



Meeting Minutes
Village of Glen Ellyn
Capital Improvements Commission
Regular Meeting
July 13, 2021
7:00 PM
Electronic Conference Call

Board or Commission: Capital Improvements

Date: July 13, 2021

Meeting: Regular

Called to Order: 7:06 p.m.

Quorum: Yes

Adjourned: 9:35 p.m.

Member Attendance:

Steve Szymanski	Chairman	Present
Joel Baldin	Commissioner	Absent
Adam B. Biggam	Commissioner	Absent
Joshua J. Cattero	Commissioner	Absent
Arthur F. Foerster	Commissioner	Present
Michael M. Lindquist	Commissioner	Present
Steve Neurauter	Commissioner	Present
Rocco J. Zuccherro	Commissioner	Present
Bill Payne	Trustee Liaison	Absent
Richard Daubert	Staff Liaison/Professional Engineer	Present

Also Present:

Dave Buckley	Public Works Director
Tom Topor	Senior Civil Engineer
Steve Warner	Civil Engineer II
Mike Folkening	Civiltech Engineering
Kristin Kalitowski	Civiltech Engineering

A. CALL TO ORDER

The July 13, 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 JUNE 8, 2021 CAPITAL IMPROVEMENTS
COMMISSION MEETING**

**MOTION TO APPROVE MINUTES FROM JUNE 8, 2021 CAPITAL IMPROVEMENTS
COMMISSION MEETING**

MOTION BY: Commissioner Zucchero

SECOND BY: Commissioner Foerster

RESULT: UNANIMOUS APPROVAL

D. CURRENT BUSINESS

1. CBD SUI Geometrics Follow Up for July Meeting:

Senior Civil Engineer Topor summarizes that the Village Board reviewed the CIC's recommendations concerning the geometrics changes to the intersections of Forest & Pennsylvania, Main & Duane, and Main & Crescent. He notes that the Board requested that the CIC revisit its recommendations concerning the intersection of Main & Duane and Main & Crescent. Senior Civil Engineer turns it over to Mike Folkening and Kristin Kalitowski to give a presentation on the follow up requested by the Village Board.

Main & Duane – Mike Folkening with Civiltech notes that there some was support by the Village Board to widen the sidewalk on the east side of Main Street with the Board requesting that the CIC revisit the matter. He works through the presentation overiewing how truck turning movements for westbound Duane Street to northbound Main street controls the geometrics of the northbound lane of Main Street. He notes that one member of the Board had asked if the designation of the southbound lanes could be reversed where the inside southbound lane (along the centerline) could function as a left turn lane and where the outside lane (along the curb) could be the shared thru/right turn lane. Folkening notes that there are several issues with this proposition including the loss of parking on Main Street south of Duane. He moves on to making the second point by playing a video of traffic driving through the intersection. He shows how southbound Main Street left turning traffic does not queue and block the movement of southbound vehicles through the intersection. Engineer Daubert asks Folkening to clarify that they looked exhaustively through the video and did not see the left turning traffic queuing to the extent where it blocked thru traffic which Folkening confirms was the case during their review of peak hour traffic. Commissioner Neurauter asks if we know how many vehicles turned left during the peak hour to provide some context. Engineer Daubert elaborates that during the a.m. peak hour there were 55 southbound left turning vehicles and 70 in the p.m. peak hour which were counted prior to the onset of COVID-19. Mike Folkening notes that based on this factor, it would not be advisable to have traffic unnecessarily shift away from the centerline to drive through the intersection and Civiltech recommends that the lane designations not be reversed. Civiltech accordingly summarizes that based on the Board's deliberation, it recommends that the southbound lanes remain as-is and that the sidewalk be widening on the east side of Main Street. It did note the possibility of a bump out on the west side of Main Street for the Prairie Path which staff was still reviewing for other considerations.

Engineer Daubert summarizes that it is important to make sure we are making the right decision here but we also do need to be mindful of making a decision on the geometrics in a timely manner to keep the project on track for construction this year. He notes that we want to continue to weigh heavily on the CIC in formulating its recommendation. Engineer Daubert and Chairman Szymanski asks to go through the Commissioners feedback on the changes:

Commissioners Foerster supports widening the sidewalk on the east side of Main Street and supports keeping the west side (southbound lanes) of Main Street as-is. He also supports the idea of implementing planters at the corners to prevent pedestrians from crossing the north leg of the intersection. Commissioner Lindquist supports widening the sidewalk on the east side of Main Street as well as a bump out for the Prairie Path and short planters at the corners to discourage pedestrians crossing the north leg of the intersection. Commissioner Neurauter supports widening the sidewalk on the east side of Main Street, supports the curb extension at the Prairie Path on the west side of Main Street, and the planters at the corners of the intersection to discourage pedestrians crossing the north leg of the intersection. Commissioner Zuccherro notes that he supports the CIC's previous recommendation to implement the lane reduction for southbound Main Street with the sidewalks widening on both sides of the street. Commissioner Zuccherro notes that the Engineers showed from a data standpoint that the lane reduction can be implemented and that we should be doing what we can to prioritize the downtown for pedestrians. He also notes his support of implementing a planter on the corners to prevent pedestrians from crossing the north leg of the intersection. Chairman Szymanski notes he supports the sidewalk widening on the east side of Main Street, the bump out for the Prairie Path with the two southbound lanes (southbound right turn lane and shared thru/right) and the planters on the corners to prevent pedestrians from crossing the north leg of the intersection.

Main and Crescent

Kristin Kalitowski overviews that the Village Board requested that the CIC confirm the scope of the trial implementation of the improvements at Main and Crescent including details on the scope of the traffic study, timelines, and costs.

Kalitowski notes that the first portion of the traffic study would involve modeling what it would take to deteriorate the level of service for the intersection; this would be in the context of added Development Traffic. The second portion of the traffic study would involve implementing a test closure of the eastbound Crescent right turn lane. Traffic cameras would be installed for a total of six weeks; two weeks prior to the implementation of the right turn lane closure and for four weeks during the implementation of the right turn lane closure. To minimize the processing of the traffic camera data, tube counters would be installed to identify the peak traffic days from which we would process the traffic camera data. Drone footage would also be captured for two one-hour periods to capture overall traffic operations including during freight and commuter trains. Kalitowski shows a sample right turn lane closure from Vernon Hills which was implemented using temporary traffic bollards. A tactical urbanism example was also shown for the City of Chicago to show a curb extension/bumpout mockup. Kristin Kalitowski also reviewed some additional traffic data from the previous study noting that Civiltech revisited how many vehicles would be impacted by the elimination of the eastbound Crescent right turn lane between the hours of 6 a.m. and 8 p.m. She notes that there were a total of 845 eastbound Crescent Vehicles that went through (eastbound) the intersection during this window (6 a.m. – 8 p.m.). She elaborates that if the right turn lane was eliminated, a total of 36 vehicles would have potentially been impacted. She notes that there were 57 trains during this window with the average gate down time being 2 minutes and 1 second for both freight and commuter trains.

Chairman Szymanski notes that we also did receive some feedback from Two Toots and M & Em's that they felt the bump outs were beneficial for safety and parking perspectives. Kristin Kalitowski notes that it is the Village's plan to implement the parking spaces on Crescent as part of the trial. Engineer Daubert notes that the additional parking spaces would not be implemented on the west side of Main Street north of the intersection due to the Main Street outdoor dining area. He also notes that we do need to be mindful that the traffic will not necessarily be fully representative of traffic conditions that were captured in the past study in 2019. He also notes that even if traffic volumes were back to pre-COVID conditions, there are changes proposed with the Metra Station project which may impact how traffic is distributed through the downtown.

Engineer Daubert also notes that the Village Board did want the CIC to review how we should implement the improvements from a cost perspective and whether we make more permanent improvements. He notes that the proposition to study the trial improvements on a temporary basis is what he would recommend and to not construct the improvements on a permanent basis. Chairman Szymanski notes that we are talking about approximately \$30,000 to implement and study the improvements. Engineer Daubert notes that based on past feedback, some members of the Board may want to see additional analysis. A budget of approximately \$25,000 for the study and \$10,000 to install and remove the improvements would be a reasonable.

Commissioner Foerster agrees with what is recommended for the scope, timeline and cost of the study. Commissioner Lindquist notes he is supportive of the proposal and the timeline. Commissioner Neurauter is in agreement with what has been proposed. Commissioner Neureuther agrees with the budget, timeline, and collection of data at this time even with the potential implications of COVID. Chairman Szymanski supports the scope of the study and budget; he notes that we may have to extrapolate a bit due to COVID but sees the value in proceeding with this now. Chairman Szymanski also notes that Village President Senak did pass on his gratitude to the CIC for their work on this matter.

Engineer Daubert notes that the next step is to work with the Village Manager to report back on this matter through a Manager's report and see if the Village Board is comfortable with proceeding as outlined or to revisit the matter in a more formal Village Board Workshop Meeting. Engineer Daubert thanks Civiltech for their work on this matter.

2. Glen Ellyn Metra Station and Multimodal Access Improvements Project – CIC Update:

Chairman Szymanski introduces the discussion on this item. He notes that the Village Board reviewed this matter last night and that there was a lot of interest in this project by the Village Board members. He noted that overall the feeling was very positive and that there was value seen in terms of the project supporting businesses and development.

Engineer Daubert advances a presentation on the update for the project. He introduces the CDM Smith consultant team including Steve Pasinski and Steve Hands. He notes that he will start the presentation and that we will be working through the presentation as a team.

Engineer Daubert overviews the Agenda including the existing site and station conditions, project purpose and need, alternatives considered, review of project funding, and lastly the challenges and next steps for the project. Given the group's background, we will be briefly overviewing the background on the project and focusing more on the challenges and next steps. In turn, he passes the presentation on to Steve Pasinski.

Steve Pasinski reviews the existing site including the station, shelters, parking, and general layout of the Central Business District. Steve notes that UP owns and is responsible for the depot. He notes that the depot and associated infrastructure is beyond its useful life. He shows pictures of the depot noting the condition of the aging infrastructure. He also notes the shortcomings with accessibility, mechanical systems, and overall poor condition of the depot. Engineer Daubert notes we have also received a call about seepage coming up through the depot floor which he notes has in-floor radiant heating. Steve Pasinski shows the existing platforms and stairs which feature degradation.

Steve Pasinski moves on to the project purpose and need which has 5 tenants: improving capacity, addressing the structure degradation and bringing it up to modern standards, improving accessibility to and from the station, addressing traffic issues associated with drop off and pick up, and addressing the barrier between the north and south areas of the downtown. Steve Pasinski turns the presentation over to Steve Hands to further detail these 5 tenants.

Steve Hands provides further context to the capacity needs, noting that based on pre-COVID-19 Pandemic ridership and Metra Standards that the station is undersized by approximately 50%. Steve Hands overviews the COVID-19 Pandemic implications on ridership. He notes that Metra projects ridership to return to approximately 80% of its pre-COVID-19 ridership in the next few years. He notes Metra is continuing to advance improvements to its infrastructure in anticipation of the return of ridership.

Steve hands review the condition of the station elements which are deteriorated. He notes the energy code deficiencies with the station. Engineer Daubert notes that one of the Village Board members expressed interest in pursuing LEED Certification for the new Depot. He notes that there are some consideration we need to follow up on with the Village Board. Chairman Szymanski asks Steve Hands to elaborate on what LEED Certification is. He notes this is process through which a building is evaluated in terms of its energy efficiency/use, the types of materials that are implemented, etc. He notes there is a process and cost involve to have a building LEED Certified.

Steve Hands reviews the accessibility challenges with station which based on a public survey included: challenges in crossing of the railroad tracks, limited parking, traffic queuing, and lack of protection for pedestrians and bicycles.

Steve Hands reviews the traffic queuing conditions on Main Street and Crescent Boulevard which are related to limited drop off and pickup areas and the inability for pedestrians to easily cross the tracks.

Lastly, Steve Hands overview the barrier between the north and south areas of the CBD created by the railroad tracks. He also notes that the station does not fit in well with the two historic districts and that the 2009 Downtown Strategic Plan identified the Metra Station as one of the Village's most important destinations but that it is one of its worst features.

Engineer Daubert notes the importance of these tenants in the purpose and need document to support the Village's goals for the project and identifying the best alternative for the project.

Steve Hands overviews the alternatives that were reviewed for the project noting that based on the project purpose and needs/goals, that the new construction station and site improvements is the preferred alternative. He shows renderings and site plans of the preferred alternative, focusing in on the key site elements including a new inbound station, platforms, new plaza, new underpass, new

warming stations, reconstructed parking lots, reconfigured Forest Avenue. Engineer Daubert overviews the improved drop off and pick up areas.

Engineer Daubert notes that additional feedback from the Village Board on the proposed project included consideration of adding a second story to the depot to offer additional space in the station for other community needs.

Chairman Szymanski notes that we might be understating the importance of the plaza area which will offer many benefits for the Village. He also notes that this project is bringing attention to the Village for Development and Business Opportunities. Engineer Daubert provides specific examples with Developers being interested in the project as it pertains to supporting residential needs in the CBD. He also notes that there will be a significant number of additional residential units in the downtown with the Developments which will drive up pedestrian/commuter traffic. He also notes that other feedback received from the Village Board including the consideration of implementing an elevator for the underpass and expediting the timeline for the project.

Steve Hands overviews the funding committed for the project including \$16.4M for CMAQ and ICC Crossing Safety Improvement Program funding. He notes that Metra is committed to providing an additional \$4.0M towards the project. Chairman Szymanski notes that we may also look to Metra for funding for ongoing maintenance. Engineer Daubert notes, potentially and that it is part of our ongoing negotiations with Metra.

Steve Hands turns the presentation over to Engineer Daubert who overviews the current project challenges. Engineer Daubert notes that the Commission is aware of the Historic Preservation challenges associated with the Section 106/4f processes that CDM Smith is working through. However, one of the more recent developments has been with Union Pacific expressing that it is considering the sale of excess property associated with commuter rail service to a Developer. He notes the conditions associated with the potential sale in terms of maintaining the commuter rail service functions of the property. He notes next steps including that UP would present the right of first refusal to Metra for them to purchase the property. Engineer Daubert notes that staff met with Metra and they assured the Village that they would let the Village know if UP offers them the ability to purchase the property. Engineer Daubert notes that the development opportunity seems limited given the size of the property, the Village's zoning code, and need to maintain the commuter rail service operations on the site. He notes that Staff and CDM Smith will review and develop potential next steps for the Village to undertake.

Engineer Daubert overviews the ongoing efforts and next steps. He notes identifying the next steps with the UPRR Property sale is critical. He then outlines the next steps with the State/Federal Historic Process, and completion of the Project Development Report. Lastly, he notes next steps including continued agency and community involvement, and timelines for phase II engineering and Phase III construction.

Chairman Szymanski asks if there is anything the CIC can assist with at this time. Engineer Daubert notes that we have some additional work and strategizing to do with CDM Smith first. Steve Pasinski notes any additional background or information the Commissioner may have would be appreciated.

Commissioner Zuccherro asks if the Village could maybe hire someone to look at the redevelopment opportunity from a public-private partnership perspective. Engineer Daubert notes that one of the concerns is that there's nothing material that has been presented to the Village yet. He notes that per

Metra, a north shore community went through a similar experience where they went through a long dragged out process and that the project was ultimately deemed not economically viable. Engineer Daubert notes the question is do we contemplate a potential partnership or keep the project moving forward given we have the funding commitment in place? Steve Hands notes that to Rich's point it makes sense to strike while the iron is hot and keep the project moving through the process. Engineer Daubert and Steve Hands overview the challenges associated with utility relocation, incorporating parking, and making a large and viable Development Project. Engineer Daubert notes that another consideration is the zoning of the property which limits building height to 35 feet. Commissioner Zuccherro notes that what he is hearing is that we would be putting a lot of our federal funding and timeline at risk in waiting for some type of potential partnership opportunity. Engineer Daubert notes that there's several items staff is considering including early acquisition.

Engineer Daubert notes that staff was not necessarily looking for specific direction from the Commission but that he would appreciate any comments from the Commissioners. Chairman Szymanski notes his greatest concern would be delaying the project to the extent that we would lose the funding and opportunity to advance the project. Chairman Zuccherro notes we should summarize all the issues and expectations to help the community and/or those that may be interested in a public-private-partnership on the project understand the challenges and to provide clarity in direction. Commissioner Foerster emphasizes that we should not rely on a Developer for our project. He notes we have done such a good job with securing the funding and that Developments often fail late through the process. He feels strongly that we should proceed with the project as planned.

E. TRUSTEE'S REPORT – None

F. OTHER BUSINESS – Chairman Szymanski notes that we are working to fill our Commissioner vacancy. He also notes that he's asked if we could add additional Commissioners to maintain a quorum given all the business we have to conduct. He also notes that he would like for the Commission to get a recap on the CBD grade separation project for vehicles and pedestrians that was previously studied. Engineer Daubert notes that this is a good topic for the CIC and Village Board to revisit especially in the context of there being somewhat recent interest in redevelopment of the Duane-Lorraine lot which is a corridor for one of the grade separations.

G. PUBLIC WORKS REPORT – Public Works Director Buckley notes our next meeting will likely be in-person. He overviews Public Works staff vacancies including Maintenance Worker 1, Assistant Public Works Director, and Civil Engineer I positions. He notes that we are also working on an RFP for maintenance of the public parking garages. Lastly, he notes that we are working to go live with an online customer service request system called see-click-fix.

H. PROJECT REPORT – Engineer Daubert overviews the status of the Street Reconstruction Project (Phillips-Vine-Ridgewood-Evergreen-Center). Civil Engineer II Steve Warner overviews the status of the Street Resurfacing Project with the project moving into the second phase of improvements. Civil Engineer II Steve Warner also gives an update on the street maintenance programs including the concrete street and sidewalk repair program, the asphalt street patching and parking lot resurfacing project, and notes that the crack sealing and line striping programs will be completed later in the year. Chairman Szymanski asks if we have recently put any projects out for bid and seen any trends on pricing. Engineer Daubert notes our larger projects have already bid for the year but we can check the IDOT bulletin and check unit pricing and report back to the CIC. Commissioner Zuccherro reports

that the tollway is still seeing competitive pricing on its projects. Lastly, Engineer Daubert overviews DuPage County's intersection and traffic signal modernization project at Bloomingdale Road and Geneva Road.

- I. **ADJOURNMENT** – Chairman Szymanski thanks the Commission and Staff for all their work. He asks for a motion to adjourn and a second. Commissioner Zucchero motions and Commissioner Lindquist seconds to adjourn the meeting. The meeting was adjourned at 9:35 p.m.

The next meeting is scheduled for August 10, 2021

Prepared by Rich Daubert, Professional Engineer

Reviewed by Tom Topor, Senior Civil Engineer