tracks which will support streetscape improvements (tree planters). Also proposed is the widening of the sidewalk on Duane Street east of the intersection which in turn will shorten the crosswalk at the east leg of the intersection. Last, a curb extension is proposed at the southwest corner of the intersection which will likewise shorten the crosswalks at the west and south legs of the intersection. A traffic study of the changes was conducted with the improvements not adversely impacting traffic

operations at the intersection as depicted with 14' lanes. Civiltech noted that as part of their analysis, there were no conflicts observed between vehicles and pedestrians at the west leg of the intersection (southbound Main to westbound Duane). In summary, Civiltech did not anticipate that vehicle-pedestrian conflicts would adversely impact vehicle queuing across the tracks due to the low volume of right turning vehicles. However, due to concerns of the Police Chief, staff worked with Civiltech to incorporate an option that would widen the pavement just north of the intersection (at the corner) from 14' to 17'. Daubert notes that including the gutter there would be approximately 18'-1" of usable width of the roadway at the corner to allow southbound vehicles to have an escape should vehicles queue at the intersection. Daubert notes this is a good concession to still implement improvements while addressing the noted concern. Engineer Daubert asks the Police & Fire Chief for their feedback on the proposed changes.

Police Chief Norton notes this is where he starts to have issues as Rich notes. He notes his 36-year experience with the Village including 20 years as Chief with 16 or 17 of those served at the Civic Center which is proximate to this intersection in the downtown. He notes his intimate experience with traffic flows in the downtown including former train backups extending to Anthony Street prior to modern day train control technology. He notes that train traffic will only increase along with lots of building and pedestrians in the downtown. He notes Rich and he worked to make the roadway wide enough so that if someone stops at the intersection as if it is a 4-way stop, other motoring traffic behind them can drive around. Chief Norton notes the problem is that only works if the car is in the left most part of the lane. The Chief also notes the change in the law concerning motorists needing to yield to pedestrians which he feels will lead to increased conflict with pedestrians in this area. He notes the congestion issues with traffic in the CBD as the Village has studied overpasses and underpasses with any changes to congestion possibly forcing us into (constructing) an overpass or underpass.

Trustee Thompson discusses his observations of pedestrians crossing the north leg of the intersection where there is no crosswalk. He asks Chief Norton if there are any issues due to this. Chief Norton notes that most of our traffic is local residents that understand how the intersection works.

Daubert reiterates the benefits of providing room for streetscape, shortening the Prairie Path crossing by approximately 8' (~2 second time reduction in the roadway), and the changes along Duane Street shortening the crosswalks by 6' which reduces a pedestrian's time in the roadway by 1.7 seconds.

Daubert asks Jim Woods with Civiltech if he has anything to add. Jim notes we hear the Chief's concerns and value his experience. These changes are all about the tradeoffs of vehicular safety, pedestrian safety, and streetscape improvements. He notes we have about 150' of storage between Duane and the tracks and that numerous cars would have to stack up to back traffic across the tracks. He also notes that the existing lanes are only 10' in width each (20' total) so we are only reducing the width by 3' at the north leg of the intersection. He also notes that as vehicles turn towards pedestrians, they do leave a significant amount of room for traffic to drive around them. He feels that the pros and cons have been stated here.

Chief Norton asks if line striping could be used on the street to delineate where cars should not go to keep the escape path clear. Engineer Daubert states yes we could use line striping such as hatching along the edge of pavement. Jim notes we could use a similar treatment as the truck apron.

Chairman Szymanski asked Engineer Daubert if the turning volumes are low. Engineer Daubert notes that peak hour turns are low for southbound right turns but left turns towards the parking garage

are still significant. Commissioner Zuccherro asks if this takes into account the development (Apex 400) traffic and where their access points are. Engineer Daubert notes there are 3 access points to the public parking: Main, Hillside, and Glenwood. Engineer Daubert notes that while this is a big development, it is not a large traffic generator compared to the baseline Main Street traffic. Commissioner Foerster asks about when the traffic counts were completed. Chairman Szymanski notes counts were completed on March 19 of 2019. A discussion ensued on how traffic may be impacted during events. Engineer Daubert notes that when we complete traffic counts we are not necessarily trying to complete a study for the worst case scenario but rather under typical conditions. Events often include traffic control. Commissioner Neurauder asks if we attempt to model a standard day of future traffic. Engineer Daubert says yes, we do look at traffic projections 5 years out for Developments but with Capital Projects we look much further out. Jim Woods notes that these high density developments such as the 3 developments in Glen Ellyn (Avere, Apex 400, and Crescent Station) do not see high trip generations. These developments altogether are only increasing traffic at Main and Crescent by 2.2% in the morning peak hour and 3.5% in the evening peak hour. He also notes that when you have a grid network that the traffic that is generated disperses fairly rapidly so they are not necessarily focused at any particular intersection. Chief Norton comments that's just an average and the actual experience could be far different. He notes that we have no way of knowing what these developments will bring from in terms of pedestrian and foot traffic. He notes that pedestrian traffic could be high with Apex. Jim Woods notes that is what Rich is talking about with making the downtown more pedestrian friendly. Jim Woods notes that Civiltech completed studies in Elmhurst about big developments with similar traffic concerns. He noted that Civiltech redid a former study of the downtown from the early 2000s and despite the fact that a number of developments (9) that occurred, traffic remained steady. Jim Woods also referenced an Elmhurst 120 unit apartment development they studied where the traffic generated by the development was counted and found to only be 50% of what ITE (national averages) says it should generate for the evening peak hour and 80% of what ITE says it should generate for the morning peak hour. Engineer Daubert notes that ITE is very conservative and that people in downtown developments are less likely to have multiple cars for a household and more likely to share a car. Jim Woods notes that the number of vehicle miles travelled has declined over the years. Chief Norton notes we need to be cautious about how we interpret that as it may not apply to our downtown. Engineer Daubert regroups the discussion back to the pros/cons of the changes at this intersection.

Commissioner Foerster asks if we could make the changes on one side of the street and not the other. More specifically, he asks if we could widen the sidewalk on the east side of the street but keep the roadway configured as it is today on the west side of Main Street. Engineer Daubert and Kristin Kalitowski of Civiltech confirm this is possible. Commissioner Foerster asks if we could look into how the truck dropping off in front of Einstein can be accommodated with the narrowing of the roadway. Engineer Daubert notes that this is a concern and the Police Department has been working with businesses to have their delivery trucks stage in the commuter parking lot to the north. He notes that as part of the project we are trying to do a better communication plan and keep trucks from parking proximate to crosswalks and rather using loading areas. Chief Norton notes it may be difficult to train the truck drivers to do this.

Engineer Daubert asks if we can go through and see where each Commissioner stands on the proposed changes at Main and Duane.

Commissioner Biggam supports the revised design with the 17' taper at the corner with striping to support an escape for vehicles. Commissioner Cattero notes he is on the fence, he likes the idea of possibly just making the change on one side of the street, Commissioner Cattero errs on the side of

caution and notes that if he had to pick right now he does not support it but is open for further discussion. Commissioner Foerster supports the bumping out on the east side and keeping the west side at the current width. He does not like the striping. Commissioner Baldin likes the original proposed plan with the wider sidewalks. He does not like the escape lane with striping and feels that traffic could try to drive around one another and possibly make the intersection more dangerous whereas one designated lane seems better and that he would like 14' lanes as originally proposed. Commissioner Lindquist likes the original design with the 14' lanes all the way (no escape). Commissioner Zuccherro supports the revised design with the 17' taper, tighten up the west side sidewalk if possible to gain additional pavement width. Commissioner Neurauder supports the revised design with the 17' taper. Chairman Szymanski supports the revised design with the 17' taper and escape. In summary, two (2) Commissioners were not fully supportive of the changes, two (2) Commissioners were supportive of the original design (14' lanes with no taper/escape), and four (4) commissioners were supportive of the revised design (14' lanes with the southbound lane widened to 17' at the corner to provide a taper/escape).

Main and Crescent

Engineer Daubert moves on to discussing the last intersection of Main Street and Crescent Boulevard. He describes the existing roadway configuration. The existing configuration at the north leg of the intersection includes 3 lanes of traffic with lane assignments being an exclusive left turn lane, exclusive through lane, and an exclusive right turn lane. The proposed changes at the north leg of the intersection include consolidating the southbound exclusive right turn lane and exclusive thru lane into a shared thru/right turn lane. Also, at the west leg of the intersection, consolidate the eastbound exclusive right turn lane and exclusive thru lane into a shared thru/right turn lane. Also proposed are curb extensions at the northeast, northwest, and southwest corners of the intersection. Engineer Daubert discusses that the changes would facilitate the addition of parking spaces. He notes up to 3 spaces would be added at the north leg of the intersection and 3 spaces at the west leg of the intersection. He notes that while not uniformly supported, the existing southbound right turn lane is to be used for outdoor dining as it was last year. He also notes that curb extensions at the west leg of the intersection will shorten the crosswalk by 13' which will reduce the amount of time a pedestrian will be in the roadway by approximately 3.7 seconds based on the industry standard walking speed of 3.5' per second; the crosswalk at the north leg of the intersection will be shortened by 5' resulting in a 1.4 second reduction in pedestrian time in the roadway. He also notes the benefit in reducing the number of conflicting movements a pedestrian faces in the crosswalk by consolidating the movements. Engineer Daubert notes that with over 200 pedestrians and 1,100 vehicles interacting in the intersection in the morning and afternoon peak hours, we did see merit in making the intersection more pedestrian friendly. He notes that as raised by Trustee Thompson at Main and Duane, pedestrians at Main and Crescent are not supposed to walk across the south leg of the intersection; hence we saw some merits in trying to improve these crosswalks to encourage pedestrians to travel around the intersection via the west, north, and east crosswalks of the intersection. These are the pros, now Daubert goes through the cons. In terms of traffic analysis, at the north leg of the intersection, the removal of the southbound right turn lane did not materially impact traffic operations during non-train and train times. Essentially due to the high volume of Main Street traffic relative to the number of right turning movements, vehicle queuing on Main Street renders the turn lane as not beneficial. However, at the west leg of the intersection, Daubert notes that during off-peak traffic hours when there is more freight traffic, some vehicles do get impacted by the removal of the eastbound right turn lane. He notes that in looking at the traffic video during these times, 5 vehicles would have been impacted over the course of 3 freight trains. He notes that there could be some

frustration with those 5 motorists but the volume of vehicles impacted is low. Daubert offers Chief Norton and Chief Clark an opportunity to chime in on this.

Police Chief Norton notes he is not convinced that the changes will not cause traffic to back up. He questions the traffic counts as far as how many days were reviewed and when the counts were taken. Jim Woods notes we took counts over two days in March of 2019. Chief Norton notes that's not enough and that March is a low traffic time for the downtown. Engineer Daubert notes that we did compare the traffic volumes to October counts and they were consistent. Chief Norton discusses trains impacts such as miscalculated stops and double train movements. Chief Norton notes that he's not an economic development expert but if we create enough frustration that it may drive traffic away from the downtown. He feels that the bumpouts will create a long term problem. He notes he would flip the on-street dining to the north but notes that businesses would not want it in front of their businesses. He notes that the businesses don't care about the additional parking in front of Two Toots. Without the business owners as part of this discussion, the Board will likely hear from them. Engineer Daubert notes that we did speak to Two Toots and M & Em's and they are supportive of the additional parking spaces. Engineer Daubert also notes we heard concerns from Gather & Collect about accommodating delivery trucks. Engineer Daubert notes that what we talked about was to sign some of the spaces for loading purposes only from 6 am to noon or another time that would be reasonable to accommodate their request while having the additional parking. Chief Norton notes in talking to Businesses over the years, customers do want to park right in front of their stores. Engineer Daubert clarifies that bumpouts do not result in the loss of parking; rather they are used where parking is provided. Engineer Daubert notes he also thought about a hybrid type of approach at the southwest corner of Main and Crescent where maybe we don't install a bumpout and have flexibility to reinstate the turn lane. Chief Norton notes what about mocking up these changes to see how they function. Engineer Daubert notes we certainly can do that but the challenges is we need to agree on what is our tolerable level of traffic impacts for some of the benefits we are getting. He asks if only 5 vehicles were impacted over the course of 3 freight trains, is that tolerable? Chief Norton notes that with 120 trains a day, this could add up quickly. Engineer Daubert notes that the train count is not that high. UP has indicated they are running fewer but longer trains. Daubert notes perhaps the longer trains would impact more than 5 vehicles. Trustee Thompson notes he likes Chief's idea to implement the changes with cones and asks Engineer Daubert how it would work. Daubert notes we could install bollards; we just need to make sure the traffic is representative of pre Covid; it may be challenging to assess now but we could put traffic cameras back up. Commissioner Zuccherro asks what is the busiest day in the downtown. Chief Norton notes our downtown has changed over the last 25 years where we now have both daytime and evening use of the downtown; which is busier, that is a great question. Friday nights we get busy with restaurants opening up. He notes restaurants want to see continued curbside pickup. While hard to say, nights may now be busier than the day.

Engineer Daubert notes it's getting a little late so perhaps we can go around and see where Commissioners are at. Engineer Daubert notes not to oversell this and whichever way the Commission goes staff respects that but we just want to make sure the CIC was aware of the options here and the pros and cons. Just some things to think about are complete streets and accommodating pedestrians is more of a trend now. In his opinion he does not feel that the changes at this location will adversely impact traffic or dramatically improve pedestrian safety; do we want to be more progressive or maintain what we have, essentially not remove the turn lanes.

Commissioners Biggam (supports additional parking, likes the idea of mocking the changes up), Cattero (this is completely different than the other side of the tracks and likes the idea), Foerster (favors the bumpouts, not opposed to a traffic study), Baldin (supports the bumpouts), Lindquist

(supports the bumpouts and would like to see a mockup and study), Zuccherro (in support of bumpouts and would like to see a trial run), Neurauter (in support, likes seatwalls and trees to highlight the downtown, thinks the traffic flow is still supported), and Chairman Szymanski (supports the bumpouts and putting out a test run) support the curb extensions and right turn lane removals in the context of mocking them up and studying impacts. Chairman Szymanski elaborates that something someone said tonight that sits well with me is that residents know their way around and will make adjustments and the Parking Garage will be utilized which will change the traffic patterns.

Engineer Daubert notes that Chief Clark is back on the call and asks for his input on Main and Crescent. He adds the north leg or southbound Main is a pathway we use quite a bit to go east on Crescent and we struggle with the access due to train backup. However, he notes that he doesn't think the right lane helps much. The more we can try to keep left lane traffic moving the better but it's not a detriment to remove the right turn lane. At the west leg of the intersection, we rarely come from that direction and that he doesn't have any personal experience that it would be a problem. Fire Chief Clark supports the changes at Main and Crescent.

Interim Public Works Director Buckley adds if we are doing mock ups of the bump outs we will need to coordinate on the configuration. Engineer Daubert states we will discuss it further and make sure everyone is on board.

Engineer Daubert adds in the interest of time that we will draft up motions and bring them back to the next CIC meeting for approval.

2. Park Boulevard and Sheehan Avenue Intersection Improvements – Engineer Daubert and Commissioner Neurauter report that staff worked on a traffic study at the intersection of Park and Sheehan. We had received concerns about the challenges of pedestrians crossing the south leg of the intersection. The way the traffic signal works is once the light turns green, pedestrians cross Park Boulevard at the same time as cars; as the vehicles start to turn left from Sheehan to go south on Park, the vehicles beat the pedestrians to the crosswalk and for lack of a better way of saying it, pedestrians get stuck in the roadway. We worked closely with Civiltech for improvements. The options are to either institute a Leading Pedestrian Interval or an Exclusive Pedestrian Phase. With a Leading Pedestrian Interval, pedestrians have a lead time of 9 seconds to start crossing Park before motorists. Based on the average walking speed and crosswalk length, this would place pedestrians halfway across Park before motorists can start to turn. We also reviewed an exclusive pedestrian phase, where pedestrians would be given an exclusive time to cross the roadway without any conflicting vehicle traffic. This is a more impactful option on vehicular traffic. We are planning on implementing the leading pedestrian interval and observing how it works. This will require installing a new traffic signal controller, countdown pedestrian signal heads and push buttons. Traffic cameras will be put back after the improvements have been made to see if any adjustments to the timing are needed. The safety of the pedestrians is very important and we want to get the CIC's support. Commissioner Neurauter adds the biggest issue is with the crosswalk at the south leg of Park. This is where people walk to and from the elementary school including many kids from 5 to 12 years old. We have documents 12 or 13 instances in a few months where motorists have not yielded and driven aggressively in the intersection. Commissioner Neurauter notes several combination of factors that make us want to make the presence of pedestrians more obvious. He supports the changes including continuing to monitor them. Chairman Szymanski adds Sheehan Avenue poses a risk factor in this area due to the positioning of the street not having a straight line view of Winchell. Commissioner Neurauter notes there is a lot of cut through traffic that may be distracted or not paying attention at the intersection. He notes that the community closely monitored and documented the incidents to

ensure change was really needed at the intersection. Engineer Daubert notes the Police Department worked with the crossing guard to help train them to get motorists to yield to traffic as well as with some stepped up enforcement. However, Engineer Daubert notes this only works when the crossing guard is present and that we feel the improvements are needed outside of the crossing guard times. Trustee Thompson asks if the Village Board will be informed of this. Engineer Daubert notes that the next step is to put together an agenda item for the Board on this. Trustee Thompson asks what the approximate cost is for the project. Engineer Daubert notes it will be approximately 30 grand. Trustee Thompson notes this is under the Village Board's limit so we would not normally see this but he notes that he thinks a memo to the Village Board providing an update on this project would be appropriate. Interim Public Works Director notes that we generally use Meade Electric as they have won the IDOT bid for traffic signal projects. Trustee Thompson notes as long as it falls within the exception he doesn't have an issue with this. Fire Chief Clark asks if we can evaluate the preemption equipment on the intersection to ensure that it has enough time to reach with the extended crossing time. Engineer Daubert notes that it will be accounted for. Trustee Thompson asks how Police, Fire, and Public Works interface on traffic issues. Chief Norton notes that staff works well together. He does ask residents to put concerns in writing. Engineer Daubert notes that the Police Department does a good job with documenting concerns and he gets copied on them. He notes that he interfaces closely with Chief's sergeants to review complaints such as cut through traffic and requests for stop signs.

E. TRUSTEE'S REPORT – Trustee Thompson reports last night the Board installed 2 new Trustees Anne Gould and Kelley Kalinich as well as Gary Fasules. We thanked Trustee Pryde and Trustee Enright for their service after completing their 4 year term, and swore in Mark Senak as Village President. The Board is taking recommendations on filling Mark Senak's Trustee position. The Board approved a License Agreement to allow a temporary deck platform in the Forest Avenue Public Street for the Made in Italy Restaurant. We also approved a zoning text amendment for the old tap house and we approved changes to an outside deck at Two Hound Red. Engineer Daubert asks about the filling of vacancies for commissions. Trustee Thompson reports all Commission Chairmen terms will end in May and are up for renewal by the Village President. If any Chairmen want to stay on, the Village President will make a recommendation to the board. If anyone has any interest in any of the Commissions please let Mark Franz and Mark Senak know. There will be new commissions added – Community Relations Commission and Affordable Housing Commission.

F. OTHER BUSINESS – None

G. PUBLIC WORKS REPORT – Interim Public Works Director Buckley reports since our last CIC meeting, Julius Hansen retired. We are waiting on Mark Franz to determine how to fill the position either internally or externally. Our Public Works staffing is down 20%. We have had some maintenance workers resign recently. The Parking Garage is now open. Public Works is still finishing up some work with landscaping. We also need to determine maintenance and snow removal operations for the parking garage. We are trying to see what works best, either adding staff or contracting the work out. The ribbon cutting ceremony for the Parking Garage will be on May 20th at 4:00 p.m. Public Works is also reviewing our salt purchase for next year. This week is Public Works Week. We will have a little celebration for all the work we've done. The CIC thanks Public Works for their service.

- H. PROJECT REPORT** – Engineer Topor reports on the Pennsylvania Improvement project which started on May 3rd. All underground work will be done by the end of next week. We are slightly ahead of schedule. We learned that with the amount of equipment and materials there are, it is making traffic control a little difficult so we will have to close more lanes.

Engineer Daubert reports that we had 3 projects that went out for bid.

1. Utility & Roadway Rehabilitation Project – we’ve received very favorable bids on this. We made a recommendation to the board last night to award the project to Copenhagen Construction and Hancock Engineering.
2. Street Resurfacing Improvement Project – We received favorable bids and we made a recommendation to award the project to R.W Dunterman and Chastain Associates for engineering.
3. Sidewalk Street Project – Engineer Warner reports we opened up bids on April 29th. We awarded the project to Schroeder and Schroeder Concrete to start in mid-June-July. Engineer Daubert adds Steve Warner will oversee the construction of this project and engineering will be in house.

Chairman Szymanski asks where we are seeing the lower bids. Engineer Daubert replies materials are high, but contractors are sharpening their pencils and taking lower profits.

- I. ADJOURNMENT** – Commissioner Neurauder motions and Commissioner Lindquist seconds to adjourn the meeting. The meeting was adjourned at 9:49 p.m.

The next meeting is scheduled for June 8, 2021

Submitted by Elisa Pollina, Recording Secretary

Reviewed by Richard Daubert, Professional Engineer



**Glen Ellyn Capital
Improvements Commission**
535 Duane Street
Glen Ellyn, IL 60137

Meeting 6/8/2021 7:00 PM
Department: Public Works
Department Head: Dave Buckley
Category: Commission Recommendation
Prepared By: Rich Daubert

**AGENDA ITEM (ID # 2021-
1195)**

DOC ID: 2021-1195

CBD SUI Recommendation Motions for Geometric Changes to Roadway Intersections

Statement of the Issue:

Please see the attached memorandum and its associated attachments pertaining to this agenda item.

Analysis:

Budget Impact:

Action Requested:

Attachments:

1. June 2021 CIC Memo on CBD SUI Geometrics
2. CIC Meeting Minutes May 11 2021 - Draft



MEMORANDUM

TO: Capital Improvements Commission

FROM: Rich Daubert, Professional Engineer

DATE: June 4, 2021

RE: CBD Streetscape and Utility Improvements
Recommendation Motions for Geometric Changes to Roadway Intersections

INTRODUCTION

The purpose of this agenda item is to solicit recommendation motions from the Capital Improvements Commission concerning geometric changes to three roadway intersections in the Central Business District.

BACKGROUND

On May 11, 2021, the Capital Improvements Commission discussed geometric changes to three roadway intersections in the Central Business District: Forest/Pennsylvania, Main/Crescent, and Main/Duane. More specifically, changes involving the construction of curb extensions and the removal of exclusive right turn lanes were discussed with staff from Public Works, Police, and Fire. Pros and Cons were weighed with the Police Chief and Fire Chief offered opportunities to present their positions on the proposed changes. The draft meeting minutes detailing the discussion from the May CIC meeting are attached hereto for reference.

SUBJECT

The proposed changes and CIC's position on the changes at each of the intersections are outlined below:

Intersection of Forest/Pennsylvania

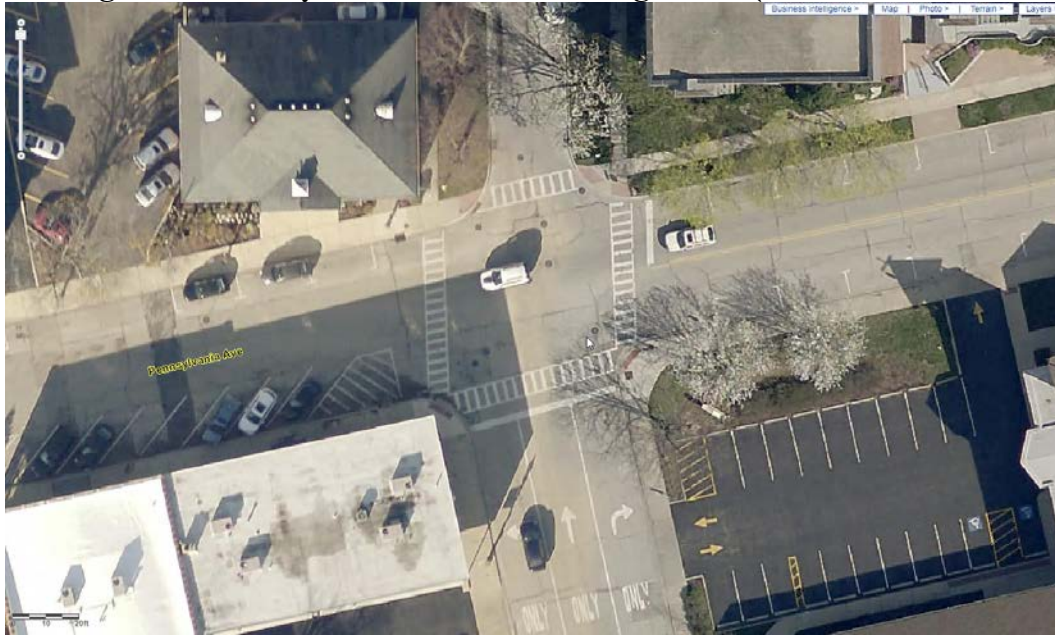
Proposed Changes: The proposed changes to this intersection include:

- A curb extension at the southwest corner of the intersection
- Consolidation of the three northbound vehicular travel lanes located at the south leg of the intersection into two vehicular travel lanes.

Per the existing conditions exhibit below, there are three existing northbound vehicular travel lanes at the south leg of the intersection. This includes:

- An exclusive left turn lane
- An exclusive thru lane
- An exclusive right turn lane

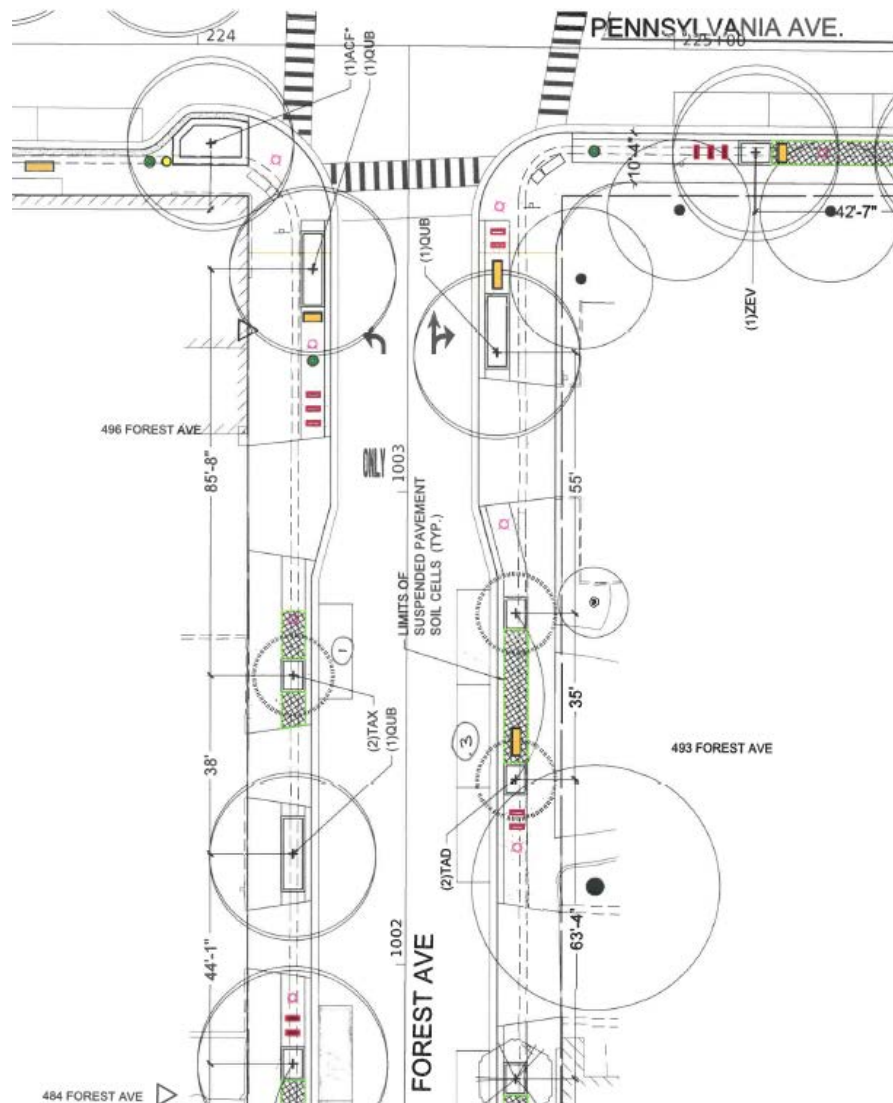
Existing Forest/Pennsylvania Intersection Configuration (2016 Aerial With North Up)



The proposition is to combine the exclusive thru and exclusive right turn lanes into a single shared thru/right turn lane. In other words, the proposed condition will include:

- An exclusive left turn lane
- A shared thru and right turn lane

Proposed Forest/Pennsylvania Intersection Configuration With North Generally Up



Capital Improvements Commission Position (from Meeting Minutes): Commissioners Biggam, Cattero (asked if there was any negative feedback to which Daubert replied no), Forester, Baldin (noted this would be a nice improvement for the downtown), Lindquist, Zuccherro (noted the streetscape improvements as a benefit), Neurauter (noted the aesthetic benefits) and Chairman Szymanski (noted he liked it including improved pedestrian access, streetscape elements, and aesthetics) all support the proposed change to Forest & Pennsylvania.

Recommended Motion for Forest & Pennsylvania: Motion for the Glen Ellyn Capital Improvements Commission to recommend to the Glen Ellyn Village Board that as part of the CBD Streetscape and Utility Improvements project that the following improvements/changes be made to the Forest Avenue and Pennsylvania Avenue Intersection:

- a curb extension shall be constructed at the southwest and southeast corner of the intersection to facilitate shortening of crosswalks
- the three northbound vehicular lanes located at the south leg of the intersection shall be consolidated into two lanes, a northbound exclusive left turn lane and a northbound shared thru/right turn lane to provide benefits in the form of shortened crosswalks and widened sidewalk areas for streetscape elements

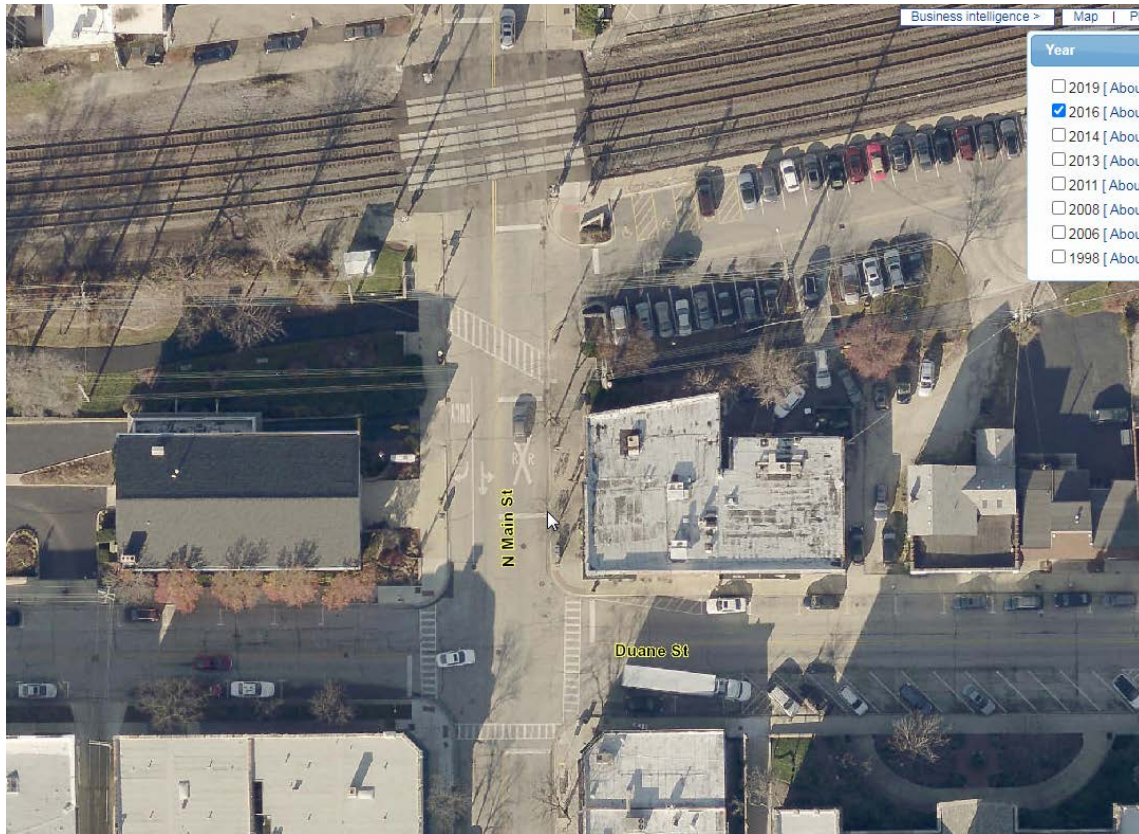
The Capital Improvements Commission finds that the pros of these changes outweigh the cons outlined in the May 2021 CIC Meeting Materials under cover memo from Public Works Professional Engineer Daubert as well as discussed in detail with Police Chief Norton and Fire Chief Clark at said May CIC Meeting.

Main/Duane Intersection

Proposed Changes: The proposed changes to this intersection include:

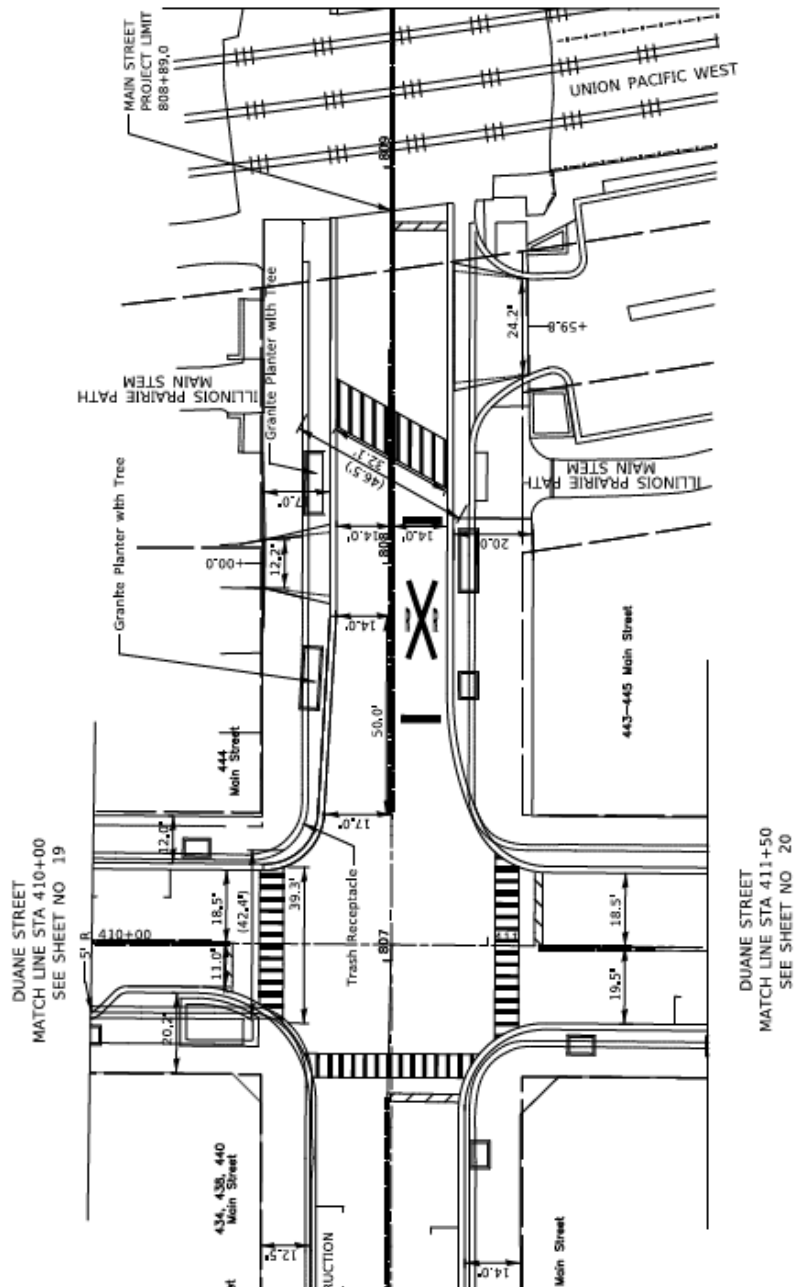
- A curb extension across the west leg of the intersection (at the southwest corner)
- While not a curb extension, sidewalk widening is also proposed on Duane Street east of the intersection which in turn will shorten the crosswalk at the east leg of the intersection
- Consolidation of the two southbound vehicular travel lanes at the north leg of the intersection into a shared thru/left/right turn lane

Per the existing conditions on the following page, there are two existing southbound vehicular travel lanes at the north leg of the intersection: an exclusive right turn lane and a shared thru/left turn lane. The proposition is to combine these two lanes into a shared thru/left/right turn lane.

Existing Main/Duane Intersection Configuration (2016 Aerial with North Up)

Two alternatives were considered for the aforementioned lane consolidation. The “Originally Proposed” alternative depicted hereinafter involved a consistent 14’ wide vehicular lane whereas the “Revised Proposed” alternative included a taper at the corner to provide an “escape” to satisfy Police Department concerns with potential traffic queuing of southbound vehicular traffic back across the UP-West Line. More specifically, the Police Chief was concerned with southbound vehicles having to wait at the intersection of Main and Duane as they turned left and/or right due to pedestrian traffic. In the event this occurs, the added pavement width at the northwest corner of the intersection (17’ in the Revised Proposed vs. 14’ in the Originally Proposed) would offer vehicles the opportunity to drive around vehicles stopped at the intersection in the event they were yielding to pedestrians.

Originally Proposed Main/Duane Intersection Configuration With North Up



140' - 34' ± 6''

140' x 140' 416' - 37.5' = -8.5''

R/R CROSSING

MAIN STREET

444 H MAIN ST

443 H MAIN ST

442 H MAIN ST

441 H MAIN ST

440 H MAIN ST

LEGEND

Capital Improvements Commission Position (from Meeting Minutes): Commissioner Biggam supports the revised design with the 17' taper at the corner with striping to support an escape for vehicles. Commissioner Cattero notes he is on the fence, he likes the idea of possibly just making the change on one side of the street, Commissioner Cattero errs on the side of caution and notes that if he had to pick right now he does not support it but is open for further discussion. Commissioner Foerster supports the bumping out on the east side and keeping the west side at the current width. He does not like the striping. Commissioner Baldin likes the original proposed plan with the wider sidewalks. He does not like the escape lane with striping and feels that traffic could try to drive around one another and possibly make the intersection more dangerous whereas one designated lane seems better and that he would like 14' lanes as originally proposed. Commissioner Lindquist likes the original design with the 14' lanes all the way (no escape). Commissioner Zucchero supports the revised design with the 17' taper, tighten up the west side sidewalk if possible to gain additional pavement width. Commissioner Neurauter supports the revised design with the 17' taper. Chairman Szymanski supports the revised design with the 17' taper and escape. In summary, two (2) Commissioners were not fully supportive of the changes, two (2) Commissioners were supportive of the original design (14' lanes with no taper/escape), and four (4) commissioners were supportive of the revised design (14' lanes with the southbound lane widened to 17' at the corner to provide a taper/escape).

Recommended Motion for Main & Duane: Motion for the Glen Ellyn Capital Improvements Commission to recommend to the Glen Ellyn Village Board that as part of the CBD Streetscape and Utility Improvements project that the following improvements/changes be made to the Main Street and Duane Street Intersection:

- a curb extension shall be constructed at the southwest corner of the intersection to facilitate shortening of crosswalks
- While not a curb extension, sidewalk widening shall also be made on Duane Street east of the intersection which in turn will shorten the crosswalk at the east leg of the intersection
- the two southbound vehicular lanes located at the north leg of the intersection shall be consolidated into one southbound shared thru/left/right turn lane to offer additional room for streetscape elements; however, the lane shall taper in width from 14' to 17' at the corner of the intersection as to provide an "escape" to prevent vehicle queuing at the north leg of the intersection.

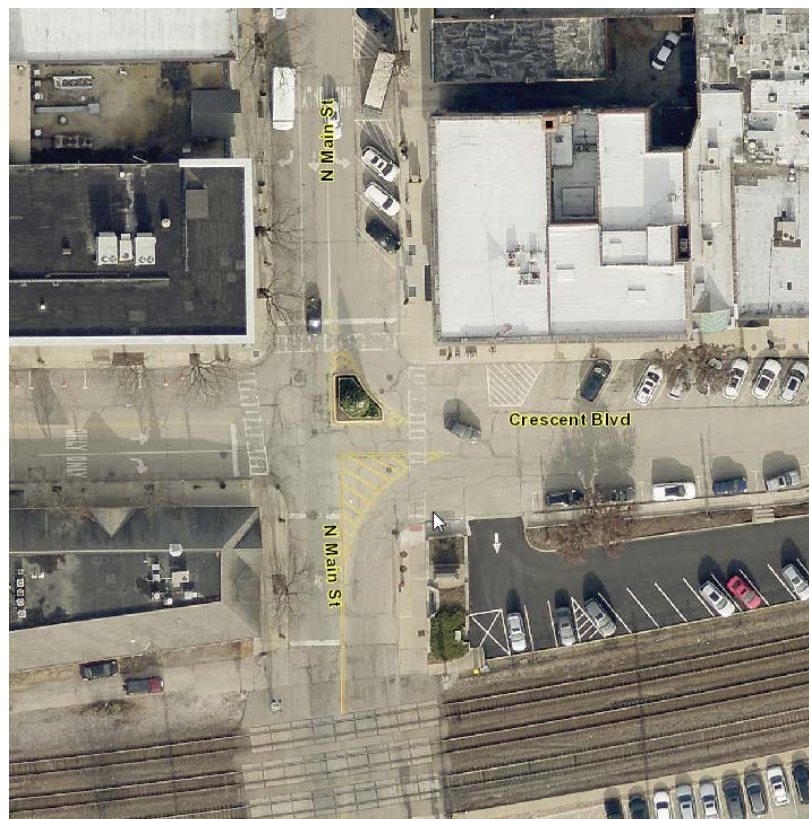
The Capital Improvements Commission finds that the pros of these changes outweigh the cons outlined in the May 2021 CIC Meeting Materials under cover memo from Public Works Professional Engineer Daubert as well as discussed in detail with Police Chief Norton and Fire Chief Clark at said May CIC Meeting.

Main/Crescent Intersection

Proposed Changes: The proposed changes to this intersection include:

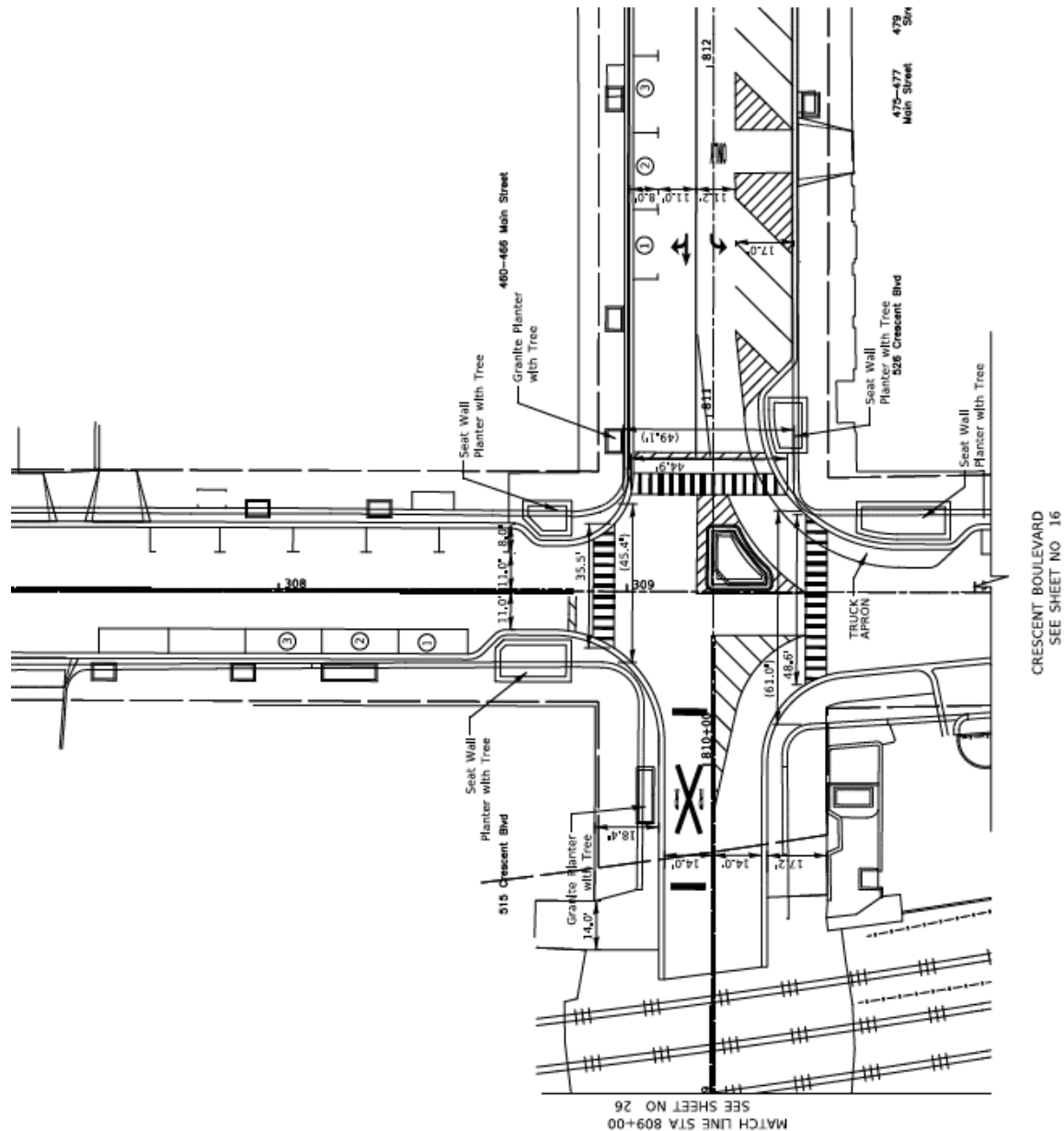
- At the north leg of the intersection, consolidation of the southbound vehicular exclusive right turn lane and exclusive thru lane into a shared thru/right turn lane
- At the west leg of the intersection, consolidation of the eastbound vehicular exclusive right turn lane and exclusive thru lane into a shared thru/right turn lane
- Curb extensions at the northeast, northwest, and southwest corners of the intersection
- While not a curb extension, sidewalk widening is also proposed on Crescent east of the intersection which in turn will shorten the crosswalk at the east leg of the intersection

Per the existing conditions exhibit below, there are three existing southbound vehicular travel lanes at the north leg of the intersection: an exclusive right turn lane, an exclusive thru lane, and a left turn lane. At the west leg of the intersection, there is an exclusive right turn lane and an exclusive thru lane.

Existing Main/Crescent Intersection Configuration (2019 Aerial with North Up)

As noted above, and in summary, the proposition at the intersection is to eliminate the exclusive southbound and eastbound right turn lanes and combine their movement with the thru lanes.

Proposed Main/Crescent Intersection Configuration With North Up



Capital Improvements Commission Position (from Meeting Minutes): Commissioners Biggam (supports additional parking, likes the idea of mocking the changes up), Cattero (this is completely different than the other side of the tracks and likes the idea), Foerster (favors the bumpouts, not opposed to a traffic study), Baldin (supports the bumpouts), Lindquist (supports the bumpouts and would like to see a mockup and study), Zuccherro (in support of bumpouts and would like to see a trial run), Neurauter (in support, likes seatwalls and trees to highlight the downtown, thinks the traffic flow is still supported), and Chairman Szymanski (supports the bumpouts and putting out a test run) support the curb extensions and right turn lane removals in the context of mocking them up and studying impacts. Chairman Szymanski elaborates that something someone said tonight that sits well with me is that residents know their way around and will make adjustments and the Parking Garage will be utilized which will change the traffic patterns.

Recommended Motion for Main and Crescent: Motion for the Glen Ellyn Capital Improvements Commission to recommend to the Glen Ellyn Village Board that in advance of the CBD Streetscape and Utility Improvements project that the following improvements/changes to the Main Street and Crescent Boulevard Intersection be implemented on a trial basis using temporary bollards and studied to ensure they are not materially impacting traffic operations:

- at the north leg of the intersection, the southbound exclusive right turn lane and exclusive thru lane shall be consolidated into a shared thru/right turn lane to offer additional on-street parking spaces
- At the west leg of the intersection, the eastbound exclusive right turn lane and exclusive thru lane shall be consolidated into a shared thru/right turn lane to offer additional on-street parking spaces and facilitate the construction of a curb extension to shorten the crosswalk and offer room for additional streetscape elements

The Capital Improvements Commission requests that staff return to the Commission with a report on the temporary implementation of the above changes including follow up traffic counts and analysis. This will allow the CIC to make a final recommendation concerning the implementation of any permanent changes to the intersection.

ACTION REQUESTED

Public Works Engineering Staff respectfully requests the Capital Improvements Commission's consideration of making the 3 recommended motions outlined in this memorandum.

LIST OF ATTACHMENTS

1. CIC Meeting Minutes May 11 2021 - Draft



Meeting Minutes
Village of Glen Ellyn
Capital Improvements Commission
Regular Meeting
May 11, 2021
7:00 PM
Electronic Conference Call

Board or Commission: Capital Improvements

Date: May 11, 2021

Meeting: Regular

Called to Order: 7:01 p.m.

Quorum: Yes

Adjourned: 9:49 p.m.

Member Attendance:

Steve Szymanski	Chairman	Present
Joel Baldin	Commissioner	Present
Adam B. Biggam	Commissioner	Present
Joshua J. Cattero	Commissioner	Present
Arthur F. Foerster	Commissioner	Present
Michael M. Lindquist	Commissioner	Present
Steve Neurauder	Commissioner	Present
Rocco J. Zucchero	Commissioner	Present
Steve Thompson	Trustee Liaison	Present
Richard Daubert	Staff Liaison/Professional Engineer	Present

Also Present:

Dave Buckley	Interim Public Works Director
Chris Clark	Fire Chief
Phil Norton	Police Chief
Tom Topor	Senior Civil Engineer
Steve Warner	Civil Engineer
Elisa Pollina	Recording Secretary
Mike Folkening	Civiltech Engineering
Phil Hutchinson	Civiltech Engineering
Kristin Kalitowski	Civiltech Engineering

A. CALL TO ORDER

The May 11, 2021 Meeting of the Capital Improvements Commission was called to order by Chairman Szymanski at 7:01 PM via Electronic Conference Call.

B. PUBLIC COMMENT – None

C. APPROVAL OF MINUTES FROM MARCH 9, 2021 CAPITAL IMPROVEMENTS COMMISSION MEETING

MOTION TO APPROVE MINUTES FROM MARCH 9, 2021 CAPITAL IMPROVEMENTS COMMISSION MEETING

MOTION BY: Commissioner Lindquist

SECOND BY: Commissioner Cattero

RESULT: UNANIMOUS APPROVAL

D. CURRENT BUSINESS

1. May 2021 CIC Meeting on CBD SUI – Review of Curb Extensions and Exclusive Turn Lane Removals:

Engineer Daubert reports we put together a memo on the CBD Streetscape and Utility Improvements as it relates to curb extensions and exclusive turn lane removals. On March 22, we brought to the Village Board an ordinance that commemorates the design elements of the Streetscape and Utility Improvements Project. As part of that agenda item, we received some general questions and concerns from a trustee regarding curb extensions and the removal of exclusive turn lanes. Based upon some dispositions and direction from the Village President, Police Chief Norton and Engineer Daubert went out to review the intersections on April 14th with Police Chief Norton following up with a memo outlining his thoughts on the curb extensions and turn lane removals which is included in the packet for the record. Tonight, we want to review and have a dialogue on the proposed changes including review of the pros and cons with the CIC, Chief Norton, and Fire Chief Clark. We would like to make a recommendation as far as where the CIC stands on the changes to the Village Board by the June workshop discussion on the project.

Engineer Daubert notes that in the context of parking losses in the CBD, our complete streets ordinance, and desire to make the CBD more pedestrian friendly that he had directed Civiltech to review some potential changes to the roadways in the CBD. The review included traffic counts and traffic video analysis to identify what impacts changes to the roadways would have on traffic, specifically due to the removal of turn lanes. Engineer Daubert notes that the improvements are proposed to shorten crosswalks, make pedestrians more visible to traffic, and to facilitate streetscape improvements.

Engineer Daubert presents the proposed changes on the following intersections: Forest & Pennsylvania, Main & Duane, and Main & Crescent.

Forest & Pennsylvania

Engineer Daubert begins with a summary of changes for Forest & Pennsylvania. He goes over the existing roadway configuration and summarizes the proposed changes for this intersection which are to consolidate the three northbound vehicular lanes into 2 lanes - a shared right turn and thru lane along with an exclusive left turn lane at the south leg of the intersection. In addition, a curb extension is proposed at the southwest corner of the intersection. The benefits include making the pedestrians more visible to traffic, shortening crosswalks, and allowing for widened sidewalk areas which will support a furniture zone for streetscape elements. Engineer Daubert elaborates that shortened crosswalks support pedestrian safety by reducing the time pedestrians are in the roadway. Engineer Daubert also notes that incorporation of streetscape improvements has been substantiated in white papers to provide economic benefits to communities. The main con of these changes is losing an exclusive turn lane which could be perceived as a negative impact on traffic. However, a traffic study involving synchro analysis reveals that doing so does not negatively affect the intersection performance; instead, there is a slight improvement due to the consolidation of conflicting movements.

Engineer Daubert asks Chief Norton and Chief Clark for their feedback on the proposed changes at Forest & Pennsylvania which are summarized below:

Police Chief Norton notes that because this is moving away from the CBD, I don't have an issue with this change. We would have to have an extended stoppage of train traffic for this to be of concern. Chief Norton notes that this doesn't offend us.

Fire Chief Clark notes he has no issue with this change.

Engineer Daubert asks Commissioners for their input on the changes at Forest & Pennsylvania.

Commissioners Biggam, Cattero (asked if there was any negative feedback to which Daubert replied no), Forester, Baldin (noted this would be a nice improvement for the downtown), Lindquist, Zuccherro (noted the streetscape improvements as a benefit), Neurauter (noted the aesthetic benefits) and Chairman Szymanski (noted he liked it including improved pedestrian access, streetscape elements, and aesthetics) all support the proposed change to Forest & Pennsylvania.

Main & Duane

Engineer Daubert advances to an overview of proposed changes at Main & Duane. He overviews the existing roadway configuration and notes that the proposed changes for this intersection are to consolidate the two southbound vehicular travel lanes (an exclusive right turn lane along with a shared thru/left turn lane) at the north leg of the intersection into a single shared thru/left/right turn lane. This change will allow for widened sidewalks on both sides of Main between Duane and the Tracks which will support streetscape improvements (tree planters). Also proposed is the widening of the sidewalk on Duane Street east of the intersection which in turn will shorten the crosswalk at the east leg of the intersection. Last, a curb extension is proposed at the southwest corner of the intersection which will likewise shorten the crosswalks at the west and south legs of the intersection. A traffic study of the changes was conducted with the improvements not adversely impacting traffic

operations at the intersection as depicted with 14' lanes. Civiltech noted that as part of their analysis, there were no conflicts observed between vehicles and pedestrians at the west leg of the intersection (southbound Main to westbound Duane). In summary, Civiltech did not anticipate that vehicle-pedestrian conflicts would adversely impact vehicle queuing across the tracks due to the low volume of right turning vehicles. However, due to concerns of the Police Chief, staff worked with Civiltech to incorporate an option that would widen the pavement just north of the intersection (at the corner) from 14' to 17'. Daubert notes that including the gutter there would be approximately 18'-1" of usable width of the roadway at the corner to allow southbound vehicles to have an escape should vehicles queue at the intersection. Daubert notes this is a good concession to still implement improvements while addressing the noted concern. Engineer Daubert asks the Police & Fire Chief for their feedback on the proposed changes.

Police Chief Norton notes this is where he starts to have issues as Rich notes. He notes his 36-year experience with the Village including 20 years as Chief with 16 or 17 of those served at the Civic Center which is proximate to this intersection in the downtown. He notes his intimate experience with traffic flows in the downtown including former train backups extending to Anthony Street prior to modern day train control technology. He notes that train traffic will only increase along with lots of building and pedestrians in the downtown. He notes Rich and he worked to make the roadway wide enough so that if someone stops at the intersection as if it is a 4-way stop, other motoring traffic behind them can drive around. Chief Norton notes the problem is that only works if the car is in the left most part of the lane. The Chief also notes the change in the law concerning motorists needing to yield to pedestrians which he feels will lead to increased conflict with pedestrians in this area. He notes the congestion issues with traffic in the CBD as the Village has studied overpasses and underpasses with any changes to congestion possibly forcing us into (constructing) an overpass or underpass.

Trustee Thompson discusses his observations of pedestrians crossing the north leg of the intersection where there is no crosswalk. He asks Chief Norton if there are any issues due to this. Chief Norton notes that most of our traffic is local residents that understand how the intersection works.

Daubert reiterates the benefits of providing room for streetscape, shortening the Prairie Path crossing by approximately 8' (~2 second time reduction in the roadway), and the changes along Duane Street shortening the crosswalks by 6' which reduces a pedestrian's time in the roadway by 1.7 seconds.

Daubert asks Jim Woods with Civiltech if he has anything to add. Jim notes we hear the Chief's concerns and value his experience. These changes are all about the tradeoffs of vehicular safety, pedestrian safety, and streetscape improvements. He notes we have about 150' of storage between Duane and the tracks and that numerous cars would have to stack up to back traffic across the tracks. He also notes that the existing lanes are only 10' in width each (20' total) so we are only reducing the width by 3' at the north leg of the intersection. He also notes that as vehicles turn towards pedestrians, they do leave a significant amount of room for traffic to drive around them. He feels that the pros and cons have been stated here.

Chief Norton asks if line striping could be used on the street to delineate where cars should not go to keep the escape path clear. Engineer Daubert states yes we could use line striping such as hatching along the edge of pavement. Jim notes we could use a similar treatment as the truck apron.

Chairman Szymanski asked Engineer Daubert if the turning volumes are low. Engineer Daubert notes that peak hour turns are low for southbound right turns but left turns towards the parking garage

are still significant. Commissioner Zuccherro asks if this takes into account the development (Apex 400) traffic and where their access points are. Engineer Daubert notes there are 3 access points to the public parking: Main, Hillside, and Glenwood. Engineer Daubert notes that while this is a big development, it is not a large traffic generator compared to the baseline Main Street traffic. Commissioner Foerster asks about when the traffic counts were completed. Chairman Szymanski notes counts were completed on March 19 of 2019. A discussion ensued on how traffic may be impacted during events. Engineer Daubert notes that when we complete traffic counts we are not necessarily trying to complete a study for the worst case scenario but rather under typical conditions. Events often include traffic control. Commissioner Neurauder asks if we attempt to model a standard day of future traffic. Engineer Daubert says yes, we do look at traffic projections 5 years out for Developments but with Capital Projects we look much further out. Jim Woods notes that these high density developments such as the 3 developments in Glen Ellyn (Avere, Apex 400, and Crescent Station) do not see high trip generations. These developments altogether are only increasing traffic at Main and Crescent by 2.2% in the morning peak hour and 3.5% in the evening peak hour. He also notes that when you have a grid network that the traffic that is generated disperses fairly rapidly so they are not necessarily focused at any particular intersection. Chief Norton comments that's just an average and the actual experience could be far different. He notes that we have no way of knowing what these developments will bring from in terms of pedestrian and foot traffic. He notes that pedestrian traffic could be high with Apex. Jim Woods notes that is what Rich is talking about with making the downtown more pedestrian friendly. Jim Woods notes that Civiltech completed studies in Elmhurst about big developments with similar traffic concerns. He noted that Civiltech redid a former study of the downtown from the early 2000s and despite the fact that a number of developments (9) that occurred, traffic remained steady. Jim Woods also referenced an Elmhurst 120 unit apartment development they studied where the traffic generated by the development was counted and found to only be 50% of what ITE (national averages) says it should generate for the evening peak hour and 80% of what ITE says it should generate for the morning peak hour. Engineer Daubert notes that ITE is very conservative and that people in downtown developments are less likely to have multiple cars for a household and more likely to share a car. Jim Woods notes that the number of vehicle miles travelled has declined over the years. Chief Norton notes we need to be cautious about how we interpret that as it may not apply to our downtown. Engineer Daubert regroups the discussion back to the pros/cons of the changes at this intersection.

Commissioner Foerster asks if we could make the changes on one side of the street and not the other. More specifically, he asks if we could widen the sidewalk on the east side of the street but keep the roadway configured as it is today on the west side of Main Street. Engineer Daubert and Kristin Kalitowski of Civiltech confirm this is possible. Commissioner Foerster asks if we could look into how the truck dropping off in front of Einstein can be accommodated with the narrowing of the roadway. Engineer Daubert notes that this is a concern and the Police Department has been working with businesses to have their delivery trucks stage in the commuter parking lot to the north. He notes that as part of the project we are trying to do a better communication plan and keep trucks from parking proximate to crosswalks and rather using loading areas. Chief Norton notes it may be difficult to train the truck drivers to do this.

Engineer Daubert asks if we can go through and see where each Commissioner stands on the proposed changes at Main and Duane.

Commissioner Biggam supports the revised design with the 17' taper at the corner with striping to support an escape for vehicles. Commissioner Cattero notes he is on the fence, he likes the idea of possibly just making the change on one side of the street, Commissioner Cattero errs on the side of

caution and notes that if he had to pick right now he does not support it but is open for further discussion. Commissioner Foerster supports the bumping out on the east side and keeping the west side at the current width. He does not like the striping. Commissioner Baldin likes the original proposed plan with the wider sidewalks. He does not like the escape lane with striping and feels that traffic could try to drive around one another and possibly make the intersection more dangerous whereas one designated lane seems better and that he would like 14' lanes as originally proposed. Commissioner Lindquist likes the original design with the 14' lanes all the way (no escape). Commissioner Zuccherro supports the revised design with the 17' taper, tighten up the west side sidewalk if possible to gain additional pavement width. Commissioner Neurauder supports the revised design with the 17' taper. Chairman Szymanski supports the revised design with the 17' taper and escape. In summary, two (2) Commissioners were not fully supportive of the changes, two (2) Commissioners were supportive of the original design (14' lanes with no taper/escape), and four (4) commissioners were supportive of the revised design (14' lanes with the southbound lane widened to 17' at the corner to provide a taper/escape).

Main and Crescent

Engineer Daubert moves on to discussing the last intersection of Main Street and Crescent Boulevard. He describes the existing roadway configuration. The existing configuration at the north leg of the intersection includes 3 lanes of traffic with lane assignments being an exclusive left turn lane, exclusive through lane, and an exclusive right turn lane. The proposed changes at the north leg of the intersection include consolidating the southbound exclusive right turn lane and exclusive thru lane into a shared thru/right turn lane. Also, at the west leg of the intersection, consolidate the eastbound exclusive right turn lane and exclusive thru lane into a shared thru/right turn lane. Also proposed are curb extensions at the northeast, northwest, and southwest corners of the intersection. Engineer Daubert discusses that the changes would facilitate the addition of parking spaces. He notes up to 3 spaces would be added at the north leg of the intersection and 3 spaces at the west leg of the intersection. He notes that while not uniformly supported, the existing southbound right turn lane is to be used for outdoor dining as it was last year. He also notes that curb extensions at the west leg of the intersection will shorten the crosswalk by 13' which will reduce the amount of time a pedestrian will be in the roadway by approximately 3.7 seconds based on the industry standard walking speed of 3.5' per second; the crosswalk at the north leg of the intersection will be shortened by 5' resulting in a 1.4 second reduction in pedestrian time in the roadway. He also notes the benefit in reducing the number of conflicting movements a pedestrian faces in the crosswalk by consolidating the movements. Engineer Daubert notes that with over 200 pedestrians and 1,100 vehicles interacting in the intersection in the morning and afternoon peak hours, we did see merit in making the intersection more pedestrian friendly. He notes that as raised by Trustee Thompson at Main and Duane, pedestrians at Main and Crescent are not supposed to walk across the south leg of the intersection; hence we saw some merits in trying to improve these crosswalks to encourage pedestrians to travel around the intersection via the west, north, and east crosswalks of the intersection. These are the pros, now Daubert goes through the cons. In terms of traffic analysis, at the north leg of the intersection, the removal of the southbound right turn lane did not materially impact traffic operations during non-train and train times. Essentially due to the high volume of Main Street traffic relative to the number of right turning movements, vehicle queuing on Main Street renders the turn lane as not beneficial. However, at the west leg of the intersection, Daubert notes that during off-peak traffic hours when there is more freight traffic, some vehicles do get impacted by the removal of the eastbound right turn lane. He notes that in looking at the traffic video during these times, 5 vehicles would have been impacted over the course of 3 freight trains. He notes that there could be some

frustration with those 5 motorists but the volume of vehicles impacted is low. Daubert offers Chief Norton and Chief Clark an opportunity to chime in on this.

Police Chief Norton notes he is not convinced that the changes will not cause traffic to back up. He questions the traffic counts as far as how many days were reviewed and when the counts were taken. Jim Woods notes we took counts over two days in March of 2019. Chief Norton notes that's not enough and that March is a low traffic time for the downtown. Engineer Daubert notes that we did compare the traffic volumes to October counts and they were consistent. Chief Norton discusses trains impacts such as miscalculated stops and double train movements. Chief Norton notes that he's not an economic development expert but if we create enough frustration that it may drive traffic away from the downtown. He feels that the bumpouts will create a long term problem. He notes he would flip the on-street dining to the north but notes that businesses would not want it in front of their businesses. He notes that the businesses don't care about the additional parking in front of Two Toots. Without the business owners as part of this discussion, the Board will likely hear from them. Engineer Daubert notes that we did speak to Two Toots and M & Em's and they are supportive of the additional parking spaces. Engineer Daubert also notes we heard concerns from Gather & Collect about accommodating delivery trucks. Engineer Daubert notes that what we talked about was to sign some of the spaces for loading purposes only from 6 am to noon or another time that would be reasonable to accommodate their request while having the additional parking. Chief Norton notes in talking to Businesses over the years, customers do want to park right in front of their stores. Engineer Daubert clarifies that bumpouts do not result in the loss of parking; rather they are used where parking is provided. Engineer Daubert notes he also thought about a hybrid type of approach at the southwest corner of Main and Crescent where maybe we don't install a bumpout and have flexibility to reinstate the turn lane. Chief Norton notes what about mocking up these changes to see how they function. Engineer Daubert notes we certainly can do that but the challenges is we need to agree on what is our tolerable level of traffic impacts for some of the benefits we are getting. He asks if only 5 vehicles were impacted over the course of 3 freight trains, is that tolerable? Chief Norton notes that with 120 trains a day, this could add up quickly. Engineer Daubert notes that the train count is not that high. UP has indicated they are running fewer but longer trains. Daubert notes perhaps the longer trains would impact more than 5 vehicles. Trustee Thompson notes he likes Chief's idea to implement the changes with cones and asks Engineer Daubert how it would work. Daubert notes we could install bollards; we just need to make sure the traffic is representative of pre Covid; it may be challenging to assess now but we could put traffic cameras back up. Commissioner Zuccherro asks what is the busiest day in the downtown. Chief Norton notes our downtown has changed over the last 25 years where we now have both daytime and evening use of the downtown; which is busier, that is a great question. Friday nights we get busy with restaurants opening up. He notes restaurants want to see continued curbside pickup. While hard to say, nights may now be busier than the day.

Engineer Daubert notes it's getting a little late so perhaps we can go around and see where Commissioners are at. Engineer Daubert notes not to oversell this and whichever way the Commission goes staff respects that but we just want to make sure the CIC was aware of the options here and the pros and cons. Just some things to think about are complete streets and accommodating pedestrians is more of a trend now. In his opinion he does not feel that the changes at this location will adversely impact traffic or dramatically improve pedestrian safety; do we want to be more progressive or maintain what we have, essentially not remove the turn lanes.

Commissioners Biggam (supports additional parking, likes the idea of mocking the changes up), Cattero (this is completely different than the other side of the tracks and likes the idea), Foerster (favors the bumpouts, not opposed to a traffic study), Baldin (supports the bumpouts), Lindquist

(supports the bumpouts and would like to see a mockup and study), Zuccherro (in support of bumpouts and would like to see a trial run), Neurauter (in support, likes seatwalls and trees to highlight the downtown, thinks the traffic flow is still supported), and Chairman Szymanski (supports the bumpouts and putting out a test run) support the curb extensions and right turn lane removals in the context of mocking them up and studying impacts. Chairman Szymanski elaborates that something someone said tonight that sits well with me is that residents know their way around and will make adjustments and the Parking Garage will be utilized which will change the traffic patterns.

Engineer Daubert notes that Chief Clark is back on the call and asks for his input on Main and Crescent. He adds the north leg or southbound Main is a pathway we use quite a bit to go east on Crescent and we struggle with the access due to train backup. However, he notes that he doesn't think the right lane helps much. The more we can try to keep left lane traffic moving the better but it's not a detriment to remove the right turn lane. At the west leg of the intersection, we rarely come from that direction and that he doesn't have any personal experience that it would be a problem. Fire Chief Clark supports the changes at Main and Crescent.

Interim Public Works Director Buckley adds if we are doing mock ups of the bump outs we will need to coordinate on the configuration. Engineer Daubert states we will discuss it further and make sure everyone is on board.

Engineer Daubert adds in the interest of time that we will draft up motions and bring them back to the next CIC meeting for approval.

2. Park Boulevard and Sheehan Avenue Intersection Improvements – Engineer Daubert and Commissioner Neurauter report that staff worked on a traffic study at the intersection of Park and Sheehan. We had received concerns about the challenges of pedestrians crossing the south leg of the intersection. The way the traffic signal works is once the light turns green, pedestrians cross Park Boulevard at the same time as cars; as the vehicles start to turn left from Sheehan to go south on Park, the vehicles beat the pedestrians to the crosswalk and for lack of a better way of saying it, pedestrians get stuck in the roadway. We worked closely with Civiltech for improvements. The options are to either institute a Leading Pedestrian Interval or an Exclusive Pedestrian Phase. With a Leading Pedestrian Interval, pedestrians have a lead time of 9 seconds to start crossing Park before motorists. Based on the average walking speed and crosswalk length, this would place pedestrians halfway across Park before motorists can start to turn. We also reviewed an exclusive pedestrian phase, where pedestrians would be given an exclusive time to cross the roadway without any conflicting vehicle traffic. This is a more impactful option on vehicular traffic. We are planning on implementing the leading pedestrian interval and observing how it works. This will require installing a new traffic signal controller, countdown pedestrian signal heads and push buttons. Traffic cameras will be put back after the improvements have been made to see if any adjustments to the timing are needed. The safety of the pedestrians is very important and we want to get the CIC's support. Commissioner Neurauter adds the biggest issue is with the crosswalk at the south leg of Park. This is where people walk to and from the elementary school including many kids from 5 to 12 years old. We have documents 12 or 13 instances in a few months where motorists have not yielded and driven aggressively in the intersection. Commissioner Neurauter notes several combination of factors that make us want to make the presence of pedestrians more obvious. He supports the changes including continuing to monitor them. Chairman Szymanski adds Sheehan Avenue poses a risk factor in this area due to the positioning of the street not having a straight line view of Winchell. Commissioner Neurauter notes there is a lot of cut through traffic that may be distracted or not paying attention at the intersection. He notes that the community closely monitored and documented the incidents to

ensure change was really needed at the intersection. Engineer Daubert notes the Police Department worked with the crossing guard to help train them to get motorists to yield to traffic as well as with some stepped up enforcement. However, Engineer Daubert notes this only works when the crossing guard is present and that we feel the improvements are needed outside of the crossing guard times. Trustee Thompson asks if the Village Board will be informed of this. Engineer Daubert notes that the next step is to put together an agenda item for the Board on this. Trustee Thompson asks what the approximate cost is for the project. Engineer Daubert notes it will be approximately 30 grand. Trustee Thompson notes this is under the Village Board's limit so we would not normally see this but he notes that he thinks a memo to the Village Board providing an update on this project would be appropriate. Interim Public Works Director notes that we generally use Meade Electric as they have won the IDOT bid for traffic signal projects. Trustee Thompson notes as long as it falls within the exception he doesn't have an issue with this. Fire Chief Clark asks if we can evaluate the preemption equipment on the intersection to ensure that it has enough time to reach with the extended crossing time. Engineer Daubert notes that it will be accounted for. Trustee Thompson asks how Police, Fire, and Public Works interface on traffic issues. Chief Norton notes that staff works well together. He does ask residents to put concerns in writing. Engineer Daubert notes that the Police Department does a good job with documenting concerns and he gets copied on them. He notes that he interfaces closely with Chief's sergeants to review complaints such as cut through traffic and requests for stop signs.

E. TRUSTEE'S REPORT – Trustee Thompson reports last night the Board installed 2 new Trustees Anne Gould and Kelley Kalinich as well as Gary Fasules. We thanked Trustee Pryde and Trustee Enright for their service after completing their 4 year term, and swore in Mark Senak as Village President. The Board is taking recommendations on filling Mark Senak's Trustee position. The Board approved a License Agreement to allow a temporary deck platform in the Forest Avenue Public Street for the Made in Italy Restaurant. We also approved a zoning text amendment for the old tap house and we approved changes to an outside deck at Two Hound Red. Engineer Daubert asks about the filling of vacancies for commissions. Trustee Thompson reports all Commission Chairmen terms will end in May and are up for renewal by the Village President. If any Chairmen want to stay on, the Village President will make a recommendation to the board. If anyone has any interest in any of the Commissions please let Mark Franz and Mark Senak know. There will be new commissions added – Community Relations Commission and Affordable Housing Commission.

F. OTHER BUSINESS – None

G. PUBLIC WORKS REPORT – Interim Public Works Director Buckley reports since our last CIC meeting, Julius Hansen retired. We are waiting on Mark Franz to determine how to fill the position either internally or externally. Our Public Works staffing is down 20%. We have had some maintenance workers resign recently. The Parking Garage is now open. Public Works is still finishing up some work with landscaping. We also need to determine maintenance and snow removal operations for the parking garage. We are trying to see what works best, either adding staff or contracting the work out. The ribbon cutting ceremony for the Parking Garage will be on May 20th at 4:00 p.m. Public Works is also reviewing our salt purchase for next year. This week is Public Works Week. We will have a little celebration for all the work we've done. The CIC thanks Public Works for their service.

- H. PROJECT REPORT** – Engineer Topor reports on the Pennsylvania Improvement project which started on May 3rd. All underground work will be done by the end of next week. We are slightly ahead of schedule. We learned that with the amount of equipment and materials there are, it is making traffic control a little difficult so we will have to close more lanes.

Engineer Daubert reports that we had 3 projects that went out for bid.

1. Utility & Roadway Rehabilitation Project – we’ve received very favorable bids on this. We made a recommendation to the board last night to award the project to Copenhagen Construction and Hancock Engineering.
2. Street Resurfacing Improvement Project – We received favorable bids and we made a recommendation to award the project to R.W Dunterman and Chastain Associates for engineering.
3. Sidewalk Street Project – Engineer Warner reports we opened up bids on April 29th. We awarded the project to Schroeder and Schroeder Concrete to start in mid-June-July. Engineer Daubert adds Steve Warner will oversee the construction of this project and engineering will be in house.

Chairman Szymanski asks where we are seeing the lower bids. Engineer Daubert replies materials are high, but contractors are sharpening their pencils and taking lower profits.

- I. ADJOURNMENT** – Commissioner Neurauder motions and Commissioner Lindquist seconds to adjourn the meeting. The meeting was adjourned at 9:49 p.m.

The next meeting is scheduled for June 8, 2021

Submitted by Elisa Pollina, Recording Secretary

Reviewed by Richard Daubert, Professional Engineer



**Glen Ellyn Capital
Improvements Commission**
535 Duane Street
Glen Ellyn, IL 60137

Meeting 6/8/2021 7:00 PM
Department: Public Works
Department Head: Dave Buckley
Category: Discussion Item
Prepared By: Rich Daubert

**AGENDA ITEM (ID # 2021-
1197)**

DOC ID: 2021-1197

CBD SUI Phase 1 Schedule, Maintenance of Traffic, Construction Animation

Statement of the Issue:

Please see the attached memorandum and its associated attachments pertaining to this agenda item.

Analysis:

Budget Impact:

Action Requested:

Attachments:

1. June 2021 CIC Memo On CBD SUI Phase 1 Schedule
2. June 2021 CIC Presentation on Phase 1 Schedule



MEMORANDUM

TO: Capital Improvements Commission

FROM: Rich Daubert, Professional Engineer
Tom Topor, Senior Civil Engineer

DATE: June 4, 2021

RE: CBD Streetscape and Utility Improvements (CBD SUI)
Phase 1 Schedule, Maintenance of Traffic, Construction Animation

Introduction and Background

Staff would like to engage the members of the CIC in discussion on the proposed construction schedule and detour plans to be used during construction of CBD SUI – Phase 1 located on the south side of the CBD along Main St, Duane St, and Hillside Ave. The discussion on the schedule and construction sequence of Phase 1 of the improvements was initiated in December of 2020. Since then, the design engineer and staff were able to review this subject greater detail and prepare a more specific schedule and exhibits showing how the vehicular and pedestrian traffic will be accommodated during each stage of the work. Additionally, Civiltech Engineering has prepared a construction animation video to demonstrate how the construction and pedestrian accommodations will look like while Main Street is under construction.

Phase 1 – Anticipated Construction Schedule

In general, the construction of the improvements for Main St (Hillside to tracks), Duane (Prospect to Forest), and Hillside (Glenwood to east of Main St) is anticipated to take place from March 2022 to October 2022. Based on general construction knowledge, the project team offers hereinafter a general construction sequence and schedule to portray how construction will advance through the project. This general schedule does not include any Nicor Gas or other utility companies that will need to make improvements to their utilities in advance of the streetscape work. An actual schedule will be prepared in advance of the project, with input from the contractor and coordination with utility companies involved of the project starting.

Main Street (Hillside to Duane): early March – end of July

- **March – April 2022:** Sanitary, storm, and watermain replacement; roadway closed to vehicular traffic; pedestrians will use sidewalk adjacent to the buildings with temporary ramps over utility services trenches;
- **Late April – end of May:** Underground streetscape improvements (soil cells, street light system, irrigation system, etc.); roadway closed to vehicular traffic; pedestrians will use sidewalk adjacent to the buildings;
- **Late May- mid June:** Roadway reconstruction and curb work; roadway closed to vehicular

traffic; pedestrians will use sidewalk adjacent to the buildings;

- Mid June – mid July: Streetscape work (sidewalks, driveways, brick work, tree planters); roadway closed to vehicular traffic; pedestrians will use protected walkway located in the street with ramps to each building door;
- Late July: cleanup and punchlist work, two-way traffic allowed thereafter, pedestrians will utilize newly constructed sidewalks.

Duane Street (Prospect to Forest): April - October

- April 2022: Water services, sanitary services, storm sewer work; one-way vehicular traffic allowed (Prospect to Main), two-way traffic (Main to Forest)
- May to early June: North side underground streetscape improvements (soil cells, street light system, irrigation system, etc.); one-way vehicular traffic (Prospect to Civic Center Parking Garage);
- Early June to July: North side roadway and curb work; one-way vehicular traffic allowed (Prospect to Civic Center Parking Garage), short term extension of one-way traffic restrictions to Forest Ave to complete the section from the Civic Center Parking Garage to Forest;
- July to early August: North side streetscape work (sidewalks, driveways, brick work, tree planters), one-way vehicular traffic (Prospect to Civic Center Parking Garage)
- Late July to mid August: South side underground streetscape improvements (soil cells, street light system, irrigation system, etc.); one-way vehicular traffic (Prospect to Civic Center Parking Garage);
- Mid August to early September: South side roadway and curb work; one-way vehicular traffic allowed (Prospect/Civic Center Parking Garage), short term extension of one-way traffic restrictions to Frost Ave to complete the section from the Civic Center Parking Garage to Forest;
- Early September to mid October: South side streetscape work (sidewalks, driveways, brick work, tree planters), one-way vehicular traffic (Prospect/Forest Avenue).

Hillside Avenue (Glenwood Ave/east of Main St): Mid July – Mid October

- July: Miscellaneous utility work
- August: Streetscape improvements (soil cells, street light system, irrigation system, etc.)
- September: Roadway and curb work
- September to Mid October: Streetscape work (sidewalks, driveways, brick work, tree planters)

Construction staging and vehicular detour routes

A detour maps were prepared in response to the anticipated road and/or lane closures required to complete the project. The detours and closures relate to vehicular traffic only. Pedestrians will be able to walk through the site with various accommodations made to ensure access to businesses as well as to the Civic Center Parking Garage and Pedway.

Stage 1 - Main St closed to vehicular traffic Duane to Hillside

- Pedestrians will use sidewalk adjacent to the buildings
- Utility work on Main Street
- Anticipated Start: early March 2022

- Duration: 5 weeks

Stage 2 – Main St closed to vehicular traffic Duane to Hillside, Duane converted to one-way eastbound from Prospect to Main

- Pedestrians will use sidewalk adjacent to the buildings
- Utility & roadway/sidewalk on Main St
- Utility work on Duane St
- Anticipated Start: early April 2022
- Duration: 3 weeks

Stage 3 - Main St closed to vehicular traffic Duane to Hillside, Main St also closed Duane to the Railroad, Duane converted one way eastbound from Main to Civic Center Parking Garage

- Roadway/sidewalk on Main St
- Utility & roadway/sidewalk on Main St (Duane to railroad)
- North side roadway/sidewalk on Duane St
- Anticipated Start: end of April 2022
- Duration: 4 weeks

Stage 4 & 4b – Main St closed to vehicular traffic Duane to Hillside, Main St reopens Duane to Railroad, Duane stays one-way eastbound from Prospect to Civic Center Parking Garage. Short term extensions of one-way restriction from Civic Center Parking Garage to Forest Ave (Stage 4b)

- Roadway/sidewalk on Main St
- North side roadway/sidewalk on Duane St
- Anticipated Start: end of May 2022
- Duration: 10 weeks

Stage 5 – Main St open to vehicular traffic Duane to Hillside, Duane stays one-way eastbound from Prospect to Forest. Convert to Duane St Civic Center Parking Garage to Forest as soon as this section is completed.

- South side roadway/sidewalk on Duane St
- Utility & roadway/sidewalk/roadway work on Hillside Ave
- Anticipated Start: July 2022
- Duration: 13 weeks

Additional Signage

Additional information signage will be posted throughout the downtown directing people to the shops and restaurant. Signage will also be posted with directions to the public parking garages and lots.

Construction Animation

To help illustrate the sequence of construction, Civiltech Engineering has prepared an animation video for Main Street. The video will be available on the project website <http://downtownge.com/> prior to the June 8th CIC meeting and also presented and discussed at the meeting.

Action Requested by the Capital Improvements Commission

Staff would like to use the June CIC Meeting to review the presented construction schedule, proposed detour routes, and animation video to obtain feedback from the CIC on ways to potentially improve this approach with input from the business community members and members of general public present at the meeting. Staff will use this feedback to further refine the materials for the anticipated June 15th meeting with the members of the Alliance of Downtown and Chamber of Commerce, as well discussions with the Village Board anticipated at the June 21st Village Board Workshop Meeting. Our ultimate goal is to finalize the recommended construction sequencing and maintenance of traffic plans by late summer to stay on track for releasing the project for competitive bidding in the fall.

Attachments

June 2021 CIC Presentation on Phase 1 Schedule



Civiltech Engineering, Inc.

www.civiltechinc.com



Central Business District Streetscape Improvements

Village of Glen Ellyn

June 2021



Meeting Objectives

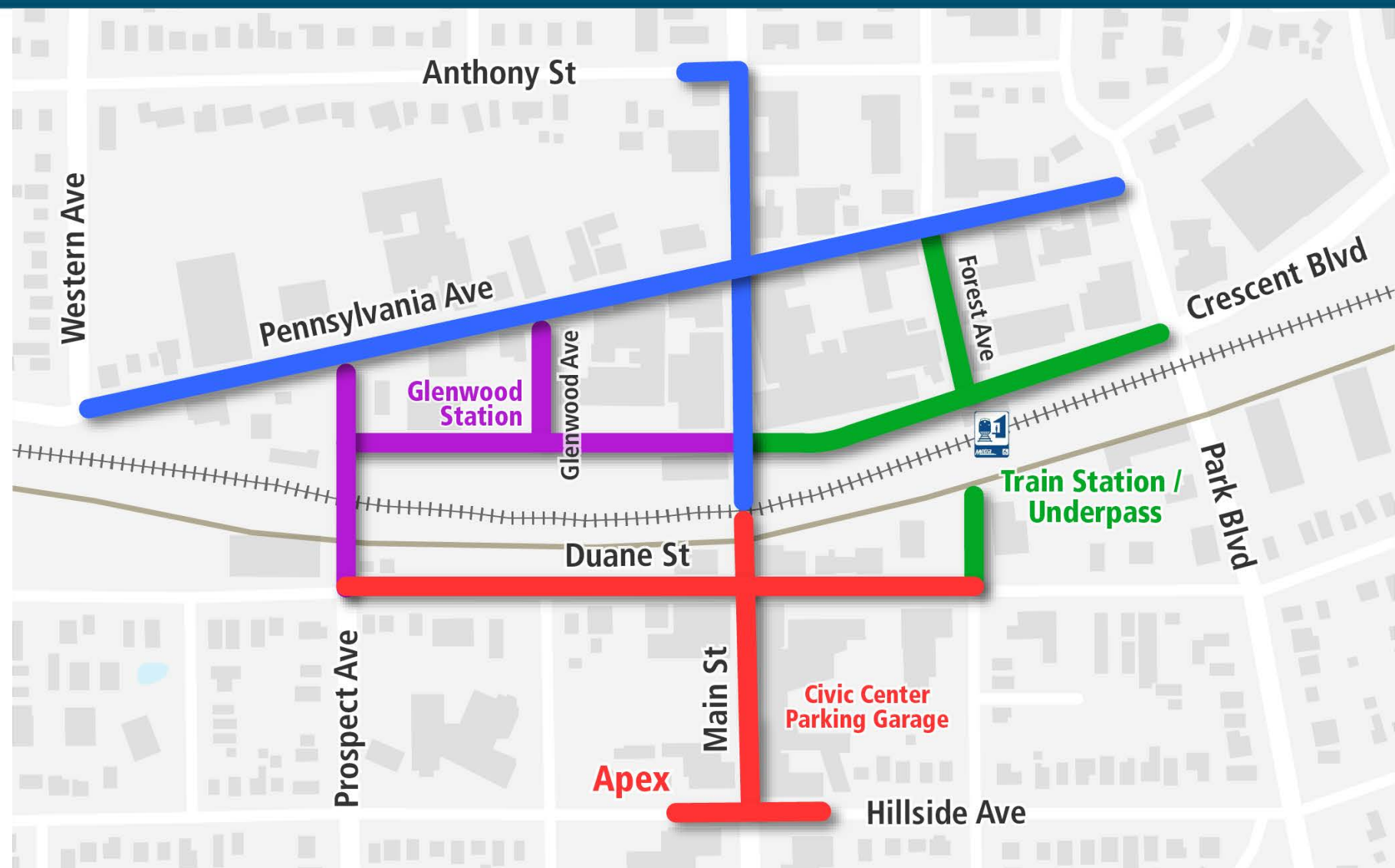
- Phase 1 Anticipated Contractor's Schedule
- Phase 1 Detour Routing
- Construction Animation



Construction Year Refresher

Construction Year

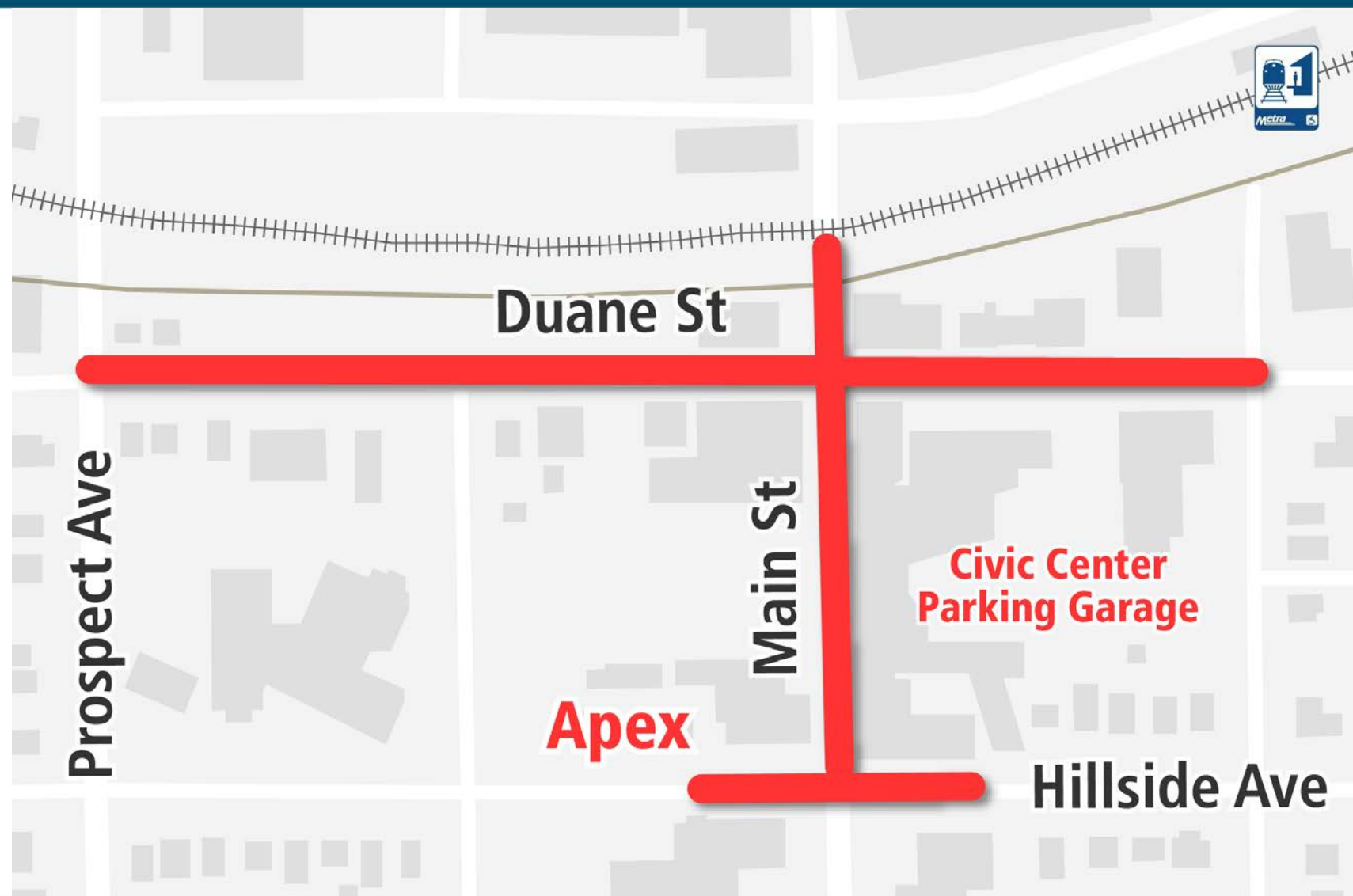
- 2022
- 2023
- 2024
- 2025-2027



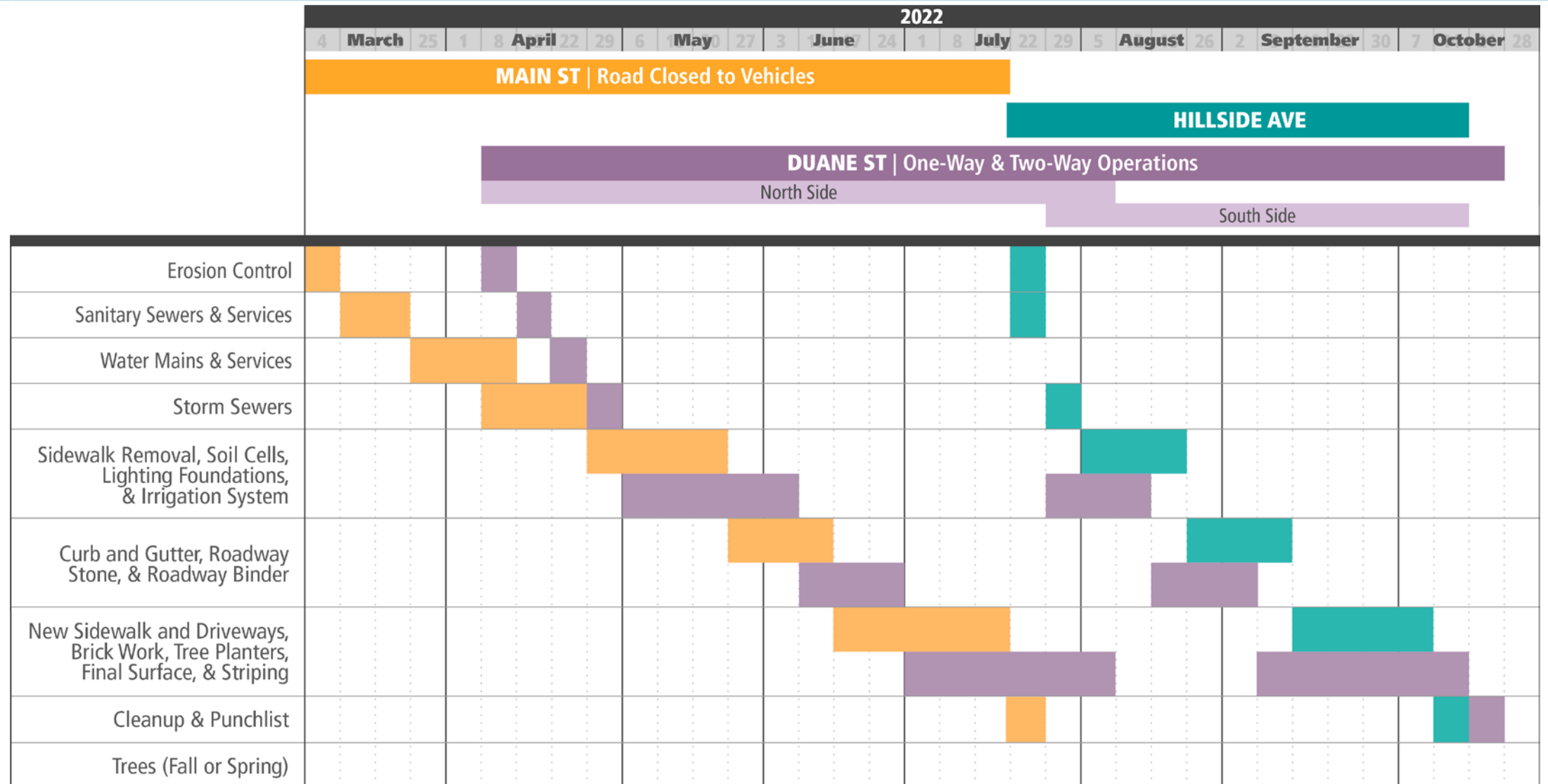
Construction Year Refresher

Construction Year

— 2022



Anticipated Contractor's Schedule



Detour Routing

Detour #1

Detour Notes

- **Main St:** closed (utility & roadway/sidewalk)
- **Main St at RR:** two-way travel
- **Duane St:** two-way travel
- **Hillside Ave:**
 - two-way on west leg
 - one-way on east leg

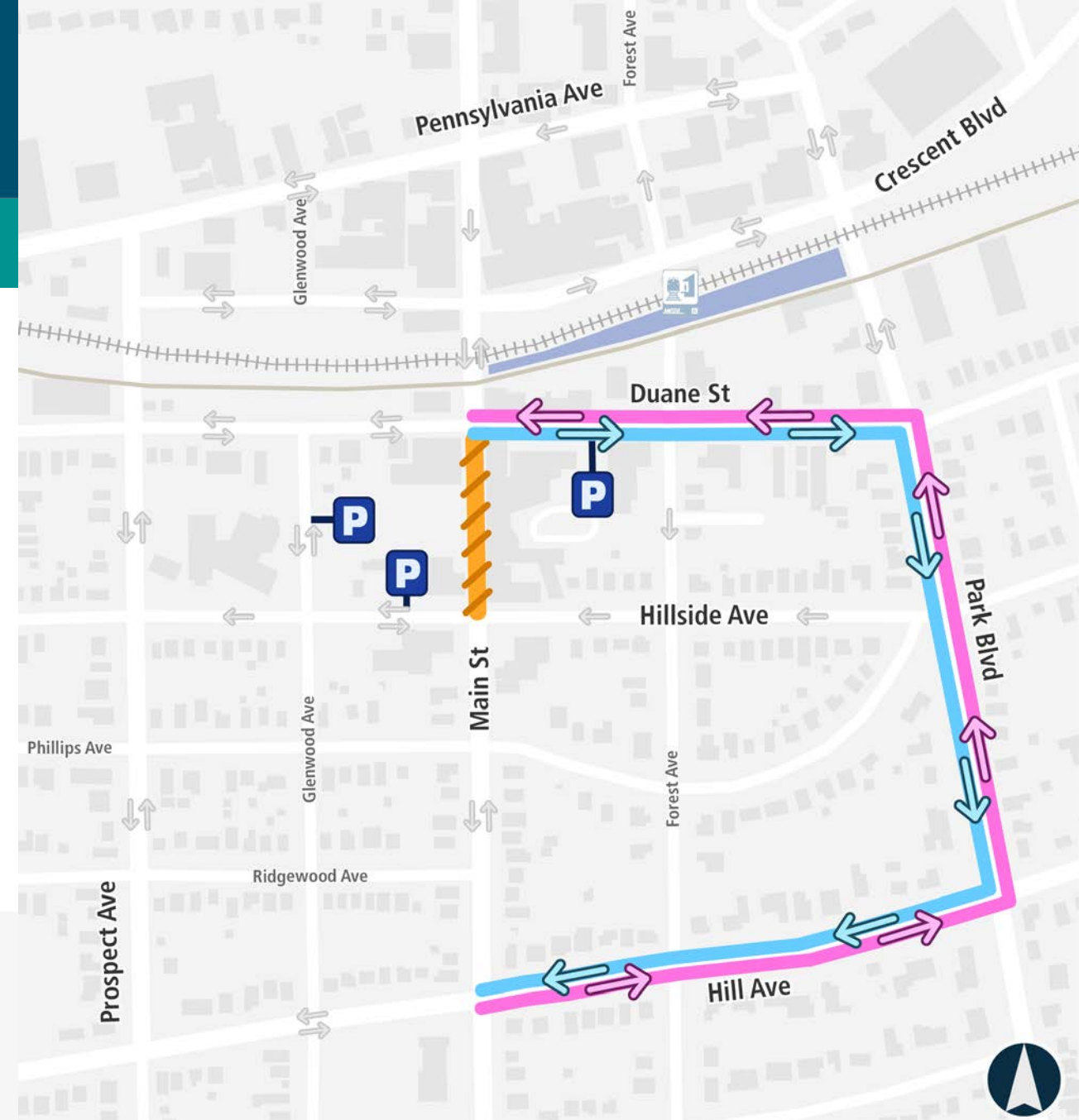
Time

- **Anticipated Start Date:** March 4th, 2022
- **Anticipated Duration:** 5 Weeks

-  Main St SB
-  Main St NB
-  Duane St WB

-  Road Closed
-  Parking Garage Entrance

-  Direction of Detour Travel
-  Change to One-Way Travel



*Additional signage will be posted on detour routes about the Civic Center and Apex garages remaining open and any changes to garage access points.

Detour #2

- **Main St:** closed (utility & roadway/sidewalk)
- **Main St at RR:** two-way travel
- **Duane St:** (utility)
 - one-way on west leg
 - two-way on east leg
- **Hillside Ave:**
 - two-way on west leg
 - one-way on east leg

Invest adds

- **Anticipated Start Date:** April 8th, 2022
- **Anticipated Duration:** 3 Weeks



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Detour Routing

Detour #3

Detour Notes

- **Main St:** closed (utility & roadway/sidewalk)
- **Main St at RR:** closed (utility & roadway/sidewalk)
- **Duane St:** one-way travel from Prospect to Forest (north side roadway/sidewalk)
- **Hillside Ave:**
 - two-way on west leg
 - one-way on east leg

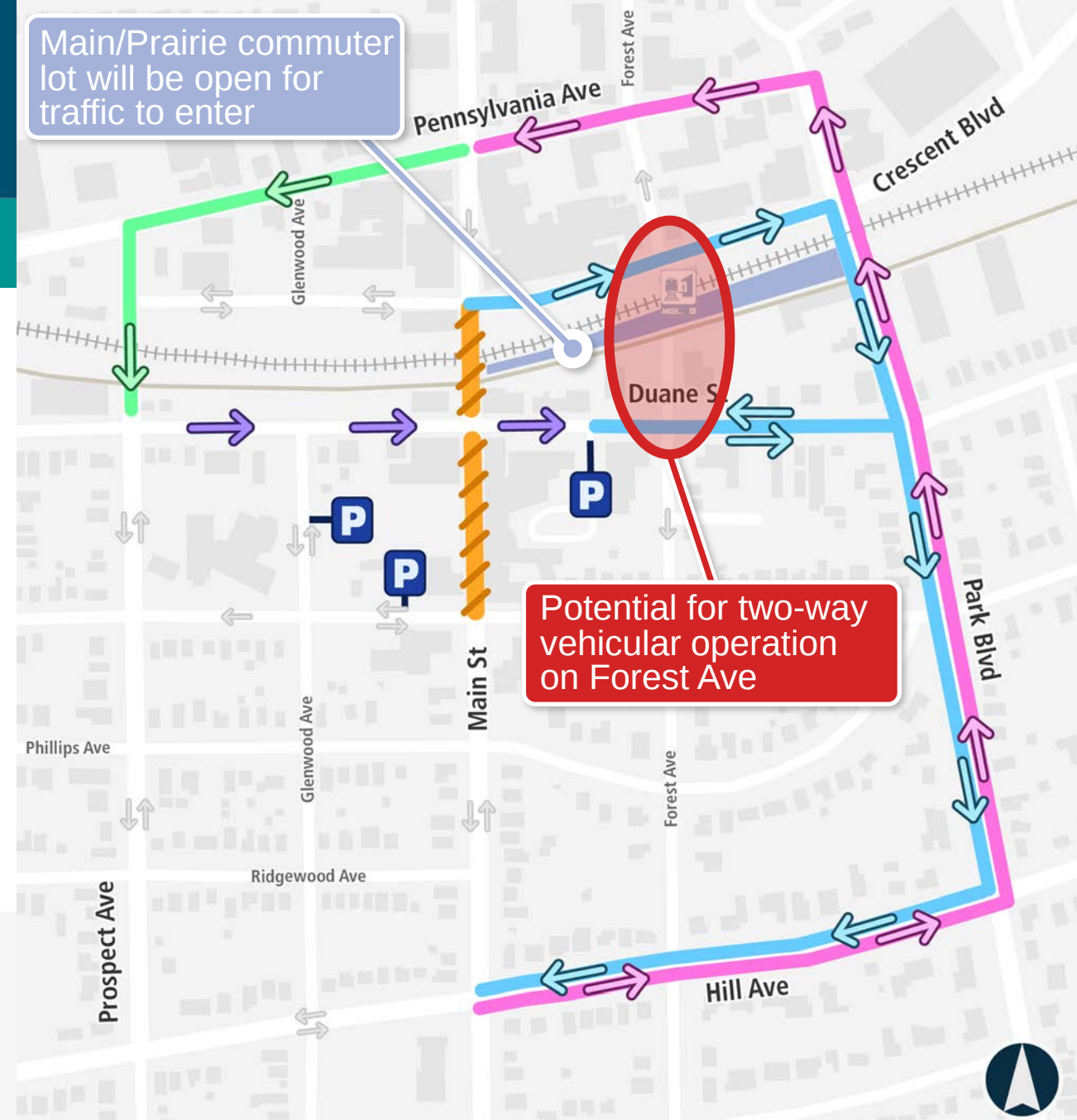
Time

- **Anticipated Start Date:** April 29th, 2022
- **Anticipated Duration:** 4 Weeks

Main St SB
Main St NB
Duane St WB

Road Closed
Parking Garage Entrance

Direction of Detour Travel
Change to One-Way Travel



Detour Routing

Detour #4

Detour Notes

- **Main St:** closed (utility & roadway/sidewalk)
- **Main St at RR:** two-way travel
- **Duane St:** one-way travel from Prospect to Forest (north side roadway/sidewalk)
- **Hillside Ave:**
 - two-way on west leg
 - one-way on east leg

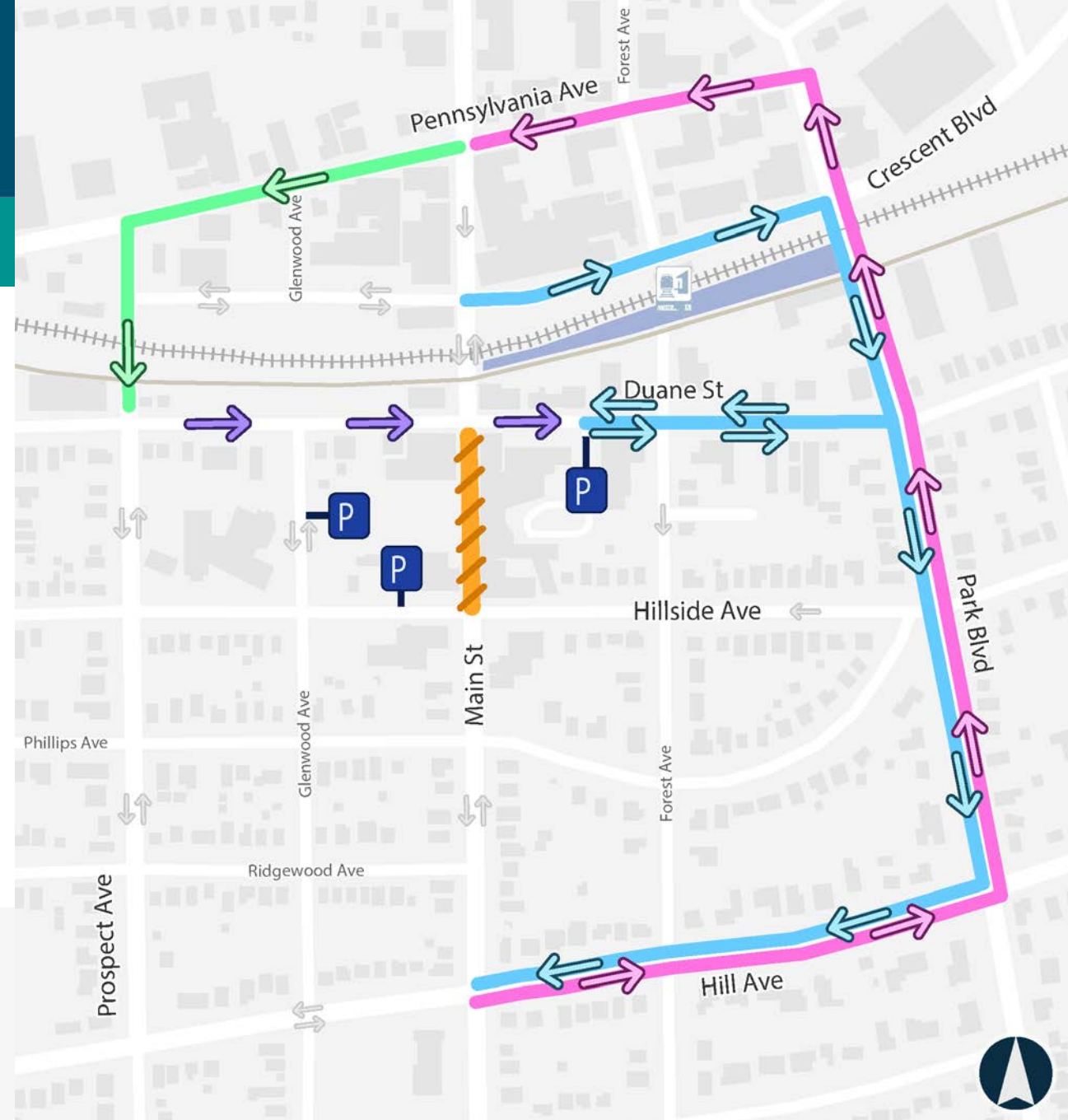
Time

- **Anticipated Start Date:** May 27th, 2022
- **Anticipated Duration:** 10 Weeks

Main St SB
Main St NB
Duane St WB

Road Closed
Parking Garage Entrance

Direction of Detour Travel
Change to One-Way Travel



*Additional signage will be posted on detour routes about the Civic Center and Apex garages remaining open and any changes to garage access points.

Detour Routing

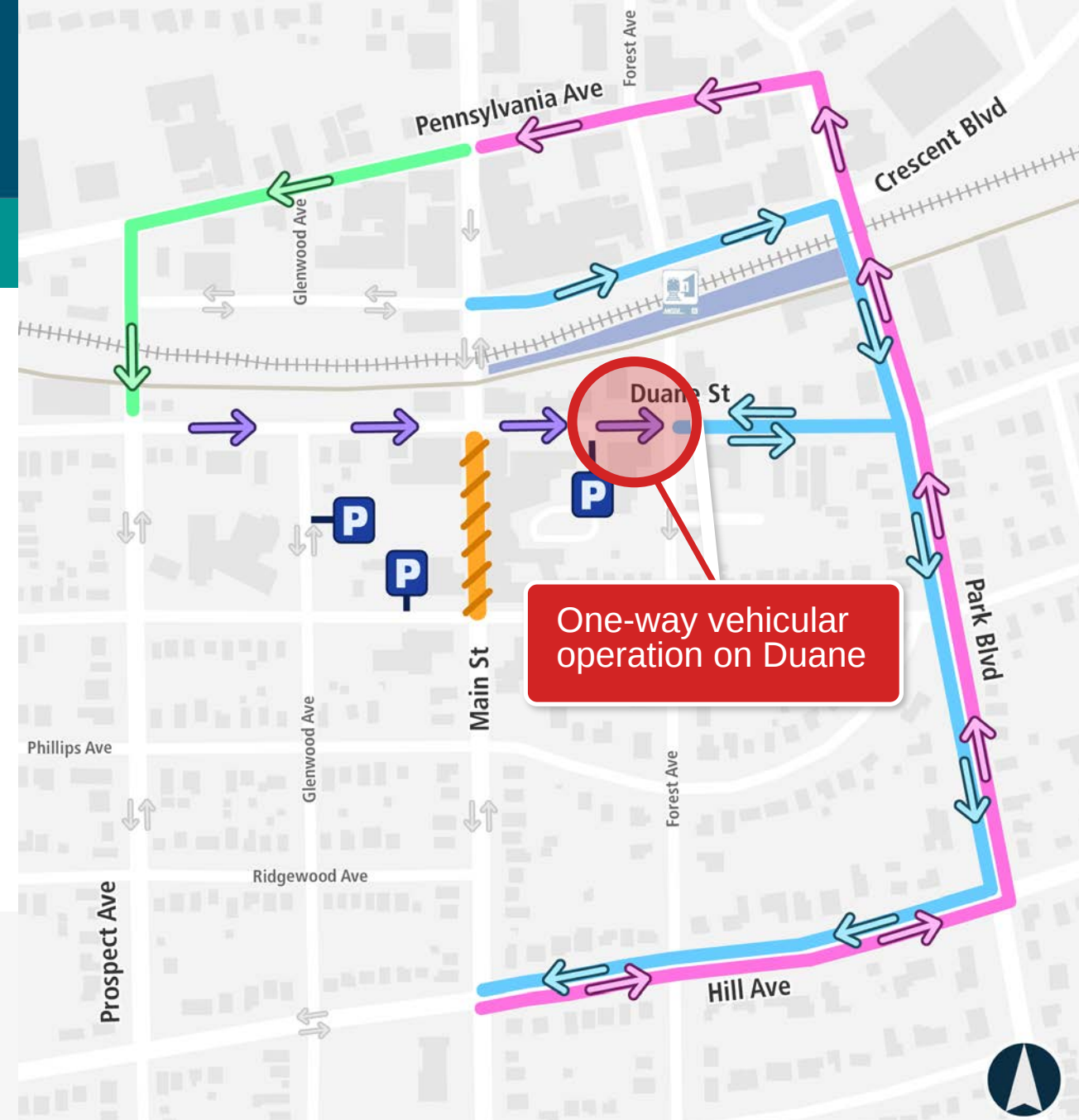
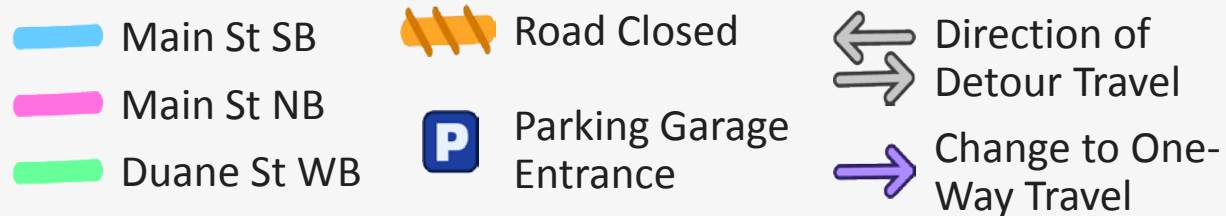
Detour #4b

Detour Notes

- **Main St:** closed (utility & roadway/sidewalk)
- **Main St at RR:** two-way travel
- **Duane St:** one-way travel from Prospect to Forest (north side roadway/sidewalk)
- **Hillside Ave:**
 - two-way on west leg
 - one-way on east leg

Time

- **Anticipated Start Date:** May 27th, 2022
- **Anticipated Duration:** (implement as needed/overlaps with Detour #4 timeline)



*Additional signage will be posted on detour routes about the Civic Center and Apex garages remaining open and any changes to garage access points.

Detour Routing

Detour #5

Detour Notes

- **Main St:** two-way travel
- **Main St at RR:** two-way travel
- **Duane St:**
 - one-way on west leg
 - one-way on east leg (south side roadway/sidewalk)
- **Hillside Ave:**
 - two-way on west leg
 - one-way on east leg (utility and roadway/sidewalk)

Time

- **Anticipated Start Date:** July 29th, 2022
- **Anticipated Duration:** 13 Weeks

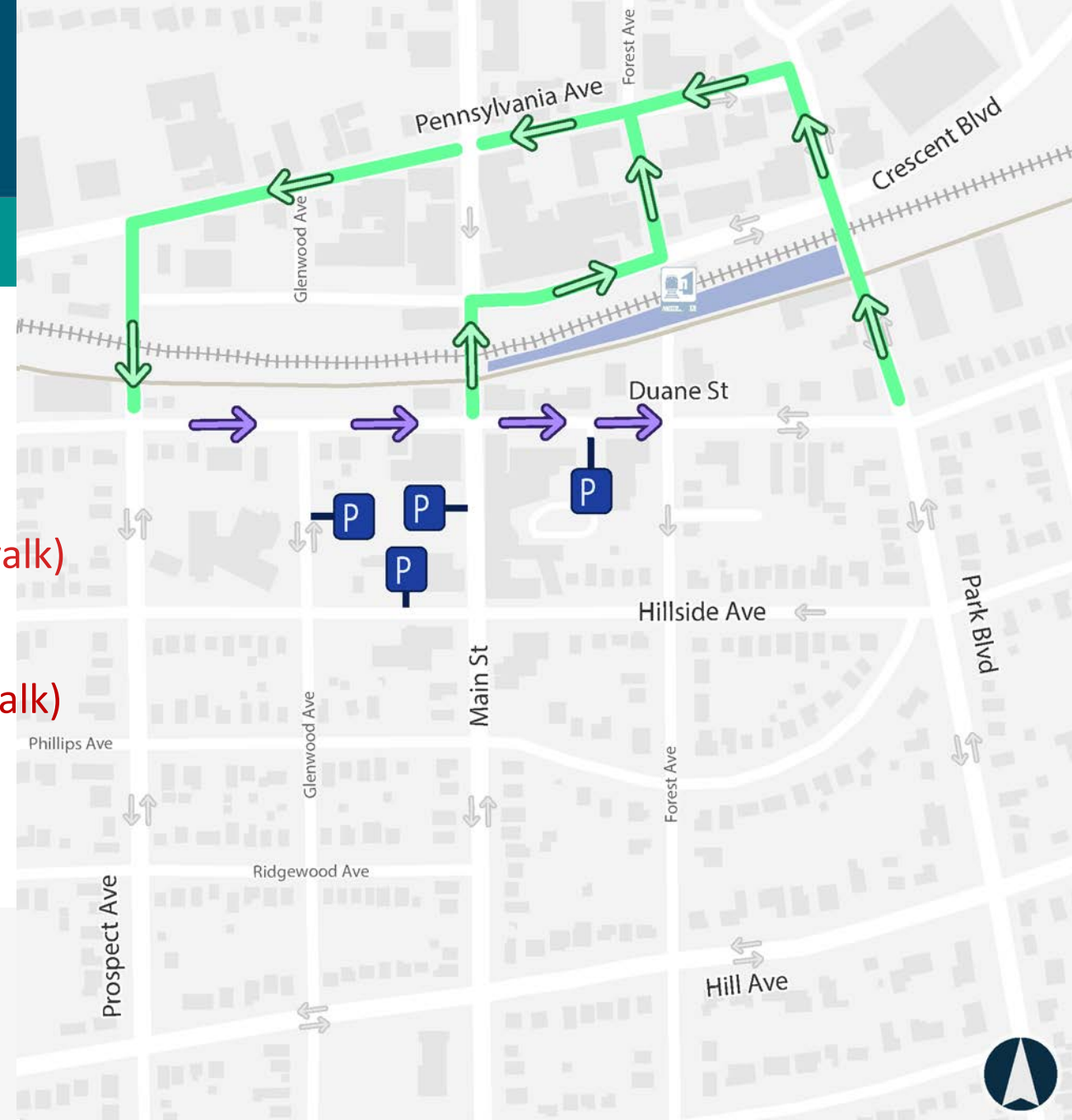
-  Main St SB
-  Main St NB
-  Duane St WB

 Road Closed

 Parking Garage Entrance

 Direction of Detour Travel

 Change to One-Way Travel



*Additional signage will be posted on detour routes about the Civic Center and Apex garages remaining open and any changes to garage access points.

Construction Animation



Discussion





**Glen Ellyn Capital
Improvements Commission**
535 Duane Street
Glen Ellyn, IL 60137

Meeting 6/8/2021 7:00 PM
Department: Public Works
Department Head: Dave Buckley
Category: Report
Prepared By: Rich Daubert

**AGENDA ITEM (ID # 2021-
1196)**

DOC ID: 2021-1196

Engineering Project Report Dated 6/4/2021

Statement of the Issue:

The Public Works Engineering Division Project Report Dated June 4, 2021 is attached hereto for review by the Capital Improvements Commission.

Analysis:

Budget Impact:

Action Requested:

Attachments:

1. Engineering Project Report 6-4-21

June 4, 2021



ENGINEERING DIVISION PROJECT ACTIVITY REPORT

CONSTRUCTION PROJECTS

PENNSYLVANIA AVE. IMPROVEMENT PROJECT – Contractor: John Neri Construction (Project No. 15006 & 16005; Value of Construction Contract = \$252,502)

The project includes both underground utility improvements (storm sewer, sanitary sewer service line, water service line, and street lighting conduit and wiring upgrades) and sidewalk widening from 7' to 16.5' on the south side of Pennsylvania, just east of Main Street and will allow for A Toda Madre restaurant outdoor dining expansion. The Village Board approved the construction contract on April 12th and work started on May 3rd. The contractor has completed all underground utility work and storm sewer installation. All concrete curbs have been poured and adjacent Foundation work has been completed by A Toda Madre. Sidewalk and preliminary paving work will start the week of June 7th. The project is currently projected to be completed by June 18th.



Pennsylvania Ave, looking east from Main St

2021 STREET IMPROVEMENTS PROJECT – Contractor: R.W. Dunteman (Project No. 21002; Value of Construction Contract = \$1,624,277)

This project involves more limited utility (repairs) and roadway improvements (resurfacing) along approximately 3 miles of roadways generally located in northeast Glen Ellyn to be improved in 2021. The project was awarded to the low bidder, RW Dunteman, at the May 10th Village Board Meeting. Construction engineering services were also awarded to Chastain & Associates at the same meeting. The project is proposed to be split into two construction phases, one being the concentrated project area within Crescent Boulevard, Roger Road, Park Row, and the Union Pacific railroad. The second phase consists of all other streets included in the contract. A pre-construction meeting and tree-walkthrough have been completed, with construction anticipated to start on the first phase the week of June 7th. Construction is scheduled to start on the second phase in late July, with substantial contract completion by September 30, 2021.

UTILITY AND ROADWAY REHABILITATION PROJECT 20001 – Phase 1

Contractor: Copenhagen

(Project No. 20001; Value of Construction Contract = \$3,052,890)

The first phase of the project involves the rehabilitation of roadways in the central-west portion of the Village including: Phillips Avenue (Lorraine to Vine), Vine Street (Ridgewood to Hillside), Ridgewood (Kenilworth to Brandon), Evergreen (Hillside to Duane), and Center (Evergreen to Lorraine). The work includes sanitary sewer main line repairs and service line replacement, water main and service line replacement, storm sewer/drainage improvements, and reconstruction of the roadways. Nicor is also implementing some limited gas main and service line replacement work as part of the project.

A preconstruction meeting was held on May 25th with representatives from the Village, Edwin Hancock Engineering (Construction Engineer), Copenhagen Construction, and Osage (Village's Tree Preservation Arborist for Construction Projects) in attendance.

A project informational meeting was held with residents on the evening of June 3 via zoom with in-person attendance offered as an option. The meeting provided a detailed overview of the project, project contacts, scope of work, what to expect, safety precautions, and a question and answer session. Approximately twelve zoom attendees were present along with one in-person attendee at Public Works.

A tree preservation walk through was held on June 4th with tree root pruning and fencing activities to commence the week of June 7th. Once the tree preservation measures are in place, the contractor will advance work on Ridgewood Avenue, specifically sanitary sewer repairs. The contractor is planning on focusing work on Ridgewood, Phillips, and Vine in the months of June and July with their plan to thereafter advance to Evergreen and Center in mid-August. The contract completion date for the project is specified for October 29.

CONSTRUCTION PROJECTS IN CLOSE-OUT

VILLAGE GREEN STORM SEWER PROJECT– Contractor: Mauro Sewer Construction

(Project No. 16007; Value of Construction Contract = \$169,715)

This project involved the replacement of approximately 1,200 linear feet of 12-inch storm sewer from Village Green Park to Lambert Lake. Construction has been completed including installation of top soil, seed, and erosion control blanket. Next steps for the project involves preparation of the final pay estimate, balancing change order, and invoicing the park district for their share of the project costs. The construction cost is anticipated to be approximately \$9,000 under the construction contract award amount.

CUMNOR AVENUE UTILITY IMPROVEMENTS – Contractor: John Neri Construction

(Project No. 19009; Value of Construction Contract = \$363,365)

This project involved the construction of approximately 470 feet of water main, including 11 service connections, and 475 feet of sanitary sewer, including 11 service connections, on Cumnor Avenue between Fairway and Acorn. The project is now fully complete including preparation of the final balancing change order and pay estimate. The final construction cost was \$10,853 under the construction contract award amount.

ROADWAY REHABILITATION PROJECT 20002– Contractor: Schroeder Asphalt Services
(Project No. 19007; Value of Construction Contract = \$1,298,381)

The Engineer has transmitted final quantities to the Contractor for final invoicing.

NORTH PARK BLVD. / MAIN STREET IMPROVEMENTS – Contractor: R.W. Dunteman
(Project No. 13001; Value of Construction Contract = \$2,945,000)

Staff and the Resident Engineer have addressed all of IDOT's requests with project closeout in the court of IDOT District 1 Materials.

TAYLOR AVENUE PEDESTRIAN TUNNEL – Contractor: "D" Construction
(Project No. 15009; Value of Construction Contract = \$2,745,521)

The Engineer has transmitted the final pay estimate to IDOT.

HILL AVENUE BRIDGE REPLACEMENT – Contractor: Dunnet Bay Construction
(Project No. 16008; Value of IDOT Contract = \$1,550,000; Glen Ellyn Share = \$160,000)

All paperwork is complete. Awaiting final invoicing from IDOT.

CRESCENT BOULEVARD RECONSTRUCTION – Contractor: Martam Construction
(Project No. 13002; Value of IDOT Contract = \$3,153,000; Local Share = \$1,480,000)

All paperwork is complete. Awaiting final invoicing from IDOT.

ENGINEERING PROJECTS

HILL AVENUE UTILITY IMPROVEMENTS – Engineer: Walter E. Deuchler Associates
(Project No. 00511)

Staff is meeting with the Engineer on June 7 to discuss finalization of the engineering drawings and bidding/contract documents for the project.

GLEN ELLYN/IL AMERICAN WATER INTERCONNECT– Engineer: Donohue

This project involves the design of an emergency use interconnection between the Village and Illinois American Water Company (ILAWC) distributions systems, near Glenbard South High School. The interconnection would significantly reduce the water outage areas for the respective utilities in the event of water main breaks. Staff is anticipating receipt of the 90% plans, specifications, and estimates from the Engineer the week of June 7. Staff will thereafter review the PSE and provide comments to the engineer for the preparation of pre-final/final documents.

CENTRAL BUSINESS DISTRICT PROJECTS

TRAIN STATION / PEDESTRIAN TUNNEL – Engineer: CDM Smith/KMI Architects
(Project No. 16016)

Work continues on the Section 106/4f tasks. IDOT and FHWA have reviewed the revised project purpose and need document with no further comments. JLK (Architects) is making revisions to the latest historic documentation package on properties within the project area of potential effect. CDM Smith is currently working on the alternatives analysis for the project including no build, relocation to the east, relocation to the west, rehabilitation, rehabilitation with an addition, and new construction.

CBD UTILITY AND STREETScape IMPROVEMENTS – Engineer: Civiltech Engineering, Inc.

(Project No. 15006)

Public Works lead a presentation and discussion with the Capital Improvements Commission, Police Chief, and Fire Chief on proposed changes to the roadway geometrics at the May CIC Meeting. Feedback from the CIC supported the changes with specific motions to be presented to the CIC for consideration of approval at its June meeting. The June CIC meeting will also include a discussion on the proposed construction sequencing and maintenance of traffic plans for the first phase of the project which is planned for construction in 2022.

PROCUREMENT OF GOODS AND SERVICES

Public Works seeks the best vendor prices for various annual municipal and utility maintenance and operations activities. This effort includes local bidding of projects or joint purchasing initiatives, including the Municipal Partnering Initiative (MPI), a consortium of DuPage County communities.

Project	Estimated Glen Ellyn Cost	Status
2021 Sidewalk and Concrete Street Repairs	\$325,475 (2021)	This annual program includes repairs to deteriorated or damaged sidewalk and concrete roadway infrastructure throughout the Village. This year's program also includes an Alternate Bid for two new segments of requested sidewalk installations. Staff worked to design the two segments of new sidewalk for inclusion in the bid documents. Bid documents and candidate repair locations were compiled for a bid advertisement on April 16, 2021. Bids were opened on April 29, 2021 and the contract was awarded to Schroeder & Schroeder, Inc. at the May 10, 2021 Village Board meeting. A first batch of repairs is anticipated to start in late-June into July with a second batch being completed at the end of the construction season.
2021 Parking Lot Resurfacing and Asphalt Roadway Patching	\$210,700 (2021)	Project scope includes roadway patching throughout the Village and resurfacing of the Park & Montclair parking lot. The contract was advertised on January 29, 2021 with bids opened on February 10, 2021. Award to the low bidder, J.A. Johnson Paving Company, was made at the February 22, 2021 Village Board meeting. Resurfacing and restriping of the Park & Montclair parking lot was completed the week of May 24, 2021 and the lot was reopened on May 29, 2021. Roadway patching work started on May 26, 2021 with all but four roadway patches being completed as of June 2, 2021. The contractor is currently scheduling the remaining patches to be completed the week of June 7, 2021.
2021 Pavement Markings	\$30,000 (2021)	This contract is annually intended to be awarded to the 2021 low bidder of either the DuPage County contract or Suburban Purchasing Cooperative. These contracts are typically awarded or extended annually in March or April. Staff is aiming to recommend a Village contract to the Board at the June 28 meeting. Construction is targeted to be completed mid to late Summer.

Project	Estimated Glen Ellyn Cost	Status
2021 Crack Sealing	\$25,000 (2021)	This year's program is anticipated to be procured once staff has compiled candidate locations using upcoming Pavement Condition Index (PCI) Study data. The 2021 PCI Study is discussed below.
2021 Asphalt Surface Rejuvenation	\$40,000 (2021)	Candidate locations include streets that have been resurfaced one to three years prior. Staff has finalized target locations and quantities and has received pricing from single source vendor Corrective Asphalt Materials. Staff will recommend single source purchase award at a Village Board Meeting in advance of work being completed late Summer.
2021 Pavement Condition Index (PCI) Study	\$50,000 (2021)	The Village has obtained pavement condition data for all Village streets every four years since 2004. Unfortunately, COVID-19 caused staff to recommend deferral of a 2020 Study due to financial concerns at the time. However, on a positive note, Staff applied for participation in CMAP's Pavement Management Program and recently learned that CMAP was able to secure additional State Planning and Research Grants and has included Glen Ellyn in its next round of assisting communities with completing PCI Studies and developing Pavement Maintenance Programs. The Village will in turn receive an updated Pavement Condition Index Survey of all the Village's streets as well as a 5-year pavement management program; <u>both at no cost to the Village.</u> Staff will be meeting with ARA the week of June 7 to discuss the results of the field data collection/pavement condition index survey.

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