



Meeting Minutes
Village of Glen Ellyn
Capital Improvements Commission
Regular Meeting
September 13, 2022
7:00 PM
Glen Ellyn Civic Center Room 301

Board or Commission: Capital Improvements

Date: September 13, 2022

Meeting: Regular

Called to Order: 7:00 p.m.

Quorum: Yes

Adjourned: 9:20 p.m.

Member Attendance:

Steve Szymanski	Chairman	Present
Joel Baldin	Commissioner	Present
Adam Biggam	Commissioner	Absent
Joshua Cattero	Commissioner	Absent
Arthur Foerster	Commissioner	Present
Michael Lindquist	Commissioner	Absent
Adil Saeed	Commissioner	Present
Jill Ziegler	Commissioner	Present
Rocco Zuccherro	Commissioner	Present
Bill Payne	Trustee Liaison	Absent
Richard Daubert	Staff Liaison/Professional Engineer	Present

Also Present:

Dave Buckley	Public Works Director
Steve Warner	Civil Engineer II
Kristin Kalitowski	Civiltech Engineering
Mike Folkening	Civiltech Engineering
Meredith Hannah	Economic Development Coordinator

A. CALL TO ORDER

The September 13, 2022 Meeting of the Capital Improvements Commission was called to order by Chairman Szymanski at 7:00 PM at the Glen Ellyn Civic Center.

B. PUBLIC COMMENT – None

C. APPROVAL OF MINUTES

APPROVAL OF August 9, 2022 CAPITAL IMPROVEMENTS COMMISSION MEETING MINUTES

MOTION TO APPROVE MINUTES FROM AUGUST 9, 2022 CAPITAL IMPROVEMENTS
COMMISSION MEETING

MOTION BY: Commissioner Ziegler

SECOND BY: Commissioner Saed

RESULT: UNANIMOUS APPROVAL

D. CURRENT BUSINESS

1. CBD SUI Update and Construction Staging – Engineer Daubert gave an update on the design of the next two phases of the project noting that Civiltech Engineering is currently working on Prefinal Plans which are anticipated to be received by Staff this week. The goal is to complete review of the Prefinal Plans by October 14th as to keep the project on track for competitive bidding later this year. He notes that as part of the final plans, we need to specify the desired construction staging for the project. Engineer Daubert noted that as part of this agenda item, we did include the Ordinance commemorating the project design, timeline, and funding for the Commission's reference. He notes that there will be slight deviations in terms of what is constructed in 2023 and 2024 but the overall staging is consistent.

Engineer Daubert turns the presentation over to Kristin Kalitowski, Project Manager with Civiltech Engineering. Kalitowski notes that Phases 2 and 3 of the project involve approximately twice the amount of work as the first phase of the project; hence the project is proposed to be constructed over two construction seasons. She notes that our goal is to start construction a little earlier in the year to capitalize on as much of the construction season as possible. She notes that the approach to the construction of improvements on Main Street will be in similar fashion as to the first phases of the project where Main Street was closed to vehicular traffic. In addition, similar to the first phase of the project, maintenance of traffic will involve the use of one-way streets. Taken into consideration with this was the anticipated construction of the mixed-use Development project at Crescent and Glenwood, known as Glenwood Station. It was noted that the overall staging exhibits are high level and similar to construction of this year's project, there will likely be adjustments to the construction staging based on discussions with the low-bid contractor.

Kalitowski and Daubert review the construction staging exhibits with the Capital Improvements Commission. Kalitowski highlights that one of main considerations in developing the construction staging plan was to maintain the flow of traffic into the downtown on Main Street. She notes that the goal will be to maintain two-way traffic on Main Street between Pennsylvania and Anthony as much as possible but there will be many times at which traffic will need to be

one-way southbound to maintain the flow of traffic into the downtown. Kalitowski notes at the same time we learned from this year's project that it was beneficial to allow the contractor to work on multiple streets at a time. Engineer Daubert noted that we also want to always maintain at least two at-grade crossings of the railroad. The construction staging for 2023 is discussed in detail with the Engineers noting that due to the volume of utility and streetscape work as well as right-of-way, Main Street will be closed to traffic between Crescent and Pennsylvania. Concurrently, the other 2023 work areas will be staged in halves to maintain a counterclockwise flow of traffic through the downtown. It is noted that this aligns with the needs of construction for the Glenwood Station mixed-use development.

Commissioner Foerster wanted to make sure we weren't closing Main Street and Pennsylvania at the same time. It was noted that while Main Street will be closed to traffic (Crescent to Pennsylvania), traffic will be maintained on Pennsylvania Avenue, albeit one-way westbound. Chairman Szymanski asked about the loss of parking during construction and what other accommodations can be made. Economic Development Coordinator Meredith Hannah noted that we are working with private property owners to use other parking lots. Chairman Szymanski asked about how long Main Street will be closed. Kalitowski noted approximately 4 months. Commissioner Zuccherro asked about the staging for 2023 and whether or not we should consider constructing the south half of Pennsylvania Avenue first where there are more businesses. Engineer Daubert noted we can certainly review that. Commissioner Saed expressed concerns about the project impacts on the 4th of July Parade. Discussion ensued on alternative routes/sites that could be used which has been necessary due to past construction projects.

The 2024 Construction Staging Plan exhibits were reviewed noting that Main Street will be fully opened to traffic as will Pennsylvania Avenue between Prospect and Main. It was noted that one-way traffic patterns will be implemented for Prospect, Crescent, and Pennsylvania (east of Main Street). Engineer Daubert noted that based on their current anticipated construction schedule, the Glenwood Station Development will likely not be ready to construct streetscape improvements fronting the development until the middle of 2024.

2. CBD SUI Updated Decorative Pavement Treatment Options for Main/Crescent Intersection – Engineer Daubert notes that this is a follow up to last month's discussion on this topic. He notes that Staff directed Civiltech to prepare two new additional treatment options for the CIC's review. Engineer Daubert and Kalitowski with Civiltech overview the treatments with Option A being an all brick paver intersection with 16" wide concrete ribbons along the brick paver crosswalks. This addresses some of the concerns with the concrete medians and making the intersection paver field stronger. Engineer Daubert notes that some members of the CIC expressed concerns with the all brick paver intersection not clearly delineating the walking verses non-walking areas. He notes that Option B attempts to address this by widening the concrete ribbons along the crosswalks to three feet.

Chairman Szymanski asks members of the CIC for their feedback. Commissioners Zuccherro, Baldin, and Foerster prefer Option A. Commissioners Ziegler and Saed prefer Option B. Commissioner Baldin notes as part of his feedback that three feet looks too wide for the concrete ribbons. He asks if it makes sense to make the crosswalks concrete instead of brick. Commissioner Foerster likes the idea of concrete crosswalks. Chairman Szymanski expresses

that he is still concerned about maintenance of the crosswalks and confusion in terms of where to walk in the intersection.

The Commission discusses development of final options to present to the Village Board at a special workshop in October. Engineer Daubert notes that the original design with minimal maintenance, current Option A, and an option with concrete crosswalks will be likely presented to the Board.

3. Crescent Boulevard Federal Aid Project Update – Civil Engineer II Warner gave an overview on the project to the Commission. Engineer Daubert noted that our main objective tonight was to confirm support for the segments of sidewalk that are to be included in the Federal Aid Project plans. Specifically, sidewalk is proposed on the south side of Crescent Boulevard between Lee and Riford; sidewalks on the north side of Crescent are also proposed to be widening where they are not ADA compliant between Hickory and Roger; sidewalk is also proposed on the north side of Crescent Boulevard between Roger and 950 Crescent Boulevard. Chairman Szymanski notes we had a meeting with the Public with approximately 20 in attendance. Concerns were noted with speeding on Crescent Boulevard and installing sidewalks close to the road. However, the sidewalk will be set back five feet. He noted that a couple of residents were more vocal in terms of support for installing sidewalks whereas many were not. Chairman Szymanski noted we are doing this as we want to make our community more walkable. Engineer Daubert noted that this is consistent with our complete streets policy where we review the applicability of installing sidewalks. He also referenced requests that we have received for sidewalks on Crescent Boulevard in the past with resident on Crescent as well as Willis specifically requesting the sidewalks. He notes that unless we are creating functional issues with the use of a property such as a driveway, we generally install sidewalks. Engineer Daubert notes that public feedback has expressed more subjective concerns in terms of front yards looking smaller. He shared with the CIC specific feedback from a resident whose yard is currently used as a cut through where there is no sidewalk. He noted that installing the sidewalk would give pedestrians the ability to walk and not use his property for a cut through. Engineer Daubert notes that there are areas outside of the Federal Aid Project that will continue to be reviewed for constructing sidewalk but those need to be separated due to timing constraints. Commissioners are asked for their input on confirming the section of sidewalk for inclusion in the Federal Aid Project Plans. Commissioners Baldin, Ziegler, Foerster, Zuccherro, Saed, and Chairman Szymanski all recommend installing the proposed sections of sidewalk shown in the packet plans. As part of this recommendation, Commissioner Zuccherro notes that this is consistent with our complete streets policy. He also cites specific examples where staff has worked well with residents to construct sidewalk and address functional impacts on properties such as on Turner Avenue between Montclair and Taylor.

E. TRUSTEE'S REPORT – None.

F. OTHER BUSINESS – None.

G. PUBLIC WORKS REPORT – Public Works Director Buckley gave a brief overview on staffing and vehicle purchases.

- H. PROJECT REPORT** – Engineer Daubert gave a detailed update on the CBD Streetscape Project. Chairman Szymanski asked about how the Main Street business are doing. Engineer Daubert noted that business feedback has been generally positive with no major complaints. However, businesses on Duane Street have expressed more concerns and are looking for Duane Street work to be completed and reopened to traffic. Engineer Daubert overviewed the Utility and Roadway Improvements Project. Civil Engineer II Warner gave an update on the street resurfacing and maintenance projects including street patching and sidewalk repair programs.
- I. ADJOURNMENT** – Commissioner Foerster motions and Commissioner Saed seconds to adjourn the meeting. The motion is unanimously approved, and meeting adjourned at 9:20 p.m.

Submitted and Reviewed by Richard Daubert, Professional Engineer