

Village of Glen Ellyn



Meeting Minutes
Village of Glen Ellyn
Capital Improvements Commission
Regular Meeting
August 9, 2022
7:00 PM
Glen Ellyn Civic Center Room 301

Board or Commission: Capital Improvements

Date: August 9, 2022

Meeting: Regular

Called to Order: 7:00 p.m.

Quorum: Yes

Adjourned: 8:54 p.m.

Member Attendance:

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

Also Present:

Mark Franz	Village Manager
Dave Buckley	Public Works Director
Elisa Pollina	Recording Secretary
Kristin Kalitowski	Civiltech Engineering
Phil Hutchinson	Civiltech Engineering
Dan Anderson	Historical Society

A. CALL TO ORDER

The August 9, 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 JULY 12, 2022 CAPITAL IMPROVEMENTS COMMISSION
MEETING MINUTES**

**MOTION TO APPROVE MINUTES FROM JULY 12, 2022 CAPITAL IMPROVEMENTS
COMMISSION MEETING**

MOTION BY: Commissioner Ziegler

SECOND BY: Commissioner Lindquist

RESULT: UNANIMOUS APPROVAL

D. CURRENT BUSINESS

1. Glen Ellyn Central Business District Streetscape Project – Main and Crescent Intersection
Pavement Treatment Options – Engineer Daubert reports tonight our main topic of discussion will be on the decorative pavement options for the intersection of Main and Crescent. Civiltech came up with four concepts with varying levels of brick, concrete and asphalt pavement. Phil Hutchinson from Civiltech will review the 4 options with the CIC.

Phil Hutchinson reviews the options with the CIC. He states after speaking with Public Works, we came up with a few options to scale back on the bricks. Kristin Kalitowski adds we also don't want to make the horse trough area any bigger than it currently is.

Option A – Primarily brick paver intersection with concrete perimeter ribbon, concrete median, concrete around the Horse Trough Island, and Brick Paver Crosswalks with Concrete Ribbons.
Estimated Cost for Option A ~ \$185,000

Option B – The design is the same as Option A with bricks being scaled back and taken out of crosswalks. There will be asphalt crosswalks in lieu of brick paver crosswalks. Estimated Cost for Option B ~ \$128,000

Option C – Primarily Concrete Intersection with brick paver median, brick paver around the Horse Trough Island, and brick paver crosswalks with concrete ribbons.
Estimated Cost for Option C ~ \$116,000

Option D – Concrete intersection with additional brick pavers around the Horse Trough Island only and brick paver crosswalks with concrete ribbons.
Estimated Cost for Option D ~ \$107,000

Engineer Daubert notes that from a staff perspective, we see a lot of maintenance needs for the options involving more bricks in the travel lanes; hence staff's preference for Option D. He adds

that pavers will occasionally need to be removed and reset; the base will also require occasional patching. Engineer Daubert notes that staffing is a challenge in taking on infrastructure with added maintenance. He notes that the Public Works staff is light and more specifically near half in size of staff for similarly sized communities. Commissioner Baldin adds the base will likely fail, not necessarily the bricks unless they chip. Engineer Daubert notes that is one of the advantages of the clay pavers over concrete which tend to fail from the bottom up due to salt damage. Phil Hutchinson adds the sanding of the paver joints will need to be robust for the first two seasons.

Chairman Szymanski asks the CIC if they have any feedback on the options presented.

Commissioner Baldin prefers Option A but also suggests considering an Option E where the turning lane for northbound Main Street is all concrete to address concerns with traffic turning on the pavers.

Commissioners Ziegler and Cattero prefer Option A. However, Commissioner Cattero's preference is in the context of making sure that the pavers are well maintained.

Chairman Szymanski states he is concerned with the crosswalks in Option A. More specifically, his concern is that the crosswalks blend in with the balance of the intersection and do not appear to be well delineated walking areas.

Director Buckley adds maintenance is ongoing not just when something goes wrong. We will have to contract out when bricks need to be replaced. We struggle now to keep up with maintenance given our staffing constraints.

Commissioner Foerster states that his preference is for Option D noting that it looks best and is most consistent with the intersections in the rest of the downtown.

Chairman Szymanski asks the CIC if money is not a concern which option would you choose.

Commissioners Cattero, Baldin, Saeed, Lindquist, Ziegler select Option A.

Commissioner Foerster selects Option D.

Chairman Szymanski and Trustee Payne select Option D+ which is minimal bricks and no confusion with the crosswalks. This option would clearly identify where pedestrians can walk.

The CIC discusses modifying Option A. Option A as is, Option A with a single color crosswalk, Option A – all pavers. Hutchinson adds wear will show more on the single color pavers.

Engineer Daubert notes a concern with Option A; specifically the concrete median and the potential for added failures of the median and/or bricks adjacent to the median. He asks Phil Hutchinson if it would be better to have all brick in the middle of the intersection over brick with the concrete median. Phil Hutchinson notes it would be better to have the intersection as all pavers as failures more commonly occur at edges. He notes that the paver field will also be stronger if it is all pavers verses pavers with a concrete median.

The CIC weighs in on all the options and Chairman Szymanski asks the CIC for their final preference.

Commissioner Cattero selects Option A as-is.

Commissioners Baldin, Lindquist and Ziegler select: Option A with a wider concrete banding for the crosswalks and the same blend crosswalk bricks.

Commissioner Foerster selects Option D.

Commissioner Saeed selects Option A modified pulling in the pavers around the horse trough to better delineate that area from the paver crosswalk.

Chairman Szymanski selects Option D modified with minimal bricks and no confusion between the pavers around the horse trough and the crosswalk.

Engineer Daubert asks Dan Anderson which option he prefers. Dan Anderson states he wants it to look good, he prefers Option A.

Engineer Daubert thanks everyone for their feedback.

2. Public Works Engineering Staffing – Engineer Daubert reports we’ve had some attrition in our department and are working with Sterling Engineering and GovHR to recruit engineers. We have decided to retitle the Senior Civil Engineer position to Assistant Village Engineer. We are hoping changing the title will bring in more candidates for the position. Engineer Daubert adds Sterling Engineering hasn’t found many candidates for the Civil Engineer Position. He notes that one of the constraints is that many engineers want remote work. He adds that it is difficult to work remotely as our projects are here in the Village. Engineer Daubert notes we are also using consultants for services we have typically done in house. Director Buckley adds we are trying things now we have never done to fill these open positions. Commissioner Foerster asks is there an opportunity to train people internally that might not have all the credentials for the position. Engineer Daubert states yes, we are actually doing that on the operations side with no candidates fitting our engineering needs.
- E. TRUSTEE’S REPORT** – Trustee Payne reports we had our last feedback meeting for the hotel property on Roosevelt Road last week. We have five proposal options for that property that we hope to narrow down to two; so we can develop an RFP. It will either be all commercial or various commercial and affordable housing. We are hiring a broker to market the entire site. There has already been some interest in the property. We have asked the Ad Hoc participants for their recommendations. We are also discussing if the buildings will need to be demolished to bring interest to the site.
- F. OTHER BUSINESS** – Commissioner Cattero states if anyone is interested in joining the nomination committee or if you or anyone you know would like to run for Library Trustee or Village Trustee please let me let me know.

- G. PUBLIC WORKS REPORT** – Public Works Director Buckley reports our seasonal help is leaving and now putting additional work on to staff. We’ve also had some retirements over the last few months. We are restructuring and splitting up those responsibilities. We are currently looking for a street superintendent. We also have 2 engineer positions open and we have a maintenance worker leaving to work for the tollway. We are working on budgets. We are also finalizing the water and sewer rate study. We hired a company to do this and will be presenting to the board shortly.
- H. PROJECT REPORT** – Engineer Daubert reports our goal with the Streetscape project is to open Main Street to one-way traffic this Friday. We want to get people back into the downtown. We have a lot of action with the utility undergrounding on Hillside Avenue. We are pushing Com-Ed to come out before October to do their work. We will be closing Main Street between Duane Street and the tracks near the end of the month to start reconstruction of that portion of Main Street. Park Boulevard water main replacement project is moving along. Completion of the street resurfacing project will be pushed back two weeks due to the Local 150 strike. Illinois American Water Interconnect Project is going out to bid next week. The Village Board approved Amendment #6 to the ongoing Phase 1 engineering study for the Train station/pedestrian tunnel. CDM Smith is working on a proposal for Phase 2 engineering. Engineer Daubert notes that we are also working on the design of the next two phases of the CBD Streetscape Project.
- I. ADJOURNMENT** – Commissioner Saeed motions and Commissioner Ziegler seconds to adjourn the meeting. The motion is unanimously approved, and meeting adjourned at 8:54 p.m.

Submitted by Elisa Pollina, Recording Secretary

Reviewed by Richard Daubert, Professional Engineer