



Agenda
Village of Glen Ellyn
Special Workshop Meeting
Monday, February 27, 2017
5:30 PM
Glen Ellyn Civic Center, Room 301

Village Board Workshop Procedures Statement

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

A. Call to Order

B. Roll Call

C. Pledge of Allegiance

D. Audience Participation

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

E. Volunteer Fire Company Fire Service Fee: (Village Manager Franz) (Discussion Only) (5:30-6:00pm)

1. Village Manager Mark Franz will lead the discussion on the proposed Fire Service Fee.

F. Train Station Pedestrian Improvements Project: (Professional Engineer Daubert) (Discussion Only) (6:00-6:30pm)

1. Professional Engineer Rich Daubert will present information regarding proposed Architectural Design and Phase I Engineering Services for a pedestrian bridge or tunnel, and train station improvements.

G. Park Boulevard Rehabilitation Project: (Professional Engineer Daubert) (Discussion Only) (6:30-6:50pm)

1. Professional Engineer Rich Daubert will discuss the Park Boulevard Rehabilitation Project.

H. Residential Refuse and Recycling Program: (Assistant Village Manager Stonitsch) (Discussion Only) (6:50-7:15pm)

1. Village Manager Al Stonitsch will review the residential refuse and recycling program.

I. Other Items

J. Adjournment



Glen Ellyn Village Board
535 Duane Street
Glen Ellyn, IL 60137

Meeting: 02/27/17 05:30 PM
Department: Administration
Department Head: Al Stonitsch
Category: Discussion Item
Prepared By: Mark Franz

SCHEDULED

AGENDA ITEM (ID # 2622)

DOC ID: 2622

Village Manager Mark Franz will lead the discussion on the proposed Fire Service Fee.

On December 9, 2013, the Village Board approved a monthly fee for Glen Ellyn residents and businesses in order to fund the Glen Ellyn Volunteer Fire Company (GEVFC) and maintain a path of financial sustainability. Given the operational, capital and facility needs of the Company and how the long-standing donation program was not keeping up with those needs, the Village Board instituted this new fee that went into effect May 1, 2014. In addition, the donation program was no longer deemed a fair and equitable approach to funding an essential service like fire and emergency response when only 20% of the properties were participating.

The current fire service fee ranges from \$3 per month to \$40 per month, depending on the type of home or size of commercial property. The current fees are as follows:

<u><i>Type of Property</i></u>	<u><i>Monthly Fee</i></u>	<u><i>Annual Fee</i></u>
<u><i>Residential</i></u>	<u><i>\$7.50</i></u>	<u><i>\$90.00</i></u>
<u><i>Multi-Family Residential per unit</i></u>	<u><i>\$3.00</i></u>	<u><i>\$36.00</i></u>
<u><i>Commercial under 20,000 sq. ft.</i></u>	<u><i>\$8.00</i></u>	<u><i>\$96.00</i></u>
<u><i>Commercial 20,000 to 40,000 sq. ft.</i></u>	<u><i>\$20.00</i></u>	<u><i>\$240.00</i></u>
<u><i>Commercial over 40,000 sq. ft.</i></u>	<u><i>\$40.00</i></u>	<u><i>\$480.00</i></u>

Implementation of the monthly fee was necessary to keep up with operational, training and administrative requirements as well as fund some of the future equipment needs of the Glen Ellyn Volunteer Fire Company. At that time, the rate was set relatively low compared to all the needs of the Fire Company, specifically the lack of capital dollars to meet the facility needs and all equipment needs. In addition, the Village was not able to assess a fee in the area east of 355 and north of Roosevelt Rd. since this area is served by the Village of Lombard.

Therefore, our revenue projections were not met. After assessing the long term needs of the Fire Company, as well as the Village's needs to find a capital revenue stream to meet future facility needs of the Fire Company, an adjustment to the fee is necessary. Staff is recommending increasing the fee as follows:

<u><i>Type of Property</i></u>	<u><i>Monthly Fee</i></u>	<u><i>Annual Fee</i></u>
<u><i>Residential</i></u>	<u><i>\$15.00</i></u>	<u><i>\$180.00</i></u>
<u><i>Multi-Family Residential per unit</i></u>	<u><i>\$6.00</i></u>	<u><i>\$72.00</i></u>
<u><i>Commercial under 20,000 sq. ft.</i></u>	<u><i>\$16.00</i></u>	<u><i>\$192.00</i></u>
<u><i>Commercial 20,000 to 40,000 sq. ft.</i></u>	<u><i>\$40.00</i></u>	<u><i>\$480.00</i></u>
<u><i>Commercial over 40,000 sq. ft.</i></u>	<u><i>\$80.00</i></u>	<u><i>\$960.00</i></u>

Background:

The Village and Fire Company have had a strong and symbiotic relationship for decades as both agencies have worked collaboratively to provide vital services to the community. This long standing affiliation was formalized through an Intergovernmental Agreement (IGA) in 2014 in conjunction with the approval of the Fire Service Fee. In addition to this funding, the Village supports the Volunteer Fire Company in a number of ways. The Village owns and maintains two fire stations, maintains the Fire fleet and assists in coordinating a replacement schedule, as well as provides IT, HR, and some accounting/financial assistance. The Village also pays for dispatch services through DuComm and assists the overall management of EMS services through a Village contract with Metro. These life safety responsibilities are critical functions for all municipalities, so the Village and Fire Company have and will continue to work closely to provide emergency services through the volunteer model that has saved the Village and Village taxpayers millions of dollars annually.

To that point, in 2013, the Village completed a statistical comparison of Glen Ellyn to nine other comparable communities in the area. This analysis resulted in the 2013 Financial Scorecard which provided some insight as to how the GEVFC benefits the entire Glen Ellyn community. According to the study, the Volunteer Fire Company saves the Village over \$3M per year by using the volunteer model. In addition, Glen Ellyn has the lowest amount of unfunded pensions in the sample group on a per capita basis, which is a direct result of not having a career fire department which creates additional pension liabilities. These benefits are substantial, but do not tell the entire story. The GEVFC is an ISO 3-rated department, which has provided emergency services for this community for over 100 years and oversees and supports EMS services that are provided on a contractual basis. Currently there are over 60 Volunteers that continue to provide this critical service to the community for \$1 per year.

Subject

Attached are updated long term forecasts of fire service revenues and expenditures. The Village currently collects approximately \$800,000 from the fire service fee, yet the costs of just operating the Fire Company is \$700,000 annually, and will be increasing as operating costs continue to rise. Therefore, the flat rate will eventually only be able to pay for operating expenses (projected in 2022), leaving very limited resources for equipment and facility needs. This is insufficient to sustain the Fire Company.

In addition, capital costs continue to escalate. The attached forecast recommends \$400K contribution for equipment annually, and recommends an estimated \$750K contribution for facilities annually.

The Fleet Replacement Schedule identifies a plan to fund the needs of the Fire Company and sets a path towards sustainability. The Village and Fire Company purchased two new engines this year for just under \$1M, but that purchase depleted all Fire Company equipment funds. The next major replacement is the ladder truck that is estimated to cost \$1.1M. Maintaining a stable fleet replacement reserve and schedule is a key component of sustaining the Fire Company.

Lastly, both Fire Stations are over 40 years old, and due to age, there is a growing need for major improvements. The Village and Fire Company plan to complete a Space Needs Study in 2017 to determine what improvements are needed in the two fire stations. Most critical is an evaluation of Fire Station #1 which will determine the need to fund a renovation or new station, possibly at a new location, within the next 10 years. At Station #2, the Fire Company is in need of additional parking and some bay improvements. Given the need of a major renovation or new station for Station #1 and improvements to Station #2, establishing an annual contribution now to build some reserves for these needs over the next 10 to 20 years is good financial planning.

By increasing the rate to generate approximately \$1.6M annually, the short and long term needs of the Fire Company should be met. This would require an increase to the residential rate to \$15/month, and a larger commercial rate increase to \$80/month. By establishing this more realistic rate to pay for critical fire and emergency services, the Village would be able to sustain the Fire Company and safeguard the Volunteer model of service delivery. In short, the proposed rate will make up for the following shortcomings with the initial rate:

- Make up for the loss in revenue \$70K that was expected from the area east of 355
- Create additional revenue to meet operational cost increases anticipated in the future
- Meet the expected costs of fleet and equipment (Initial Fee was not projected to meet this need)
- Meet the facility needs of replacing/improving Station #1 and some improvements to Station #2 (Initial Fee was not projected to meet these needs)

Strategic Plan Initiative

FINANCIAL SUSTAINABILITY. Grow revenue and focus spending in line with anticipated resources to meet the highest priority needs and maintain the Village's AAA bond rating. **Action Step:** Develop short and long term strategies to sustain the Volunteer Fire Company model by October 1, 2016.

Recommendation

Staff is asking for direction from the Village Board on the potential increase to the Fire Service Fee. This issue was discussed during the budget process and staff is recommending an increase sufficient enough to meet operating and capital costs. The GEVFC continues to provide incredible service and value to the community and by supporting this increase to the Fire Services fee, the Village will be able to meet the short term and long term needs.

Agenda Item (ID # 2622)

Meeting of February 27, 2017

Attachments:

- 1 - 10-Year Financial Forecast
- 2 - 20 Year Facility Needs
- 3 - 30 Year + Fleet Replacement Schedule
- 4 - CY2017 GEVFC Budget

ATTACHMENTS:

- VFC Financial Summary-2017-02-22 (PDF)

Village of Glen Ellyn Volunteer Fire Company
Village Financial Support Summary

Column1	CY17	CY18	CY19	CY20	CY21	CY22	CY23	CY24	CY25	CY26	Total
Village Revenues											
Fire SSA-1% increase annually	\$ 151,500	\$ 153,015	\$ 154,545	\$ 156,091	\$ 157,652	\$ 159,228	\$ 160,820	\$ 162,429	\$ 164,053	\$ 165,693	
Fire Service Fee-Flat Rate (1)	\$ 1,606,000	\$ 1,606,000	\$ 1,606,000	\$ 1,606,000	\$ 1,606,000	\$ 1,606,000	\$ 1,606,000	\$ 1,606,000	\$ 1,606,000	\$ 1,606,000	
Total	\$ 1,757,500	\$ 1,759,015	\$ 1,760,545	\$ 1,762,091	\$ 1,763,652	\$ 1,765,228	\$ 1,766,820	\$ 1,768,429	\$ 1,770,053	\$ 1,771,693	
Fire Company Expenditures											
Operations(2)	\$ 700,000	\$ 721,000	\$ 742,630	\$ 764,909	\$ 787,856	\$ 811,492	\$ 835,837	\$ 860,912	\$ 886,739	\$ 913,341	
Capital-Equipment	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	
Capital-Facilities (4)	\$ 746,882	\$ 746,882	\$ 746,882	\$ 746,882	\$ 746,882	\$ 746,882	\$ 746,882	\$ 746,882	\$ 746,882	\$ 746,882	
Total	\$ 1,846,882	\$ 1,867,882	\$ 1,889,512	\$ 1,911,790	\$ 1,934,738	\$ 1,958,373	\$ 1,982,718	\$ 2,007,793	\$ 2,033,621	\$ 2,060,223	
Overall Shortfall (Rev/Exp)	\$ (89,382)	\$ (108,867)	\$ (128,966)	\$ (149,700)	\$ (171,086)	\$ (193,145)	\$ (215,898)	\$ (239,365)	\$ (263,568)	\$ (288,529)	\$ (1,848,505)

(1) Currently a flat rate generating \$803,000 annually. Need approximately \$1.6 to meet operating and capital needs

(2) Assumes a 3% increase annually

(3) Equipment Replacement \$400K annually, to cover all fleet purchases

(4) Assumes Improvements to Station #2=\$1M in CY19 and Improvements to Station #1=\$12M in CY25

Fire Company Capital Replacement Schedule														
Year	E 60	Engine E 63	E 61	E 62	T 62	Truck SN 61	Brush BR 62	Squad SQ 61	C 61	Buggy A/C 61	A/C 62	Utility U 61	SCBA A	Total Equip Purchase
Balance														
Current day cost														
Estimated Life														
Last replaced														
Next replace														
2017														
2018														
2019														
2020														
2021														
2022														
2023														
2024														
2025														
2026														
10 year total														
2027														
2028														
2029														
2030														
2031														
2032														
2033														
2034														
2035														
2036														
10 year total														
2037														
2038														
2039														
2040														
2041														
2042														
2043														
2044														
2045														
2046														
10 year total														
2047														
2048														
2049														
2050														
Notes:														
This analysis assumes that all vehicles in the fleet remain.														
Starting balance = 2016 Projection in 2017 Budget														
Inflation Rate 3%														

Capital-Facilities		CY17	CY18	CY19	CY20	CY21	CY22	CY23	CY24	CY25	CY26	CY27	CY28	CY29	CY30	CY31	CY32	CY33	CY34	CY35	CY36	CY37	Total Cost	Average
Expenses																								
Engineering/Maintenance																								
Construction																								
Fleet Operations																								
Fleet Operations - New Station-Proposed																								
Debt Service																								
Total																								

Income Statement

2017 Budget

<u>ACCOUNT DESCRIPTION</u>	<u>BUDGET</u>	<u>FY Forecast</u>	<u>2017 Budget</u>	<u>% Inc/Dec</u>
<u>Revenues</u>				
DONATIONS	-	(1,175)	-	
FIRE SERVICES FEE	(505,500)	(505,500)	(557,050)	9.3%
IMPACT FEES	(20,000)	(27,000)	(20,000)	-35.0%
2% FOR FIRE TAX	(35,000)	(35,000)	(35,000)	0.0%
DONATIONS FF MEMORIAL	-	(555)	-	0.0%
CONTRIBUTIONS NOT FOR PROFIT	-	(50)	-	0.0%
FIRE INSPECTIONS	(30,000)	(30,000)	(30,000)	0.0%
INTEREST INCOME	(500)	(400)	(500)	20.0%
VENDING MACHINE SALES	-	(540)	-	0.0%
MISCELLANEOUS REVENUE	(1,000)	(1,000)	(1,000)	0.0%
Total Revenues	(592,000)	(601,220)	(643,550)	6.6%
<u>Expenses</u>				
PAYROLL - ADMINISTRATORS	-	85,771	63,000	-36.1%
PAYROLL - FIREFIGHTERS	252,400	95,390	80,000	-19.2%
PAYROLL - FPB	-	12,993	13,000	0.1%
FICA TAXES	-	16,872	19,000	11.2%
FEDERAL UNEMPLOYMENT TAX	-	708	1,000	29.2%
STATE UNEMPLOYMENT TAX	-	6,761	7,000	3.4%
PAYROLL PROCESSING FEES	-	3,014	3,000	-0.5%
<i>subtotal - personnel expenses</i>	252,400	221,509	186,000	-16.0%
METRO LABOR	-	65,994	123,000	86.4%
PENSION EXPENSE	15,000	23,238	18,000	-22.5%
PAYROLL - OFFICERS	1,300	1,300	1,300	0.0%
TAX PREPARATION	2,000	2,625	2,700	2.9%
BANKING SERVICES	50	100	50	-50.0%
DUES & MEMBERSHIP	9,450	9,450	9,000	-4.8%
HEALTH & WELLNESS	27,000	21,305	27,000	26.7%
INSURANCE	30,700	30,700	23,500	-23.5%
MARKETING & PUBLIC RELATIONS	4,500	1,500	3,500	133.3%
HISTORICAL EXPENSES	2,000	2,000	2,000	0.0%
TECHNOLOGY & WEBSITE SERVICES	8,000	8,000	8,000	0.0%
DRILL & TRAINING	30,000	20,000	30,000	50.0%
FIRE PREVENTION	1,500	1,500	1,500	0.0%
MAINTENANCE - AIRPACKS	13,000	13,000	13,000	0.0%
MAINTENANCE - EQUIPMENT	3,300	4,500	4,500	0.0%
MAINTENANCE - PAGERS/RADIOS	3,300	3,300	3,300	0.0%
BUILDINGS & GROUNDS	6,000	10,000	8,000	-20.0%
SERVICE&RIDER, AWARDS	4,000	4,000	4,000	0.0%
SERVICE & RIDER, RECREATION	13,000	13,000	14,000	7.7%
SERVICE&RIDER, HOUSE	14,700	14,700	15,000	2.0%
UTILITIES - CELL PHONE	6,800	7,174	7,200	0.4%
UTILITIES - INTERNET	1,000	926	1,000	8.0%
UTILITIES - TELEPHONE	2,500	2,457	2,500	1.8%
OFFICE SUPPLIES	7,500	5,000	7,500	50.0%
OPERATING SUPPLIES	4,000	4,000	4,000	0.0%
HOSE & APPLIANCES	8,500	8,500	8,500	0.0%
PERSONAL EQUIPMENT	45,000	40,000	40,000	0.0%
PERSONAL EQUIPMENT: VOUCHER	3,000	2,033	3,000	47.6%
WATER RESCUE	1,500	1,500	1,500	0.0%
UNDESIGNATED EXPENSES	52,000	5,000	50,000	900.0%
LOOSE EQUIPMENT	19,000	19,000	21,000	10.5%
MISCELANEOUS EQUIPMENT	-	(13,598)	-	-100.0%
Total Expenses	592,000	553,712	643,550	16.2%
Net Income / (Loss)	-	47,508	-	-1



Glen Ellyn Village Board
535 Duane Street
Glen Ellyn, IL 60137

Meeting: 02/27/17 05:30 PM
Department: Public Works
Department Head: Caroline Conlon
Category: Discussion Item
Prepared By: Rich Daubert

SCHEDULED

AGENDA ITEM (ID # 2613)

DOC ID: 2613

Professional Engineer Rich Daubert will present information regarding proposed Architectural Design and Phase I Engineering Services for a pedestrian bridge or tunnel, and train station improvements.

Background

Issuance of RFP

In late October of 2016, staff issued the attached Request for Proposals (RFP) for Architectural Design and Phase I Engineering Services for proposed improvements to the Glen Ellyn Metra Train Station.

Purpose of Architectural Design and Phase I Engineering Services

The purpose of this assignment is to complete high level design and planning for improvements to the train station. This process will ultimately lead to the development of a concept of the improvements including site plans, building elevations, floor plans, cross sections, renderings, and cost estimates for use in further engineering and construction of the improvements. Phase I Environmental and Preliminary Engineering Studies, described in more detail in this memorandum, will also be completed as part of this project.

Per the Illinois Department of Transportation (IDOT) and ultimately the Federal Highway Administration (FHWA), the purpose of this process is to ensure that a project has been carefully evaluated, that appropriate policies and criteria are being used, that the design reflects an assessment of environmental concerns, and that public involvement has occurred.

Proposed Improvements

As outlined on page 5 of the RFP, the proposed improvements would include renovation or reconstruction of the train station along with the incorporation of a grade-separated pedestrian crossing and site improvements. The grade-separated crossing would be incorporated either via a Pedestrian Overpass Bridge or Underpass Tunnel.

Scope of Services/Tasks

From a high level perspective, the assignment would include public outreach to solicit input on the proposed improvements from Residents, Metra Commuters, Business Owners, Elected and Appointed Officials.

Initial conceptual design alternatives depicting the proposed improvements would be developed for incorporation of the grade-separated pedestrian crossings along with renovation and reconstruction options for the train station. The deliverables include site plans, building elevations, floor plans, cross sections, renderings, and order of magnitude cost estimates.

The initial alternatives, along with high level cost estimates, would be presented to the public,

commissions, and Village Board to solicit input on what would ultimately become the final preferred alternative for the improvements. Deliverables would include site plans, building elevations, floor plans, cross sections, renderings, and order of magnitude cost estimates.

Phase I Environmental and Preliminary Engineering Studies would be completed to comply with, and qualify the project for, Federal Funding opportunities/grants. The procedures for completing this work are very structured yet somewhat onerous and time consuming. Required efforts include surveying, geometric design, assessing various issues such as parking, traffic/crash data, utility coordination, land acquisition, Environmental Survey Request (ESR), and completion of a Preliminary Environmental Site Assessment (PESA). The process also includes several meetings with IDOT and FHWA Officials as well as a public hearing. Upon satisfaction of these matters, they would be summarized in a Project Development Report (PDR) which would be submitted to IDOT and the FHWA for approval.

Deliverables for Phase I Environmental and Preliminary Engineering Studies include meeting exhibits and minutes, ESR, PESA, Draft and Final PDR, and Public Hearing meeting information.

The scope of services/tasks also includes assistance with grant funding applications. More discussion is provided on this matter further into this memorandum.

Receipt and Evaluation of Proposals

Seven proposals were received by the Village on December 9, 2016 with the prime firms and their fees summarized in the table below.

Prime Consultant	Fee
CDM Smith	\$216,375
Muller & Muller	\$242,455
Hanno Weber & Associates	\$329,162
Tria Architecture	\$349,861
Legat Architects	\$403,970
Melichar Architects	\$443,764
HDR	\$479,934

The proposals were evaluated by staff based on the evaluation criteria within the RFP. The process included ranking the firms' responses within each of the evaluation categories. Points were assigned to each firm within each category based on their rank and the points assigned to the category.

The evaluation of the proposals was completed by staff in early January of 2017 and yielded the top three firms to be CDM Smith, Legat Architects, and Melichar Architects. A summary of the scoring of the proposals is provided below.

Prime Consultant	Evaluation Score (Max Pts. = 100)
-------------------------	--

CDM Smith	98.57
Melichar Architects	65.71
Legat Architects	64.29
Hanno Weber & Associates	50.71
HDR	42.14
Muller & Muller	40.71
Tria Architecture	37.86

Consultant Interviews

Follow up interviews of CDM Smith, Melichar Architects, and Legat Architects were conducted on February 6, 2017. The interview panel consisted of Village Board Trustees John Kenwood and Pete Ladesic, Village Manager Mark Franz, Planning and Development Director Staci Hulseberg, Public Works Director Julius Hansen, Assistant Public Works Director Dave Buckley, Professional Engineer Bob Minix, and Professional Engineer Rich Daubert.

The format of the interview included introductions, a presentation by the firm, and follow up questions from the interview panel. Firms were given advanced notice to prepare a 30-45 minutes presentation for the interviews. Follow up questions intended to identify how firms would collaborate on the assignment; how multiple and potentially conflicting stakeholder interests would be addressed; how staff would be involved in the project; and the respondents' comfort with their tasks, hours, fees, and schedule provided within their proposal.

Taking staff's initial evaluation and the follow up interviews into consideration, the interview panel reached a consensus that CDM Smith team submitted the most favorable proposal and is the best firm for the assignment. Pertinent excerpts from CDM Smith's proposal are attached.

The CDM Smith team was seen as superior in terms of their experience with having worked on nearly 100 train station projects across all 10 Metra Commuter lines. The CDM Smith team is also currently working on a nearly identical assignment for the City of Elmhurst. Their team includes Kalsouni Mehdi Incorporated (KMI) Architects, led by John Mehdi, which has extensive experience with completing planning and design work for 50+ Metra Stations within the last 15 years. KMI completed the design of improvements for the Lombard Metra Station which included a pedestrian underpass tunnel. John Mehdi participated with CDM Smith's team in the follow up interview and offered historical background on Glen Ellyn's station which could be utilized to plan the proposed improvements.

Items for Discussion

1. The Glen Ellyn Metra Station is owned, operated, and maintained by Union Pacific Railroad. The Village has no ownership or maintenance responsibilities for the station itself. Metra has indicated it has very limited funding for station improvements and that the Glen Ellyn station is low on its priority list for funding improvements. However by completing this

assignment and eventually securing outside funding, Metra indicated that prioritization of funding improvements for the station would increase. However, the Architectural Design and Phase I Engineering work would need to be fully funded by Glen Ellyn. The CY2017 Budget provides \$250,000 for this assignment in Capital Projects Fund Account 40000-580100-16016.

2. In terms of the grade-separated pedestrian crossing, previous thoughts were to proceed with a Pedestrian Bridge as opposed to a Pedestrian Tunnel based on a lower up front construction cost and reduced loss of parking spaces. The cost advantage was based on a high level estimate of approximately \$3M for the Pedestrian Bridge versus \$7M-\$9M for a Pedestrian Tunnel. Staff suggests that the Pedestrian Tunnel should be re-visited as part of this assignment, with more detailed analysis of the life cycle costs and consideration of the functionality and public input of these options.
3. It is important to note that the location of the proposed improvements is at the existing train station site. Evaluation of multiple sites would require significant additional effort which is not included within this assignment.
4. While this assignment involves significant efforts, the level of architectural and engineering services being rendered is very preliminary in nature. Further detailed services would be required to design the improvements to a much greater level of detail for the purposes of permitting, bidding, and construction.
5. As previously stated, Phase I Engineering is a process that is subject to State and Federal approvals. Assuming a best-case scenario, it is estimated that the completion of Phase I Engineering would take 12 to 15 months. Agreements with and approvals from UPRR and Metra are anticipated to be a part of this process. Applications for grants would be made as those opportunities arise and as the progress of the Phase I work permits. Detailed Phase II Engineering would commence as funding would become available and again would be subject to multiple State, Federal, and other Agency approvals. Staff's intention is to emphasize that the ultimate construction of the improvements is a process that will take considerable time to complete.
6. CDM Smith's scope of services/tasks includes some assistance with the identification of outside funding opportunities and providing staff with the necessary supporting project information. Complete application services for any and all grant opportunities is not included within the scope of services/tasks. Upon identification of grant funding opportunities, staff recommends negotiating complete grant funding application services from CDM Smith.
7. CDM Smith has provided an estimated fee proposal of \$193,375 plus \$23,000 in anticipated reimbursable for a total estimated fee of \$216,375. CDM Smith has indicated that it is comfortable with its scope of services/tasks and the estimated fees. Assuming the Village Board is comfortable with the scope of services/tasks, staff could negotiate a not-to-exceed fee or total fixed price with the firm.

Recommendation

Staff recommends proceeding with retaining CDM Smith of Chicago, Illinois for the completion of Architectural and Preliminary Engineering Services for the Glen Ellyn Metra Station Improvements. The next steps would include negotiating the terms of the agreement including the scope and fee format. Staff would then prepare formal recommendation to the Village Board for consideration of approval.

Action Requested

Staff requests a discussion with the Village Board at the February 27th workshop meeting to discuss this memorandum and obtain feedback on staff's recommendation.

Attachments

Request for Proposals (Excludes Appendix)
CDM Smith Project Understanding
CDM Smith Scope of Services/Tasks
CDM Smith Estimated Hours and Fees

ATTACHMENTS:

- RFP - Glen Ellyn Metra Station Improvements 10-28-16 (PDF)
- CDM Smith Project Understanding (PDF)
- CDM Smith Scope Of Services - Tasks (PDF)
- CDM Smith Estimated Hours and Fees (PDF)



VILLAGE OF GLEN ELLYN
REQUEST FOR PROPOSALS (RFP)
GLEN ELLYN METRA TRAIN STATION
ARCHITECTURAL DESIGN AND PHASE I ENGINEERING SERVICES



Glen Ellyn Metra Station

Issued: October 28, 2016

Non-Mandatory Pre-Submittal Meeting: 10:00 a.m. local time on November 18, 2016

Proposals Due: 12:00 noon local time on December 9, 2016

Glen Ellyn Metra RFP
Architectural Design and Phase I Engineering Services

Issued: October 28, 2016

Table of Contents

LEGAL NOTICE.....	3
INTRODUCTION	4
PROJECT BACKGROUND.....	4
PROJECT APPROACH	5
MINIMUM QUALIFICATIONS	6
PROJECT TEAM STRUCTURE.....	6
SCOPE OF SERVICES/TASKS	6
ANTICIPATED SCHEDULE.....	7
PROPOSAL CONTENT	8
INSTRUCTIONS TO PROPOSERS.....	9
EVALUATION OF PROPOSALS	11
QUESTIONS.....	11
APPENDIX	11



Glen Ellyn Metra Station

Glen Ellyn Metra RFP
Architectural Design and Phase I Engineering Services

Issued: October 28, 2016

**LEGAL NOTICE
REQUEST FOR PROPOSALS (RFP)
GLEN ELLYN METRA TRAIN STATION
ARCHITECTURAL DESIGN AND PHASE I ENGINEERING SERVICES**

NOTICE IS HEREBY GIVEN by the Village of Glen Ellyn, Illinois that sealed proposals for Architectural Design and Phase I Engineering Services for the Glen Ellyn Metra Train Station in the Village of Glen Ellyn, Illinois, will be received by the Office of the Village Clerk, Glen Ellyn Civic Center, 535 Duane Street, Glen Ellyn, Illinois 60137, until 12:00 noon local time on December 9, 2016.

A non-mandatory pre-submittal meeting will be conducted at 10:00 a.m. local time on November 18, 2016 at the Glen Ellyn Public Works Reno Service Center, 30 South Lambert Road, Glen Ellyn, Illinois 60137.

To request an electronic copy of the RFP or obtain additional information, please contact Rich Daubert, Senior Civil Engineer, by email at rdaubert@glenellyn.org or by phone at 630-547-5507.

Dated at Glen Ellyn, Illinois this 28th day of October, 2016

Glen Ellyn Metra RFP
Architectural Design and Phase I Engineering Services

Issued: October 28, 2016

INTRODUCTION

The Village of Glen Ellyn ("***Village***") is requesting proposals for professional architectural and engineering consultant services ("***Consultant Services***") for the study, planning, design, and grant applications for improvements to the Glen Ellyn Metra Train Station. Respondents must be able to demonstrate previous experience with similar projects. The submittal shall detail the firm(s) and project team qualifications, experience on similar projects, project approach, scope of services/tasks, total fixed price and any supplemental information for completing the scope of services/tasks specified hereinafter.

PROJECT BACKGROUND

Existing Station

Metra's Glen Ellyn Station is located at mile post 22.4 on the Union Pacific West Line. The station resides in the Village's Central Business District (CBD), immediately south of the intersection of Crescent Boulevard and Forest Avenue. Please refer to the Appendix of this RFP for a Project Location Map. In terms of usage, a spring 2014 weekday survey counted 1765 boardings and 1724 alightings. Supporting data is provided in the appendix of this RFP.

The single-story 2,500 square foot structure features a ticket office, waiting room, coffee shop, uni-sex public restroom and a separate restroom dedicated for the ticket office. The public restroom is open during the coffee shop hours of operation which are Monday thru Friday from 5 am to 10 am.

The building is supported on a concrete footing and slab foundation with terrazzo floors. The walls are constructed of concrete block faced with brick on the exterior and structural glass tile on the interior. Electrical cable runs throughout the building slab to provide heat in the winter months and air conditioning is provided in the ticket office during the summertime. The window and doors frames are comprised of aluminum. The structure is covered with a wooden truss gable end roof with asphalt shingles. The gable roof overhangs the east and west ends of the station to provide open-sided covered waiting areas. In addition, standalone open-sided shelters are located on the in-bound and out-bound platforms.

In terms of accessibility, public sidewalks throughout the CBD provide pedestrian access to the station. Pedestrians can cross the Union Pacific West Line via at-grade crossings located at Main Street and Park Boulevard. No grade separated pedestrian crossings exist within the CBD. Walkway ramps are located on either end of the station with the westerly brick paver ramp signed and striped for wheelchair usage. Surface parking lots surrounding the station are available for commuters. In addition, open bicycle racks are located near the west side of the station with others racks scattered throughout the Central Business District. Pace Suburban Bus Route 715 includes a stop on Crescent Boulevard directly north of the Metra Station.

Glen Ellyn Metra RFP
Architectural Design and Phase I Engineering Services

Issued: October 28, 2016

Proposed Improvements

The station is outdated with extensive rehabilitation required to address its overall poor condition. In addition, the Village desires to improve the functionality of the station as follows:

- Improve ADA accessibility
- Provide a grade separated pedestrian crossing likely through the construction of a pedestrian overpass bridge near the west end of the existing station and in line with Forest Avenue (see appendix for a photo/rendering of the proposed improvement). The pedestrian crossing facility shall be ADA compliant.
- Provide additional indoor waiting area
- The depot shall have a loggia or canopy roof (or both), mechanical room, electrical room, space for Metra's communications equipment and a "late night" small indoor waiting area. The facility may have a separate small eclipsed warming shelter separate from the depot which could function as the "late night" indoor waiting area.
- Provide additional public restroom facilities
- Provide more attractive lease space
- The provision of a ticket office with a private agent restroom shall be maintained
- The provision of site amenities including bike racks, benches, waste receptacles, and signage shall be maintained
- Site improvements including reconfiguration of shelf parking lots/drop off areas immediately east and west of station on Crescent Boulevard
- All improvements shall be in accordance with Metra design guidelines which are available at <https://metrarr.com/engineering/design-guidelines/>

The improvements would be incorporated by renovation/addition or complete reconstruction of the station at its current location on Crescent Boulevard between Main Street and North Park Boulevard.

PROJECT APPROACH

While the Village's ultimate goal is to renovate or reconstruct the station and incorporate the aforementioned improvements, full funding for the project is not available at this time. As such, the Village's interim goal is to complete preliminary architectural and phase I engineering and aggressively pursue all potential grant funding for completion of the project.

The Village of Glen Ellyn will act as the lead agency for preliminary architectural and phase I engineering. As the station is located on Union Pacific Railroad Property, coordination and input will be sought with Metra, Union Pacific Railroad, and the Illinois Commerce Commission from the beginning of the project. The project will be subject to review and approval by all the aforementioned agencies.

Glen Ellyn Metra RFP
Architectural Design and Phase I Engineering Services

Issued: October 28, 2016

MINIMUM QUALIFICATIONS

- A. Project team must include engineers, architects, surveyors, and other design professionals licensed/certified to practice in the State of Illinois as required to perform the scope of services herein described
- B. Prior experience with municipal and railroad clients specifically in the design of passenger train facilities of similar scope and scale
- C. Experience with IDOT Phase I Engineering
- D. Experience and demonstrated success with Grant Applications
- E. Demonstrated knowledge of all applicable building, Illinois Commerce Commission, Illinois Department of Transportation, Metra, and Union Pacific Railroad Codes, Standards, and Regulations

PROJECT TEAM STRUCTURE

It is anticipated that an Architectural/Engineering firm will serve as the prime-consultant with sub-consultants serving the roles outside of the prime-consultant's areas of expertise.

Prime-Consultant: The firm serving as the prime consultant may only submit one Proposal and may not participate as a sub-consultant on any other team.

Sub-Consultants: Regardless of discipline, firms that participate only as sub-consultants may do so with as many teams as desired.

SCOPE OF SERVICES/TASKS

Respondents shall submit a detailed scope of services/tasks for the completion of the architectural and phase I engineering services. It is anticipated that the services/tasks including, but not limited to, the following will need to be performed/provided for the project, unless otherwise designated. If any additional tasks are added by the Proposer, please note as such by either bolding or italicizing in Proposal:

- Project Startup
 - Administer kick-off meeting to review the project goals and project approach and review how the scope of services/tasks will be implemented
 - Develop detailed project schedule including milestones
 - Conduct outreach with project stakeholders including Metra commuters, residents, business owners, etcetera via field and online surveys
- Concept Development
 - Prepare conceptual design alternatives depicting the proposed improvements including site plans, building elevations, cross sections, and renderings. At least three (3) project alternatives shall be developed, one (1) for renovation of the station and two (2) for reconstruction.

Glen Ellyn Metra RFP
Architectural Design and Phase I Engineering Services

Issued: October 28, 2016

- Administer at least one (1) public hearing to engage public and solicit comments on conceptual design alternatives
 - Attend a Capital Improvements Commission (CIC) Meeting to present the alternatives and public input, and to solicit recommendations
 - Attend a Co-Committee Meeting likely involving the Architectural Review and Plan Commissions to present the alternatives and public input, and to solicit recommendations
 - Prepare a final conceptual alternative for consideration by the Village Board of Trustees
 - Amend final conceptual alternative as necessary for approval by Village Board
- Phase I Environmental and Preliminary Engineering Studies
 - Prepare all documents and reports in accordance with IDOT requirements for Phase I Studies and Engineering Reports including Environmental Procedures
 - Obtain State/Federal approvals
 - Grant Applications
 - Identify and apply for applicable grants for the project (CMAQ, ITEP, STP, TIGER, TIGER II, etcetera)
 - Communication
 - Communicate closely with all project constituents via telephone, email, and face to face meetings as required
 - Provide bi-weekly progress updates
 - Additional Scope of Services/Tasks
 - As identified by Respondents to RFP

ANTICIPATED SCHEDULE

The Village intends to enter into agreement with the selected consultant in 2017. A tentative and negotiable schedule is as follows:

- Enter into Consultant Services Agreement – January 2017
- Complete Project Startup – March 2017
- Complete Preliminary Concept Development – May 2017
- Complete Final Concept Approval – August 2017
- Complete Phase I Environmental and Preliminary Engineering Studies – December 2017
- Apply for Grants - Ongoing

Glen Ellyn Metra RFP
Architectural Design and Phase I Engineering Services

Issued: October 28, 2016

PROPOSAL CONTENT

Proposals shall including the following information separated into tabbed sections as follows:

1. Cover Letter:
Provide a brief cover letter expressing interest in providing the services in connection with the proposed project and summarizing the key points of the RFP.
2. Firm Information:
Provide the name, address, and contact information for all firms involved in the project. Also include number of years in business, principals in the firm, primary contacts, and the proposed role for each firm in the project.
3. Financial and Legal Status:
 - a. Describe the general financial capability of the firm.
 - b. List any litigation and any actions taken by any regulatory agency against or involving the firm or its agents or employees with respect to any work performed within the previous ten years.
 - c. List insurance coverage that the firm has which would be applicable to the work described in this RFP.
4. Project Understanding:
State in concise terms your understanding of the project and its goals, as well as suggested scope of services. State the team's project and cost control approach in providing the highest quality service at the best value. Also note the proposed approach for outreach with project stakeholders and available resources to complete the project.
5. Project Team Information:
List any partners, subcontractors or sub-consultants, which may be used as well as their roles in the project.
6. Project Staffing:
List personnel who will be directly involved with the project and their experience with similar type and size of projects. Include resumes with a maximum of two pages per staff member.
7. Scope of Services/Tasks:
Indicate a detailed recommended scope of services and suggested tasks the Village of Glen Ellyn should consider to meet the goals of this project. This shall include, but is not limited to, the items listed in the RFP.
8. References:
List at least three references for each consultant and sub-consultant, which you believe support your qualifications to complete this project.

Glen Ellyn Metra RFP
Architectural Design and Phase I Engineering Services

Issued: October 28, 2016

9. Project Portfolio:

Summarize at least five projects in similar scope and magnitude completed by the firm within the past ten (10) years, including references. Examples of architectural design experience should include sample renderings.

10. Additional Information:

Include any other information you believe to be pertinent to the RFP.

11. Total Fixed Price:

A Total Fixed Price shall be provided and be in accordance with "Attachment A General Terms and Conditions" in the Appendix of this RFP.

Proposals shall include supporting documentation for formulating the Total Fixed Price including hours and hourly rates for staff assigned to the project, direct costs, reimbursable expenses, etcetera.

In submitting a Proposal, Consultant agrees to the "Attachment A General Terms and Conditions" document provided with this RFP. The document will become a part of the Consultant Services Agreement to be executed between the Village and selected Consultant.

INSTRUCTIONS TO PROPOSERS

Preparation of Proposals

All proposals must be signed by an authorized official. Proposals that contain omissions, erasures, alterations, or additions not called for, conditional or alternate bids unless called for, or that contain irregularities of any kind may be rejected.

Clarifications

Village reserves the right to make clarifications, corrections, or changes in this RFP at any time prior to the time proposals are opened. All proposers or prospective proposers will be informed of said clarifications, corrections, or changes.

Delivery of Proposals

Please submit **seven (7) paper copies** of your proposals in a sealed envelope plainly marked:

Sealed Proposal for:

Glen Ellyn Metra Station RFP

Architectural Design and Phase I Engineering Services

with firm's full legal name to the **Office of the Village Clerk, Glen Ellyn Civic Center, 535 Duane Street, Glen Ellyn Illinois, 60137, Attention: Rich Daubert, P.E., Senior Civil Engineer, no later than 12:00 noon local time on December 9, 2016.** In addition, **please submit one (1) CD-ROM or USB flash drive containing your proposal.** Proposals may be delivered by mail or in person. Proposals received after the time specified above will be returned unopened.

Glen Ellyn Metra RFP
Architectural Design and Phase I Engineering Services

Issued: October 28, 2016

Freedom of Information Act

All information submitted to the Village in response to this Request for Proposals shall be deemed a public record and will be subject to disclosure under the Illinois Freedom of Information Act (5 ILCS 140 *et seq.*) subsequent to the award of the contract. Proposers are advised that Section 7(1)(g) of that Act exempts the following from disclosure:

Trade secrets and commercial or financial information obtained from a person or business where the trade secrets or commercial or financial information are furnished under a claim that they are proprietary, privileged or confidential, and that disclosure of the trade secrets or commercial or financial information would cause competitive harm to the person or business, and only insofar as the claim directly applies to the records requested.

Proposers desiring to have portions of their proposals considered exempt are advised to mark these portions accordingly.

Withdrawal of Proposals

No proposal shall be withdrawn for a period of 90 days after the opening of any proposal.

Rejection of Proposals

Proposals that are not prepared in accordance with these Instructions to Proposers may be rejected. If not rejected, Village may demand correction of any deficiency and accept the deficiently prepared proposal upon compliance with these Instructions to Proposers.

Acceptance of Proposals

Proposals submitted are offers only and the decision to accept or reject is a function of quality, reliability, capability, reputation, and expertise of the Proposers.

The Village reserves the right to accept the proposal that is, in its judgment, the best and most favorable to the interests of Village and to the public based on the evaluation factors in this RFP; to reject the low price proposal; to accept any item of any proposal; to reject any and all proposals; and to waive irregularities and informalities in any proposal submitted or in the request for proposal process; provided, however, the waiver of any prior defect or informality shall not be considered a waiver of any future or similar defect or informality. Proposers should not rely upon, or anticipate, such waivers in submitting their proposal.

Glen Ellyn Metra RFP
Architectural Design and Phase I Engineering Services

Issued: October 28, 2016

EVALUATION OF PROPOSALS

The submitted proposals will be reviewed/selected based upon factors in this RFP and including the following:

1. Firm Information (size, location, history, resources, etc.);
2. Experience on similar projects with reference (name, title, address, phone, e-mail & fax numbers) within the last three years only;
3. Qualifications (resumes) of personnel assigned to work on the project (project team), organizational chart, etc.;
4. Ability to meet project deadlines (provide schedule with work items/staff hours needed, critical path items, etc.);
5. Completeness of project approach (detailed scope of services/tasks, etc.);
6. Any additional services/tasks not identified in this RFP that the consultant believes will improve the project, reduce costs and time, etc.; and
7. Total Fixed Price.

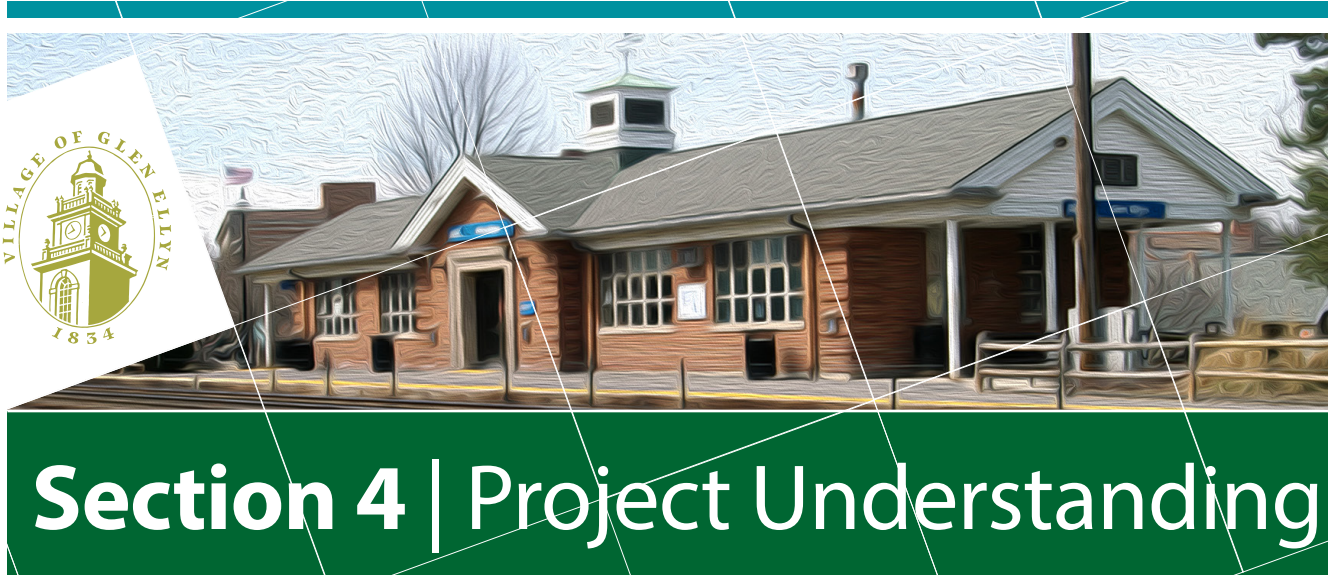
Follow-up discussions may be conducted with several firm(s) to resolve any questions, finalize the scope of work and agreement on final Total Fixed Price cost as a means to recommend final selection to the Village Board of Trustees.

QUESTIONS

If you have any questions or need additional information regarding this RFP, please contact Senior Civil Engineer, Rich Daubert, by email at rdaubert@glenellyn.org or by phone at 630-547-5507. Pertinent inquiries that could impact the response to this RFP will be answered and circulated to all entities who have received a copy of this RFP.

APPENDIX

Project Location Map
Pedestrian Overpass Rendering
Attachment A General Terms and Conditions
Metra 2010 Weekend Data
Metra 2014 Weekday Data
Metra Station Drawings



CDM Smith understands that the Village of Glen Ellyn desires to provide improved access to the downtown station, provide traffic and site improvements, and significantly improve the existing station through a renovation and/or reconstruction of the station. As stated in the project Request for Proposal (RFP) and subsequent Pre-Submittal meeting, CDM Smith understands that Glen Ellyn has identified the following project objectives:

- Provide a Pedestrian Grade Separation – Safety and Convenience
- Improve ADA Accessibility – Site and Station
- Provide Improved Station Amenities – Comfort and Capacity
- Provide Site Improvements to assist with pick-up/drop-off areas and site parking

Glen Ellyn has focused significant resources in the redevelopment of the Central Business District over the last decade. The strategic focus of the district in the Economic Development Strategic Plan and the Downtown Strategic Plan, as well as funding allocated through Village administered grants and the TIF development process continues to support to these efforts.

The investments made have resulted in significant changes, including revitalized downtown businesses and renewed developer interest in Transit Oriented Developments (TOD). With a continuing focus on the central business district (CBD), the Metra station will play an ever increasing role in the development and character of downtown.

CDM Smith understands that nearly a decade ago the Union Pacific and Metra removed the mid block pedestrian at-grade crossing as part of the ongoing removal of crossings. This removed the primary access point for commuters parking and walking from the south of the site. With the majority of current commuter parking located to the south of the station, this has



created a significant challenge. Commuters must walk several hundred feet west to Main Street or east to Park Boulevard. In addition, without adequate commuter parking and pick-up and drop-off areas traffic congestion continues to be an issue. Pace bus route 715, pedestrian access, and bike access are additional methods of accessing the station. All methods of access are recommended to be incorporated in the design process to ensure a comprehensive plan, and also to ensure diverse funding opportunities.

CDM Smith has recent experience with both underground and elevated pedestrian bypass structures and understands that functionality, capital and maintenance costs, constructability, approvals, and aesthetics are all critical elements. We encourage a high-level discussion of information the Village has previously received and assumptions that were made, including, methods of construction, cover/clearances, and cost. Additional discussions that the Village may have already considered, but should be discussed, include the comparison of ramps and elevators.

CDM Smith understands that in addition to significant challenges for safe and convenient site access, the existing station and “shelters” have become an increasing challenge to maintain and are in need of significant reinvestment.

The station, designed in the 1960’s, is was one of many stations built by the Chicago & North Western Railway in the system. The stations were functional, but have become a challenge to maintain, and do not meet current building and accessibility codes.

The project presents a fantastic opportunity for not only immediate maintenance and lifecycle challenges but also to meet the projected needs of the Village into the future. The station provides an anchor to the downtown and a focus for the Village. A renovated or new station can continue to improve the character of the district. CDM Smith is committed to providing thorough analysis, documentation, and approvals to lead to successful implementation of the project.

Significant Elements

CDM Smith believes there are distinctive elements in the Village’s Phase I process to the project approach that are critical to the success of the project including, but not limited to, community outreach, design, cost control, schedule, funding, and construction mitigation.



Community Outreach

The involvement of the community is critical to ensure the support of the next phase of downtown development. Interested parties for this project will include existing Metra users, downtown businesses, current and future residents, students, and visitors.

CDM Smith has coordinated public involvement for both transit and non-transit projects in the Chicagoland area and throughout the country. Our team of Jennifer Miller, Benjamin Harber, and Christopher Martel have all led community outreach meetings and workshops in the Chicagoland area for complex transit projects, including the 95th Street Intermodal Terminal, the Red Purple Line Modernization, the Red Line Extension, the Ashland Bus Rapid Transit (BRT), and most recently the City of Elmhurst Metra Station project. Based on these, and other experiences, we have developed a recommended comprehensive strategy process for community engagement. This strategy includes key milestones, methods of engagement, documentation, and presentation of findings.

Due to the need to reach a diverse group of parties we recommend a combination of online, rider, and business surveys; and a public outreach workshop early in the process. Following conceptual design, we would suggest the city re-engages with the community to discuss

options, and then a final IDOT required Public Hearing at the completion of the environmental clearances.

Design

The aesthetic of the station building involves only one of the many facets of creating a successful station project. If a station design does not adequately consider bus, car, bicycle, and pedestrian traffic patterns, or Metra/Union Pacific (UP) design considerations, the principle foundations of the design may be compromised. This could result in significant redesign of the station later in Phase II or could lead to a financial investment in construction that does not accomplish the aspirational goals of the Village or the objectives of reducing congestion. In addition to congestion considerations, the station design should improve the customer experience, create a contextual sensitive aesthetic, and be maintainable.

SITE IMPROVEMENTS

Traffic flow is currently a challenge around the station, but is also anticipated to increase significantly based on recent city provided projections as TOD projects are developed.

- Potential traffic mitigation methods may include, but are not limited to:
 - Dedicated PACE Bus Stop
 - Adequate Pick-up/Drop-off areas (personal and for hire)
 - Multiple travel lanes around the station (drop-off and bypass)
 - Surface parking modifications (permit or business parking)
 - Increased pedestrian and bike access and storage
 - Universal accessibility design (ADA, luggage/strollers, elderly, etc.)
 - Improved Customer Experience
- Glen Ellyn Metra Station riders include both daily commuters and occasional users. We understand that due to the deterioration of the existing station and increased 20-year ridership projections (per conversations with Metra) that the current station has reached its capacity and is nearing the need for significant reinvestment. We envision improvements addressing the following items:
- ADA improvements (drop-off, parking, station access, platforms, and cross platform connections)
 - Larger waiting area conditioned for both heating and cooling cycles
 - Improved ticket agent office and employee rest rooms
 - Covered porch/exterior waiting area
 - Janitor's closet/storage area
 - Mechanical equipment room
 - Screening of trash and recycling
 - Significantly improved retail amenities for commuters including, but not limited to, a coffee shop, with the potential to include exterior connections during seasonable weather
 - Improved safety considerations including a rebuilt platform, platform lighting, site lighting, and signage
 - Bus stop/adequate waiting location and ease of access to Metra Station
 - Limited exposure to rail & street crossings and moving traffic



With the CDM Smith-KMI team, Elmhurst will have access to our experience working at nearly 100 Metra stations, many of which stand as notable neighborhood landmarks. Above, left to right: CDM Smith project at Metra Davis Street Station in Evanston; KMI project at Metra Edison Park in Chicago; and KMI project at Metra Tinley Park Station.

BUILDING DESIGN

CDM Smith understands that the current station may not meet the aesthetic character of downtown Glen Ellyn. Glen Ellyn has invested heavily in master plan and redevelopment projects and has seen the benefits of this investment. CDM Smith is enthusiastic about bringing our team's unmatched experience and capacities to meet this critical need. The CDM Smith-Kaltsouni Mehdi Inc. (KMI) team imagine a new station that will meet the character of the community and neighboring districts, and will anchor the downtown. We anticipate that both the site design and station design will play significant roles. We believe that the station should be designed to a scale that is in alignment with the increasing density of the downtown district.

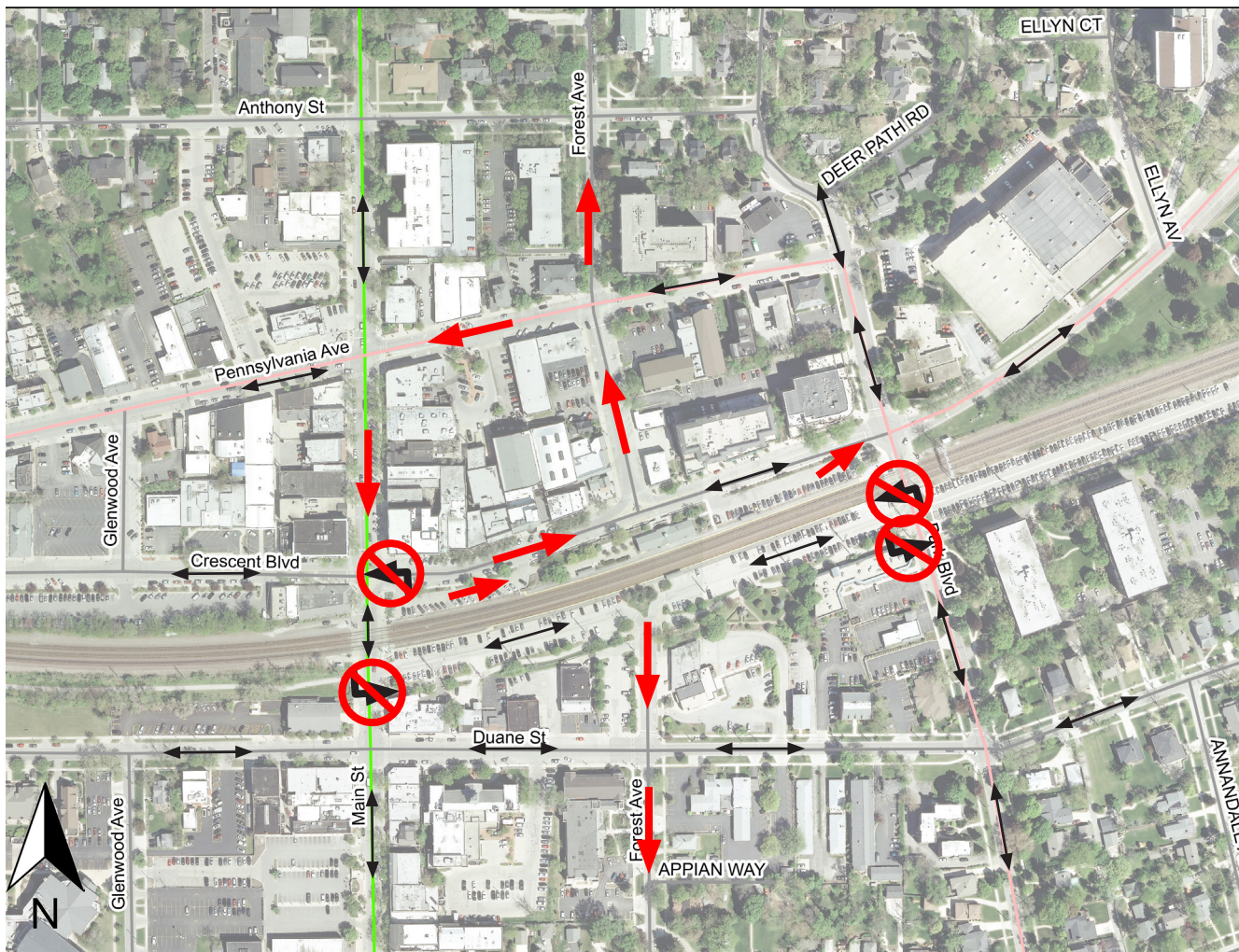
Additional items that will be considered by our team in the design of the station include:

- Massing (height, width, proportions of design elements, and shape)
- Materiality – appropriate to the historic and modern downtown (stone, brick, and metal)
- Site improvements (site lighting, upscale paving, and landscaping)
- View corridors (how will the station be perceived from all angles and main view sheds)
- Focal points (stair tower, fountains, etc.)
- Sustainable design opportunities (storm water, pavers, energy efficiency, material selection, etc.)
- Integration with a pedestrian grade separated crossing

CDM Smith and our partners looks forward to creating a centerpiece of the Central Business District in close collaboration with the Village of Glen Ellyn. In addition, CDM Smith and our partners will use our vast experience with Metra design guidelines, UP requirements, Illinois Commerce Commission standards, and Building Codes (Glen Ellyn Municipal Code and ICC Model Codes) to design both a beautiful and code compliant project.

Diagrams

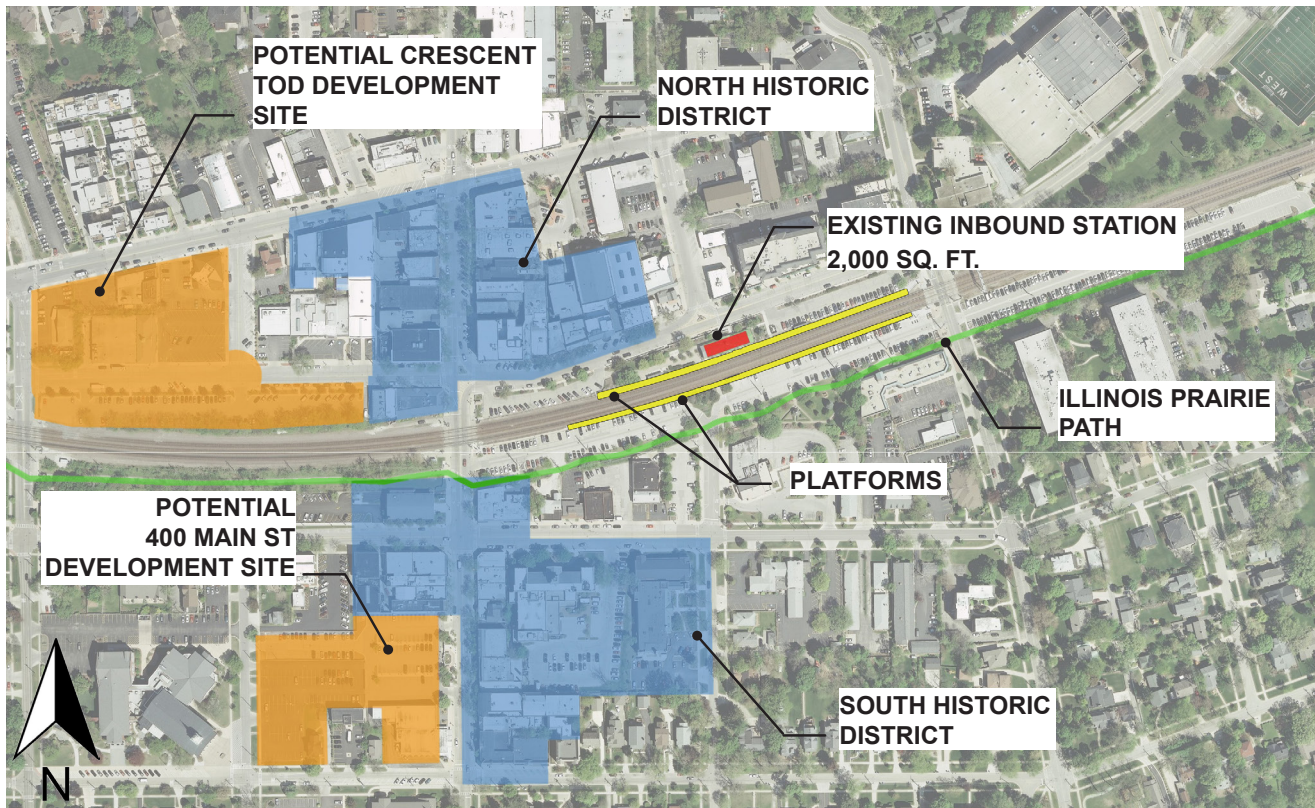
The following diagrams illustrate the approach the CDM Smith team will take in evaluating existing conditions, potential studies we envision during a project kickoff workshop with stakeholders, and examples of potential alternatives. Early analysis and ideas would be discussed and opportunities and challenges would be reviewed. Following these discussions, multiple options would be developed.



- | | | |
|---|---|--|
| — Interstate | — Minor Arterial | — Minor Collector |
| — Freeway and Expressway | — Major Collector | — Local Road or Street |
| — Other Principal Arterial | | |

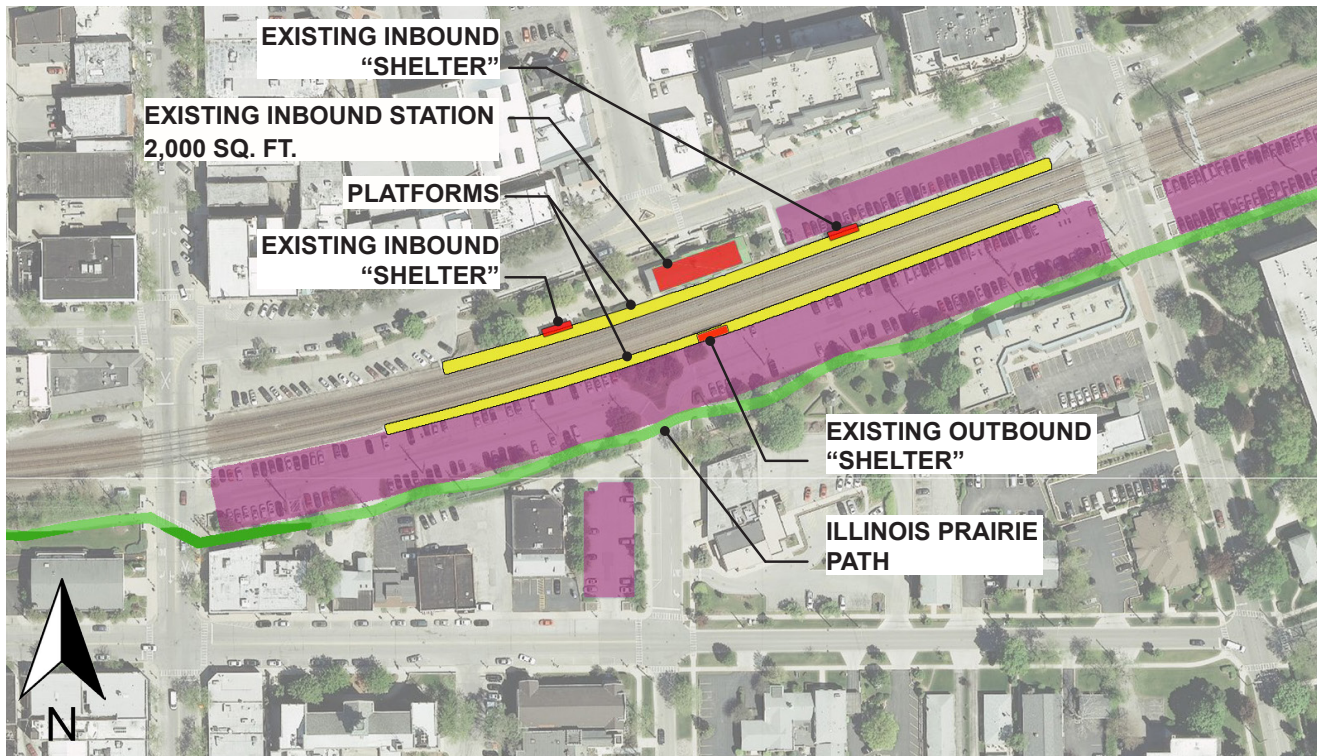
EXISTING DOWNTOWN TRAFFIC FLOW AND STREET CLASSIFICATION DIAGRAM

- Main St is the highest classified roadway in the area at minor arterial
- Prohibited left turns into southern parking lots creates challenges with access and traffic flow
- Without a frontage road to the south of the outbound platform, there is limited availability for pick-up spaces without conflicting with parking



EXISTING SITE CONTEXT DIAGRAM

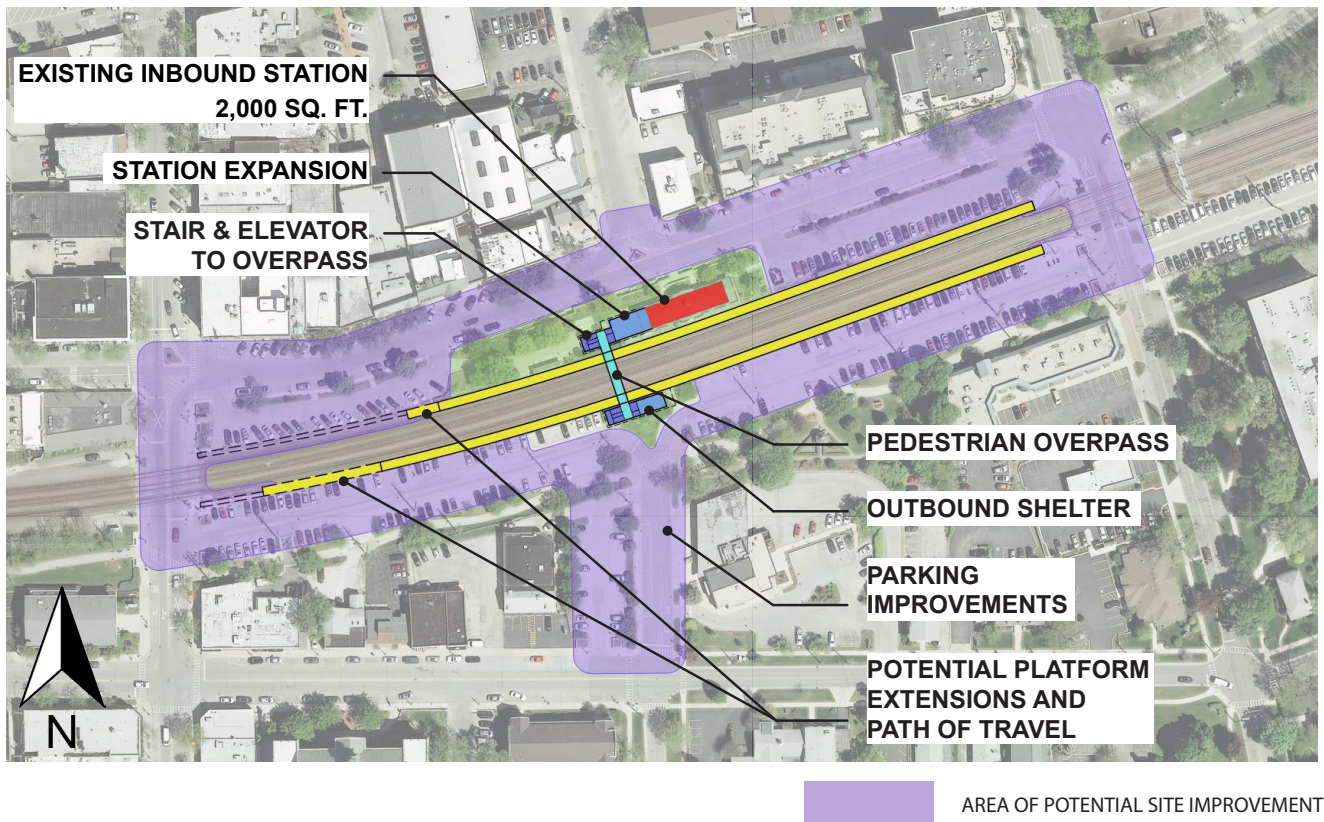
- Nearby historic districts
- Glen Art Theatre on north side, in line-of-sight of the site of station improvements
- Existing station is over 50-years old
- Potential development sites:
 - Adds riders
 - Potential add commuter parking spaces
 - Adds traffic around the station site creating capacity concerns, particularly for the one-lane, one-way portion of Crescent Blvd. with angled on-street parking
- Illinois Prairie Path



COMMUTER PARKING

EXISTING STATION, SITE, AND PARKING DIAGRAM

- Limited commuter parking within walking distance of the station and platforms
- Only several of the commuter lots are adjacent to the station and platforms
- 3-year waitlist for first available permit space, 7 years for lots adjacent to the station
- No direct connection from from main southern commuter parking lots to the inbound platform and station, people are required to walk to either Park Blvd. or Main St. and cross the tracks
- No bypass results in rail freight traffic blocking all forms of north-south traffic
- No separated drop-off or pick-up areas
- Significant elevation relief across the site, creating accessibility challenges
- Limited shelter for outbound passengers waiting for pick-up



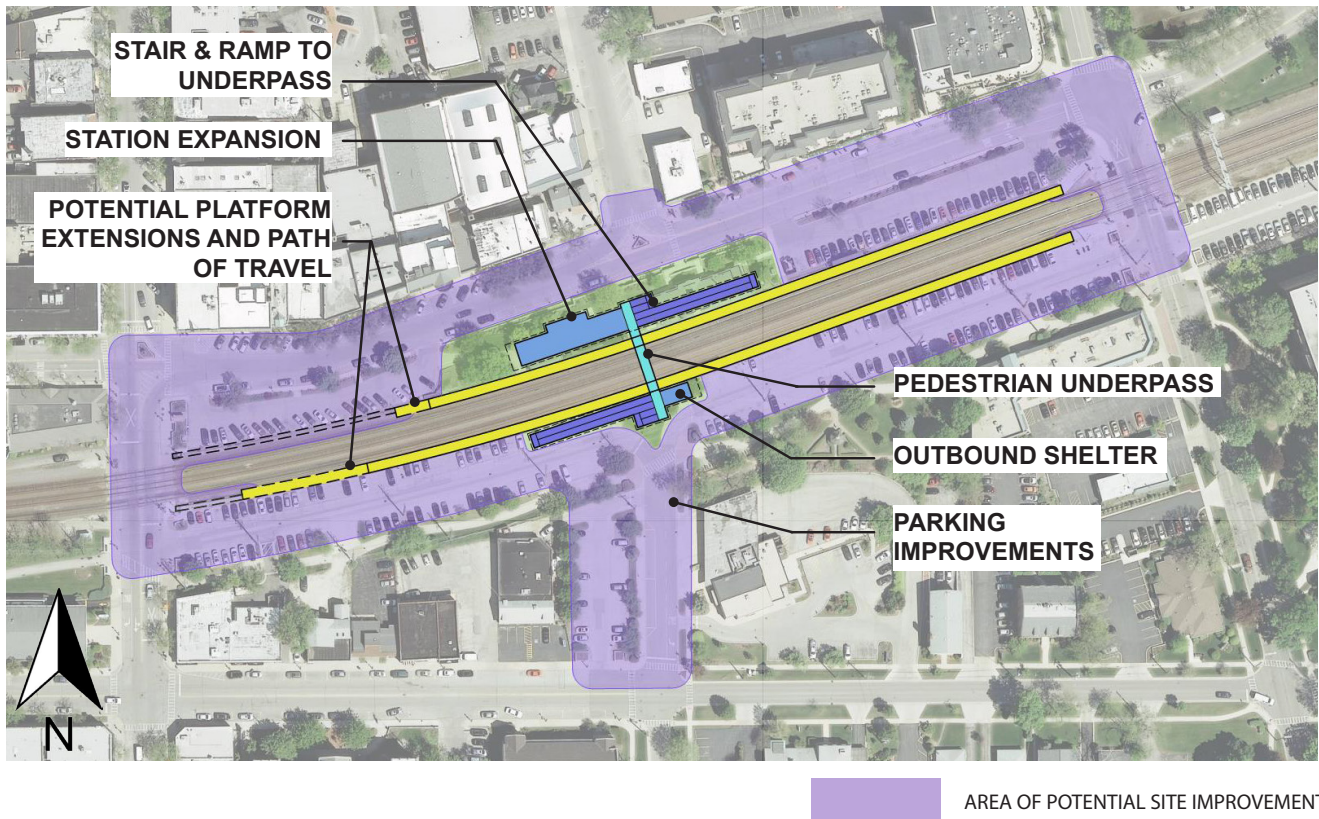
EXAMPLE: STATION RENOVATION WITH PEDESTRIAN OVERPASS

Potential Opportunities

- Safe pedestrian crossing
- Shorter travel distance from main southern parking lots to inbound platform and station
- Improvements to outbound amenities
- Opportunity for site improvements
- Designated and separated drop off and pick-up locations and commuters and buses
- Accessibility
- Improved amenities
- Improved bike parking
- Expand capacity to meet current and future ridership for both the station, platform, and amenities
- Platform safety and improvements
- Overpass style grade separation has simple phase construction
- Limited parking loss through use of elevator instead of ramp

Potential Challenges

- Existing mechanical, electrical, and plumbing issues
- Façade masonry degradation
- Structural steel degradation, rusting of members and connections
- Foundation
- Maintenance of retaining wall
- Complying with energy and building codes
- Complex phase of addition while maintaining operations at existing station
- Connection from the existing to new building
- Path distance and challenges with accessibility around the site and at the station
- Phasing overhead construction with rail traffic
- Inconvenience of large elevation difference of overpass, requires minimum of 3 landings for stair
- Maintenance of elevators



AREA OF POTENTIAL SITE IMPROVEMENT

EXAMPLE: NEW STATION WITH PEDESTRIAN UNDERPASS

Potential Opportunities

- Safe pedestrian crossing
- Shorter travel distance from main southern parking lots to inboard platform and station
- Improvements to outbound amenities
- Opportunity for site improvements:
 - Designated and separated drop-off and pick-up locations and commuters and buses
 - Accessibility
 - Improved amenities
 - Improved bike parking
- Expand capacity to meet current and future ridership for both the station, platform, and amenities
- Platform safety and improvements
- Less maintenance for ramp access to grade separation compared to elevator
- Ramp is easy to access with bike traffic compared to elevator, particularly with nearby Illinois Prairie Path
- Reduced initial maintenance cost
- New station located such that existing station can be maintained during construction so a temporary station is not required

- Improved lifecycle of the station
- Downtown development opportunity
- Minimizing coordination and flagging for rail traffic during construction of the grade separation
- Reduced initial maintenance cost
- New station located such that existing station can be maintained during construction so a temporary station is not required
- Improved lifecycle of the station
- Downtown development opportunity
- Minimizing coordination and flagging for rail traffic during construction of the grade separation

Potential Challenges

- Parking loss for ramp footprint
- Soil conditions
- Potential dewatering issues with constructing underpass
- Access for construction of the underpass
- Costs depending on construction method – push tube compared to open cut (UP will not support open cut)

Cost Control Approach

CDM Smith recognizes that municipalities and agencies have a duty to make financially responsible and sustainable investments. CDM Smith brings Glen Ellyn nearly 70 years of experience with local, state, and federal agencies. Our firm's history and ongoing relationships are testaments to our commitment to bringing the highest value to our clients.

CDM Smith offers a team of professionals starting with project manager, Benjamin Harber, who has experience managing complex transportation and Phase I projects with technical, aesthetic, community, and budget considerations. Additionally, on a firm level, CDM Smith has a rigorous internal project delivery process, including weekly and monthly project reviews of project objectives and financial planning. Our electronic project management program (ePMP), Project Lifecycle, and PRISMVIEW systems provide detailed tracking information. Additionally, through the ePMP process, project objectives, potential risks, and quality control procedures are included for every project. CDM Smith utilizes independent Technical Review Committees for technical oversight, as well as a red/yellow/green document review process for checking critical submittals. These management tools and processes work to ensure that objectives are met in an efficient manner.

In addition to internal project management and quality assurance controls, exceptional budgetary management is required. CDM Smith has experience guiding many of our clients through the process of evaluating requests and requirements, and aligning those with budgetary objectives. In addition to experienced technical personnel, CDM Smith has internal cost estimating services with our construction group, CDM Constructors Inc. (CCI). CCI provides current data and accurate estimates throughout the design process, from validation of early concepts through final design.

Schedule

The proposed project schedule as noted in the RFP and depicted on the following page assumes a Notice to Proceed in early January 2017 and IDOT Phase I Engineering approvals by the end of December 2017. The schedule is realistic based on recent experience with similar project and scopes. The biggest risks to the schedule would be due to delays in narrowing options to a preferred alternative, or any unforeseen IDOT/FHWA requests. As previously noted, CDM Smith has extensive, and current experience with the same agencies and individuals and has included all reasonable assumptions in the proposal. (Please see Section 7)

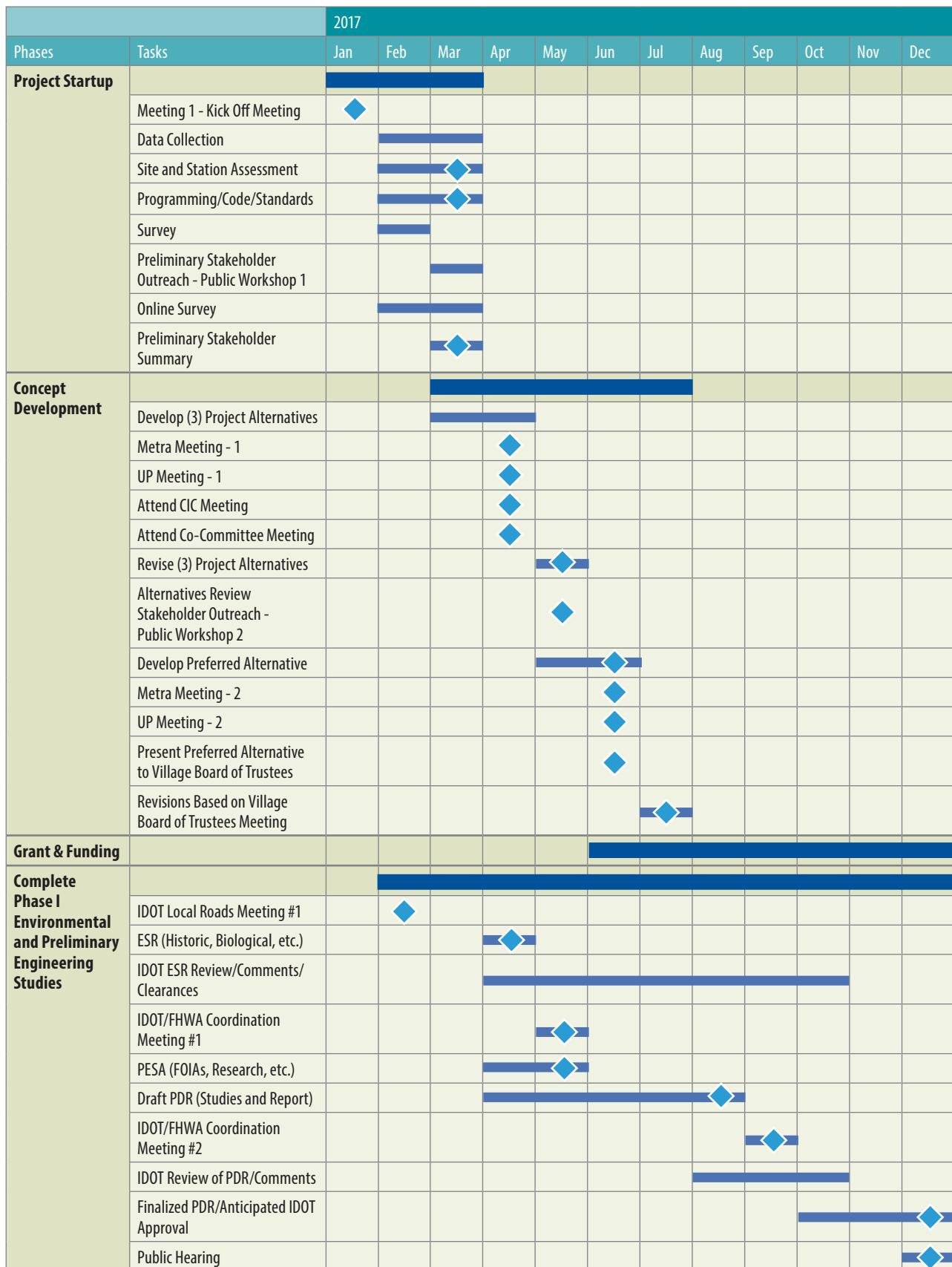
As depicted in the proposed schedule on the following page Project Startup would be completed by March as stated in the RFP with concurrent Concept Development and Phase I Engineering. Grant and Funding opportunities would be developed in conjunction with the Village throughout the process, but understanding several funding opportunities require Draft PDR submittal to IDOT prior to application.

CDM Smith believes we are uniquely positioned to assist the Village of Glen Ellyn in meeting your schedule objectives. The following distinguishing characteristics of our team set us apart:

Staffing: As noted in Section 6: Project Staffing, CDM Smith is able to draw from our vast professional resources. Using our network of resources, CDM Smith will strive to meet a challenging schedule. By committing to timely meetings, agency approvals, and supporting the CDM Smith team, Glen Ellyn can help meet an aggressive schedule for a new station.

Similar Project Experience: As noted in Section 2: Firm Information, Section 5: Project Team Information, and Section 6: Project Staffing, CDM Smith offers unique firm and team member experience in transit and agency coordination with agencies that this project will need to work with, including: Metra, CTA, UP, IDOT, and FTA. Our experience will limit additional risk to a challenging schedule.

PROJECT SCHEDULE



Funding

As noted in the RFP, the Village of Glen Ellyn will self-fund Phase I Design work, but will be seeking support in grant support to fund Phase II Engineering and Phase III project construction. By selecting CDM Smith, the Village of Glen Ellyn ensures engineering and analytical resources that will provide the best opportunity to support funding requests. As noted in Section 2: Firm Information, CDM Smith has significant experience in the support of not only CMAQ applications, but many other grants and funding mechanisms.

CDM Smith strongly believes in this project and will mobilize and invest the firm's resources to help support the Village of Glen Ellyn in obtaining as much additional funding as possible to develop a successful project. CDM Smith looks forward to continuing through Phases II and III of the project.

As the Village may be aware, CMAQ applications are typically on a two-year cycle, with the next cycle due in March 2017 per our recent conversations with CMAP.

Construction Mitigation

As noted in the RFP, and based on CDM Smith's past experience, it is important to maintain traffic, pedestrian access, and rider comfort as much as possible during construction. The design team will need to include potential phasing considerations, and identify any disruptions early in the design. Small businesses and riders can suffer significant impacts without proper planning. We understand the need to keep a thriving business community in the Downtown District and will work to ensure adequate design measures are taken early to mitigate risks. This will be a topic of discussion during public meetings, and will be required to be discussed as part of IDOT PDR requirements.

Staffing Capacity

CDM Smith is committed to assisting the Village of Glen Ellyn to meet your project objectives of a new or rehabilitated downtown Metra station. That commitment extends to meeting the proposed schedule for Phase I Engineering. CDM Smith has one of the largest and most diverse architecture and engineering practices in the country. In the most recent 2015 Engineering News-Record rankings, CDM Smith was ranked in the top 25 for Top Design Firms across the country. As noted in Section 2: Firm Information, CDM Smith will be use our Lisle and Chicago offices for the project. In addition, KMI will provide additional architectural and engineering support. Project staff noted in Section 6: Project Staffing will be committed to this project based on the final approved scope of services.



Based on the Request for Proposals (RFP) Scope of Services/Tasks, the pre-submittal meeting, and professional experience, CDM Smith recommends the following Scope of Services and Optional Scope of Services (shown in **bold-face type**).

CDM Smith utilized the RFP phases listed by the Village. Additionally, sub-categories have been introduced based on professional recommendations. Phases include both tasks to be taken during the phases, as well as anticipated deliverables to the Village of Glen Ellyn, stakeholders, and other agencies. CDM Smith looks forward to working with the Village to finalize the Scope of Services during the interview phase.

1. Project Startup

Based on the RFP, the first phase shall be Project Startup. Project Startup is noted to include kickoff meetings and preliminary stakeholder outreach. In addition, CDM Smith proposes to include **data collection, an existing site and station assessment, and surveying**.

TASKS

- **Meeting 1**– Administer kick-off meeting to review the project goals, project approach, and how the scope of services/tasks will be implemented. Village staff and the CDM Smith design team are assumed to be primary attendees.
- **Data Collection** – Proposed to include review of existing utility, traffic volumes, accident reports, and other city provided data. Additionally, this may involve Metra data requests, including 20-year ridership projections.
- **Assessment of Site and Station** – Brief analysis by all engineering and design disciplines including civil, mechanical, electrical, plumbing, structural, and architectural. This is proposed to assist in both the renovation and new station design options. The assessment will also

support the Purpose and Need for public outreach and state/federal requirements.

- **Programming** – Brief analysis of Village and partner requested building program elements. Additionally, CDM Smith and our team will provide a summary of applicable renovation and new construction codes. The summary will also include all Metra and Union Pacific (UP) standards. Items shall include, but are not limited to:

- **Zoning/Historic Districts** – Any unique requirements (height or area) – zoning assumed to be a non-critical factor in station design
- **IBC/NFPA** – (High Level for evaluating existing station, and new options) - Mechanical, Electrical, Plumbing, Energy
- **Metra** – Waiting Area Requirements, Required Platform Structures (Diesel Lines), Depot Loggia, Ticket Agent Offices, Entry Vestibule, Vendor Area, Seating Requirements, Plumbing Facilities, Parking, Accessibility, Bike Parking, Bicycle Lockers
- **ADA/DOT Guidelines** – Station and Site Work
- **UP Guidelines/Recommendations** – Bridge and Tunnel Clearance/Cover, Right-of-Way Maintenance, Staff Parking

- **Survey** – CDM Smith proposes a survey be conducted approximately 200 feet east of Park Boulevard to 100 feet beyond Main Street. North and South boundaries are proposed to extend to the face of buildings along Crescent Boulevard and south to the face of buildings along the Prairie Path. Data would be high level and include elements such as top of foundations, building and structure boundaries, back of curb, flow lines, edge of pavement, stairs, and signal locations. Additionally, we propose three sections be taken with more detailed elevations extending from building face to building face, including platforms and top of rail. Permitting and flagging services shall also be included, coordinated with UP.
- **Preliminary Stakeholder Outreach** – Stakeholder outreach is very important not only for Phase I clearances

and compliance, but also for building Village, resident, and business support for the project. We recommend the following process based on past experience. The Community Workshop could be moved to Conceptual Design if the Village would prefer to have three developed options for review, rather than at the proposed data collection point.

- **Community Workshop 1** – In person opportunity for the public to provide input early in the design process, prior to the development of alternatives. This is not required, but is recommended in the public outreach process so that public feedback may be included in the design alternatives from the very beginning.

- Short project introduction followed by several workstations with design team staff. Topics are recommended to include accessibility, site improvements, station character, and station amenities.
- To encourage strong attendance from commuters it is recommended that informational cards be handed out at the station during the morning commute hours. This can be done by the design team or Village staff. Additionally, the cards would reference the opportunity to participate in an online survey (described further in the following bullet).
- Notices are recommended to be submitted to the Glen Ellyn Chamber of Commerce, as well as outreach through the Alliance of Downtown Glen Ellyn (ADGE), and other associations.
- **Online Survey** – Well-advertised online surveys have become more effective in soliciting comments as commuters and businesses have limited time to attend workshops.
 - Advertising would be proposed through the Village website, as well as through handouts and postings included in the Community Workshop outreach.
 - Approximately 10-20 questions would be developed by the design team, in collaboration with Village staff.

- Following approximately 1 month of the online survey being open, a summary of information would be developed for the design process and to support staff/elected-official decision making.

DELIVERABLES

- *Kickoff meeting minutes*
- *Site survey, hard copies, and PDF*
- *Public Outreach – Notecard handouts, 11x17 informational posters, online survey questions, meeting minutes, summary of preliminary public outreach, PowerPoint presentation*
- *Project schedule, including key milestones and schedule critical items (for example, funding applications)*
- *Building and site program – approximate quantity, size, and spatial relationships for both the station and surrounding site. Preliminary code and guideline summary*

2. Concept Development

The RFP describes the Concept Development Phase as including preparing design alternatives depicting the proposed improvements including site plans, building elevations, cross sections, and renderings. At least three project alternatives shall be developed, including one for renovation of the station and two for the reconstruction.

CDM Smith and our team will work closely with Village staff following data collection and preliminary public outreach to develop three independent options for development. Key factors are assumed to include parking, site access, constructability, phasing, funding, and station architectural character.

CDM Smith also recommends having meetings with Metra Engineering and UP Engineering prior/concurrent to meetings with the Village Committees/Public to review the options currently under evaluation. Independent meetings are recommended with each team. It is highly recommended at this phase to keep the staff informed and to evaluate any other critical concerns that could potentially affect the Preferred Alternative.

Following the development of three initial alternatives, CDM Smith recommends a sub-phase be added that would include assumed revisions to each of the three alternatives based on internal staff and Capital Improvement Commission (CIC) and Architectural Review meetings, not assuming rendering revisions.

It is recommended that high level rough order of magnitude (ROM) budgetary estimating also be included in the Concept Development Phase to provide additional evaluation criteria to staff, committees, and potentially the public.

A second public meeting (#2) would be recommended to evaluate the alternatives. This meeting would be proposed to follow the same procedures as the first public meeting, but would be advertised through collected e-mail addresses from the first meetings, postings, and the city website.

Following evaluation of the three alternatives, a Preferred Alternative would be selected and the design team would present this Preferred Alternative to the Village Board of Trustees. Changes would be incorporated as necessary.

TASKS

- Develop (3) initial design alternatives including each of the following items:
 - **Colorized Site Plans** - Including site access, parking, pedestrian bypass options, station design outline
 - **Colorized Building Elevations** - Schematic including general building massing, elevations, openings, roof lines, and major elements (including entry, pedestrian bypass)
 - **Colorized Floor Plans** – It is recommended that schematic floor plans are developed to show major program elements and to depict the scale of the station. Key elements shall include UP spaces, waiting areas, loggia, mechanical/electrical rooms, vendor spaces, etc.
 - **Cross Sections** - Schematic including general building massing, elevations of grade, platforms, and tracks, and major site elements (including entry, pedestrian bypass)

- **Hand Renderings** – Proposed as color hand-sketch renderings to show key station or site elements in general context. (View to be agreed upon in consultation between design team and Village staff).
- **Conceptual Rough Order of Magnitude (ROM) Budgetary Estimate** – High level cost comparison of elements and options. Elements may include station, platforms, tunnel/bridge, site work, etc. Recommendations for project contingencies will also be provided.
- **Metra Engineering Meeting #1- Project Introduction – Chicago.** Present alternatives and preliminary engineering analysis/data. Assume PowerPoint presentation.
- **UP Engineering Meeting #1 – Project Introduction – Chicago.** Present alternatives and preliminary engineering analysis/data. Assume PowerPoint presentation.
- **Attend Capital Improvements Commission (CIC) Meeting** – Present alternatives and preliminary engineering analysis/data. Assume PowerPoint presentation.
- **Attend a Co-Committee Meeting** – Involving both Architectural Review and Plan Commissions. Present alternatives and preliminary engineering analysis/data. Assume PowerPoint presentation.
- **Develop revisions to Three Alternatives** – Following staff and committee comments. Assume renderings would not be revised.
- **Proposed Public Meeting #2** – Host meeting with public stakeholders to review and comment on the (3) initial alternatives. Comment cards and notes will be developed as a record to the meeting.
- **Develop Preferred Alternative** – Following revisions from committee, staff, and public comment, a Preferred Alternative will be developed with Conceptual Site Plans, Building Plans, Cross Sections, (2) hand rendered views, and a Conceptual ROM Budgetary Estimate.
- **Revisions, As Needed** – Following presentation of the Preferred Alternative to the Village Board of Trustees,

CDM Smith and the design team will make revisions per provided comments.

DELIVERABLES

- *Three Initial Alternatives* – Site plans, building elevations, floor plans, cross sections, renderings, and ROM budgetary estimates
- **Three Updated Initial Alternatives** - Site plans, building elevations, floor plans, cross sections, and ROM budgetary estimates
- **CIC Meeting PowerPoint**
- **Co-Committee Meeting PowerPoint**
- **Handouts (comment cards and posting) for proposed Public Meeting #2**
- *One Preferred Alternative* - Site plans, building elevations, floor plans, cross sections, renderings, and ROM budgetary estimates
- *One Preferred Alternative Revision* - Site plans, building elevations, floor plans, cross sections, renderings, and ROM budgetary estimates

OPTIONAL TASKS

- **Additional renderings (digital or hand sketches of additional views and experiences) utilized for public meetings, marketing, and fundraising.**
- **Animations (pedestrian, driver, or aerial animations of the station exterior or interior in the context of the downtown).**
- **Physical models (station physical model and surroundings).**
- **Material boards (physical samples of materials for study and review).**

3. Phase I Engineering Environment and Preliminary Engineering Studies

Since it is expected that at least portions of the project will be funded using federal funds (STP, CMAQ, etc.), Phase I engineering will utilize procedures found in

Chapters 19-22 of IDOT's Bureau of Local Roads and Streets Manual. This manual is currently under revision, and we have very recent experience with the current interpretation of procedures. Based on our familiarity with the area and expectations regarding the nature of the potential improvements, we expect this project will be processed as a Categorical Exclusion.

TASKS

- **IDOT Local Roads Meeting #1** – Meeting with Bureau of Local Roads to introduce the project and discuss high level items and exhibits. Meeting Minutes.
- **IDOT/FHWA Coordination Meeting #1** – Attend and present critical items to the monthly IDOT/FHWA District 1 Coordination Meeting. Design team will present with Village staff in attendance. Meeting Minutes.
- **IDOT/FHWA Coordination Meeting #2** – Attend and present key findings, environmental reports, and PDR findings for concurrence. Design team will present with Village staff in attendance. Meeting Minutes.
- **Develop and Submit Environmental Survey Request** - ESR.

Assumptions

- **Biological** - (removal of trees, etc.) (Yes), Endangered Species (No), Waters of US (No).
- **Cultural** - Historic (based on current IDOT/FHWA interpretations, this will require at least a photo summary of all properties boarding project boundaries even if the station is not "historic"). SHPO will review.
- **Special Waste** (due to the railroad right-of-way).
- **Develop PESA**
 - FOIA requests for impacted property owners or agencies (Village of Glen Ellyn, Metra, UP, USEPA)
 - Research summary of spill data, etc.
- **Draft PDR** – Assumptions based on recent experience with similar project type and impacts.
 - Geometric plans

- Preliminary intersection analysis
- Preliminary crash analysis (5 years from Village)
- Preliminary parking analysis
- GIS/mapping exhibit – project limits
- Preliminary utility coordination (gas, water, telecom, electric)
- Preliminary structural study
- Preliminary maintenance of traffic study
- Preliminary existing and proposed Drainage Plan
- **Public Hearing** – Host meeting with public stakeholders to provide an opportunity to present PDR and ESR findings as required by IDOT/FHWA. This will require a court reporter and multiple public notices in multiple publications. This meeting should be offered as a public hearing in order to ensure compliance with state and federal requirements. Comment cards and court reporter transcripts will be developed as a record to the meeting.
- **Final PDR** – Submittal to state and federal for approvals and concurrence

DELIVERABLES

- *IDOT Local Roads Meeting #1 – Exhibits and meeting minutes*
- *IDOT/FHWA Coordination Meeting #1 – exhibits, PowerPoint, and meeting minutes*
- *IDOT/FHWA Coordination Meeting #2 – exhibits, PowerPoint, and meeting minutes*
- *ESR (see tasks above for key elements)*
- *PESA (see tasks above for key elements)*
- *Draft PDR (see tasks above for key elements)*
- *Final PDR (see tasks above for key elements)*
- *Public Hearing – meeting notes and responses to public comments*

OPTIONAL TASKS

- **Intersection Design Study** – Depending on the scope of the final Preferred Alternative, an Intersection

Design Study may be required per IDOT/FHWA requirements. This is not assumed to be required in base Scope of Work.

4. Assist in Grant Applications

CDM Smith will support the Village of Glen Ellyn in pursuing grant opportunities including CMAQ, ITEP, STP, TIGER, and additional funding sources.

TASKS

- **Review Grants** – Including CMAQ, that the Village of Glen Ellyn is pursuing
- **Identify Needs** – Determine what information the design team will need to provide in support of the grant applications for Phase II/III Engineering and project construction
- **Determine Timelines** – Timelines or submissions and whether additional scope is required to complete non-CMAQ grant applications, if requested
- **Meet with DuPage Mayors and Manager Conference (DMMC) – Mike Albion to discuss applications administered by DMMC on behalf of CMAP.**

DELIVERABLES

- *Provide project description and budgetary cost estimates*
- *Provide calculations in support of congestion mitigation*
- *Provide images and data from Phase I engineering and schematic design to support Village of Glen Ellyn for use in submittals*

OPTIONAL TASKS

- **Writing grant applications on behalf of the Village**
- **Additional visualizations, calculations, historic studies (beyond photo log), traffic studies, storm water studies, etc., beyond the base project scope of services in support of additional grant applications**

5. Communication

Consistent communication within the project team, the Village of Glen Ellyn, and stakeholders will help the project progress efficiently and keep the team focused on meeting shared objectives.

TASKS

- **Determine path of communication** – Village project manager, agencies, etc.
- **Determine organization chart/responsibilities** – Project team and Village roles and responsibilities (design approval process, billing, etc.)
- **Compile stakeholder contact information** – Village, agencies, chamber of commerce, etc.
- **Approve formats for communication**
- **Establish an e-Room Site** – For file exchanges (project data, deliverables, etc.)

DELIVERABLES

- *Bi-weekly project phone call and meeting summary, including action item list (tasks, responsibilities, and critical dates)*

Scope Items	Staff										Total
	Martel	Harber (PM)	Fry	Albrecht	Tate	Kannan-Hosadurga	Miller	Admin.	Atkins	KMI Staff	
Project Startup											
Project Kickoff Meeting (City and CDM Smith)	1	5	2		8		2		1	6	25
Preliminary Stakeholder Outreach (Platform/Online Surveys)	2	10	2		14		41			33	102
Existing Data Collection (Maps, Photos, etc.)		2	2		4					8	16
Existing Station Conditions Assessment		4			4			4		42	54
Programming/Code Analysis		4	1		4				2	32	43
Concept Development											
Concept Development											
3 Site Plans	1	2	1		60		2			20	86
3 Building Elevations		2			8					50	60
3 Cross Sections		2			8					24	34
3 Floor Plans		2			8					24	34
3 Renderings (Rendering/Massing Model)		2			10				32	26	70
Cost Estimates (ROM)	1	4			4					12	21
Concept Development Revisions											
3 Site Plans	1	2			8					4	15
3 Building Elevations		2			4					10	16
3 Cross Sections		2			4					10	16
Metra Meeting #1		2			2					3	7
UP Meeting #1		2			2					3	7
Public Meeting #1	2	4			8		6			8	28
Capital Improvements Commission (CIC) Meeting		2			4						6
Co-Committee Meeting (Architectural, Plan Commission)		2								6	8
Metra Meeting 2		3			4					4	11
UP Meeting 2		3			4					4	11
Preferred Alternative for Consideration by Village Board											
1 Site Plans		4			40					6	50
1 Floor Plan					2					20	22
1 Building Elevations										20	20
1 Cross Sections										20	20
1 Renderings									32	16	48
Revised Preferred Alternative for Approval by Village Board											
1 Site Plans		4			6					6	16
1 Floor Plan					2					6	8
1 Building Elevations										6	6
1 Cross Sections										6	6
Phase I Engineering And Preliminary Engineering Studies											
IDOT Local Roads Meeting 1		4	3		10						17
IDOT/FHWA Concurrence Meeting 1		4	4		10						18
IDOT/FHWA Concurrence Meeting 2		4	4		10						18
ESR/PDR											
ESR		2	1		4						7
Drainage Study		2			9						11
Structural Study		1	2		10						13
PESA				40	5						45
Historic		2								16	18
Geometry Plans		1	2		20						23
Traffic Analysis (Basic)/Sync 6			4		8	20					32
Sidewalk ADA Study					6						6
Parking Study (Basic)			2		2					20	24
GIS Mapping/Exhibit						6					6
Draft PDR			8		40						48
Final PDR			4		8						12
Review Traffic Crash Analysis (Syrs of Data)			4		8						12
Utility Review(Letters and Follow Up)		2			8					4	14
Public Hearing 1		9			24		12	2		24	71
Grant Applications											
Meeting Grant Application (Elmhurst, CDM Smith)		1	2		2						5
Meeting with DMMC Rep (CMAQ)		2	2		2						6
DMMC Rep (CMAQ) Meeting Materials, and Meeting Admin		2									2
Grant Application Materials		1	2		4						7
Support Alternative Funding Research			2		4						6
CMAQ Grant Application Support Coordination		8	2		4		8	16			38
Communications											
Bi Weekly for 28 weeks, 14 Meetings		20	2		25		4			4	55
Quality Reviews	20										20
Total Hours	28	136	58	40	445	26	75	22	67	503	1,400
Hourly Rates	\$ 200	\$ 175	\$ 200	\$ 170	\$ 115	\$ 135	\$ 105	\$ 85	\$ 85	\$ 150	
Subtotal	\$ 5,600	\$ 23,800	\$ 11,600	\$ 6,800	\$ 51,175	\$ 3,510	\$ 7,875	\$ 1,870	\$ 5,695	\$ 75,450	
Total Professional Fee											\$ 193,375

Anticipated Reimbursables	
Survey	\$ 10,000
Environmental Database Records	\$ 500
Printing	\$ 2,000
Travel	\$ 500
Geotech Investigation	\$ 10,000



Glen Ellyn Village Board
535 Duane Street
Glen Ellyn, IL 60137

Meeting: 02/27/17 05:30 PM
Department: Public Works
Department Head: Julius Hansen
Category: Commission Recommendation
Prepared By: Bob Minix

SCHEDULED

AGENDA ITEM (ID # 2573)

DOC ID: 2573

Professional Engineer Rich Daubert will discuss the Park Boulevard Rehabilitation Project.

Background

The project to rehabilitate Park Boulevard between Roosevelt Road and the Union Pacific Railroad tracks is continuing toward the detailed design phase, led by the project consultant Engineering Enterprises Incorporated (EEI). The Board approved the Phase II agreement with EEI in September 2016. As that contract award was deliberated, the issue of roadway width and bicycle accommodation on Park Boulevard - especially in the proposed reconstruction section between Roosevelt Road and Fairview - was a point of some debate.

Staff is seeking resolution to the questions of the appropriateness of the roadway width and bicycle accommodations so the engineer can proceed ahead with the development of final plans. In October and November 2016, discussions were held with the Capital Improvements Commission (CIC), culminating with a CIC recommendation in support of a wider cross-section for improved bicycle accommodation within the corridor of reconstruction between Roosevelt and Fairview. In December 2016, the roadway width issue was also taken to the Environmental Commission (EC) and a similar recommendation was approved by the attending commissioners. With these recommendations in hand, it is now appropriate to seek a final decision from the Village Board.

BICYCLE PLAN

In any discussion regarding enhanced bicycle accommodation lies the question of how an individual element relates to the goals and context of an overall bike plan. The Move GE Bicycle Facilities Plan was developed two years ago by Planning Intern John Carlisle and his associate Jake Rueter, under the guidance of the Public Works Department. The goal of that effort was to kick-start a process that would ultimately lead to formal adoption of a Village bicycle plan. In the spring of 2016, staff discussed various modifications and additional considerations to preferred bike routes with the CIC, concentrating on north-south passages through the Village. The results of those discussions were to be incorporated into a GIS-based map as the primary bike plan element for final consideration by the CIC, EC and Village Board. Staffing situations for both the engineering and GIS consortium teams have delayed map production and consequently formal Bike Plan approval.

Nevertheless, the essence of the plan as it pertains to Park Boulevard can be described as follows:

- ☐ Key existing bike facilities include the Prairie Path and Great Western Trail
- ☐ Focal points / key destinations on a north-south axis include Ackerman Park, Central Business District, New Police Station on South Park Boulevard at Wilson Avenue, College of DuPage and Morton Arboretum.

- ☐ Crescent Boulevard has been constructed with improved accommodation for bicyclists between Park Boulevard and Park Row / Crescent / Crescent Court roundabout.
- ☐ The Taylor Underpass area is an important access location to the Prairie Path particularly with the pending bicycle-pedestrian tunnel project. Especially going south, there are many relatively bike-friendly corridors to choose from.
- ☐ Park Boulevard north of Roosevelt Road is the most direct link to the Central Business District in the central part of the Village.
- ☐ Crossing Roosevelt Road is a challenge to north/south bike connectivity. The Park Boulevard intersection with Roosevelt Road is a primary crossing point.
- ☐ The Taft / Pershing corridor south of Roosevelt Road permits relatively easy east-west movement near, but not on, Roosevelt Road.
- ☐ Widened sidewalks are envisioned for the east side of Park between Roosevelt Road and Wilson Avenue.
- ☐ Enhanced access to the Police Station and Panfish Park is desirable .
- ☐ Panfish Park is a gateway to Village areas south of Roosevelt Road.

The ultimate objective is to improve bicycle accommodation on Park Boulevard between the Central Business District and the Police Station location. It is understood that all the needed improvements are not yet in place and this is a long-term goal that should be instituted as opportunities exist.

PARK BOULEVARD ROADWAY WIDTH (Roosevelt to Fairview)

Discussion points with the Capital Improvements and Environmental commissioners will be summarized below with approved October and November 2016 CIC and draft December 2016 EC minutes attached for detailed reference. Additional attachments include a general plan of the pending Park Boulevard project corridor and proposed cross section information.

Capital Improvements Commission Discussions - Summary

- ☐ Improved bicycle accommodation on Park Boulevard would link the new Police Station and Panfish Park with already reasonable bike routes at Fairview and to the north.
- ☐ Since Park Boulevard between Roosevelt and Fairview is being completely reconstructed, the coming project represents a once in 50-year opportunity to cost effectively incorporate bicycle accommodation improvements.
- ☐ The existing roadway width is 26-27 feet. Widened roadway widths of 31 ft. and 32 ft. (back of curb to back of curb) were discussed; staff ultimately recommended the 32 ft. width as it is more consistent with Illinois Department of Transportation design guidelines. The cost to

widen the roadway is minimal when compared to the overall cost of the project.

- ☐ Most of the widening would occur between DuPage and Fairview. Where Park Blvd meets Roosevelt, the roadway is already wide enough.
- ☐ Loss of additional trees due to widening does not appear to be excessive.
- ☐ A bike lane would not be striped on the pavement; rather the widened pavement would allow for a shared lane. Various commissioners expressed their preference for share-the lane “sharrows” as opposed to adding bicycle signage.
- ☐ The CIC would like to see improved sidewalks immediately north of Roosevelt to provide a wider, safer area for pedestrians and bicyclists.
- ☐ The Commission was in agreement that widening to 32 feet was a good idea.

Environmental Commission Discussions - Summary

A summary of the discussions with the Capital Improvements Commission on the Park Boulevard width issue was shared with the EC. The following items were discussion points:

- ☐ Who will be the intended user of the widened pavement and where are the connection points? The COD commuter should be a focal point. The entire Park Boulevard corridor should be designated for improved bicycle accommodation even if all of it cannot be improved immediately. More north/ south corridors are a plus.
- ☐ Emphasis was placed on providing connectivity to the Central Business District.
- ☐ Striped bike lane or a shared lane with markings/signage? Staff feels the shared lane concept is the best balance for the improved roadway.
- ☐ Will sharrows be placed on the pavement north of Fairview? Some commissioners were in favor, but the current cross-section does not allow this. Signage could be provided.
- ☐ Trees or bicycle accommodation? Some trees will be impacted, but wholesale adverse impacts directly due to widening are not expected.
- ☐ Bicycle safe grates must be provided at stormwater runoff collection points.
- ☐ Smooth transitions must be provided between the sidewalk and roadway near Roosevelt Road.

COMMISSION RECOMMENDATIONS

The Capital Improvements Commission and Environmental Commission recommendations were similarly worded as follows:

For the upcoming reconstruction of Park Blvd. between Roosevelt Road and Fairview Avenue, the (Capital Improvements Commission - Environmental Commission) recommends that the width of Park Blvd. be 32 feet from back-of-curb to back-of-curb, providing 14-foot wide shared lanes, with pavement markings, for bicycle accommodation. Appropriate measures should be made to transition bicyclists to a widened sidewalk at the intersection of Roosevelt Road and Park Boulevard.

The pavement marking reference in the motion is not for a striped bike lane, but rather an item like sharrows to indicate the space in the shared lane for the bicyclist.

At both commission meetings, the motion was approved unanimously.

Village Board Action:

Improving bike access as part of a broader bike plan addresses the following Village Board Strategic Plan goal:

Strategic Issue V: INFRASTRUCTURE. *Invest in infrastructure to meet key needs, including downtown access, Village facilities, storm water issues and technology improvement. **Action Step:** Promote the bike plan and partner with other agencies to create a north-south bike trail by May 1, 2017.*

Staff is looking for direction from the Village Board to allow our engineering consultant to finalize the design plans for these improvements and proceed with the overall project on Park Blvd.

ATTACHMENTS:

- CIC Meeting Minutes Nov 8 2016 - Final (DOC)
- CIC Meeting Minutes Oct 11 2016 - Final (DOC)
- Park Boulevard Project Location Map (PDF)
- Typicals 2016-11-04 (PDF)

MINUTES

BOARD OR COMMISSION: Capital Improvements DATE: November 8, 2016

MEETING: Regular X Special _____ CALLED TO ORDER: 7:00 PM

QUORUM: Yes X No _____ ADJOURNED: 8:40 PM

MEMBER ATTENDANCE:

PRESENT: Chairman Colliander, Commissioners Biggam, Burton, Lane, Ryne, Zuccherro, Trustee Clark

OTHERS: Professional Engineer Minix, Senior Civil Engineer Daubert, PW Director Hansen

ABSENT: Commissioners Kumar, Pryde, Lindquist, Trustee Elliott

CALL TO ORDER:

The November 8, 2016 meeting of the Capital Improvements Commission, held at the Glen Ellyn Civic Center, was called to order at 7:00 PM by Chairman Colliander. A quorum was present.

AUDIENCE PARTICIPATION:

None

APPROVAL OF MINUTES:

Commissioner Lane moved, and Commissioner Burton seconded, to approve the October 13, 2016 meeting minutes. The motion was approved unanimously.

TRUSTEE REPORT:

Trustee Clark was present and stated that the Village budget will be approved in a series of meetings in November and December.

CONTINUING BUSINESS – BICYCLE FACILITIES PLAN: REVIEW OF PROPOSED ROADWAY CROSS SECTION OF PARK BLVD (BETWEEN ROOSEVELT AND FAIRVIEW AVE):

Professional Engineer Minix provided an overview of the discussion from the last meeting. Staff is now proposing a 32 foot wide roadway (from 31 feet) to be more in compliance with IDOT regulations. There would be 3 trees lost; there is no difference in the number of trees lost with the change from 31 feet to 32 feet. Staff is looking for a recommendation from the CIC to bring forward to the Village Board.

Senior Civil Engineer Daubert stated that the Village Board expressed concern with whether Park Blvd. is an appropriate bike route, and if so, what is the appropriate roadway width. Staff is looking to add a shared vehicle-bike lane with a width of 14 ft. The average daily traffic (ADT) is 13,500 vehicles per day for this stretch of roadway, and the projection for 2040 of 15,000 vehicles per day.

There is an opportunity to widen the sidewalk on the east side of the street near Roosevelt Road. Some utility poles could be removed that may allow for a wider sidewalk. Currently there are brick pavers between sidewalk and curb, the project could be designed to add more concrete and less pavers.

Most of the widening would occur between DuPage and Fairview. The existing roadway is 26-27 feet, and the project would widen it to 32 feet. The cost to widen the roadway is minimal when compared to the overall cost of the project. Where Park Blvd meets Roosevelt, the roadway is already wide enough. Various commissioners expressed their preference for share-the lane “sharrows” as opposed to adding bicycle signage. The Commission was in agreement that widening to 32 feet was a good idea.

Commissioner Burton made the following motion, seconded by Commissioner Biggam:

For the upcoming reconstruction of Park Blvd. between Roosevelt Road and Fairview Avenue, the Capital Improvement Commission recommends that the width of Park Blvd. be 32 feet from back-of-curb to back-of-curb, providing 14-foot wide shared lanes, with pavement markings, for bicycle accommodation. Appropriate measures should be made to transition bicyclists to a widened sidewalk at the intersection of Roosevelt Road and Park Boulevard.

The pavement marking reference in the motion is not for a striped bike lane, but rather an item like sharrows to indicate the space in the shared lane for the bicyclist.

The motion was approved unanimously.

NEW BUSINESS: PRIVATE PROPERTY DRAINAGE IMPROVEMENTS: OUTLINE OF PROPOSED COST SHARE PROGRAM:

Director Hansen gave an overview of the situation that Public Works staff is looking to address with this proposed cost-share program. In the wintertime, Public Works often fields complaints from residents regarding stormwater discharges – especially from sump pumps – freezing on the public sidewalk and roadway and causing a hazard. Based on these complaints, Staff has prioritized around 20 sites where stormwater drainage improvements are needed in the public right-of-way to solve drainage problems that originate on private property. In most cases, a storm sewer extension/connection is needed. Some residents may have drainage on their private property that hasn’t caused problems in the public right-of-way, and this program could help them permanently solve their drainage problems. The cost-share program was included in

the 2016 budget as part of the category of Miscellaneous Storm Sewer Improvements, and Staff is using some of the money to assist homeowners this year in a series of test-cases. They are looking to formalize the program in 2017 with firmly established parameters.

Director Hansen stated that last year they experienced a lot of icing in the sidewalk, street, etc. There were instances where residents fell on ice on the sidewalk and called Public Works to complain. The solution is to visit each problematic site and determine how/where to connect the sump pump discharge to the storm sewer to prevent overland flow and possible icing. This is a legitimate problem deserving of a positive response and program to these sometimes very difficult drainage problems and situations.

The commissioners asked about codes that regulated stormwater discharge. Minix stated that there is a policy to keep sump pump discharge at least 20 feet from the sidewalk, or curb if there is no sidewalk. For subdivisions, Staff tries to make sure there are sump pump connections that flow to a detention pond if available. The stormwater ordinance discourages direct connections of sump pumps to storm sewers and encourages letting the water absorb into the ground. Our soil conditions and small lot sizes make this very challenging. Most new homes now built have a dry well (pit with large stones in it) that accepts sump pump and down spout discharges. Discussion followed about new builds and how grading plans are reviewed during permitting. Ordinances and regulations governing stormwater drainage and discharges from new development should be reviewed and strengthened as needed.

When street improvements are being constructed, there is a policy that allows private property storm sewer connections to the public storm sewer, with that portion within the right-of-way included as a project expense. During projects, Staff identifies locations where drainage improvements could be made or homeowners make their needs known. This policy has been quite successful; many homeowners take advantage of the opportunity and connect to the storm sewer.

Director Hansen explained how our current cost-share programs work in other area: The homeowner gets 3 quotes for the work, selects their contractor, has the work done, and the Village reimburses their portion. Staff is proposing to offer Village reimbursement for 50 percent of the cost of only the work done in the ROW (not work on private property), up to \$5,000. The proposed funding level for possible home-owner cost share projects in 2017 is \$50,000.

Discussion followed about what could be causing these drainage problems. Minix proposed presenting some cases to the CIC as examples at a future meeting.

OTHER BUSINESS:

None.

PUBLIC WORKS REPORT:

Road salt has been secured through the County's purchasing program; 2,000 tons have been ordered, with the price slightly higher than last year.

PROJECT UPDATE – PROJECT HIGHLIGHTS:

Daubert reported on the Elm-Oak-Geneva Improvements Project and stated the work on Geneva Road is substantially complete. The new storm sewer improvements are complete throughout the project area. The open lot on the south side of Geneva was re-graded. The construction on Elm Street has about 2.5 weeks left before completion. The project – including restorations – should be completed soon after Thanksgiving.

Minix provided an update on the Hill Avenue bridge project. Good progress is being made although they are a of couple weeks behind schedule. For the Taylor Pedestrian Tunnel project, engineering design has been held up due to investigations needed by the possible presence of an endangered plant species.

ADJOURNMENT:

Commissioner Burton moved, and Commissioner Zucchero seconded adjourning the meeting. With unanimous consent, the meeting was adjourned at 8:40 PM.

Submitted by C. Johnson, Recording Secretary
Reviewed by R. Minix, Village of Glen Ellyn Public Works

MINUTES

BOARD OR COMMISSION: Capital Improvements DATE: October 11, 2016

MEETING: Regular X Special _____ CALLED TO ORDER: 7:12 PM

QUORUM: Yes X No _____ ADJOURNED: 9:15 PM

MEMBER ATTENDANCE:

PRESENT: Chairman Colliander, Commissioners Biggam, Burton, Lindquist, Ryne

OTHERS: Professional Engineer Minix, Senior Civil Engineer Daubert, Director Hanson

ABSENT: Commissioners Kumar, Lane, Pryde, Zuccherro

CALL TO ORDER:

The October 11, 2016 meeting of the Capital Improvements Commission, held at the Glen Ellyn Civic Center, was called to order at 7:12 PM by Chairman Colliander. A quorum was present.

AUDIENCE PARTICIPATION:

None

APPROVAL OF MINUTES:

Commissioner Lindquist moved, and Commissioner Burton seconded, to approve the September 13, 2016 meeting minutes. The motion was approved unanimously.

TRUSTEE REPORT:

Trustee Elliott was not present.

CONTINUING BUSINESS:

FY 2017 BUDGET: REVIEW OF 5-YEAR CAPITAL IMPROVEMENT PROJECTS AND PROGRAMS

The Village Board will be considering the Capital Improvement budget starting next week. Senior CE Daubert has updated the 5-year plan, including projects from all departments. No change in roadway rehabilitation projects is proposed. He briefly summarized the projects that staff is proposing to defer at this point: ADA transition plan, Reno parking and access improvements, salt storage dome, wayfinding signage, Village Green storm sewer replacement (staff still looking into it), Glenbard West parking lot and sidewalk, Lake Ellyn Park and Lenox Road sidewalk (looking into grant funding), Route 53 sidewalk study, Bemis Road design engineering (push back to 2018 or 2019), chlorine study; Cumnor utility improvements (driven

by resident interest), PW Material bins and roof, and Reno/Newton site improvements (tied with salt storage dome project), Memory Court lift station replacement (recently repaired), Surrey Lift Station improvements, East Branch trail feasibility study (not critical), and COD water main looping.

Public Works staff met with Administration, Facilities Maintenance, and IT to identify and list projects for the 5-Year Capital Improvement Plan. Senior CE Daubert reviewed the 5-year CIP spreadsheet particularly with respect to the projects supported by the capital projects, water and sewer funds. A \$4.5 million project is scheduled for 2018 (CBD Roadway and Landscape Improvements); at this time that project would lead to a negative fund balance for a single year. He also reviewed grant funds received in 2016, approved grant amounts for 2017 as well as possible STP funding in 2018. Regarding water projects, several projects are associated with road improvement projects. Water meter replacement is scheduled for 2021; staff is planning to switch to a radio read system. Projected revenues provided by the finance department do not reflect any rate increases for water / sanitary sewer. Regarding sewer projects, the South Park lift station project and sewer main lining are the big ticket items. Staff feels the capital projects fund situation is manageable, but a growing deficit in the water / sewer funds is a concern. The state of these funds will be a future discussion item with the Board.

The Village Board is expected to approve the CY-17 budget in November.

BICYCLE FACILITIES PLAN

At a recent Village board meeting, engineering for detailed design of the improvement of Park Boulevard between Roosevelt Road and the Union Pacific RR tracks was approved. During this discussion, the Board expressed concerns about widening Park Blvd between Roosevelt and Fairview (about 1/3 of a mile) by 2 feet on each side to accommodate bicycles, especially regarding connections at Roosevelt Road and the safety of bicycle traffic at this congested location. Some reasons for better bicycle accommodation in this area are the new police station and Panfish Park south of Roosevelt Road and already reasonable bike routes at Fairview and to the north. There is a preference to have bicyclists cross Roosevelt Road at a traffic signaled intersection such as Park. Since Park Blvd is being completely reconstructed, this is the one opportunity to accommodate bicycles in perhaps the next 50 years. The commissioners discussed potential loss of trees on Park Blvd; about half a dozen trees may need to be removed to accommodate the road. Park is not wide enough to accommodate a formal, striped bike lane at the currently proposed width of 31 ft. Staff intends to keep the project out of the crosswalk on north side of Roosevelt to avoid costly required upgrades.

The commission agreed that the reconstruction of Park Blvd. between Roosevelt Road and Fairview is an opportunity to improve bicycle accommodation. No overt opposition or overwhelming support was expressed for widening the road by 4 feet. The CIC would like to see the paver sidewalk north of Roosevelt removed and replaced with concrete to provide a wider, safer area for pedestrians and bicyclists approaching Roosevelt Road.

OTHER BUSINESS:

None.

PUBLIC WORKS REPORT:

Director Hanson stated that the reclamite pavement treatment was completed last week on the newly paved streets. Crack sealing of slightly older (3-5 years) streets will be occurring in the coming weeks. The curb and sidewalk repair program is ongoing, repairing trip hazards and deteriorated sections of curb and gutter and deteriorated pavement sections on concrete roadways. Pavement marking will occur next week around school zones and Crescent. The paver sidewalks on the north and south side of Roosevelt Road are currently being repaired to eliminate trip hazards.

PROJECT UPDATE – PROJECT HIGHLIGHTS:

PE Minix stated that they are still hoping to get Prairie Path paving and Civic Center parking lot paving done this year.

Senior CE Daubert gave an update on the Elm, Oak Geneva Improvements Project, which is ongoing. Resurfacing on Oak Street is completed, while work on Elm Street is ongoing, likely until December. Drainage improvements in and near Geneva Road are about half done. Private property work for homes on Elm Street is getting started.

The Hill Avenue Bridge project is still behind schedule, the piers are in place. It is possible to pour concrete in cold weather; however asphalt plants will be closing in late November and this may impact the needed work on the roadway approaches to the new bridge.

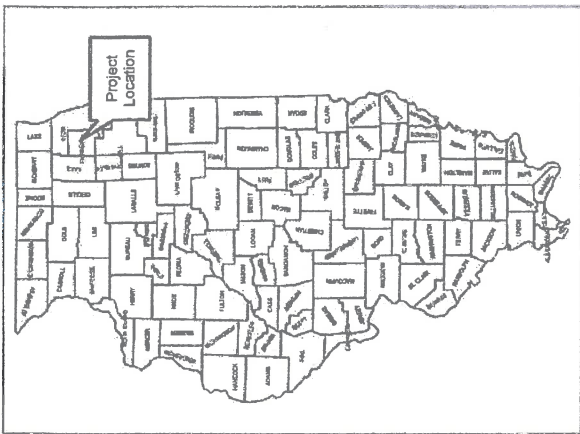
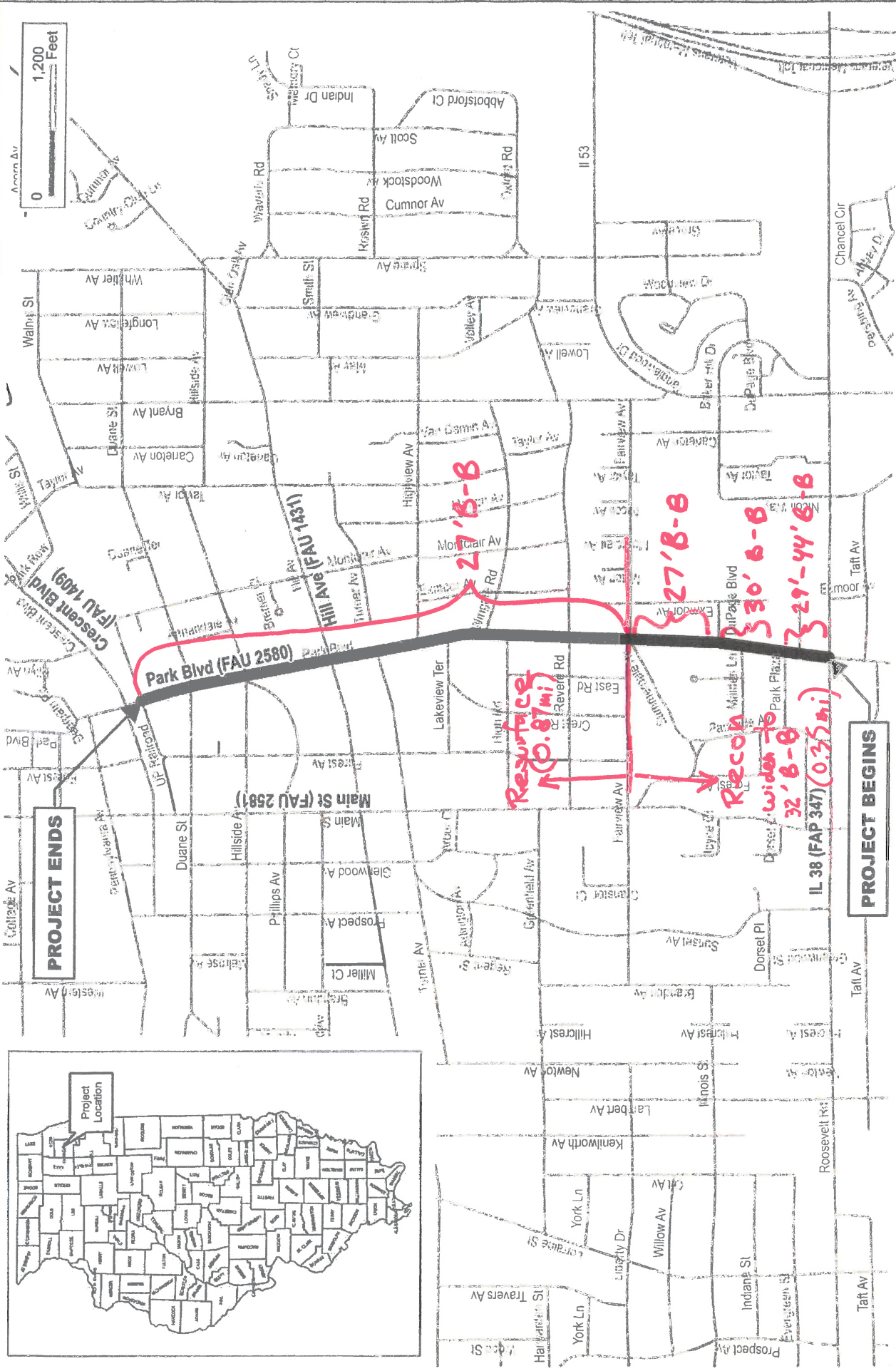
By the end of the month, staff should find out if the CBD roadway resurfacing project is approved for STP funding.

The Village has issued an RFP for engineering/architectural firms for a new or renovated train station and pedestrian overpass.

ADJOURNMENT:

Commissioner Biggam moved, and Commissioner Burton seconded adjourning the meeting. With unanimous consent, the meeting was adjourned at 9:15 PM.

Submitted by C. Johnson, Recording Secretary
Reviewed by R. Minix, Village of Glen Ellyn Public Works



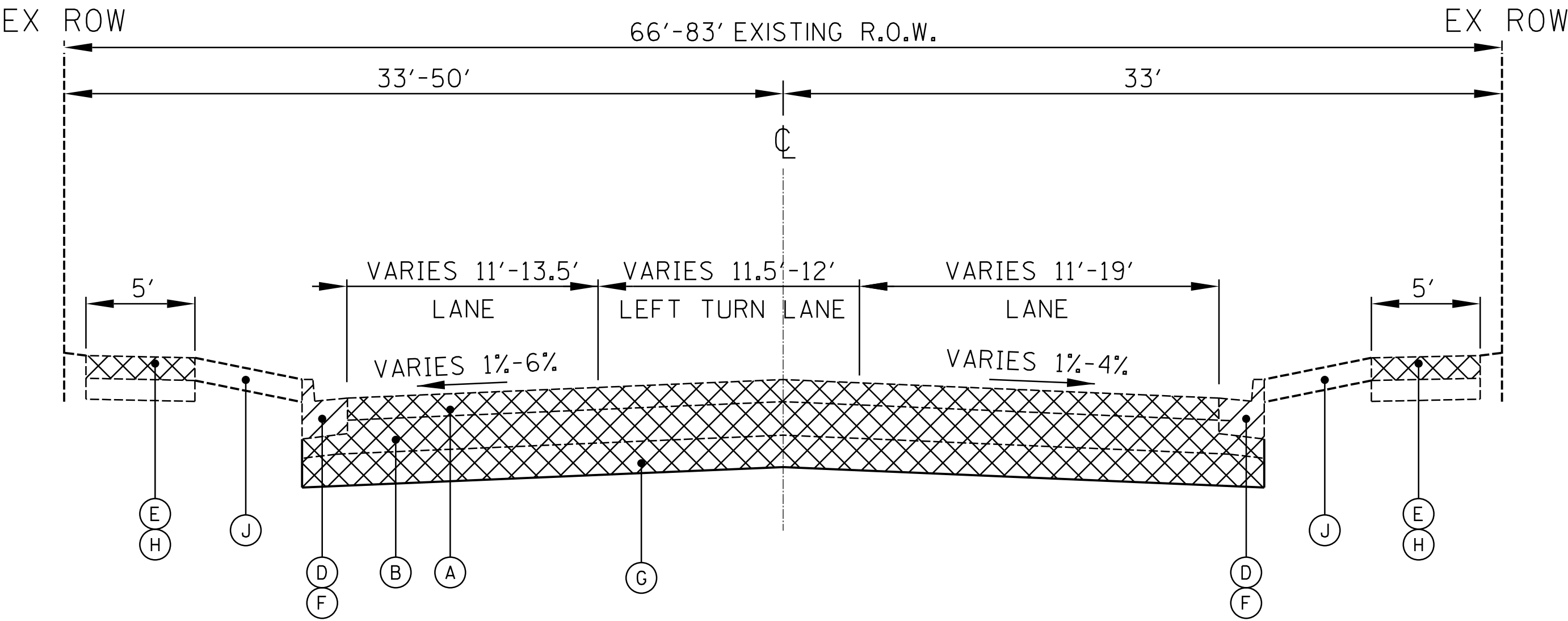
PARK BOULEVARD (FAU 2580)
 VILLAGE OF GLEN ELLYN
 DUPAGE COUNTY, ILLINOIS
 MAJOR COLLECTOR

DATE: July 2016
 PROJECT NO.: GY1201
 BY: KKP
 PATH: H:\GIS\PUBLIC\GLEN ELLYN\GY1201
 FILE: GY1201-Park STP.mxd

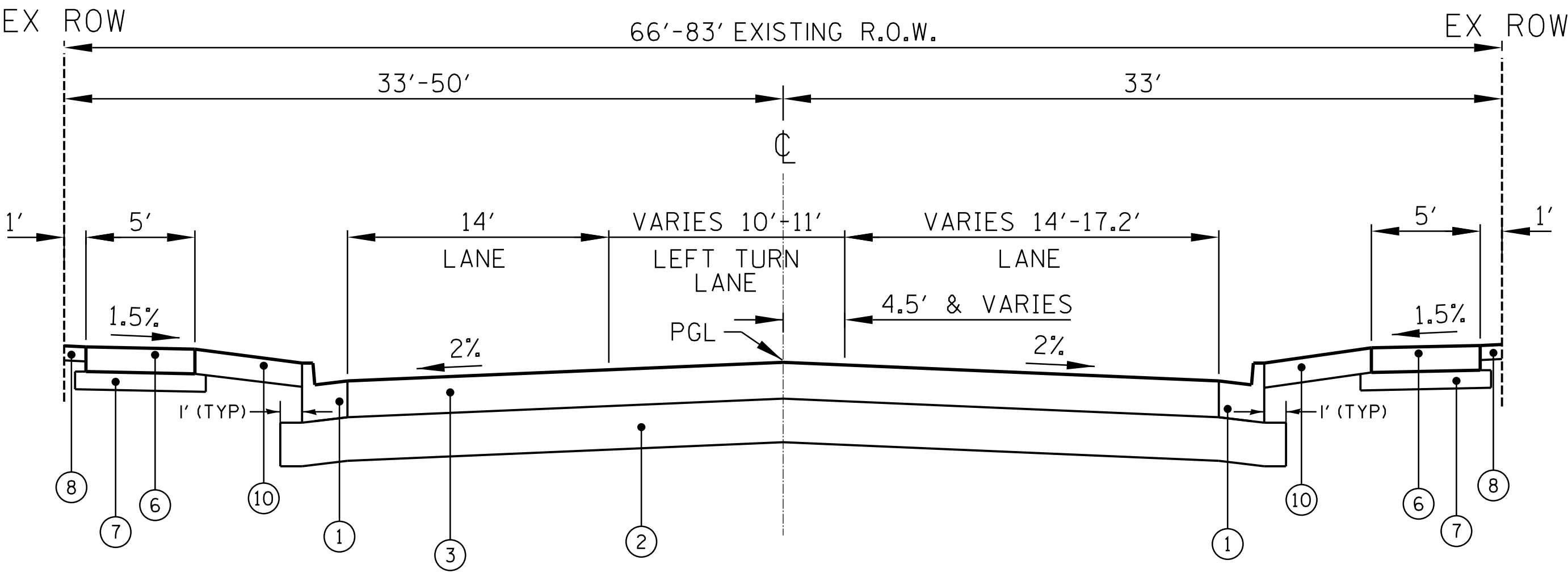
Village of Glen Ellyn
 535 Duane Street
 Glen Ellyn, IL 60137
 (630) 469-5000

Engineering Enterprises, Inc.

Handwritten signature/initials

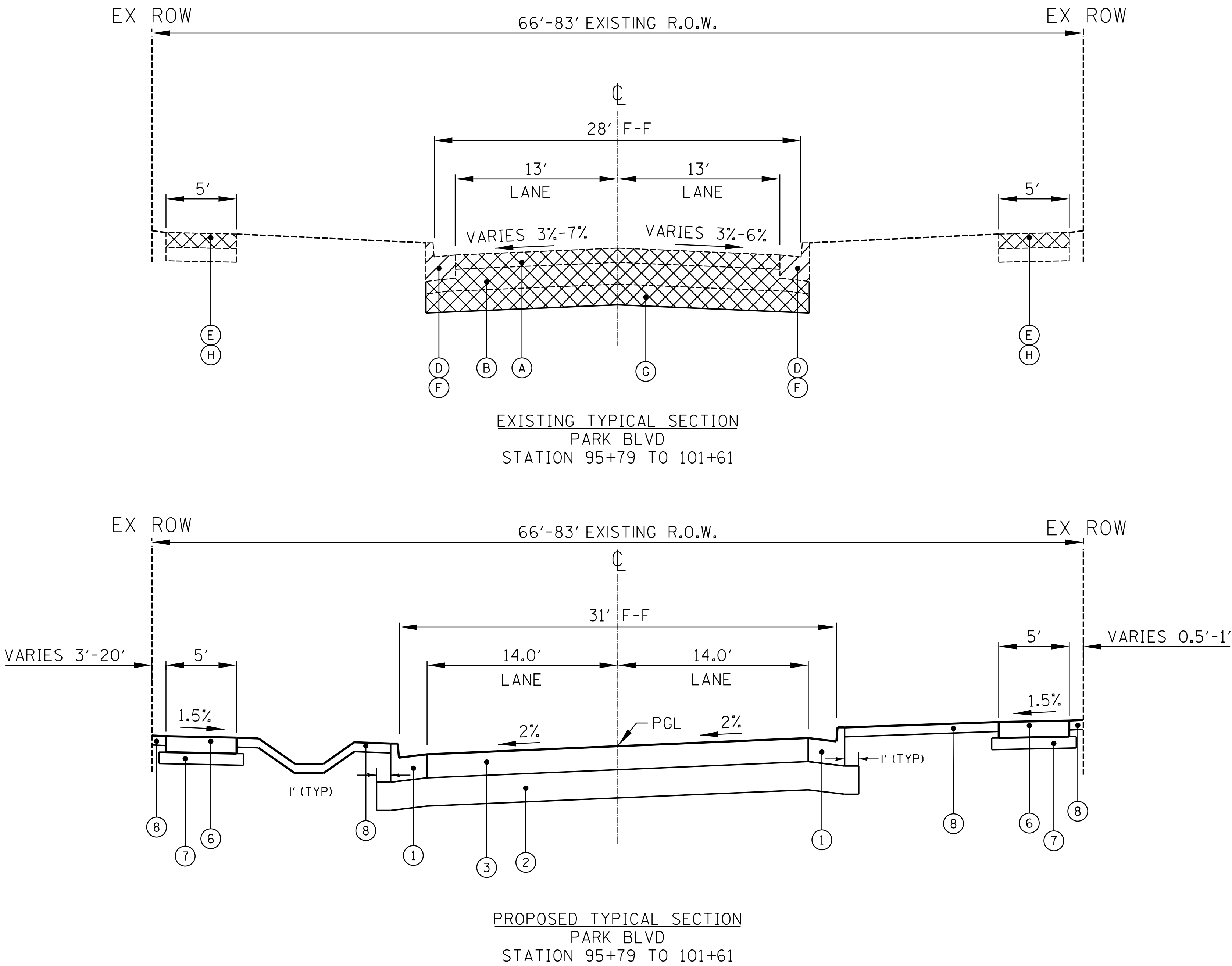


EXISTING TYPICAL SECTION
PARK BOULEVARD
STATION 91+55 TO 95+79

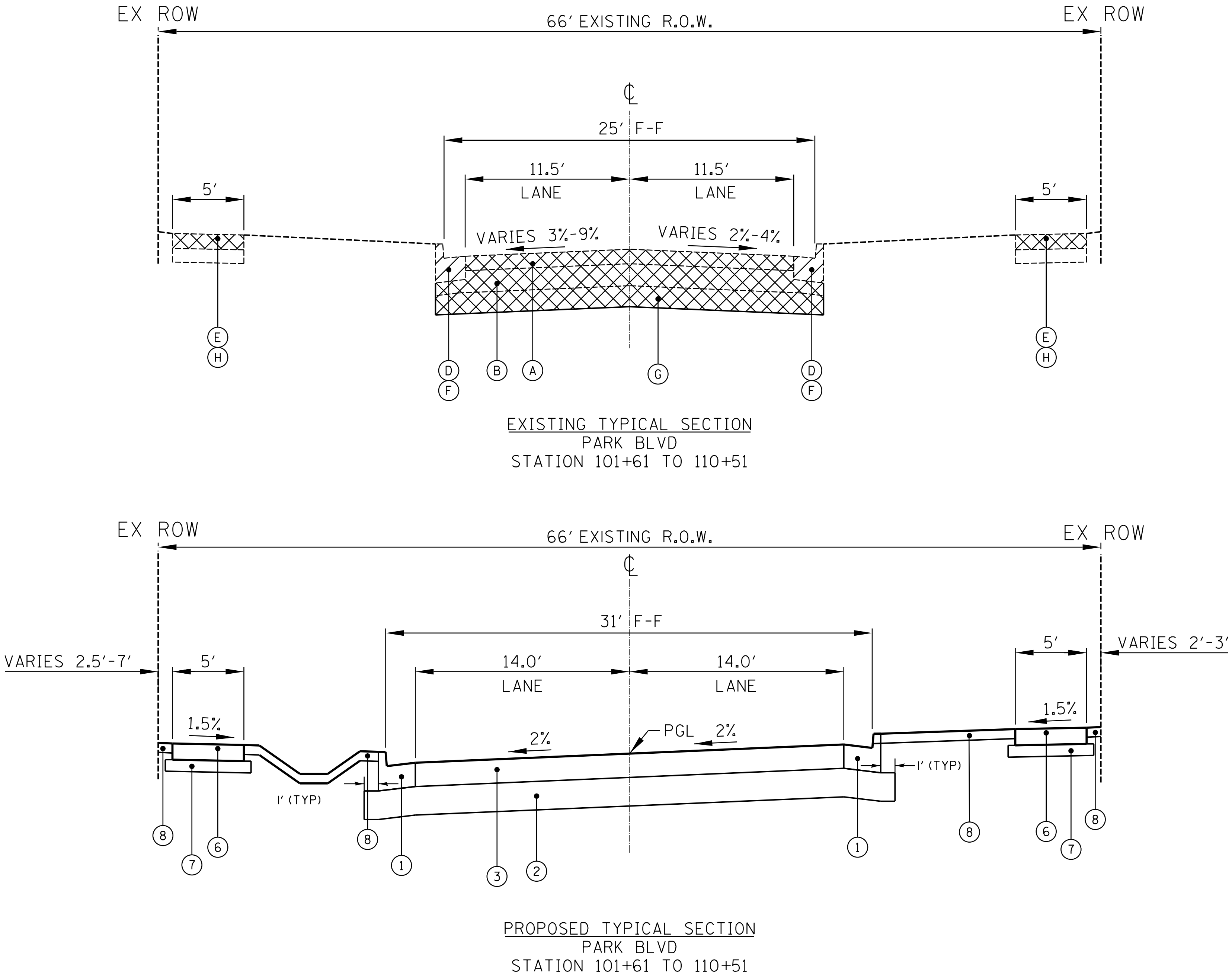


PROPOSED TYPICAL SECTION
PARK BOULEVARD
STATION 91+55 TO 95+79

EXISTING LEGEND		PROPOSED LEGEND	
(A)	EXISTING ASPHALT PAVEMENT	(1)	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18
(B)	EXISTING AGGREGATE BASE	(2)	AGGREGATE SUGRADE IMPROVEMENT
(C)	EXISTING CONCRETE BASE	(3)	HOT-MIX ASPHALT
(D)	EXISTING CONCRETE CURB AND GUTTER	(4)	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50
(E)	EXISTING SIDEWALK	(5)	HOT-MIX ASPHALT SURFACE COURSE
(F)	CURB REMOVAL	(6)	PORTLAND CEMENT CONCRETE SIDEWALK - SPOT REPAIR / LOCATIONS VARY
(G)	EARTH EXCAVATION	(7)	AGGREGATE BASE COURSE, TYPE B - SPOT REPAIR / LOCATIONS VARY
(H)	SIDEWALK REMOVAL - SPOT REPAIR / LOCATIONS VARY	(8)	TOPSOIL, SOD, FERTILIZER
(I)	HOT-MIX ASPHALT SURFACE REMOVAL	(9)	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 - SPOT REPAIR / LOCATIONS VARY
(J)	EXISTING PAVERS	(10)	PAVER REMOVAL AND REPLACEMENT



- | EXISTING LEGEND | PROPOSED LEGEND |
|---|--|
| (A) EXISTING ASPHALT PAVEMENT | (1) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18 |
| (B) EXISTING AGGREGATE BASE | (2) AGGREGATE SUGRADE IMPROVEMENT |
| (C) EXISTING CONCRETE BASE | (3) HOT-MIX ASPHALT |
| (D) EXISTING CONCRETE CURB AND GUTTER | (4) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 |
| (E) EXISTING SIDEWALK | (5) HOT-MIX ASPHALT SURFACE COURSE |
| (F) CURB REMOVAL | (6) PORTLAND CEMENT CONCRETE SIDEWALK - SPOT REPAIR / LOCATIONS VARY |
| (G) EARTH EXCAVATION | (7) AGGREGATE BASE COURSE, TYPE B - SPOT REPAIR / LOCATIONS VARY |
| (H) SIDEWALK REMOVAL - SPOT REPAIR / LOCATIONS VARY | (8) TOPSOIL, SOD, FERTILIZER |
| (I) HOT-MIX ASPHALT SURFACE REMOVAL | (9) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 - SPOT REPAIR / LOCATIONS VARY |
| (J) EXISTING PAVERS | (10) PAVER REMOVAL AND REPLACEMENT |



- | EXISTING LEGEND | PROPOSED LEGEND |
|---|--|
| (A) EXISTING ASPHALT PAVEMENT | (1) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18 |
| (B) EXISTING AGGREGATE BASE | (2) AGGREGATE SUGRADE IMPROVEMENT |
| (C) EXISTING CONCRETE BASE | (3) HOT-MIX ASPHALT |
| (D) EXISTING CONCRETE CURB AND GUTTER | (4) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 |
| (E) EXISTING SIDEWALK | (5) HOT-MIX ASPHALT SURFACE COURSE |
| (F) CURB REMOVAL | (6) PORTLAND CEMENT CONCRETE SIDEWALK - SPOT REPAIR / LOCATIONS VARY |
| (G) EARTH EXCAVATION | (7) AGGREGATE BASE COURSE, TYPE B - SPOT REPAIR / LOCATIONS VARY |
| (H) SIDEWALK REMOVAL - SPOT REPAIR / LOCATIONS VARY | (8) TOPSOIL, SOD, FERTILIZER |
| (I) HOT-MIX ASPHALT SURFACE REMOVAL | (9) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 - SPOT REPAIR / LOCATIONS VARY |
| (J) EXISTING PAVERS | (10) PAVER REMOVAL AND REPLACEMENT |

DESIGNED	-	REVISED	-
DRAWN	-	REVISED	-
CHECKED	-	REVISED	-
DATE	-	REVISED	-

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2580	16-00081-00-PV	DUPAGE	X	
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



Glen Ellyn Village Board
535 Duane Street
Glen Ellyn, IL 60137

Meeting: 02/27/17 05:30 PM
Department: Administration
Department Head: Al Stonitsch
Category: Discussion Item
Prepared By: Al Stonitsch

SCHEDULED

AGENDA ITEM (ID # 2619)

DOC ID: 2619

Village Manager Al Stonitsch will review the residential refuse and recycling program.

Background:

In August 2012, after completing a competitive Request for Proposal (RFP) process, the Village Board approved a 5-year contract with Republic Services, Inc. (Elgin, Illinois) for residential refuse and recycling collection services. Due to the 5-year term expiring on August 1, 2017, staff is recommending that the Village commission a competitive RFP for another 5-year contract to service the approximate 7,600 single-family dwellings under this contract. The current cost of the contract is approximately \$1.3 million per year.

As part of the existing contract, Republic Services' ("Republic") collects refuse and recycling every Monday, and weekly yard waste collection April - November. Billing rates include a monthly base rate (charges from Republic Services for refuse and recycling), as well as a supplementary rate for branch and brush collection, cart replacement, billing administration and a recycling rebate (**Attachment #1**). Leaf stickers are also made available to residents in October and November.

Curbside Composting Pilot Program

In 2016, at the recommendation of the Village's Environmental Commission, the Village Board ("the Board") initiated a contract amendment with Republic in order to implement a curbside composting pilot program (**Attachments #2**). Staff anticipated that at most 100 residents would sign up for the program. In fact, just over 200 residents enrolled in the voluntary program, which represented approximately 3 percent of all households on the account. Throughout the term of the pilot program (April through November), staff received overall positive feedback.

In order to provide the Board with more concrete data on resident satisfaction with the pilot program, staff initiated an e-mail survey in early December 2016 to all of the composting program subscribers. Approximately 100 subscribers (or 50 percent) responded to the survey, and the overall results from the survey were encouraging. The response data suggests that the pilot program was well received by those who participated in the program (**Attachment #3**). Approximately 92 percent of respondents answered "Very Satisfied" or "Satisfied" with the pilot program overall. When asked why they chose to subscribe to the program, over 30 percent of the subscribers indicated that they enrolled in order to improve the environment, while just over 16 percent indicated they enrolled because of the convenience of not having to buy stickers for yard waste collection.

In order to evaluate future interest in the program, the Village also asked participants how likely they would be to enroll in the program again, if offered next year. Approximately 92 percent responded "Yes" that they would participate in the program again, and nearly 93 percent said that they were "likely" or "very likely" to recommend the curbside composting program to a friend/neighbor. There were several respondents, however, who expressed concern for the high subscription cost of the program, and hoped that the Village could reduce the cost in the future. Additionally, some

respondents expressed frustration that the program was limited to 8 months and not year-round, and that it prohibited meat and soiled paper products.

Issues:

Prior to issuing the Refuse/Recycling RFP, staff is seeking direction from the Village Board on the Base Scope of Services, and the proposed Alternate proposals.

Base Proposal

The Base contract would mirror the same services that are provided today under the existing contract, which includes:

- Ø Weekly collection on Monday's
- Ø Cart size options of 35/65/95 gallon
- Ø Flat monthly rate structure based upon cart size
- Ø Senior discounts
- Ø Option of curbside collection or back-door service (at a higher cost)
- Ø Stickers required for Yardwaste/Leaf Collection at curb
- Ø Stickers for excess refuse (placed outside of container) bulk-item or construction debris pick up.
- Ø Separate pick up/delivery fee (currently \$16.50) for cart size exchanges
- Ø Entire garbage truck fleet on Glen Ellyn's account is powered by 100% Compressed Natural Gas (CNG)
- Ø Customer Billing performed in-house by Village
- Ø Christmas Tree/Holiday Greens Collection in January
- Ø Weekly Collection of Village-owned Facilities (price of which would continue to be blended into the overall rate schedule, except for the Village Links/R-22, which would be charged separately because it is an Enterprise Fund)
- Ø 3 times/week collection of the public trash containers in the Central Business District.

Recommended Changes to Base Contract:

1. **Continue Curbside Composting Collection:** In light of the higher than expected participation levels in the 2016 pilot program, as well as the high resident satisfaction rates discussed earlier, staff is recommending to continue the voluntary curbside composting collection as part to the Base contract.
2. **Recycling Credit:** Given the declining residual value for recycled materials, staff is proposing to remove the "recycling credit" language from the Base contract. The rebate or credit back to the residents has declined significantly in each of the last 4 years of the contract. Last year's credit to residents was \$0.00 for the first time. Given the downturn in recycling revenue, staff recommends assigning the market risk associated with recyclable materials directly to the hauler, and eliminate this variability from resident rates.

3. **Decals for Recycling and Composting Carts:** In order to improve public education about what materials are acceptable for recycling and composting respectively, the Environmental Commission is recommending that the Base Proposal include having all recycling and composting container lids affixed with a sticker graphic that identifies acceptable recycling/composting materials. Under this Alternate Bid, the Village would be seeking pricing for the vendor to design, furnish, and retro-fit all 7,600 existing recycling containers, in addition to the 200+ composting containers, as well as any new containers that are placed in service with these sticker decals.
4. **Resident Informational Post Card:** The Environmental Commission also recommends that the Village stipulate that upon the commencement of the contract the hauler would be required to design, furnish, and mail two (2) informational post card to all 7,600 resident accounts. The first post card would be aimed at educating the public on the types of recyclable materials that are accepted in the Village's program. The second post card would promote awareness of the curbside composting program, and the types of items that are compostable.

Alternate Proposals:

The following are items that staff is proposing to include as Alternates in the RFP. NOTE: As an Alternate, the Village would be merely accepting separate proposals and pricing for further evaluation. The Village Board will ultimately have the final decision as to whether to accept all, one, or none of the Alternates as part of its review and consideration of a contract award at a future Board meeting.

1. **Pay as You Throw (PAYT):** One alternative pricing model that the Board may wish to explore is the PAYT model. The model itself is not new, and has been around for decades based on a sticker system. The City of Wheaton, for example, previously had a sticker-based PAYT refuse program. The model for this program is priced entirely on the frequency and volume of garbage a household leaves at the curb for collection. With advances in radio-frequency identification (RFID) technology, and increasing popularity of curbside composting/organics collection, various communities on the West and East coasts have migrated away from the fixed monthly cost model to a PAYT model.

Under the PAYT, the hauler only charges the resident when the garbage cart is collected at the curb. If the resident doesn't put the cart out at the curb, the hauler does not charge the resident. Haulers have begun using RFID in the carts themselves to automate the billing process. The RFID chip in the cart communicates with a receiver on the garbage truck. Once the garbage cart is "tipped" in the truck, a signal is sent to the truck's RFID receiver, which then communicates to the hauler's billing system. Although RFID PAYT programs are not new, the Midwest has been relatively slow to adopt this type of program. Two communities in the Chicagoland area that have implemented an RFID program is the City of Highland Park and most recently the City of Wheaton.

Proponents of a PAYT program highlight that individuals only pay for the garbage service

when they need it, as opposed to a monthly fixed price model where resident pays for service even if there are weeks where they may not need garbage collection. Additionally, proponents will argue that PAYT effectively rewards those resident who are active users of the recycling programs and/or curbside composting program, because they will incur less charges for refuse pick up. Supporters also will laud the increased price transparency of PAYT program. Under a traditional fixed monthly price program, the garbage and recycling cost is commingled into a combined flat rate. In a PAYT, a resident is charged separately for refuse and separately for recycling collection based upon usage and container size.

2. **Turn-Key Billing Services:** Staff is proposing to request an Alternate proposal for turn-key billing services as part of the RFP. Doing so will allow staff and the Board to evaluate whether there is any potential cost savings to the resident by having the hauler take on all billing and customer service functions as opposed to continuing to perform that service in-house.

3. **Curbside Compost Collection Program:**

- A. **Year-Round Program:** The Village's 2016 composting pilot program was aligned with the yard waste collection season, which runs from April through the end of November. Some local communities (e.g. Oak Park and River Forest) have year-round curbside collection of organics. The Environmental Commission is recommending that the Village include an Alternate proposal for a 12 mo. organics collection program in order to evaluate the feasibility and cost of implementation in Glen Ellyn. If the Board is agreeable to exploring this option, staff would propose to have the prospective hauler propose two pricing options: 1) weekly year round collection and 2) every other week collection during the Months of December through March, which is how both Oak Park and River Forest's program is structured during the winter months. *Note:* Approximately 68 percent of respondents to the satisfaction survey indicated that they would participate in a year-round program if it was offered. Additionally, there were some general comments from the survey that expressed dismay that the Village's program was limited to 8 months/year rather than year-round.

- B. **Meat and Soiled Paper Products:** One of the limitations of the Village's current composting program is that meat products and soiled paper (e.g. napkins, pizza boxes, paper plates) are prohibited. The composting facility that Republic currently contracts with is not presently licensed to accept meat and soiled paper products. The Environmental Commission is recommending that the Village include an Alternate proposal for a composting program that also accepts meat and soiled paper products, like programs in Wheaton, Oak Park, Barrington, and River Forest offer. *Note:* On a scale of 1 to 5, with 5 being "highly likely", the results of the satisfaction survey indicated that participants, on average, would be "likely" to compost meat products/scraps if offered as part of the curbside program.

4. **Curbside Electronics Recycling:** Communities, like the City of Wheaton, offer residents the option of weekly curbside collection of electronics. Given that the Village has eliminated the collection of electronics at the annual community-wide recycling event, the Village could seek proposals from haulers for this service similar to a bulk pick up item. Under Wheaton's program, for example, residents can purchase stickers and affix them to the electronic device (i.e. TV, printer, PC monitor, etc.). This would be an added service convenience for residents who would no longer have to haul their electronics to a licensed facility or to the limited number of neighboring communities that are participating in the DuPage County regional e-waste recycling program.
5. **Varying Collection Days:** Another option the Village Board could explore is varying collection days throughout the week. By requesting this Alternate proposal from haulers, the Village Board may wish to evaluate whether or not haulers would offer lower pricing by splitting the community up into different geographic zones that would have different collection days during the week as opposed to only on Monday's. *Note:* Survey respondents provided the following feedback on this particular topic.
 - Approximately 90 percent of respondents indicated that they were either "Very Satisfied" or "Satisfied" with the weekly collection occurring on Monday each week.
 - When asked about varying the collection days if the Village could obtain lower pricing, approximately 38 percent responded that they would be "Strongly in Favor", while 20 percent indicated that they would be "Somewhat in Favor". Approximately 18 percent off respondents were not in favor of exploring alternate collection days.
6. **Annual "Clean Sweep":** Two years ago, the Village Board voted to eliminate the bi-annual "Clean Sweep" program in order to reduce costs to residents. Staff is proposing to include the bi-annual clean sweep program as an Alternate Proposal in order to evaluate pricing, and to give the Board the option of reinstituting the program on a bi-annual basis. *Note:* Approximately 70 percent of respondents to the survey indicated that they used to participate in the Clean Sweep program when it was previously offered, and nearly 78 percent of those individuals were interested in the Village re-instituting the program.

Tentative RFP Timeline:

Milestone	Tentative Date 2017
Board Workshop	February 27
RFP Advertised	Week of March 6
Review RFP Results/Evaluate Alternates	April 17 Board Workshop

Board Contract Award	May 15 Board Meeting
----------------------	----------------------

Action Requested:

Staff is requesting Village Board direction and feedback on the proposed Base Scope of Services and Alternate Proposals to include the forthcoming residential refuse and recycling program RFP.

Attachments:

1. 2016-2017 Refuse Recycling Rates, June 27 2016 Board Report
2. Curbside Composting Pilot Program, March 21, 2017 Board Report
3. Resident Satisfaction Survey, Curbside Composting Pilot Program, December 2016
4. Resident Satisfaction Survey, Refuse and Recycling Program, December 2016

ATTACHMENTS:

- 2016-2017 Refuse Recycling Rates, June 27, 2016 Board Report (PDF)
- 2016 Curbside Composting Pilot Program_March 21 2016 Board Report (PDF)
- Resident Satisfaction Survey_Curbside Composting Pilot Program, December 2016 (PDF)
- Resident Satisfaction Survey, Refuse and Recycling Program, December 2016 (PDF)



Glen Ellyn Village Board
535 Duane Street
Glen Ellyn, IL 60137

Meeting: 06/27/16 07:00 PM
Department: Administration
Department Head: Al Stonitsch
Category: Resolution
Prepared By: Al Stonitsch

SCHEDULED

ORDINANCE 6414

DOC ID: 2317

Ordinance No. 6414-VC, An Ordinance Amending Chapter Six of Title Seven (Solid Waste Collection and Disposal) of the Village Code Regarding Fees to be Charged for Residential Solid Waste Collection and Disposal Services. (Assistant Village Manager Stonitsch)

Background:

The Village's existing five-year waste hauling contract with Republic Services was approved in 2012 after a competitive RFP process. As part of the contract, Republic continued the refuse and recycling collection services, which included Monday collection, weekly yard waste collection April - November, and use of refuse and recycling carts with stickers for additional needs. Under the contract, the Village is required to adjust the monthly billing rates on an annual basis (for an August 1 effective date). Billing rates include a monthly base rate (rates from Republic Services for refuse and recycling collection), as well as a supplementary rate for branch and brush collection, toter replacement, billing administration and a recycling rebate.

Issues

Annual Base Rate Adjustment

The Village's contract with Republic Services provides for an annual increase based upon the Chicago consumer price index (CPI) for the following 12 months, with maximum percentage increases set at 4.5% for years 1-3 of the contract and 3.5% for years 4-5. The most recent 2015 calendar year change in CPI was in a negative position at -0.3% (***Attachment 1***). Therefore, Republic's refuse/recycling hauling charges going into effect on August 1, 2016 will remain unchanged from the prior year (***Attachment 2***).

<u>Monthly Rates - August 1, 2016</u>											
Service: Curbside or Rear Door	Monthly Rates		Supplemental Rates						2016	2015	Diff
	2015	2016	Branch/ Brush /1	Toter /2	Admin.	Recycling Credit	Subtotal				
35 gallon curb	\$11.90	\$11.90	\$ 2.33	\$ 0.75	\$ 1.25	\$ -	\$ 4.33	\$16.23	\$16.15	\$0.08	
65 gallon curb	\$15.56	\$15.56	\$ 2.33	\$ 0.75	\$ 1.25	\$ -	\$ 4.33	\$19.89	\$19.81	\$0.08	
95 gallon curb	\$17.70	\$17.70	\$ 2.33	\$ 0.75	\$ 1.25	\$ -	\$ 4.33	\$22.03	\$21.95	\$0.08	
35 gallon curb senior	\$10.83	\$10.83	\$ 2.33	\$ 0.75	\$ 1.25	\$ -	\$ 4.33	\$15.16	\$15.08	\$0.08	
35 gallon rear	\$19.83	\$19.83	\$ 2.33	\$ 0.75	\$ 1.25	\$ -	\$ 4.33	\$24.16	\$24.08	\$0.08	
35 gallon rear senior	\$18.00	\$18.00	\$ 2.33	\$ 0.75	\$ 1.25	\$ -	\$ 4.33	\$22.33	\$22.25	\$0.08	
65 gallon rear	\$26.14	\$26.14	\$ 2.33	\$ 0.75	\$ 1.25	\$ -	\$ 4.33	\$30.47	\$30.39	\$0.08	
95 gallon rear	\$26.14	\$26.14	\$ 2.33	\$ 0.75	\$ 1.25	\$ -	\$ 4.33	\$30.47	\$30.39	\$0.08	

/1 Includes \$0.75/household/month to accumulate adequate reserves to fund future storm clean up events

/2 No change to fee

Recycling Rebate Adjustment

As part of the initial contract, the Village introduced a monthly credit to each residential refuse account based on recycling revenues received by the Village in the previous fiscal year, with the credit adjusted on an annual basis. Last year's rebate to residents was \$0.08 per month. For the first time, the rebate is actually zero, which represents a continued downward pricing trend in the marketplace for recyclables. Given that there was no recycling revenue receipts, there will no credit applied to resident service bills. As such, although the hauling rates are flat this year due to CPI, the overall rate assessed on the resident's service bill will increase slightly by \$0.08, which reflects the elimination of the nominal credit that was applied over the past year.

End of 5-Year Contract with Republic

This is the final year of the five year contract with Republic. As such, staff will be evaluating recent contract awards to analyze current market trends (e.g. pricing, service models) in our area, and staff will be briefing the Board on potential next steps in the coming months. One initial step will likely include a resident satisfaction survey in Q-3 2016 that would be designed to gain insight and feedback from residents on current services, and to what extent any changes should be considered for the next contract. If the Village decides to proceed through a Request for Proposal (RFP) process, staff would recommend beginning that process in Q-4 2016.

Recommendation

Staff recommends that the Board adopt the adjusted refuse/recycling rate schedule on the Village's service bill for August 1, 2016 through July 31, 2017.

Ordinance No. _____-VC

**An Ordinance Amending Chapter Six of Title Seven
(Solid Waste Collection and Disposal)
of the Village Code of Glen Ellyn, Illinois,
Regarding Fees to be Charged for Residential Solid Waste Collection
and Disposal Services**

WHEREAS, the President and Board of Trustees on June 25, 2012, approved and on July 14, 2014 amended an agreement for solid waste collection and disposal services following a request for proposal process; and

WHEREAS, the agreement provides that refuse and recycling rates be adjusted on an annual basis per the Chicago consumer price index.

**NOW, THEREFORE, BE IT ORDAINED BY THE PRESIDENT AND BOARD
OF TRUSTEES OF THE VILLAGE OF GLEN ELLYN, DUPAGE COUNTY,
ILLINOIS**, in exercise of its home rule powers, as follows:

SECTION ONE: Section 7-6-4(A) of the Glen Ellyn Village Code is hereby deleted in its entirety and replaced with the following:

- (A) Residential Collections: Effective August 1, 2016, the fees to be charged for residential solid waste collection and disposal services shall be as follows:

<u>Monthly Refuse Collection Program</u>	<u>Monthly Base Rate</u>
Curbside collection of one Village provided 35-gallon wheeled cart	\$11.90
Curbside collection of one Village provided 65-gallon wheeled cart	\$15.56
Curbside collection of one Village provided 95-gallon wheeled cart	\$17.70
Senior rate for curbside collection of one Village provided 35-gallon wheeled cart	\$10.83
Rear door collection of one Village provided	\$19.83

Ordinance 6414

Meeting of June 27, 2016

35-gallon wheeled cart

Rear door collection of one Village provided \$26.14

65-gallon wheeled cart

Rear door collection of one Village provided \$26.14

95-gallon wheeled cart

Senior rate for rear door collection of one \$18.00

Village provided 35-gallon wheeled cart

Monthly Supplemental Rate: In addition to the base \$4.33

rate, each account will also be charged a monthly fee for branch and brush collection, toter replacement, account/billing administration, and cash reserves for future storm clean up events, and any applicable recycling credit.

Individual Sticker Prices

Refuse Sticker \$2.50

Yard waste \$2.50

Leaf Sticker \$1.50

Large household items One (1) Refuse Sticker

SECTION THREE: This Ordinance shall be in full force and effect from and after its passage, approval, and publication in pamphlet form as provided by law.

PASSED by the Village President and Board of Trustees of the Village of Glen Ellyn, Illinois, this _____ day of _____, 20_____.

AYES:

NAYS:

ABSENT:

APPROVED by the Village President of the Village of Glen Ellyn, Illinois, this _____ day of _____, 20_____.

Village President of the

Ordinance 6414

Meeting of June 27, 2016

Village of Glen Ellyn, Illinois

ATTEST:

Village Clerk of the
Village of Glen Ellyn, Illinois

(Published in pamphlet form and posted on the _____ day of _____, 20____.)

ATTACHMENTS:

- CPI Attachment (PDF)
- Refuse Contract 2016 Rate Proposal from Republic Services (PDF)



Glen Ellyn Village Board
535 Duane Street
Glen Ellyn, IL 60137

Meeting: 03/21/16 07:00 PM
Department: Administration
Department Head: Al Stonitsch
Category: Resolution
Prepared By: Caroline Conlon

SCHEDULED

RESOLUTION (ID # 2159)

DOC ID: 2159

Resolution No. 16-07, A Resolution Approving and Authorizing An Amendment to the Village's Refuse and Recycling Agreement with Republic Services, Inc. for the Implementation of A Residential Curbside Composting Pilot Program. (Assistant Village Manager Stonitsch)

Background

Over the last several months, the Environmental Commission ("EC") has been working with staff and Republic Services on the development of a residential curbside composting pilot program for Village Board consideration (***Attachment 1***). A curbside composting program allows residents to "recycle" organic waste (e.g. table/food scraps) that would otherwise be placed in the trash and sent to a landfill. Common examples of food waste that is included in a composting program are: fruit, vegetables, breads/grains, pastas, eggshells, coffee grounds, and dairy products. Some composting programs also allow meat scraps. With food scraps and food-soiled paper making up the largest un-recycled portion of the residential waste stream, the benefits of a residential curbside composting program include: decreasing the amount of organic waste that is sent to landfills, decreasing the amount of associated greenhouse gas emissions from landfills, and also creating a valuable end product --- a natural fertilizer that can be re-used by farmers and other agricultural and landscape operations, and also re-sold at retail outlets.

At the February 16, 2015 Board Workshop, staff presented the EC's recommendation for a 2016 curbside composting pilot program (***Attachment 2***). After deliberation on the matter, the Village Board expressed general support to proceed with the pilot program for 2016, and directed staff to bring back a contract amendment proposal from Republic Services, the Village's contract refuse hauler, for Board consideration.

Subject

The proposed curbside composting pilot program would contain the following program features:

- ✓ Voluntary program
- ✓ Available on seasonal subscription basis to coincide with the landscape waste collection time period (i.e. April through November)
- ✓ Acceptable Items:
 - Yard waste such as grass clippings, garden vegetation, leaves and brush.
 - Food Scraps, bread, vegetables, table scraps, dairy, coffee ground and pasta
- ✓ Prohibited Items:
 - Meat
 - Plastic packaging, bags and serving ware such as plates, cups and utensils
 - Pet waste
 - Sanitary products
 - Diapers

- Dairy cartons
- ✓ Landscape waste/leaf stickers will only be needed for additional bags or containers of yard waste that is placed outside of the standard curbside composting container.
- ✓ Container Size Options: 35 gal, 65 gal, or 95 gal.
- ✓ Republic owns/maintains/furnishes the curbside containers; resident pays a seasonal rental fee for the container.
- ✓ Village handles all billing/customer service in-house. Although the pilot program runs for an eight month season, **residents will be billed on a 12 month basis** in order to align with the Village's current billing cycle and processes.
- ✓ Resident Subscription Fee (includes monthly container rental fee):

Container Size	Seasonal Cost (Apr.-Nov.)	Monthly Cost (Apr.-Nov.)	Monthly Cost (12 mo. billing cycle)
35 gal.	\$135.75	\$16.97	\$11.31
65 gal.	\$160.75	\$20.09	\$13.40
95 gal.	\$208.75	\$26.09	\$17.40

- ✓ No senior discounts will be included as part of this initial pilot program
- ✓ The program includes a **60-day trial period** that would allow the residents a **one-time, no charge cart exchange**, if they desired to switch to an alternate size cart. After the trial period, the resident would incur a cart change out fee of \$16.50 for each pick up and drop off.
- ✓ The Village agrees to purchase an initial supply of 2.5 gallon kitchen composting containers and biodegradable bags liners to give away to each resident subscriber as part of the first year pilot program, with a not-to-exceed budget amount of \$2,000.

Implementation Timeline: If the Board approves of this program proposal, the Village will begin marketing the new pilot program on/about March 15. Residents will be able to sign up throughout the season.

Marketing/Communication: The Village will be leveraging all of its communication tools, including the website, social media, e-news, billing envelope stuffer, video, cable channel, and press releases.

Budget Impact

The costs of this program will be completely born by the resident subscriber. The exception is that a not-to-exceed amount of \$2,000.00 will be spent towards purchasing an initial supply of kitchen composting containers and biodegradable liner bags to give away to residents who sign up for the program. This cost will be expensed to the Residential Solid Waste Fund's Equipment/Capital Outlay Account (#54000-580110). The Fund overall has sufficient reserves to absorb the nominal

Resolution (ID # 2159)

Meeting of March 21, 2016

\$2,000.00 one-time, capital cost.

Strategic Plan Initiative

This item relates to Village Board Strategic Issue:

- #V: INFRASTRUCTURE. Invest in infrastructure to meet key needs, including downtown access, Village facilities, storm water issues and technology improvement.
 - Goal #4: Work with the Environmental Commission to develop sustainability goals for the Village by August 2016.

Recommendation and Action Requested

Staff is recommending Board approval of a Resolution authorizing a contract amendment with Republic Services, Inc. to implement a residential curbside composting pilot program from April 4, 2016 through November 30, 2016.

Resolution No. _____

**A Resolution Approving and Authorizing An Amendment
to the Village's Refuse And Recycling Agreement With Republic Services, Inc.
for the Implementation of A Residential Curbside Composting Pilot Program**

WHEREAS, the Village of Glen Ellyn ("the Village") is a home rule municipality in accordance with the Constitution of the State of Illinois 1970;

WHEREAS, the corporate authorities have reviewed and discussed a contract amendment with Republic Services Inc. to provide a voluntary curbside composting pilot program ("the Pilot Program") for residents for 2016;

WHEREAS, the Pilot Program will be available on a seasonal subscription basis (April - November 2016) in conjunction with the existing seasonal landscape collection program;

WHEREAS, the Pilot Program will offer a 35 gal, 65 gal, and 95 gal container size option;

WHEREAS, Republic Services will furnish and own the curbside containers;

WHEREAS, resident subscribers will bear the entire cost of the Pilot Program service fee, including the monthly lease fee for the curbside container;

WHEREAS, Republic and the Village have mutually agreed to include a one-time, no cost cart exchange for resident subscribers who wish to exchange their original cart for an alternative size within the first 60 days of signing up for the program;

WHEREAS, the resident subscribers will be billed monthly on the Village services bill over a 12 month basis, according to the following fee schedule as mutually agreed to with Republic Services;

Container Size	Seasonal Cost (Apr.-Nov.)	Monthly Cost (Apr.-Nov.)	Monthly Cost (12 mo. billing cycle)
35 gal.	\$135.75	\$16.97	\$11.31
65 gal.	\$160.75	\$20.09	\$13.40
95 gal.	\$208.75	\$26.09	\$17.40

WHEREAS, the Pilot Program will not include senior discounts;

WHEREAS, the Village agrees to purchase an initial supply of 2.5 gallon kitchen

Resolution (ID # 2159)

Meeting of March 21, 2016

composting containers and biodegradable bags to give away to each resident subscriber as part of the first year pilot program, with a not-to-exceed budget amount of \$2,000; and

WHEREAS, the Village Board has determined that it is in the public interest to amend the existing contract with Republic Services, Inc.

NOW, THEREFORE, BE IT RESOLVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF GLEN ELLYN, DUPAGE COUNTY, ILLINOIS, in exercise of its home rule powers, as follows:

That the Village President and Village Clerk are hereby authorized and directed to execute a contract amendment with Republic Services for the implementation of a residential curbside composting pilot program from April 4, 2016 through November 30, 2016.

PASSED by the Village President and Board of Trustees of the Village of Glen Ellyn, Illinois, this _____ day of _____, 2016.

AYES:

NAYS:

ABSENT:

APPROVED by the Village President of the Village of Glen Ellyn, Illinois, this _____ day of _____, 2016.

Village President

ATTEST:

Village Clerk

(Published in pamphlet form and posted on the _____ day of _____, 2016.)

ATTACHMENTS:

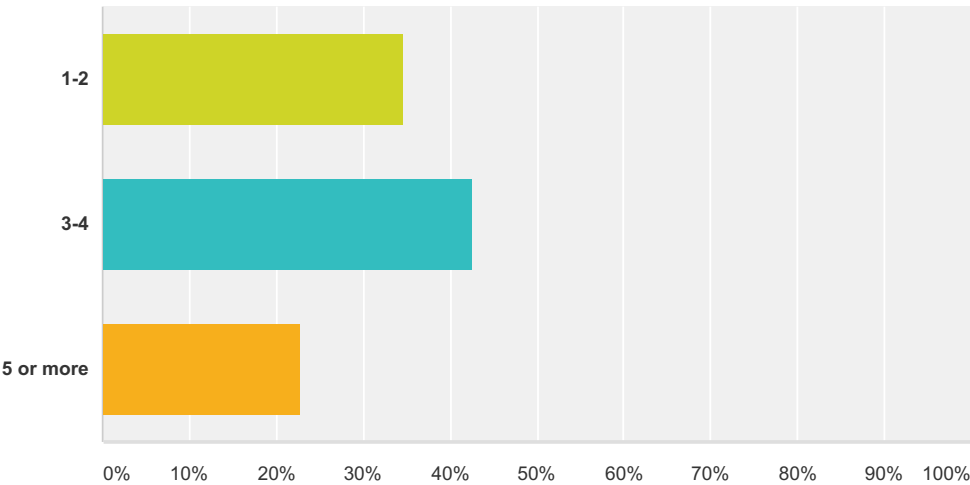
- ATT 1_Environmental Commission Report and Recommendation (PDF)
- ATT 2 Board Workshop Report Feb 16 2016 (PDF)
- ATT 3 Republic Services Curbside Composting Pilot Program Proposal (PDF)

Updated: 3/16/2016 4:00 PM by Caroline Conlon

Page 5

Q1 How many people live in your household?

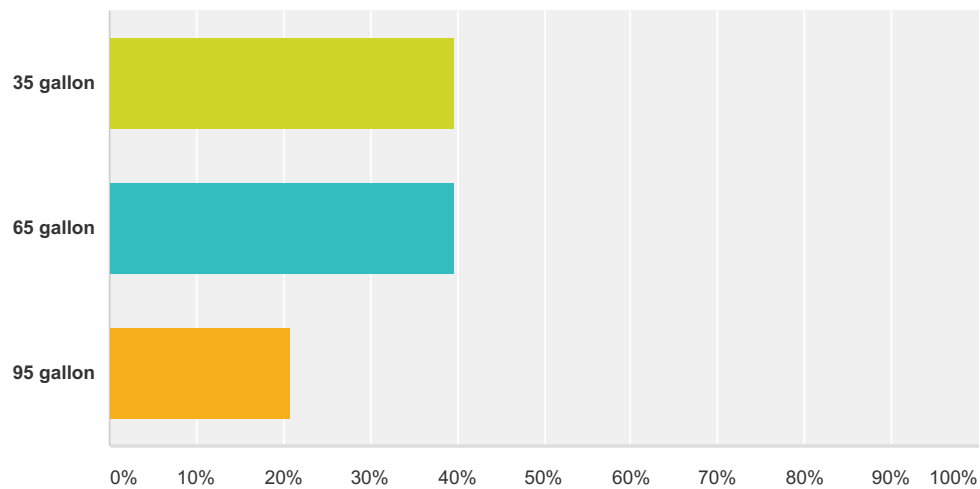
Answered: 101 Skipped: 0



Answer Choices	Responses	
1-2	34.65%	35
3-4	42.57%	43
5 or more	22.77%	23
Total		101

Q2 What size composting container did you use?

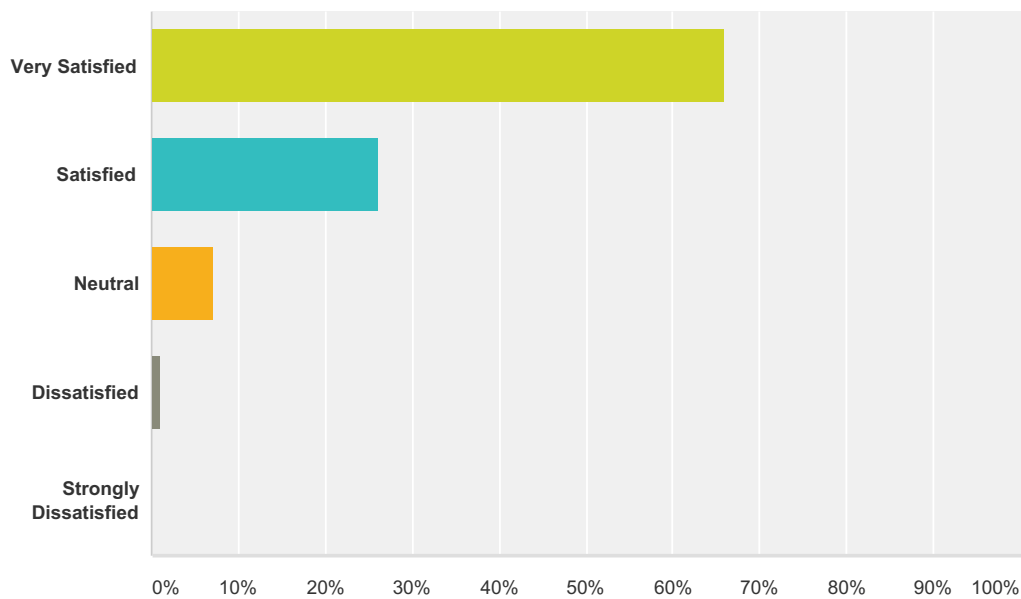
Answered: 101 Skipped: 0



Answer Choices	Responses	
35 gallon	39.60%	40
65 gallon	39.60%	40
95 gallon	20.79%	21
Total		101

Q3 Overall, how satisfied were you with the curbside composting program in Glen Ellyn?

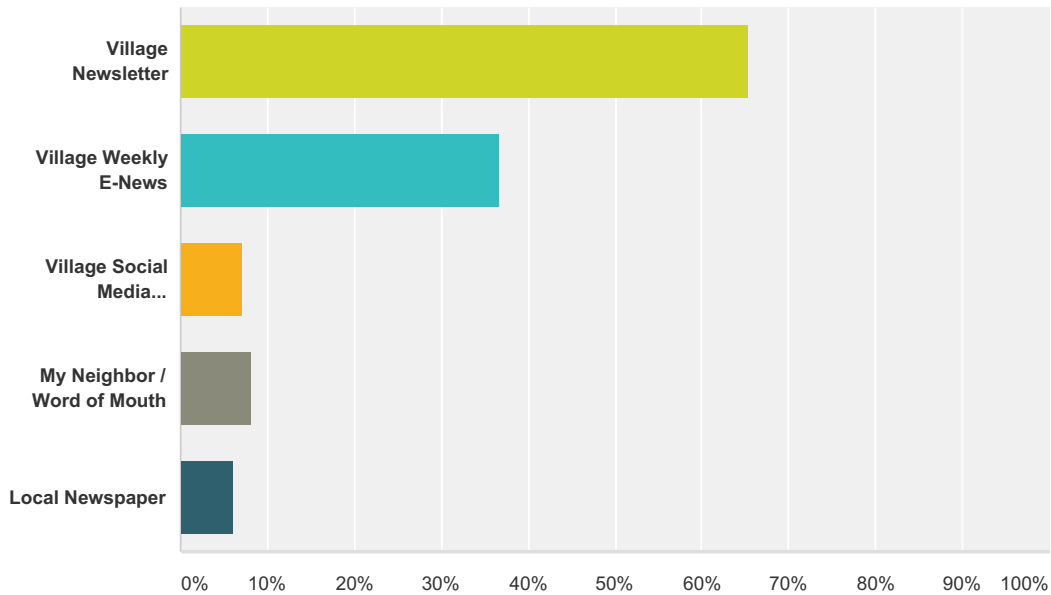
Answered: 100 Skipped: 1



Answer Choices	Responses	
Very Satisfied	66.00%	66
Satisfied	26.00%	26
Neutral	7.00%	7
Dissatisfied	1.00%	1
Strongly Dissatisfied	0.00%	0
Total		100

Q4 How did you learn about the curbside composting program? (Please check all that apply)

Answered: 98 Skipped: 3

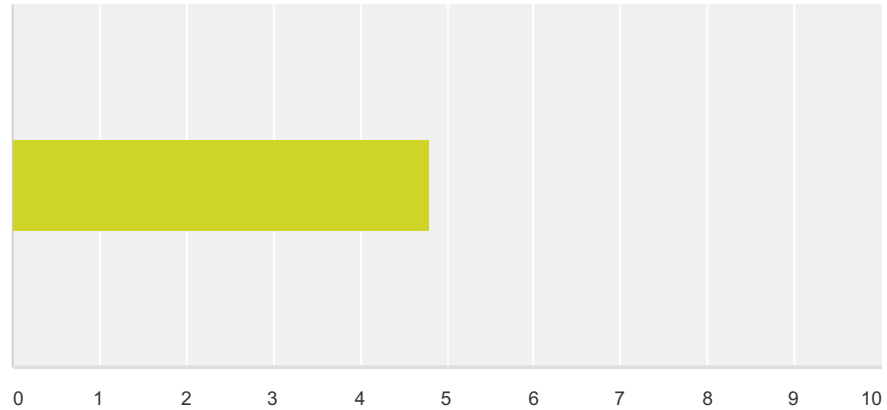


Answer Choices	Responses	
Village Newsletter	65.31%	64
Village Weekly E-News	36.73%	36
Village Social Media (Facebook, Twitter, Youtube)	7.14%	7
My Neighbor / Word of Mouth	8.16%	8
Local Newspaper	6.12%	6
Total Respondents: 98		

#	Other (please describe)	Date
1	I am a member of Environmental Commission	12/16/2016 8:42 AM
2	Village Board meeting	12/15/2016 3:00 PM
3	Village website	12/15/2016 1:31 PM

Q5 On a Scale of 1 to 5 (with 5 being the easiest), overall, how easy was it to enroll in the program?

Answered: 101 Skipped: 0



Answer Choices	Average Number	Total Number	Responses
	5	485	101
Total Respondents: 101			

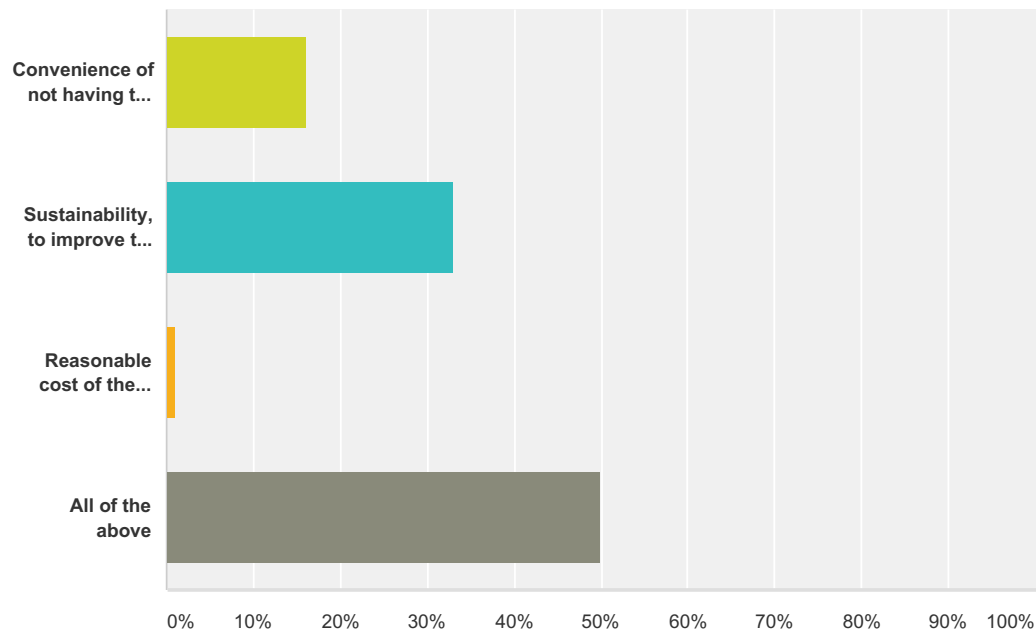
#		Date
1	5	1/17/2017 7:34 AM
2	5	1/9/2017 9:48 AM
3	5	1/4/2017 8:35 AM
4	3	12/30/2016 8:25 AM
5	5	12/23/2016 1:21 PM
6	5	12/22/2016 8:41 PM
7	5	12/22/2016 12:44 PM
8	3	12/21/2016 11:21 AM
9	5	12/19/2016 4:44 PM
10	5	12/19/2016 3:18 PM
11	5	12/19/2016 1:16 PM
12	3	12/19/2016 1:05 PM
13	5	12/18/2016 4:42 PM
14	3	12/17/2016 7:20 PM
15	5	12/17/2016 12:56 PM
16	5	12/17/2016 10:09 AM
17	5	12/17/2016 9:57 AM
18	4	12/17/2016 9:57 AM
19	5	12/16/2016 9:38 PM
20	5	12/16/2016 4:35 PM

21	5	12/16/2016 3:01 PM
22	4	12/16/2016 2:52 PM
23	5	12/16/2016 2:22 PM
24	5	12/16/2016 1:25 PM
25	5	12/16/2016 12:08 PM
26	5	12/16/2016 12:07 PM
27	5	12/16/2016 11:40 AM
28	5	12/16/2016 11:39 AM
29	5	12/16/2016 8:42 AM
30	5	12/16/2016 8:33 AM
31	5	12/16/2016 6:51 AM
32	5	12/16/2016 5:55 AM
33	5	12/16/2016 5:51 AM
34	5	12/16/2016 2:58 AM
35	5	12/15/2016 9:42 PM
36	5	12/15/2016 9:23 PM
37	5	12/15/2016 8:52 PM
38	5	12/15/2016 8:46 PM
39	5	12/15/2016 8:31 PM
40	5	12/15/2016 8:31 PM
41	4	12/15/2016 8:13 PM
42	5	12/15/2016 8:08 PM
43	5	12/15/2016 7:47 PM
44	5	12/15/2016 7:44 PM
45	5	12/15/2016 7:17 PM
46	5	12/15/2016 7:01 PM
47	5	12/15/2016 6:20 PM
48	5	12/15/2016 5:50 PM
49	5	12/15/2016 5:34 PM
50	5	12/15/2016 5:09 PM
51	4	12/15/2016 5:04 PM
52	5	12/15/2016 5:02 PM
53	5	12/15/2016 5:01 PM
54	5	12/15/2016 4:42 PM
55	5	12/15/2016 4:36 PM
56	5	12/15/2016 4:33 PM
57	5	12/15/2016 4:21 PM
58	5	12/15/2016 4:00 PM
59	5	12/15/2016 3:43 PM
60	5	12/15/2016 3:38 PM
61	5	12/15/2016 3:33 PM

62	5	12/15/2016 3:17 PM
63	5	12/15/2016 3:00 PM
64	5	12/15/2016 2:43 PM
65	5	12/15/2016 2:41 PM
66	4	12/15/2016 2:37 PM
67	5	12/15/2016 2:33 PM
68	3	12/15/2016 2:22 PM
69	5	12/15/2016 2:17 PM
70	4	12/15/2016 2:13 PM
71	4	12/15/2016 2:11 PM
72	5	12/15/2016 2:09 PM
73	5	12/15/2016 2:05 PM
74	5	12/15/2016 1:58 PM
75	4	12/15/2016 1:55 PM
76	5	12/15/2016 1:55 PM
77	5	12/15/2016 1:53 PM
78	5	12/15/2016 1:52 PM
79	5	12/15/2016 1:41 PM
80	5	12/15/2016 1:41 PM
81	5	12/15/2016 1:31 PM
82	5	12/15/2016 1:27 PM
83	5	12/15/2016 1:25 PM
84	4	12/15/2016 1:23 PM
85	5	12/15/2016 1:22 PM
86	4	12/15/2016 1:19 PM
87	5	12/15/2016 1:19 PM
88	5	12/15/2016 1:19 PM
89	5	12/15/2016 1:18 PM
90	5	12/15/2016 1:17 PM
91	5	12/15/2016 1:16 PM
92	5	12/15/2016 1:15 PM
93	5	12/15/2016 1:14 PM
94	5	12/15/2016 1:13 PM
95	5	12/15/2016 1:13 PM
96	5	12/15/2016 1:13 PM
97	5	12/15/2016 1:13 PM
98	5	12/15/2016 1:11 PM
99	5	12/15/2016 1:10 PM
100	5	12/15/2016 1:10 PM
101	5	12/15/2016 1:04 PM

Q6 Which of the following best describes the reason why you decided to participate in the curbside composting pilot program?

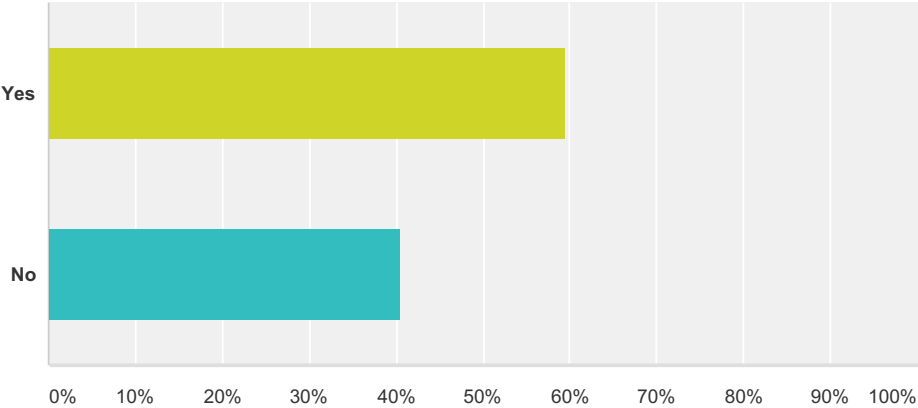
Answered: 100 Skipped: 1



Answer Choices	Responses	
Convenience of not having to use yard waste or leaf stickers	16.00%	16
Sustainability, to improve the environment/reduce landfill waste	33.00%	33
Reasonable cost of the program	1.00%	1
All of the above	50.00%	50
Total		100

Q7 Based upon your participation in the program, overall, did you find that you produced less garbage on a weekly basis?

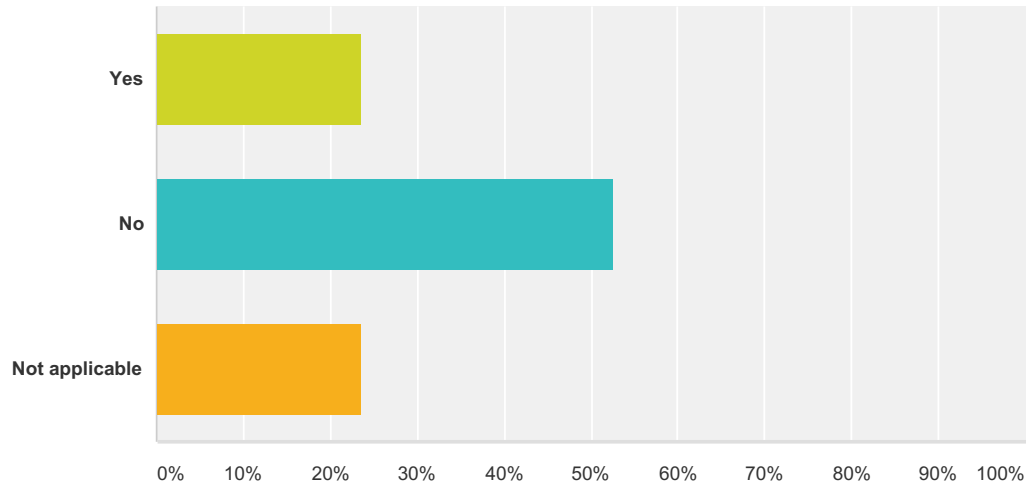
Answered: 101 Skipped: 0



Answer Choices	Responses	
Yes	59.41%	60
No	40.59%	41
Total		101

Q8 If YES - Do you feel that your garbage pick-up could decrease from once per week collection to once every other week based upon your reduced volume?

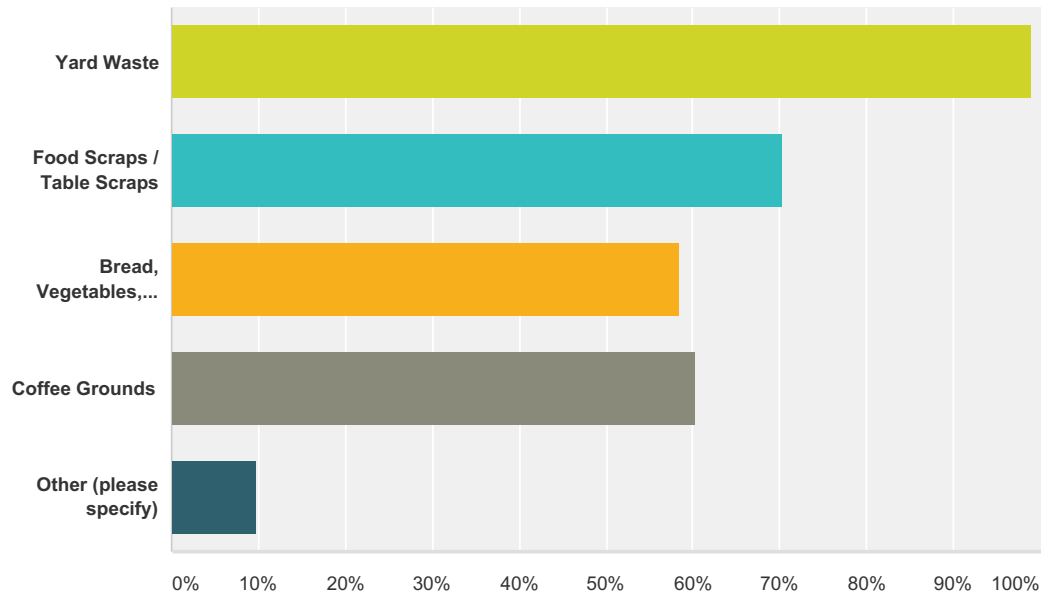
Answered: 93 Skipped: 8



Answer Choices	Responses	
Yes	23.66%	22
No	52.69%	49
Not applicable	23.66%	22
Total		93

Q9 Which of the following materials that are compostable in the current program, did you compost? (Please check all that apply)

Answered: 101 Skipped: 0

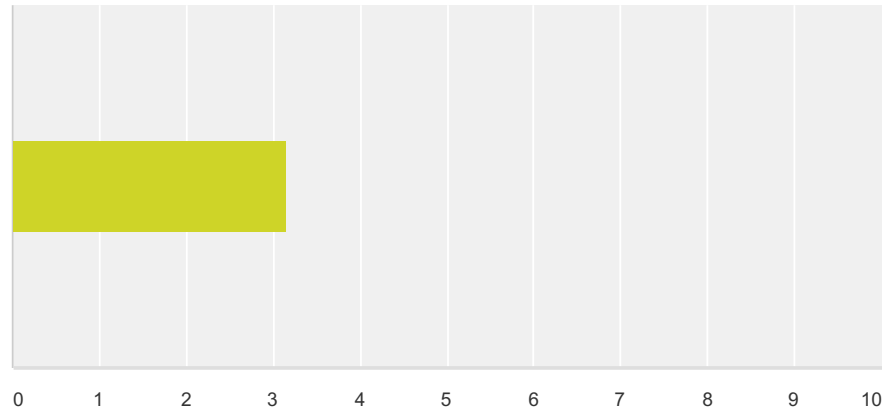


Answer Choices	Responses
Yard Waste	99.01% 100
Food Scraps / Table Scraps	70.30% 71
Bread, Vegetables, Dairy, Pasta	58.42% 59
Coffee Grounds	60.40% 61
Other (please specify)	9.90% 10
Total Respondents: 101	

#	Other (please specify)	Date
1	vegetable fruit organic materials	1/9/2017 9:48 AM
2	Fall pumpkins, household plants	12/22/2016 12:44 PM
3	Most non meat food items	12/19/2016 3:18 PM
4	mostly yard waste	12/16/2016 12:07 PM
5	Cut flowers	12/15/2016 8:08 PM
6	grass clippings was 99% of 65 gal volume, weekly, and i sometimes exceeded that volume with yard bags	12/15/2016 2:22 PM
7	I just need to train myself to do more composting of food items.	12/15/2016 1:41 PM
8	Yard waste filled it up a lot and food scraps smell but will think more about doing that now	12/15/2016 1:23 PM
9	Leaves- fall cleanup	12/15/2016 1:22 PM
10	egg shells	12/15/2016 1:13 PM

Q10 As you may know, the pilot program prohibited meat products/scraps. On a Scale of 1 to 5, (with 5 being highly likely), how likely would you be to compost meat products/scraps if the Village could negotiate that into a future refuse/recycling contract?

Answered: 86 Skipped: 15



Answer Choices	Average Number	Total Number	Responses
	3	272	86
Total Respondents: 86			

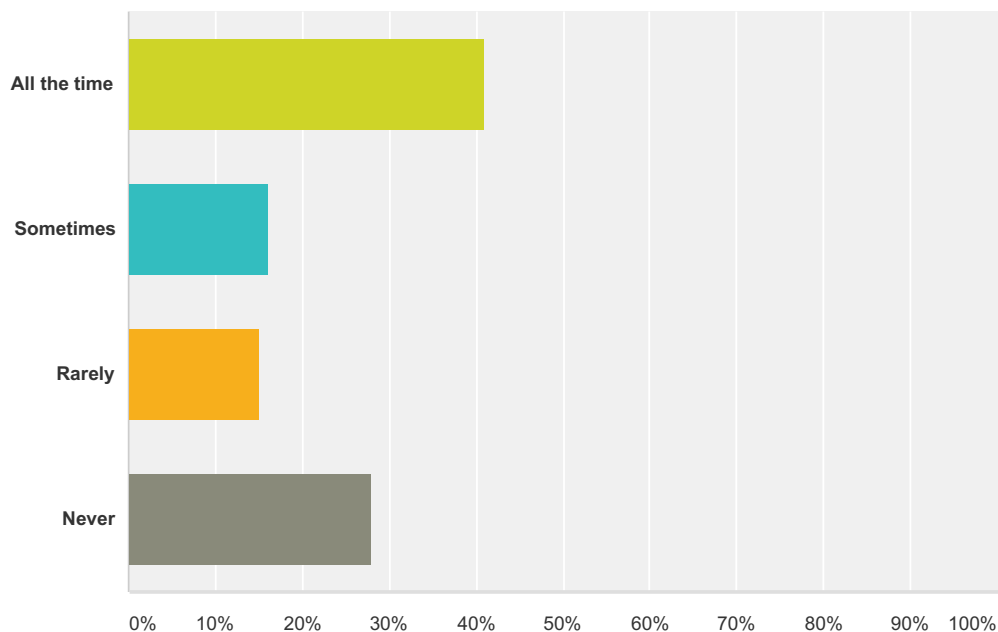
#		Date
1	5	1/17/2017 7:34 AM
2	1	1/9/2017 9:48 AM
3	3	1/4/2017 8:35 AM
4	5	12/30/2016 8:25 AM
5	5	12/23/2016 1:21 PM
6	2	12/22/2016 8:41 PM
7	1	12/22/2016 12:44 PM
8	5	12/21/2016 11:21 AM
9	5	12/19/2016 4:44 PM
10	4	12/19/2016 3:18 PM
11	1	12/18/2016 4:42 PM
12	3	12/17/2016 7:20 PM
13	3	12/17/2016 10:09 AM
14	3	12/17/2016 9:57 AM
15	5	12/17/2016 9:57 AM
16	3	12/16/2016 9:38 PM

17	1	12/16/2016 4:35 PM
18	5	12/16/2016 3:01 PM
19	5	12/16/2016 2:52 PM
20	1	12/16/2016 12:08 PM
21	1	12/16/2016 12:07 PM
22	5	12/16/2016 11:40 AM
23	3	12/16/2016 8:42 AM
24	1	12/16/2016 6:51 AM
25	2	12/16/2016 5:55 AM
26	1	12/16/2016 5:51 AM
27	5	12/16/2016 2:58 AM
28	5	12/15/2016 9:42 PM
29	4	12/15/2016 9:23 PM
30	5	12/15/2016 8:52 PM
31	5	12/15/2016 8:46 PM
32	1	12/15/2016 8:31 PM
33	3	12/15/2016 8:13 PM
34	5	12/15/2016 8:08 PM
35	3	12/15/2016 7:47 PM
36	1	12/15/2016 7:44 PM
37	5	12/15/2016 7:17 PM
38	5	12/15/2016 7:01 PM
39	5	12/15/2016 6:20 PM
40	2	12/15/2016 5:34 PM
41	5	12/15/2016 5:09 PM
42	5	12/15/2016 5:04 PM
43	5	12/15/2016 5:02 PM
44	1	12/15/2016 5:01 PM
45	2	12/15/2016 4:42 PM
46	2	12/15/2016 4:36 PM
47	3	12/15/2016 4:21 PM
48	1	12/15/2016 3:43 PM
49	5	12/15/2016 3:38 PM
50	5	12/15/2016 3:33 PM
51	1	12/15/2016 3:00 PM
52	1	12/15/2016 2:43 PM
53	5	12/15/2016 2:41 PM
54	5	12/15/2016 2:37 PM
55	1	12/15/2016 2:33 PM
56	2	12/15/2016 2:22 PM
57	1	12/15/2016 2:17 PM

58	5	12/15/2016 2:13 PM
59	5	12/15/2016 2:11 PM
60	2	12/15/2016 2:09 PM
61	5	12/15/2016 2:05 PM
62	1	12/15/2016 1:58 PM
63	1	12/15/2016 1:55 PM
64	3	12/15/2016 1:55 PM
65	1	12/15/2016 1:52 PM
66	5	12/15/2016 1:41 PM
67	1	12/15/2016 1:41 PM
68	5	12/15/2016 1:31 PM
69	1	12/15/2016 1:27 PM
70	1	12/15/2016 1:25 PM
71	2	12/15/2016 1:23 PM
72	3	12/15/2016 1:22 PM
73	5	12/15/2016 1:19 PM
74	1	12/15/2016 1:19 PM
75	5	12/15/2016 1:19 PM
76	5	12/15/2016 1:17 PM
77	5	12/15/2016 1:16 PM
78	1	12/15/2016 1:15 PM
79	3	12/15/2016 1:14 PM
80	1	12/15/2016 1:13 PM
81	5	12/15/2016 1:13 PM
82	5	12/15/2016 1:13 PM
83	1	12/15/2016 1:13 PM
84	5	12/15/2016 1:11 PM
85	1	12/15/2016 1:10 PM
86	5	12/15/2016 1:04 PM

Q11 How often did you use the kitchen
composting container that was provided by
the Village?

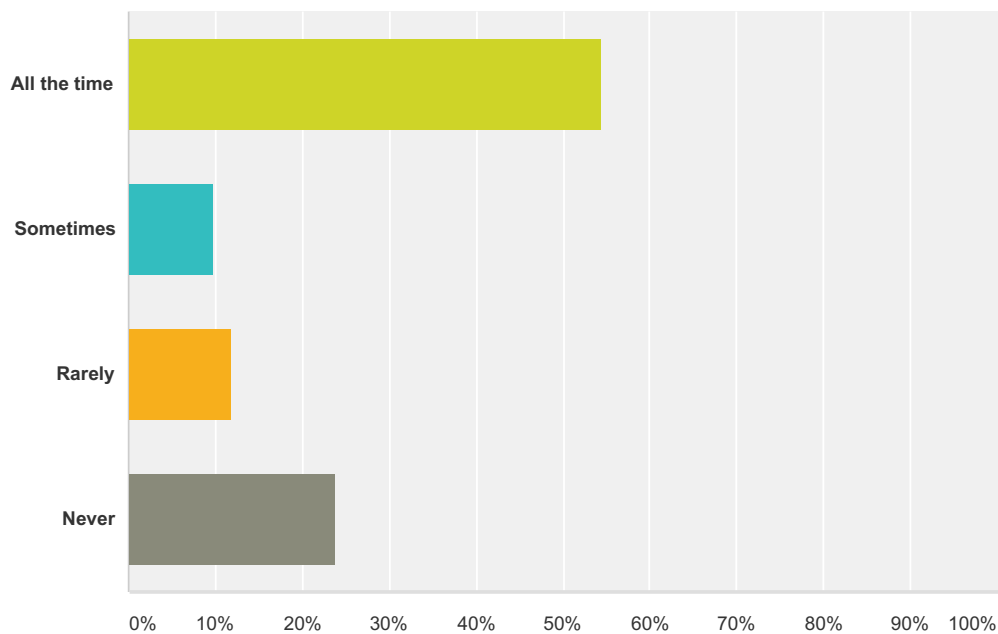
Answered: 100 Skipped: 1



Answer Choices	Responses	
All the time	41.00%	41
Sometimes	16.00%	16
Rarely	15.00%	15
Never	28.00%	28
Total		100

Q12 How often did you use the biodegradable "plastic" liners that came with the kitchen container?

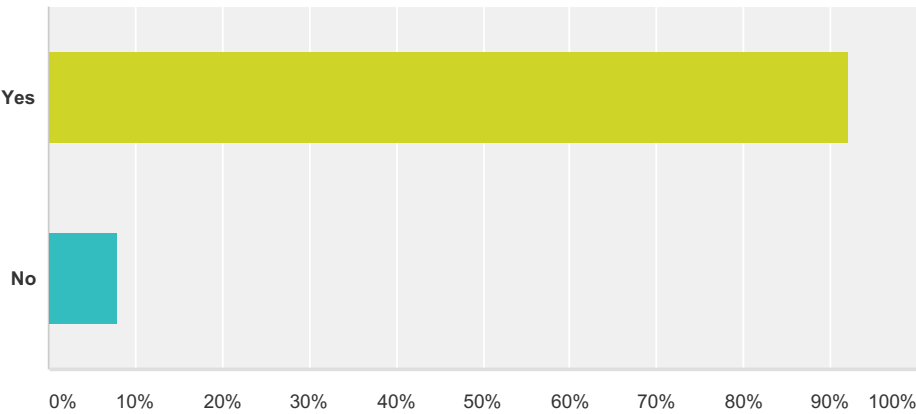
Answered: 101 Skipped: 0



Answer Choices	Responses	
All the time	54.46%	55
Sometimes	9.90%	10
Rarely	11.88%	12
Never	23.76%	24
Total		101

Q13 If curbside composting were to be continued, would you participate again?

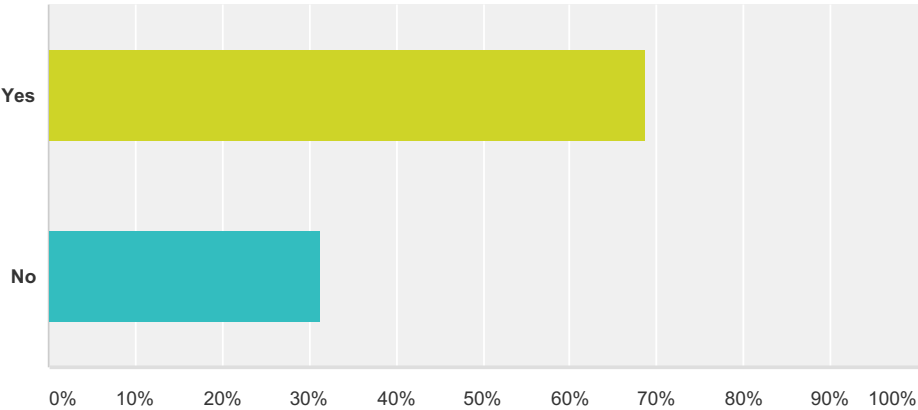
Answered: 100 Skipped: 1



Answer Choices	Responses	
Yes	92.00%	92
No	8.00%	8
Total		100

Q14 If a year-round (12 month) curbside composting program were available, would you participate?

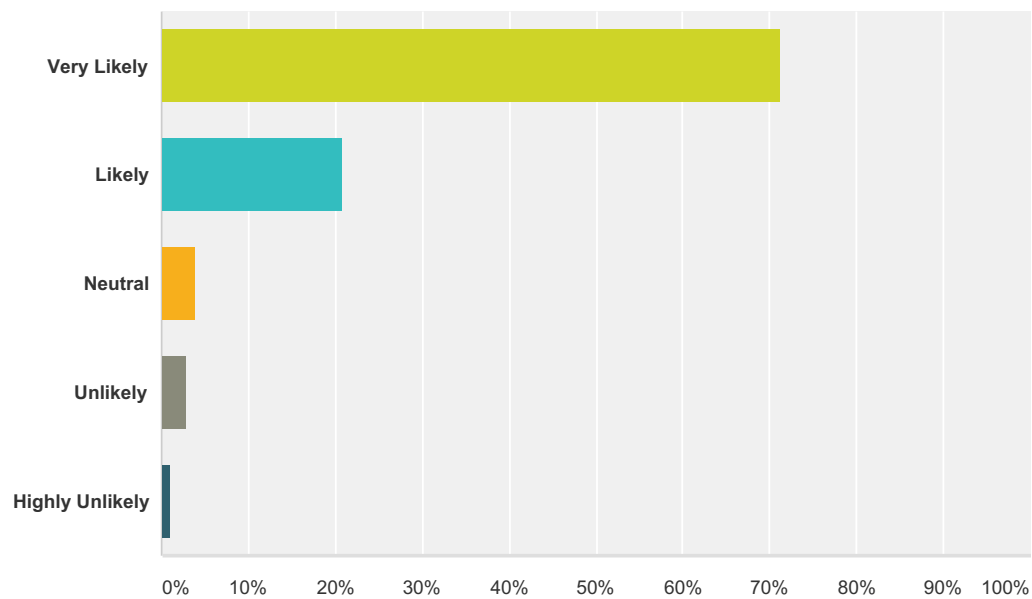
Answered: 99 Skipped: 2



Answer Choices	Responses	
Yes	68.69%	68
No	31.31%	31
Total		99

Q15 Based upon your overall experience, how likely are you to recommend this program to a friend or neighbor?

Answered: 101 Skipped: 0



Answer Choices	Responses	
Very Likely	71.29%	72
Likely	20.79%	21
Neutral	3.96%	4
Unlikely	2.97%	3
Highly Unlikely	0.99%	1
Total		101

Q16 Do you have any additional comments regarding the curbside composting pilot program?

Answered: 68 Skipped: 33

#	Responses	Date
1	First off, this type of program should be required instead of suggested in order to live more sustainably on the planet. What I don't like is that in the period when there is no yard waste pickup, we can no longer compost our bread and veggie scraps. We made a lot of these over the holidays and they went into the regular garbage. Of course we don't necessarily need a 65 gallon container during those months, but still it would be nice if it was picked up. The small green container for the counter was somewhat tippy and perhaps there could be a more stable option. It was also a bit small on occasion.	1/17/2017 7:34 AM
2	based on current usage, I would use the smaller can as I still have a yard service so I do not have much in yard waste to add to can.	1/4/2017 8:35 AM
3	Very nice service to have. We hope it continues.	12/22/2016 8:41 PM
4	Great program, especially for yard waste. Please continue!	12/22/2016 12:44 PM
5	Absolutely fabulous program. Loved it and would be heartbroken if it did not continue.	12/21/2016 11:21 AM
6	Please continue this responsible and convenient program. Continue to be a leader in this community effort and expand if possible . Continue to get the word out about it including the pluses of this program. Sure if folks tried it they would see the worthwhile benefits and actually less work than yard waste and garbage. We use our coffee grounds for our gardening. Thank you for this program- an awesome way to help our community and planet. Much appreciation. Keep it going please.	12/19/2016 3:18 PM
7	We started a composting pile behind our garage to handle the leaves/yard waste so we didn't use the bin as much as we thought we would. We also didn't end up using the indoor composting container as much as we thought we would.	12/19/2016 1:16 PM
8	composting is expensive. How can we drive down cost?	12/19/2016 1:05 PM
9	I believe the cost for this program was too high for the amount of compost material I recycled each week.	12/18/2016 4:42 PM
10	I loved the yard waste composting. But my kitchen scraps smelled despite use of the green bags so I stopped composting those. I would continue to compost kitchen scraps if the container prevented the odor.	12/17/2016 12:56 PM
11	it would be ideal if the monthly cost is reduced as that would most likely attract more residents to using this valuable service.	12/17/2016 10:09 AM
12	So glad Glen Ellyn has the composting service. Way to go!	12/17/2016 9:57 AM
13	I compost kitchen scraps during the summer in my backyard and use my own kitchen composter. I don't like that the program did not go through winter, when I can't compost in my yard. Also, it should include meat, pizza boxes, paper napkins, etc. Lastly, the containers aren't large enough to include all yard waste, so we still had to buy bags and stickers. The cost of the program isn't justified given it is not year round and doesn't offer 2-4 free yard waste bags included in the pickup price. I am disappointed because I was so excited to finally see this program offered, but it is not offered in a way that makes economic sense. Last, I could go for every other week trash pick up regardless of composting program or not - would love to have that as an option for trash pick up.	12/17/2016 9:57 AM
14	I hope you continue the program in 2017. By the end of the pilot, I had figured out some best practices to do it more effectively.	12/16/2016 9:38 PM
15	Per question 8, although I'm not sure about every other week, I could most likely go to a smaller sized can for garbage. Also, I thought the composting program was already 12 months. I guess I'd better go back to the web site and re-read the instructions!	12/16/2016 3:01 PM
16	I thought the program was May-November only charging \$13+ and for 65 gallon container. Which was cost effective for my summer composting compared to garage bags and stickers. However, I found out it's the whole year that your charged \$13+. I loved the program however just discontinued it last week because of GE cost issue. I won't be continuing it next year because it's too expensive.	12/16/2016 2:52 PM
17	I thought this was a wonderful addition to the sustainability of Glen Ellyn. I sincerely hope that this will be continued in the future. I will continue to compost no matter what, but loved the ease of the program.	12/16/2016 2:22 PM

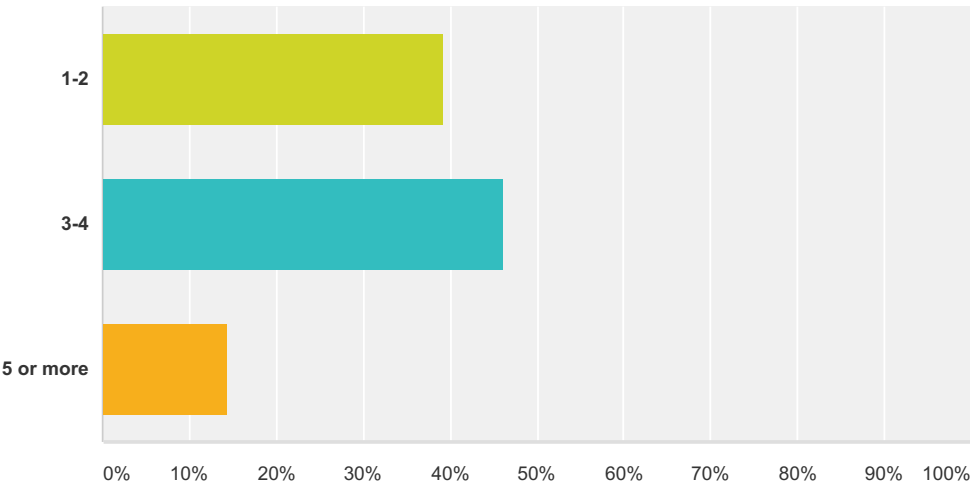
18	Thanks and I hope you keep the program going!	12/16/2016 1:25 PM
19	Love the program! Less need for stickers Less need for lawn bags Easy to move container around yard Keep the program as is!!! Thanks	12/16/2016 12:08 PM
20	We loved the composting program! The container was so easy to use as we could roll it to wherever we needed it to be and it was so durable compared to paper bags. Please continue this fantastic program!	12/16/2016 12:07 PM
21	used my own container with solid sides. used compostable bags from the pet store. Oak Park has a year round program. I have been taking my compostable garbage into O.P. to my son's container. You might contact O.P. and see how they do it. Would recommend a kitchen container with solid sides...	12/16/2016 11:39 AM
22	I would want to have 12 month program if program is expanded to include paper. Garbage pickups could be reduced if soiled papers are allowed in the composting program (ex pizza boxes, napkins, paper towels, paper plates & cups). Paper is a bigger deal than meat for me.	12/16/2016 8:42 AM
23	Re reducing the amount of trash, it depends on the time of year. When we have a party, we have more trash and recycling. When the kids are not home as it's just the two of us we have lots less. I keep a composting container in my freezer because I was getting fruit flies with your container.	12/16/2016 6:51 AM
24	Please offer reduced garbage pick up options! We have a 35 gallon can for garbage and rarely fill it even after two weeks!	12/15/2016 9:42 PM
25	Love the program -- it made me more aware of how much waste I threw out and made me conserve more	12/15/2016 9:23 PM
26	It was too hard in the summer with either controlling the smell or the animals it attracted. I live by the first preserve so keeping raccoons away was why I discontinued the service	12/15/2016 8:31 PM
27	I loved the yardwaste component and would likely continue just for that. By the end, we started getting fruit flies so we stopped composting to get rid of them. It would be nice to have a better system to avoid that.	12/15/2016 8:13 PM
28	We would want to use a smaller container in the winter if the program were 12 mos. (We easily fill our 95 g container during the summer/fall with yard waste, but we probably only have 1-2 gallons of food scraps per week.)	12/15/2016 8:08 PM
29	in a year round program, i would not be willing to pay for composting outside the normal yard waste collection time period.	12/15/2016 7:44 PM
30	I would have to think about every other week garbage pick up. We don't have a lot of garbage but in summer it can get rank.	12/15/2016 7:17 PM
31	The reason we would not want every other week collection of garbage is that in the summer things will go bad and smell - meat. If meat is in the compost program we would be more likely to say Yes to every other week collection of the remaining garbage.	12/15/2016 7:01 PM
32	Great program. I used all the compost bags and bought more. Please make this 12 months.	12/15/2016 6:20 PM
33	Really did not take advantage of the food composting option -- mainly used it for the yard waste. Will make an effort next year to use it.	12/15/2016 5:34 PM
34	We were very happy with the program. I think advertising the program could help increase participation. Many friends hadn't heard of it and didn't realize how easy it would be to curbside compost.	12/15/2016 5:09 PM
35	The only critique o have with the program is that other cities offer a similar service at a reduced cost- we participate because we believe in composting but would love to see it encouraged and incentivized to more Glen Ellyn citizens	12/15/2016 5:04 PM
36	we did not produce as much food waste as I expected. I did not like the small counter top container provided. would prefer one without holes.	12/15/2016 5:02 PM
37	We just used it for yard waste and it was very convenient.	12/15/2016 5:01 PM
38	I didn't use the kitchen composting container because it was way too large to be in my kitchen. If there was something smaller - more counter-size, I would be more likely to use it.	12/15/2016 4:33 PM
39	The fact that it is only half the year is very inconvenient. I purchased a nice compost bin for my counter and now I have to store it somewhere (and throw my compost in the trash). In addition, the program is extremely expensive. If only accounting for the weeks there is an actual pick up, we would be able to purchase about 10 yard bags for the price of the container (which probably holds 2 bags of yard waste). Both of these issues make this program unappealing so we are planning on cancelling our subscription.	12/15/2016 4:21 PM
40	I am very happy with the program, nice to be in a community that offers the yard pickup	12/15/2016 4:00 PM
41	I wished that the program was year round. We significantly reduced our garbage by 50-60%. The liners are not easy to buy. I would recommend the village sell them at city hall or places close by like Lens Ace Hardware or Soukous. We loved the program and hope that it continues.	12/15/2016 3:43 PM

42	Never received kitchen composting container or plastic bags....hence the "never" answers.	12/15/2016 3:00 PM
43	what do you mean it's not year round now? why not??	12/15/2016 2:43 PM
44	I was disappointed that service ended for winter. However, I understand that there may be challenges related to the colder weather... I used to live in Seattle and yard waste/composting was relatively inexpensive. Trash bins cost the most (even a tiny one) and recycling bins were free. It would be nice to see a similar program here.	12/15/2016 2:41 PM
45	Too expensive for the amount of food scraps that we composted on a weekly basis. It's only worth it if you can fit all grass clippings AND food scraps each week. But, the cost of even the smallest container (which fit very little grass clippings) was still very expensive compared to buying yard waste stickers.	12/15/2016 2:37 PM
46	I like the program but you should reduce the monthly fee I have to pay for the winter months when it's not being picked up.	12/15/2016 2:33 PM
47	price the monthly service charge with the understanding that most users will NOT have any compost to pickup / dispose of in December, January, February, and most if not all of March. thus, pickup services could be reduced to 8 months (thanksgiving to easter?) to help reduce costs / make system more efficient and provide more transparency to customers as to the monthly rate/cost based on duration used. thank you -	12/15/2016 2:22 PM
48	We absolutely love it for yard waste. Cuts down on bags used. Please continue this program!!	12/15/2016 2:17 PM
49	I am undecided on Questions 13 & 14. We used a similar program while we lived overseas which was the main reason we were open to joining this pilot. As it is extra effort (and expense) to compost, I am not sure that we would continue in the program unless the cost was reduced or subsidized by the village. I think many residents are concerned about the environment, yet may be hesitant to increase their waste removal expenses as we already pay higher taxes, etc. than neighboring communities.	12/15/2016 2:13 PM
50	I requested the 35 gallon container, but it was not available so the 65 was delivered. Also, it would be nice to have the recyclable bags delivered periodically, or available for purchase on the Village website, as I ran out pretty quickly.	12/15/2016 2:11 PM
51	Really enjoyed not needing bags and stickers for our yard waste	12/15/2016 1:58 PM
52	Since we already compost vegies, fruit and other food scraps in our backyard, I used it the most for yard waste and leaves. But I am going to try to up my use for bread and pasta etc and the other items.	12/15/2016 1:55 PM
53	Great idea. Life is too short for bags and stickers. This is 2016. Only request is for better price. I think the only reason more people didn't do it was cost.	12/15/2016 1:52 PM
54	Great program! Couldn't be more pleased. I'm interested in knowing the number of households who participated.	12/15/2016 1:41 PM
55	I don't know why more of my neighbors did not participate. It seemed cost-efficient and more convenient than using yard waste & leaf stickers.	12/15/2016 1:41 PM
56	I think the compost program is wonderful. While I feel we still need weekly garbage pick up, we produced significantly less trash and could use a smaller trash bin if doing weekly composting.	12/15/2016 1:31 PM
57	Didn't know I could add food scraps but could be smelly even outside. Overall I like the program and helps me keep the yard up and less in the trash.	12/15/2016 1:23 PM
58	Weekly composting is ideal during yard waste collection timing window. Not sure how this would work for us in the dead of winter (access to bin, and bin to curb), and opportunity to fill container during winter. Ideally composting service is during yard waste timing window. Option to continue through winter months with once a month collection. It's less sustainable to pay 12 months of composting collection fees, and not have flexibility for swapping container size (without more fees) and lower service fees for less access during winter. I use my own kitchen composting bin & liners, since my kitchen space is at a premium and your container is too large. I also regularly dump compost straight into the outside bin, or empty every other day, so a more compact indoor container is a better option for me.	12/15/2016 1:22 PM
59	I loved being able to compost in Glen Ellyn, and I frequently recommend the program to others. Now that it's winter I'm disappointed that i have to throw food scraps in the trash. I hope the Village Board continues the program and further promote it!	12/15/2016 1:19 PM
60	This program was fantastic! Economical (saved money on purchasing yard bags and stickers) and Eco-friendly!	12/15/2016 1:17 PM
61	Kitchen composting container that was provided by the Village was no good (wast of plastic), I bough a better one, more sturdy, stainless with no need for bags. I wish the program was more affordable, it is a little pricey...	12/15/2016 1:16 PM
62	Keep the service!	12/15/2016 1:15 PM
63	I hope the feedback supports the continuation and expansion of the program!	12/15/2016 1:13 PM
64	Thank you for implementing this program. It worked very well for our household.	12/15/2016 1:13 PM
65	We found that we would put out the composting bin every other week, did not need it weekly	12/15/2016 1:13 PM

66	I think it was a little expensive but if garbage went to once every 2 weeks it would offset the price. Also the bags provided could be larger in the summer, larger waste, like melon rinds, more fruit and veg in the summer.	12/15/2016 1:11 PM
67	I never received a kitchen composting container or liners. Would use them if I had them.	12/15/2016 1:10 PM
68	I would still need weekly recycling, but probably not weekly garbage	12/15/2016 1:04 PM

Q1 How many people live in your household?

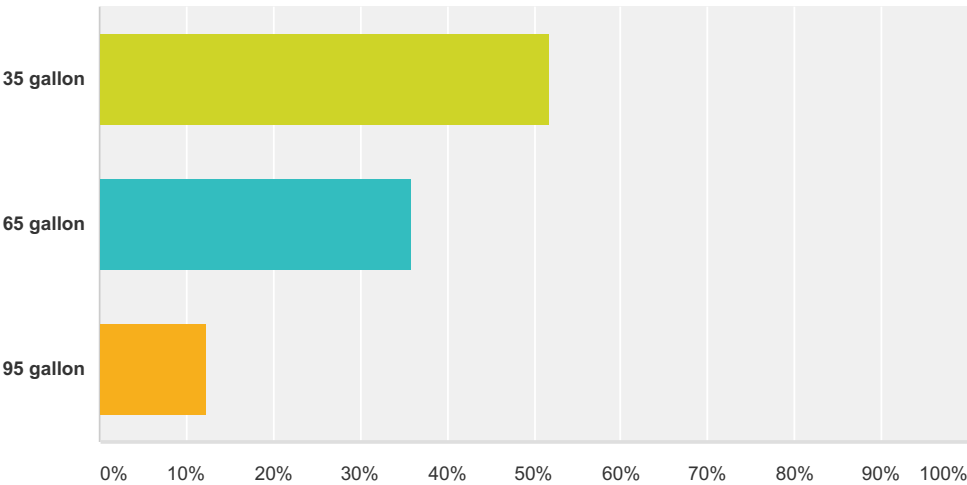
Answered: 448 Skipped: 0



Answer Choices	Responses	
1-2	39.29%	176
3-4	46.21%	207
5 or more	14.51%	65
Total		448

Q2 What size garbage (green) container do you use?

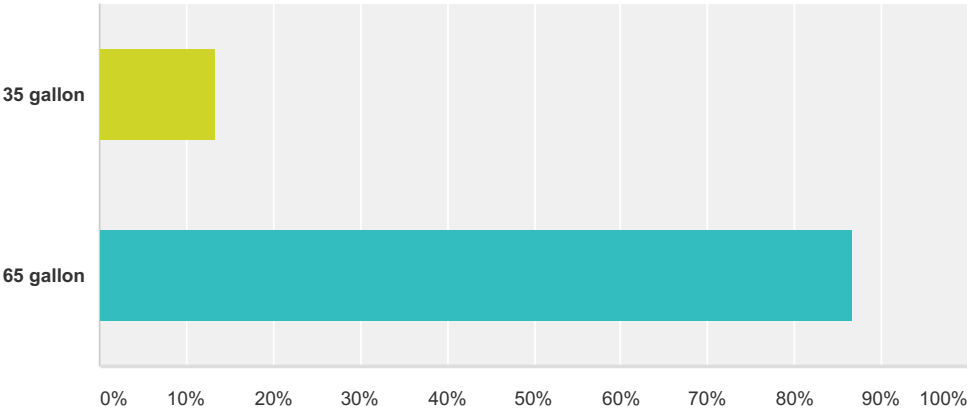
Answered: 445 Skipped: 3



Answer Choices	Responses	
35 gallon	51.69%	230
65 gallon	35.96%	160
95 gallon	12.36%	55
Total		445

Q3 What size recycling (blue) container do you use?

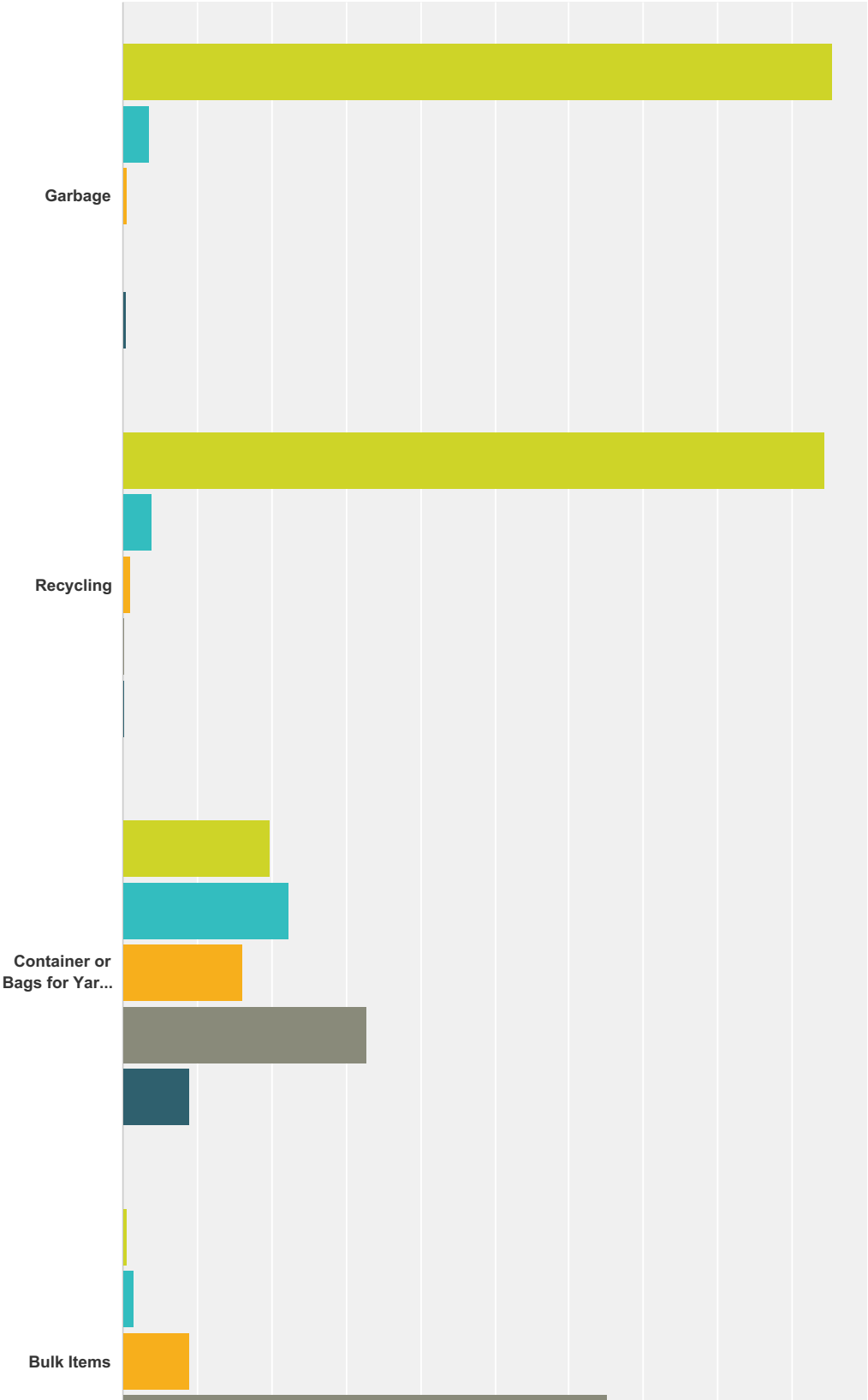
Answered: 443 Skipped: 5

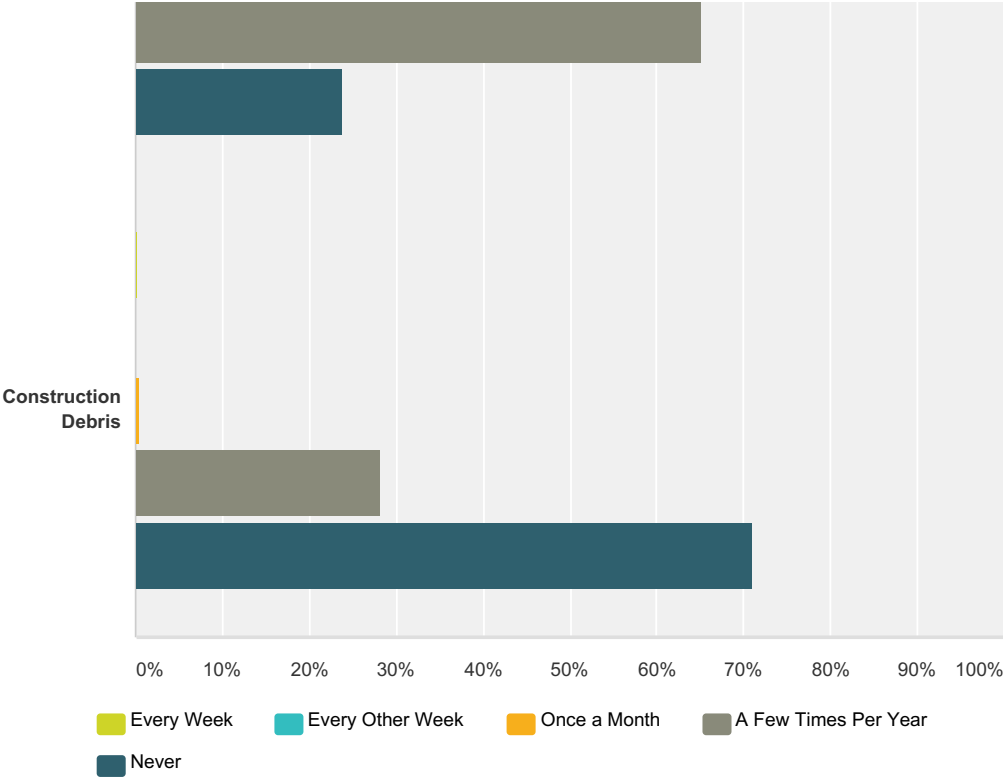


Answer Choices	Responses	
35 gallon	13.32%	59
65 gallon	86.68%	384
Total		443

Q4 On average, how many times per month do you set out your garbage/recycling containers at the curb for collection?

Answered: 448 Skipped: 0

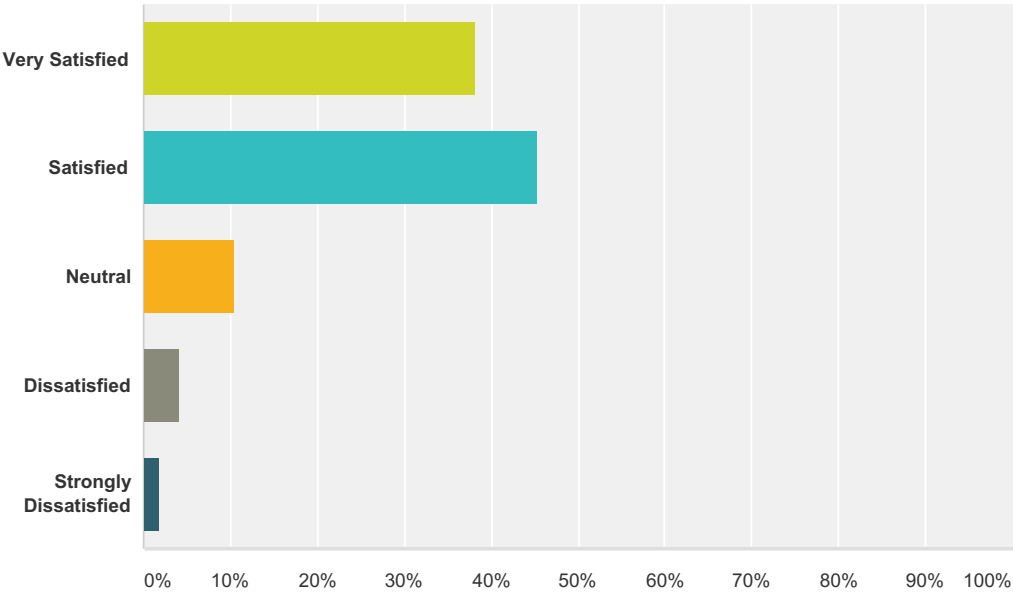




	Every Week	Every Other Week	Once a Month	A Few Times Per Year	Never	Total
Garbage	95.31% 427	3.57% 16	0.67% 3	0.00% 0	0.45% 2	448
Recycling	94.38% 420	4.04% 18	1.12% 5	0.22% 1	0.22% 1	445
Container or Bags for Yard Waste/Organics (April-November)	19.82% 86	22.35% 97	16.13% 70	32.72% 142	8.99% 39	434
Bulk Items	0.71% 3	1.42% 6	8.96% 38	65.09% 276	23.82% 101	424
Construction Debris	0.24% 1	0.00% 0	0.48% 2	28.27% 119	71.02% 299	421

Q5 Overall, how satisfied are you with the current refuse and recycling collection program in Glen Ellyn?

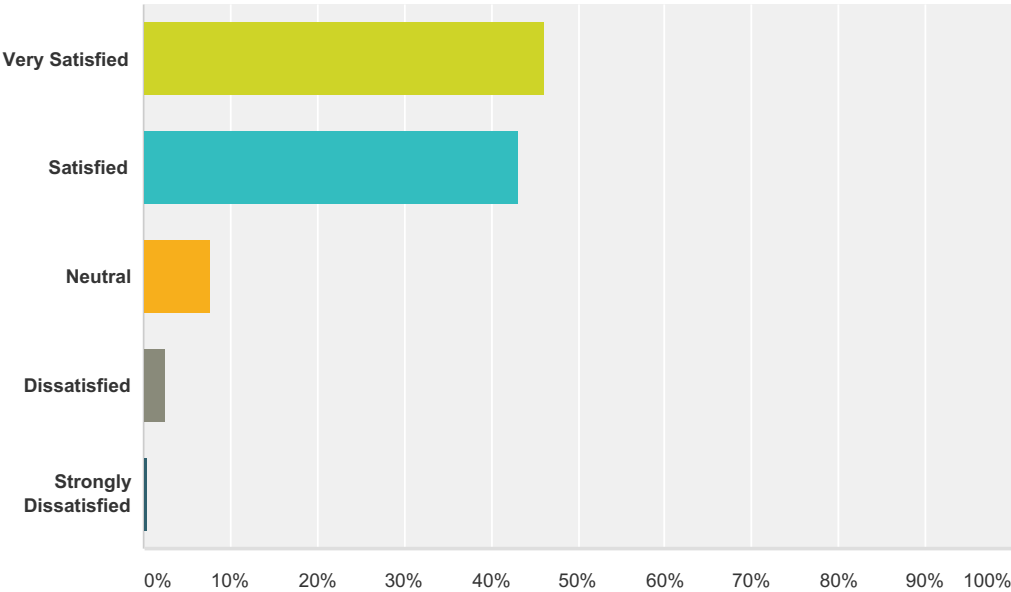
Answered: 446 Skipped: 2



Answer Choices	Responses	
Very Satisfied	38.12%	170
Satisfied	45.29%	202
Neutral	10.54%	47
Dissatisfied	4.26%	19
Strongly Dissatisfied	1.79%	8
Total		446

Q6 In the past year, how would you rate your level of overall satisfaction with the quality of collection services provided by Republic Services?

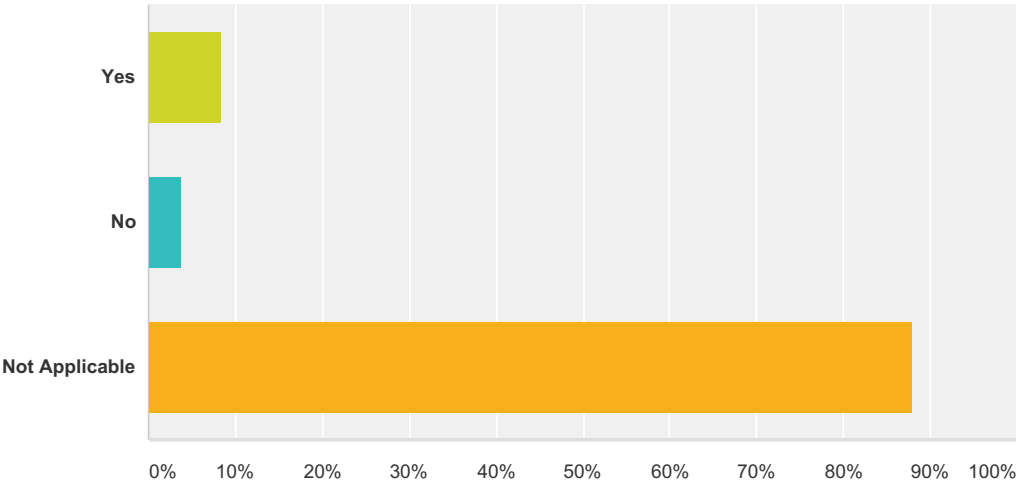
Answered: 446 Skipped: 2



Answer Choices	Responses	
Very Satisfied	46.19%	206
Satisfied	43.27%	193
Neutral	7.62%	34
Dissatisfied	2.47%	11
Strongly Dissatisfied	0.45%	2
Total		446

Q7 If you have contacted Republic Services in the past year to schedule pick-up of large items or appliances, was the service performed to your satisfaction?

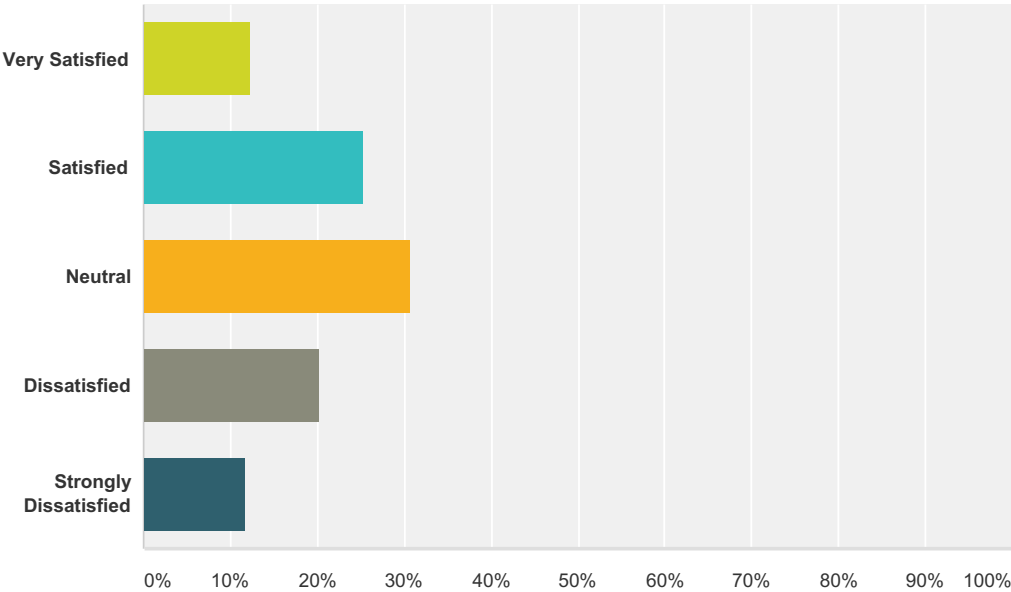
Answered: 447 Skipped: 1



Answer Choices	Responses	
Yes	8.28%	37
No	3.80%	17
Not Applicable	87.92%	393
Total		447

Q8 Overall, how satisfied are you with purchasing stickers to pay for yard waste/leaf collection?

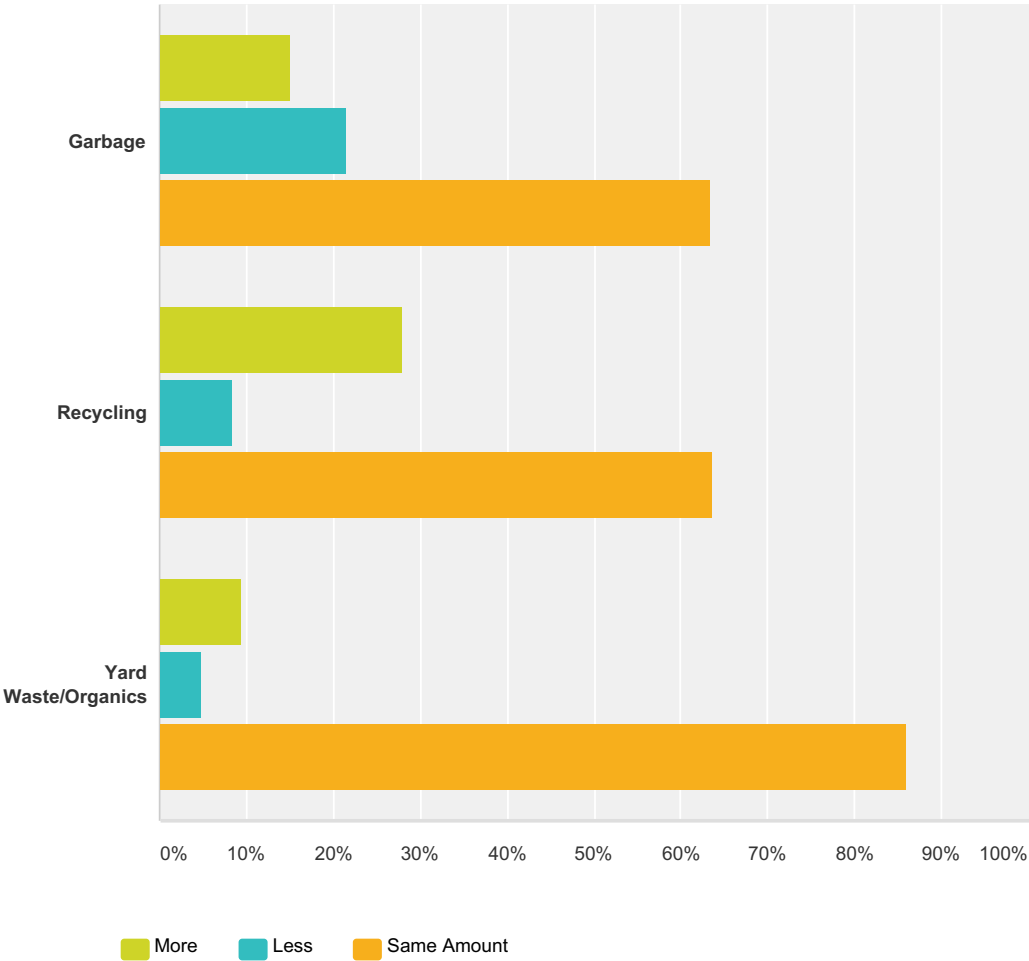
Answered: 441 Skipped: 7



Answer Choices	Responses	
Very Satisfied	12.24%	54
Satisfied	25.17%	111
Neutral	30.61%	135
Dissatisfied	20.18%	89
Strongly Dissatisfied	11.79%	52
Total		441

Q9 During the next five years, do you expect that your household will generate more, less or the same amount of the following:

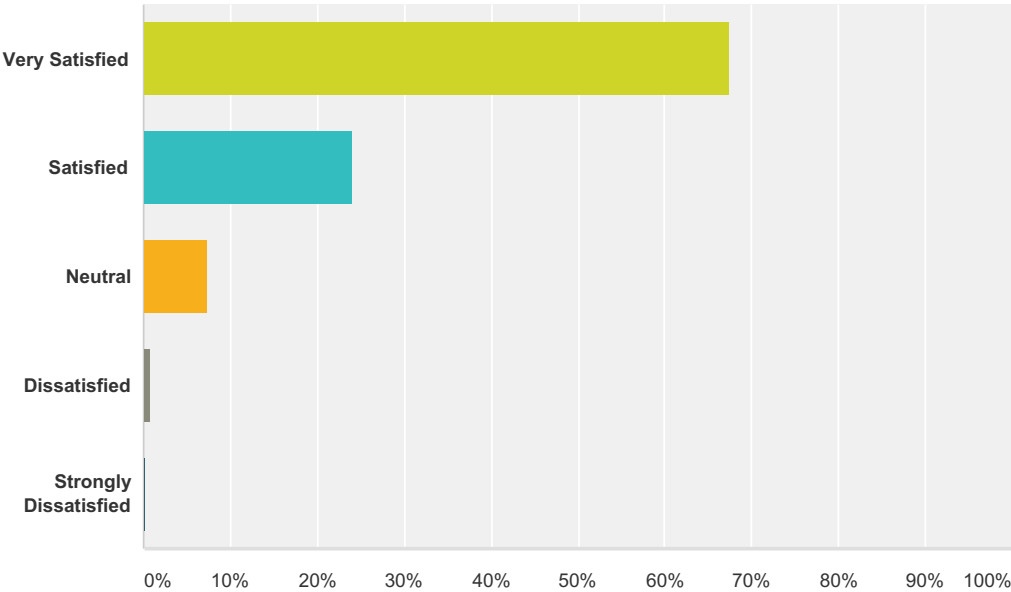
Answered: 447 Skipped: 1



	More	Less	Same Amount	Total
Garbage	14.99% 67	21.48% 96	63.53% 284	447
Recycling	27.96% 125	8.28% 37	63.76% 285	447
Yard Waste/Organics	9.30% 41	4.76% 21	85.94% 379	441

Q10 How satisfied are you with the collection day being on Monday each week?

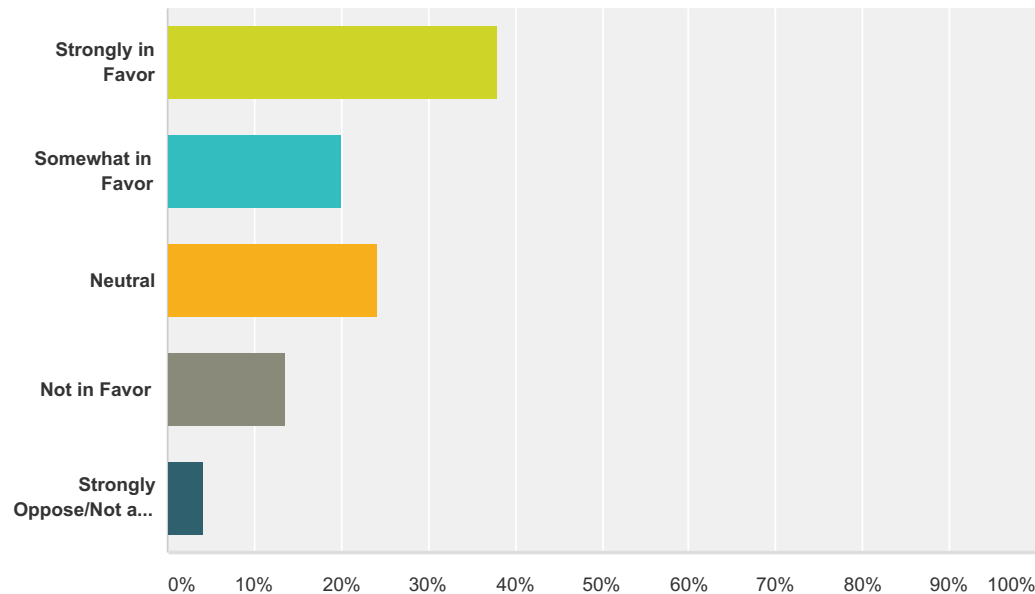
Answered: 446 Skipped: 2



Answer Choices	Responses	
Very Satisfied	67.49%	301
Satisfied	23.99%	107
Neutral	7.40%	33
Dissatisfied	0.90%	4
Strongly Dissatisfied	0.22%	1
Total		446

Q11 If the Village could obtain better pricing, how in favor would you be to the Village exploring non-Monday collection days during the week as part of a new contract?

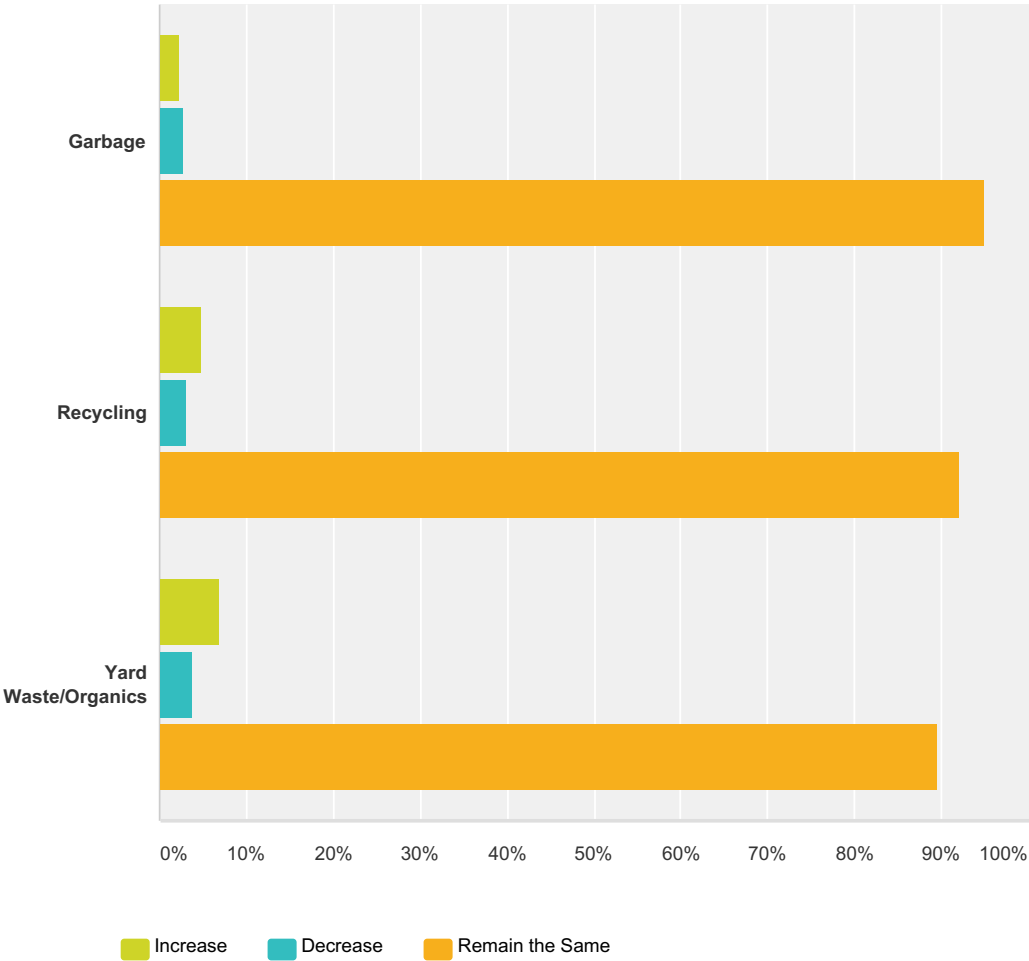
Answered: 445 Skipped: 3



Answer Choices	Responses	
Strongly in Favor	37.98%	169
Somewhat in Favor	20.00%	89
Neutral	24.27%	108
Not in Favor	13.48%	60
Strongly Oppose/Not at All in Favor	4.27%	19
Total		445

Q12 Would you like the frequency of the following collection services to increase, decrease or remain the same?

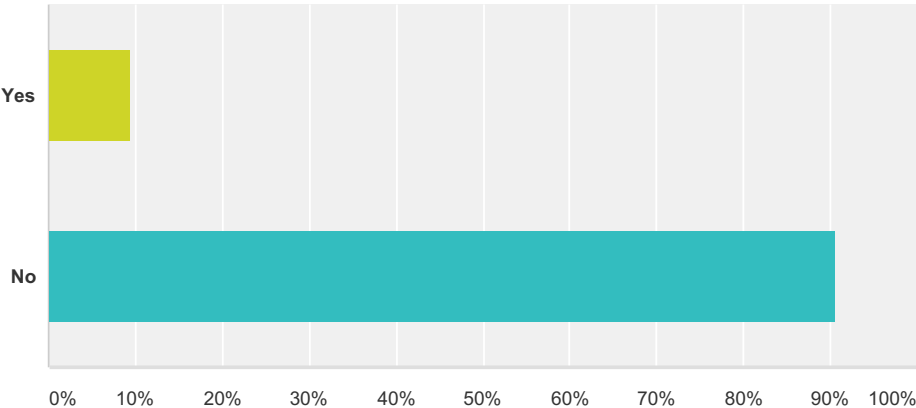
Answered: 447 Skipped: 1



	Increase	Decrease	Remain the Same	Total
Garbage	2.24% 10	2.68% 12	95.08% 425	447
Recycling	4.71% 21	3.14% 14	92.15% 411	446
Yard Waste/Organics	6.86% 30	3.66% 16	89.47% 391	437

Q13 If you would like to increase the frequency of any of the collections, are you willing to pay more on your bill?

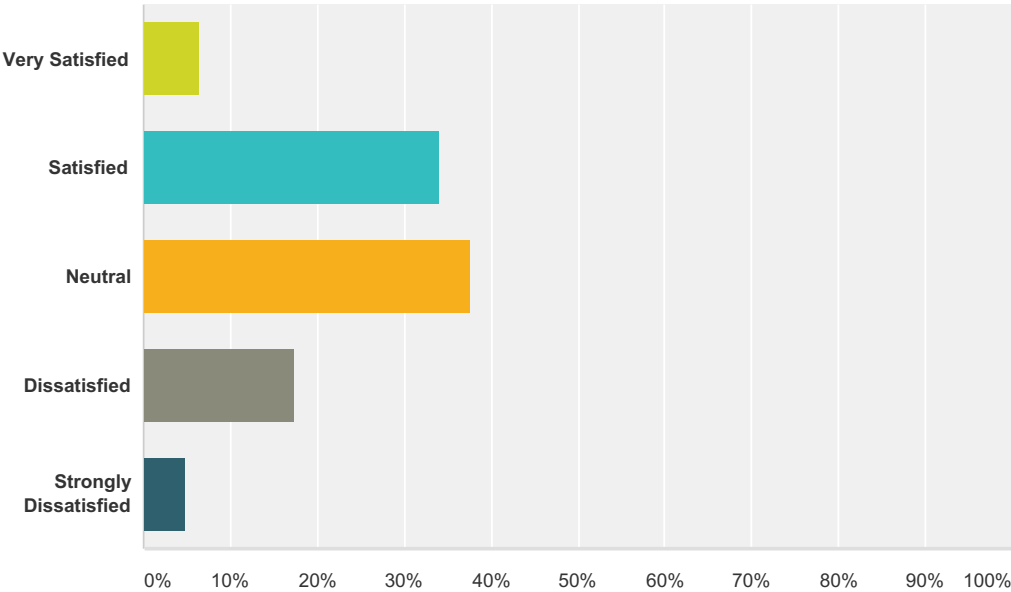
Answered: 385 Skipped: 63



Answer Choices	Responses	
Yes	9.35%	36
No	90.65%	349
Total		385

Q14 Overall, how would you rate your level of satisfaction with the current price you pay for garbage/recycling services?

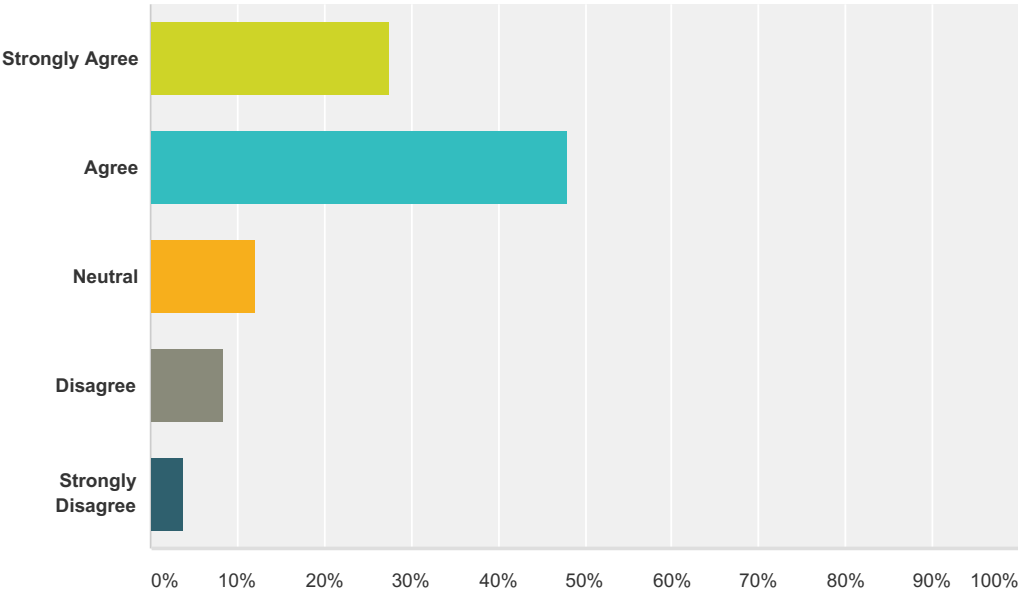
Answered: 447 Skipped: 1



Answer Choices	Responses	
Very Satisfied	6.49%	29
Satisfied	34.00%	152
Neutral	37.58%	168
Dissatisfied	17.23%	77
Strongly Dissatisfied	4.70%	21
Total		447

Q15 Do you agree or disagree with the following statement: Should the cost of garbage/recycling collection continue to be distributed evenly (i.e. standard monthly fee) to households based upon container size?

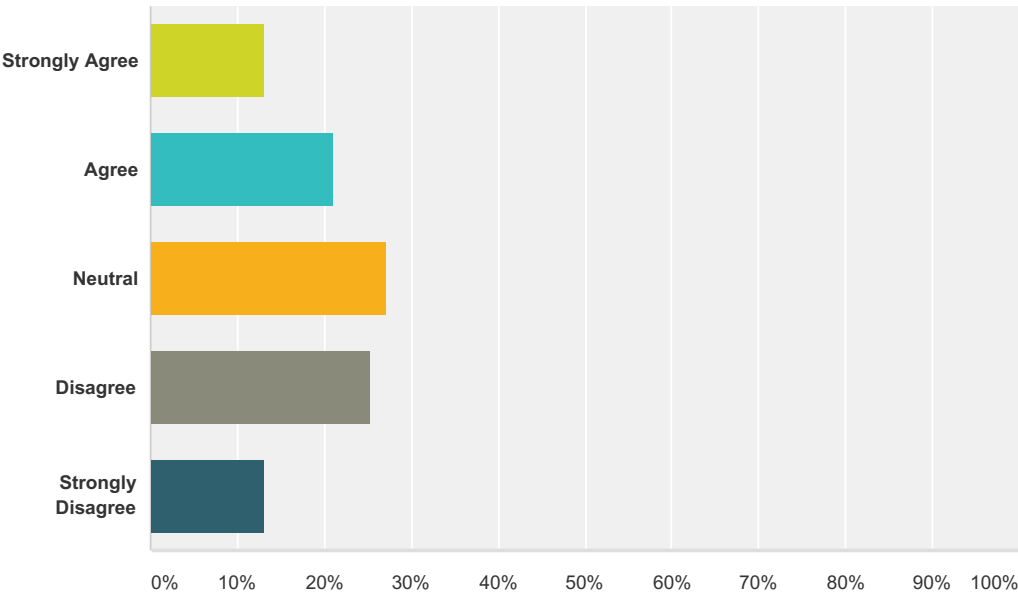
Answered: 443 Skipped: 5



Answer Choices	Responses	
Strongly Agree	27.54%	122
Agree	48.08%	213
Neutral	12.19%	54
Disagree	8.35%	37
Strongly Disagree	3.84%	17
Total		443

Q16 Do you agree or disagree with the following statement: Should the cost of garbage/recycling collection instead be distributed to households based on how much garbage they individually generate (i.e. “pay as you throw pricing model”)?

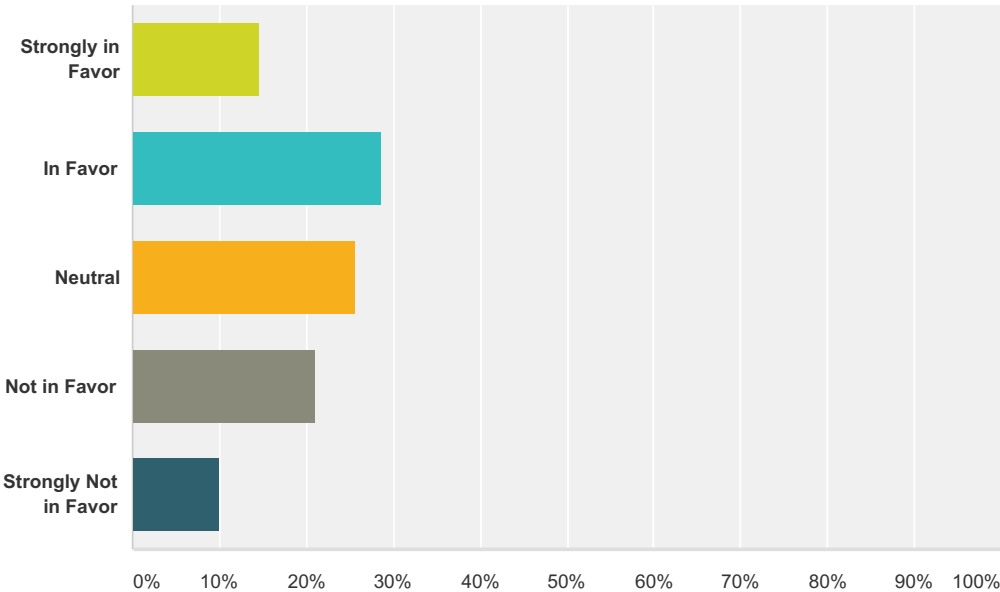
Answered: 446 Skipped: 2



Answer Choices	Responses
Strongly Agree	13.23% 59
Agree	21.08% 94
Neutral	27.13% 121
Disagree	25.34% 113
Strongly Disagree	13.23% 59
Total	446

Q17 Compared to the current monthly charge pricing model, how in favor would you be of a payment system in which your household was automatically charged only when your garbage and/or recycling container was set out at the curb for collection (i.e. “pay as you throw”)?

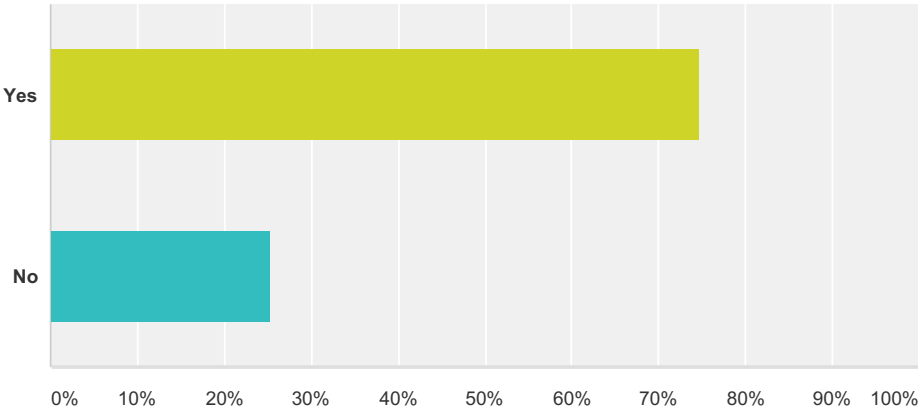
Answered: 443 Skipped: 5



Answer Choices	Responses	
Strongly in Favor	14.67%	65
In Favor	28.67%	127
Neutral	25.73%	114
Not in Favor	20.99%	93
Strongly Not in Favor	9.93%	44
Total		443

Q18 Currently, the Village handles the billing for the refuse/recycling collection program. If the Village could reduce costs by outsourcing billing services to the refuse hauler, would you be OK with receiving a separate bill from the hauler?

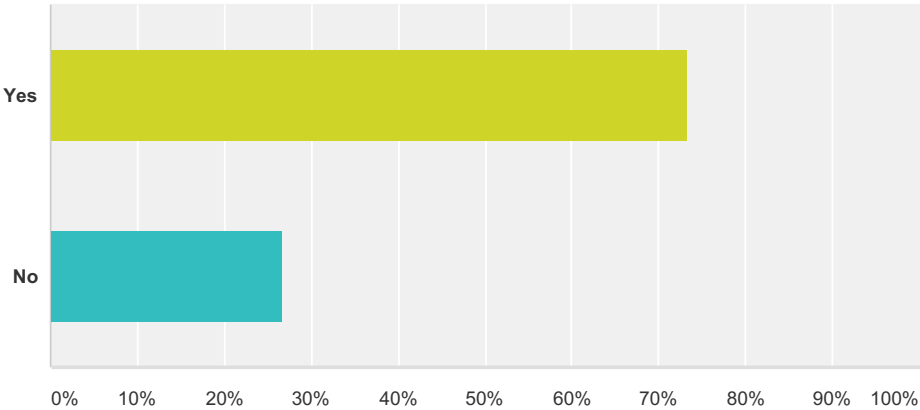
Answered: 444 Skipped: 4



Answer Choices	Responses	
Yes	74.77%	332
No	25.23%	112
Total		444

Q19 In previous years, did you participate in the annual “clean sweep” collection program?

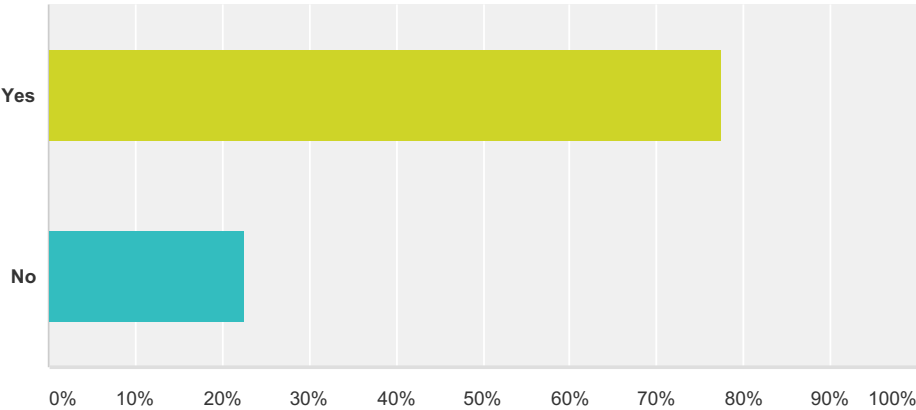
Answered: 444 Skipped: 4



Answer Choices	Responses	
Yes	73.20%	325
No	26.80%	119
Total		444

Q20 Although the “clean sweep” service is no longer offered, would you be interested in the Village bringing it back as an annual service offering?

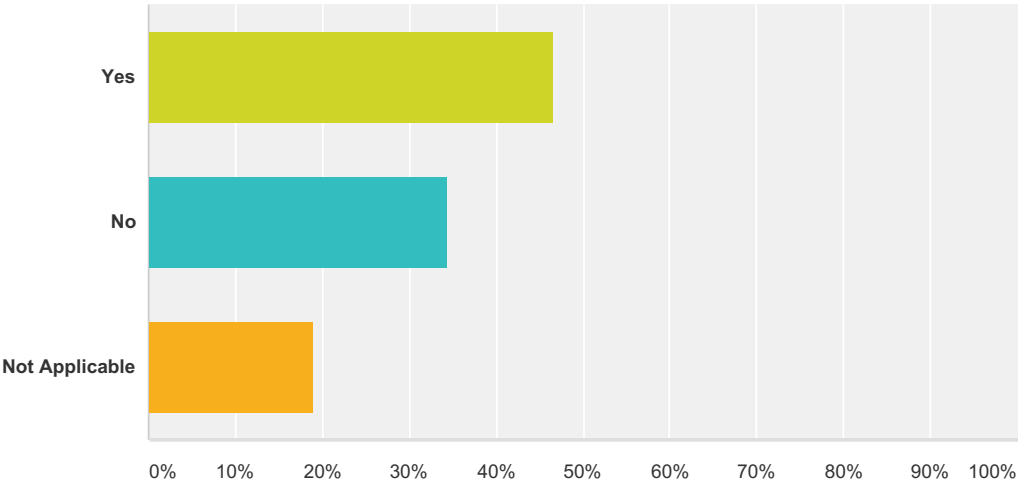
Answered: 432 Skipped: 16



Answer Choices	Responses	
Yes	77.55%	335
No	22.45%	97
Total		432

Q21 If you answered "yes" to bring back the "clean sweep" service, would you be willing to pay an additional fee for this service?

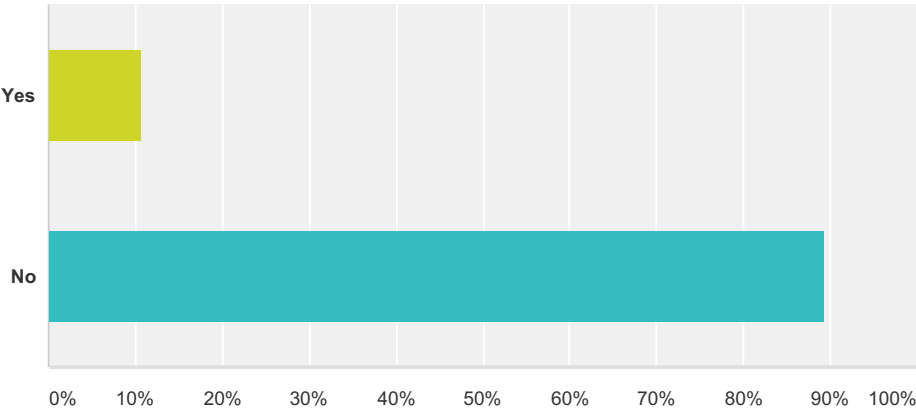
Answered: 433 Skipped: 15



Answer Choices	Responses	
Yes	46.65%	202
No	34.41%	149
Not Applicable	18.94%	82
Total		433

Q22 Did you participate in the Village’s curbside composting (i.e. weekly collection of organic food waste with yard waste in a wheeled container) pilot program this past year?

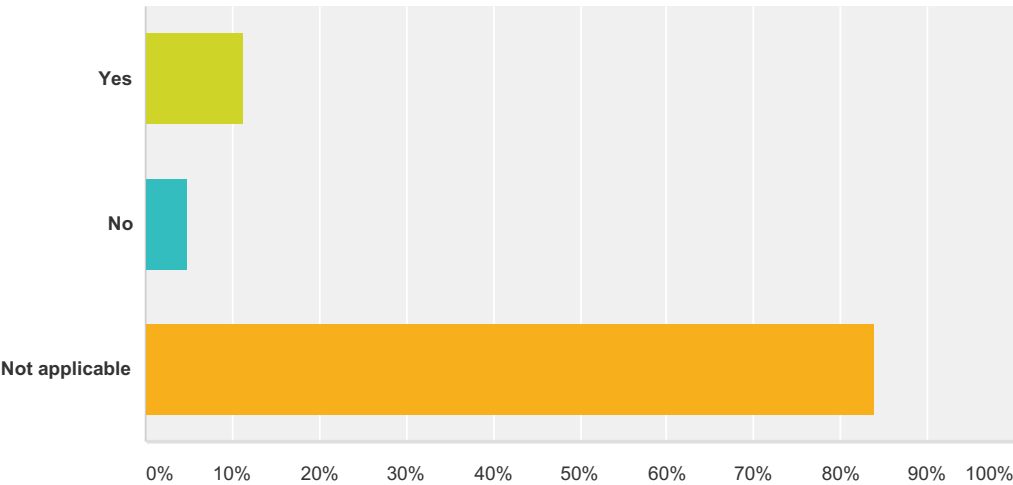
Answered: 445 Skipped: 3



Answer Choices	Responses	
Yes	10.56%	47
No	89.44%	398
Total		445

Q23 If you answered "yes" to participating in the Village's curbside composting program, would you be interested in the Village continuing to offer this optional collection service?

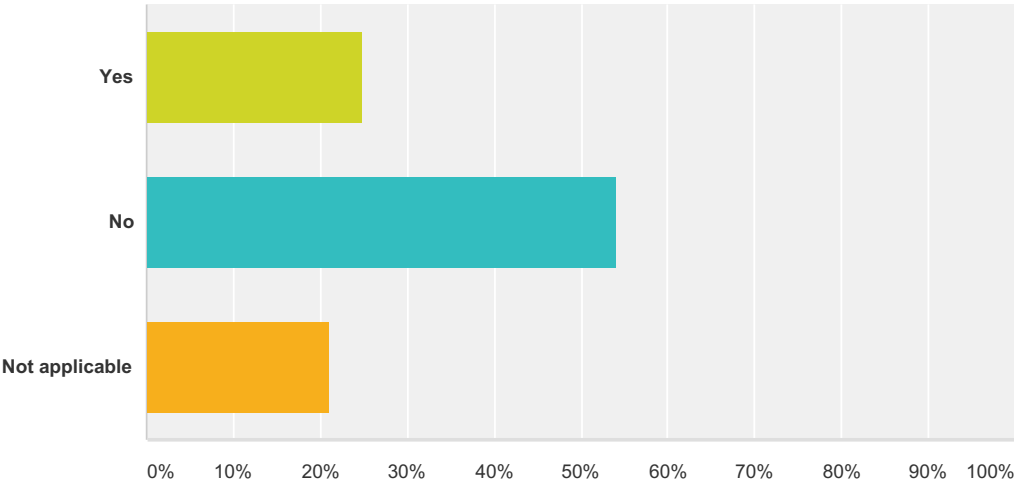
Answered: 379 Skipped: 69



Answer Choices	Responses	
Yes	11.35%	43
No	4.75%	18
Not applicable	83.91%	318
Total		379

Q24 If you answered "no" to participating in the Village's curbside composting program, would you be interested in this program next year?

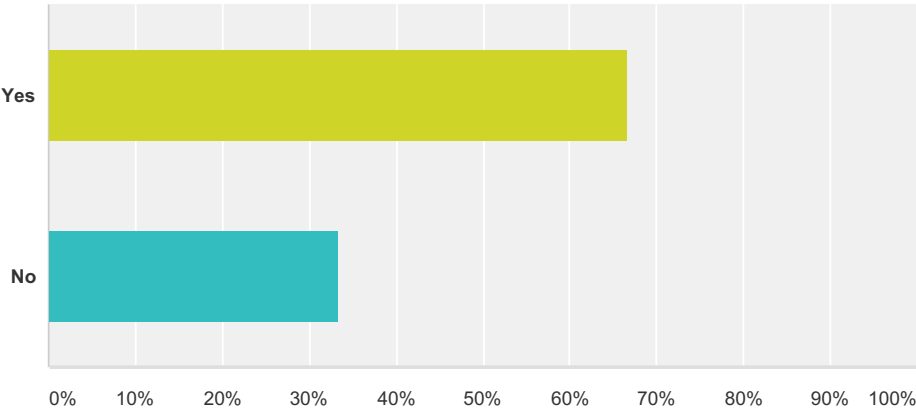
Answered: 431 Skipped: 17



Answer Choices	Responses	
Yes	24.83%	107
No	54.06%	233
Not applicable	21.11%	91
Total		431

Q25 Do you feel adequately informed about where and how to dispose of items that cannot be collected at your curb, such as, electronics, paint, household hazardous waste, medications, etc.?

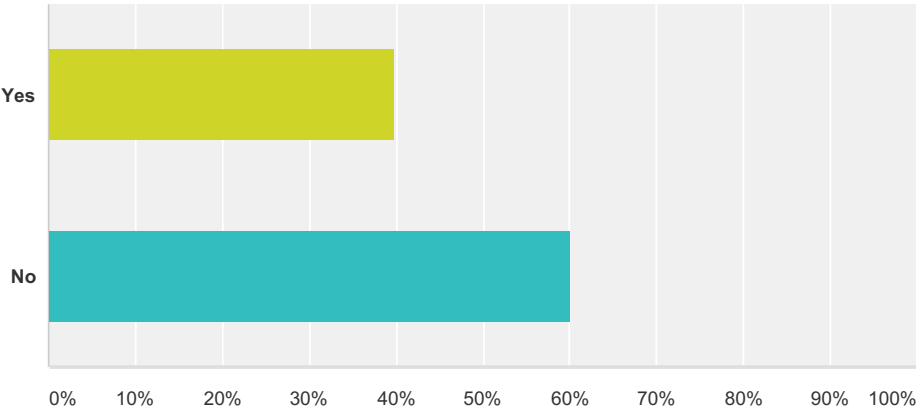
Answered: 442 Skipped: 6



Answer Choices	Responses
Yes	66.52% 294
No	33.48% 148
Total	442

Q26 Would you be willing to pay an average cost to subsidize the yard waste and leaf collection expense rather than pay for this separate with stickers? In other words, would you be willing to pay for the elimination of the sticker program?

Answered: 441 Skipped: 7



Answer Choices	Responses	
Yes	39.91%	176
No	60.09%	265
Total		441

Q27 Do you have any additional comments regarding the refuse/recycling collection service program?

Answered: 169 Skipped: 279

#	Responses	Date
1	I would like to see the elimination of stickers but how would a new system be adequately serviced and priced? I believe that the sticker program may be the fairest of all .	1/21/2017 12:16 AM
2	It might be good to explore the "clean sweep" program on an every other year basis. Not sure residents would need this service on an annual basis.	1/17/2017 3:14 PM
3	I would want more information on "clean sweep" and "pay-as-you-throw" before making a determination on those programs. I am strongly in favor of eliminating stickers for yard waste.	1/17/2017 1:47 PM
4	Bring back the clean sweep spring clean up	1/15/2017 6:26 PM
5	Do we pay for recycling by the size of the container we set at the curb? Does that discourage people from recycling?	1/15/2017 5:38 PM
6	Lower our costs and keep our service as is or increase it. My only issue is when a can is getting flipped by the truck arm, something misses the bucket and the workers don't get out and pick it up. That's their job.	1/13/2017 4:31 PM
7	Leaf pick-up should be extended into Dec, many trees don't lose their leaves until after Nov.	1/5/2017 4:41 PM
8	Yes, question #26 is a horrible question. Yes, I think the stickers are priced too high and no, I do not want the elimination of the stickers if added to my monthly bill!!! I want a reduction of the sticker costs!!	1/3/2017 9:26 PM
9	- Regarding dissatisfaction with Republic: They are in too much of a hurry to properly place the bins back on the curb after collection. You often can look down the street and see them just tossed all over yards and driveways, or in the road. - Regarding composting program: I am highly in favor of this program. I don't participate because I have my own composter, however, not all residents do, and this is a great program to offer. - I am strongly against clean sweep. The neighborhood is trashed after the program. There is debris everywhere that has fallen from the trucks. Also, the trucks drive too dangerously, and don't watch for pedestrians, because they are in such a hurry to beat others to the giveaways. - I'd like to see a rule that if the containers don't close, they won't be picked up, or they will be picked up but the resident is fined. I often see debris (especially from the recycling bins) blowing out of non-fully closed containers and ending up as litter. This not only trashes our neighborhood, but is harmful to the environment.	1/3/2017 6:55 AM
10	I would like to participate in the composting program, but I found it to be very expensive.	1/2/2017 8:08 PM
11	Keep these guys.	1/2/2017 1:26 PM
12	We use a lawn service that disposed of yard waste and I do not want to pay to subsidize other neighbors who put out yard waste. The disposal cost is one I consider having paid via my yard service.	1/2/2017 1:24 PM
13	Thanks for the opportunity to participate in the survey! About question 21, "Yes" depends on how much the additional fee would be. It was such a deeply appreciated and truly helpful "gift" from the village to have this free service every two years. I'd prefer it to return at no charge. It was also a good community event that generated a lot of goodwill toward the village government. About question 26, an additional average cost wouldn't be fair to those of us who live in communities that charge for yard waste and leaf collection through association fees. We already pay - and have no use for these services. Also, my answers to other questions in favor of cost savings for the village - and I imagine most/all other people's - are based on the assumption that residents would share in the cost savings. Thanks again.	1/2/2017 7:40 AM
14	Glen Ellyn's real estate taxes are extremely high and should include garbage services - any increase in garbage costs would only be insult to injury at this point.	1/2/2017 7:01 AM
15	Love the composting program! Keep and educate and expand!	1/2/2017 5:31 AM
16	Can you look into leaf street cleaners like Hinsdale. Is it more cost effective	1/2/2017 5:15 AM
17	TRUCKS LOSE TOO MUCH ON STREETS SEEMS THEY DO NOT CARE WHEN TRASH BLOWS OUT OF TRUCK	1/2/2017 12:33 AM
18	keep it as simple as possible.	1/1/2017 6:07 PM
19	I feel that at times the garbage man have not taken items that were in my containers or large items that were outside that couldn't fit like boxes etc. for the prices that I am paying I feel they should pickup at a minimum empty boxes, etc and the sticker program is unnecessary for yard waste.	1/1/2017 11:39 AM

20	Increase what can recycle (foam,bags,)	1/1/2017 10:59 AM
21	With the amount of mature trees and the need for large numbers of bags to collect these leaves, I would be interested in the village to look into leaf collection via raking to the end of the property and collection by a truck - similar to St Charles does	1/1/2017 10:26 AM
22	Several times each year they forget to pick up our garbage.	12/31/2016 10:24 PM
23	Being a Tree USA village, we would ideally like the village to invest in equipment to vacuum leaves that are swept to the curb, similar to what Naperville and Lisle do to collect leaves in the fall.	12/31/2016 7:19 PM
24	I am quite happy with the garbage collection, but the recycling rules are quite strict and the recycling collector has in the past not taken cardboard just because it doesn't fit in the bin. I think that to encourage people to recycle more, it should be made easier to recycle.	12/29/2016 4:01 PM
25	Republic Service does a very satisfactory job. The drivers are very hard-working, clean-up if there is a ``spill" from the truck, and keep to their schedules. We are very satisfied with the important function they perform.	12/29/2016 1:31 PM
26	Every collection day I see the recycle truck lift the cans high into the air to dump the waste into a small hole above the truck. When this happens, most of the time, not all the recycled material makes it into the hole and falls back to the ground and flies around on the street. If the recycle trucks can empty the cans in a dump in front of the truck, similar to the waste trucks, that might prevent the litter that occurs. Also open to other solutions, i.e. Have residents bag recycle material.	12/29/2016 8:58 AM
27	The clean sweep yearly is the worst idea village has. Am so glad it was discontinued. Garbage all over the place due to wind etc. and all the scavengers opening up the bags and leaving a mess was awful. Never continue this; I stopped putting anything out several years ago because of the horrible mess and the village looked awful for several weeks.	12/29/2016 7:50 AM
28	Some neighbors put garbage in our can when theirs is full. If the program is changed, they could get away with paying at all.	12/28/2016 8:59 PM
29	I would be willing to pay additional for clean sweep but only every other year. I would be willing to pay an average cost for yard waste and leaf collection only if it did not cost more than I pay annually for stickers.	12/28/2016 6:41 PM
30	Current garbage pick-up cost is high for 2 person households.	12/28/2016 6:32 PM
31	No	12/28/2016 4:59 PM
32	We should not have to pay extra for yard waste/lead removal programs. Other villages with lower taxes do not charge their residents.	12/28/2016 3:25 PM
33	I think the composting program is a great idea but we just don't have room for another bin. If we did, I'd be on board. We loved clean sweep weekend. I think it's a great way for GE residents to clean out their houses and even better is the "re-using" that happens as people love shopping the curb. I'd love to see it come back - if not every year than as often as is affordable.	12/28/2016 2:56 PM
34	poor job of notification of non pick up 12/26 many of us put it out for 12/26	12/28/2016 2:07 PM
35	no, we all know it's an expense and a very important one. The garbage collectors are doing a great job. It's a job I don't want to do that's for sure and I hope these men are being paid well - fantastic. The electronics, batteries, and large items/pain, hazardous - that info on the site and other towns is dated and the information is not correct -ie where to dispose, dates, fees, etc. etc . I'm left with sometimes storing the stuff at my job or basement until I can find a correct place to dispose of.	12/28/2016 1:34 PM
36	Bring back the clean sweep program!	12/28/2016 1:28 PM
37	Would rather pay more to have unlimited yard waste and not use it, than have to do stickers.	12/28/2016 1:21 PM
38	Very nice company when we have to contact them	12/28/2016 1:20 PM
39	The curbside composting program is too expensive - taking into account that it is only for 6 months you end up paying \$26/month for collections - that is ridiculous. It either needs to stay the same price and be collected year-round or participants should only have to pay during months where collections take place (and not \$26/month....)	12/27/2016 8:01 AM
40	Other cities and villages participate in leaf collection by simply getting their leaves to the curb where a large vacuum type garbage truck sucks them all up; that would be helpful.	12/26/2016 9:03 AM
41	None at this time.	12/26/2016 8:45 AM
42	Very interested in the organic recycle program but it is way too expensive. (I have very little yard waste)	12/25/2016 8:39 PM
43	I wish they would come at the same time every week - there's no reason why they can't. They used to be more consistent about the time.	12/25/2016 8:12 PM

44	Why don't we have a vacuum collection truck for the annual leaf collection instead of bags and stickers? It seems as though many villages are going this route.	12/24/2016 2:07 PM
45	I don't like the yard waste sticker program, but if it was moved to a regular average cost, I think I would pay more with that program than I do now in stickers. I have some interest in exploring the gutter leaf pickup program where the leaves are raked to the curb/street as I see in other towns such as Western Springs.	12/23/2016 11:16 PM
46	People need to be educated on this matter. We, as a family of 5, produce very little garbage compared to most. People should learn to compost on their own.	12/23/2016 8:57 AM
47	When the cost is spread equally, it does not give people an incentive to reduce waste. We have a family of 5 and create less waste than many 2 person households. We do our own composting. People need education on what and how to recycle. I see far too many people dump things into the recycle that don't belong there.	12/23/2016 8:39 AM
48	The general questions are good; however it would have been more effective to have a cost implication for each response to make a better-informed decision. For example, for Q26, what is a typical cost to subsidize (either neighboring municipalities or through internal models)? Also, from a village perspective, it would be useful to know what our "buyer values" are in pursuing an new contract. Are we cost driven? How highly do we rate the value of the services receiver? Are we trying to push the "pay as you throw" model to force individual household responsibility or to reduce operating expenses? Is this another "tax" for the less fortunate residents of the village?	12/23/2016 4:09 AM
49	Does it really save the village money having different sized cans for garbage? They are driving their trucks down the street regardless, seems to me the contractor's cost us the same no matter thecdize	12/22/2016 7:09 PM
50	#17 concerns me. Wouldn't this generate an increase in vermin and disease during the summer?	12/22/2016 2:21 PM
51	I don't know why we can't just leave it like it is.	12/22/2016 2:03 PM
52	The sticker system is mindless now. There should be another system in place, like a truck that comes and vacuums up the leaves. Other towns have this system and everyone I know would rather rake to the curb.	12/22/2016 1:52 PM
53	Need better coordination of county wide recycling programs for items not currently picked up.	12/16/2016 4:56 PM
54	Please reduce the overall cost and the cost of the yard waste and leaf stickers. Thank you.	12/16/2016 11:19 AM
55	I do not like the additional cost of the composting service - we already dispose of organics (yard waste) so why should the composting be an additional fee?	12/16/2016 11:16 AM
56	The composting program seemed expensive and annoying that it's not offered all year. I would like to see measures to encourage more households to use. So good for all. Make cheaper or included with waste cost otherwise no incentive.	12/16/2016 9:05 AM
57	I would find it better if the company would not leave a trail of garbage and paper down the block when they pick up the garbage on some days. I would be very upset to offset the leaf /yard waste for people in the village at an even distribution. I try to mulch and try to mulch many of my leaves others would not do this. and just force the cost onto all the other people trying to protect the environment.	12/15/2016 9:37 PM
58	Please be sure that pickup for appliances, small electrical stuff is part of the RFP. I guess we will always have to take hazardous waste to Naperville.	12/15/2016 4:03 PM
59	- Interested in curbside composting if cost is different (less) than this year. - For leaf pickup, how about being able to rake leaves into curb and have service pick them up without bagging. - Very interested in pay-as-you-throw for garbage and recycling. - Thanks for the opportunity to contribute!	12/15/2016 10:38 AM
60	Only comment relates to the survey in general - I understand the need to keep the survey simple, my concern is difficulty when no \$ are included. My willingness to pay is directly related to the cost.	12/15/2016 10:36 AM
61	No additional comments	12/15/2016 10:35 AM
62	Yes to question 26 as long as the price didn't go over about 10 bags of leaf waste per year	12/15/2016 10:18 AM
63	Yard waste should continue to be stickered as some of us never or rarely dispose of it via weekly pick up because we have lawn services that do this. Thanks for asking for public comment on all of this.	12/15/2016 8:49 AM
64	No	12/15/2016 8:32 AM
65	I compost my leaves so the sticker program is more appealing to me. I don't want to subsidize others who don't compost.	12/15/2016 7:30 AM
66	Please get leaf vacuum vs bags	12/14/2016 8:56 PM
67	I use a lawn service that takes away lawn debris. I'd be VERY angry if I was charged for something I don't use.	12/14/2016 7:03 PM

68	I like the idea of composting but I feel that the cost of it was way too high. Also, why such a large container? I cannot imagine anyone filling it up. I would like to see the clean sweep return but perhaps it could be every other year in order to keep expenses down. Especially if cost will be built into our bill. Would it be possible to have a charge just to the households using clean sweep as in the pay as you throw model talked about above?	12/14/2016 7:01 PM
69	Can we extend the branch and brush pick up further into December? We have a few neighbors that continue to place piles of branches out at the curb well after the program has ended, and we end up staring at this for months (and usually end up paying for it to be disposed of out of pocket). Can we communicate this better or add maybe one or two extra pick ups?	12/14/2016 5:57 PM
70	It is inconvenient to get the stickers currently.	12/14/2016 4:52 PM
71	Find a way to collect recycling so that when people throw loose and mixed in their cans it can be collected and dumped without flying all over the neighborhood and landing in neighbors' yards to pick up. This is a lousy collection system to allow it to be loose.	12/14/2016 4:40 PM
72	Have had a number of occasions where the recycle pickup would only take the container and not cardboard etc setting next to the container.	12/14/2016 4:38 PM
73	honestly, it is pretty good overall.	12/14/2016 4:05 PM
74	The present system seems toward adequately with no garbage left in the streets after collection. The current collection system seems very reasonable.	12/14/2016 4:02 PM
75	Sticker cost is too much. I previously lived in carol stream and roselle and they never charged for additional items outside the can. Flood brothers had wonderful service	12/14/2016 3:57 PM
76	I'm less concerned with cost and much more concerned with making it easy. In my old community, we didn't even have yard bags, the village had street sweepers come and collect all leaves that were blown/raked out onto the street. The sticker program is extremely inconvenient. I would gladly pay more to just be able to put refuse/yard waste at the curb.	12/14/2016 3:53 PM
77	We LOVE Travis and John. They are amazing employees and help answer questions I have about our trash/recycling. Please continue to allow them to service our area! They are part of our community and neighborhood.	12/14/2016 3:41 PM
78	I have been pleased with the current service. OK with me to continue with the same level of service in the new contract.	12/14/2016 3:28 PM
79	I think republic services does a great job	12/14/2016 3:24 PM
80	The service is very good to excellent. I like the once a month pick up for tree branches very much! I wish that we could sweep our leaves into the street. That would be my only request, but I think that the streets are too narrow to do it in GE.	12/14/2016 3:23 PM
81	Do not eliminate the yard waste sticker program. If the cost was built in, use (and cost) would skyrocket because residents would mulch less.	12/14/2016 3:20 PM
82	I strongly endorse the return of "clean sweep," at least on a biannual basis. It is efficient way to get rid of/redistribute unwanted items.	12/14/2016 3:14 PM
83	I would need more information before I can say categorically that I like the idea of pay as you throw. Does this involve the purchase of stickers each week and at what cost?	12/12/2016 11:17 AM
84	I'm doing the composting option because it feels like the right thing for the environment, however I am not happy that I pay all year but don't get the service for four months. My not continue for this reason - too expensive for the service right now.	12/11/2016 8:20 AM
85	Q27, I answered no, however, if this program became a leaf vac machine, this might be something I would support. More info needed, obviously, but \$300+ in leaf bags and stickers this year was crazy.	12/9/2016 11:04 AM
86	I am satisfied with the present system	12/8/2016 5:38 PM
87	We think is totally unfair to pay EVERY week even though we spend a minimum of 6 MONTHS out of town....	12/8/2016 11:09 AM
88	It was a mistake to shorten the monthly bulk yard waste period. Many shrubs and evergreens are best pruned before the start of active growth in the spring. I typically prune them in March. Now I have no way to get rid of the prunings and have to store them in my yard until the program resumes.If the village wide program can't start in March would it be possible to have an individual pick-up using stickers?	12/8/2016 8:11 AM
89	Find a service that recycles the #6 foam products. It is sad that we in Glen Ellyn have to throw them in the trash.	12/8/2016 8:04 AM
90	In general, satisfied. I live alone, use garbage/recycling program lightly.	12/8/2016 3:34 AM

91	Enjoyed the yard waste/composting program, disappointed I have to pay year round for the program when it is not available Dec through March.	12/7/2016 10:13 PM
92	I would not be willing to subsidize elimination of stickers while also paying for Curbside Composting because that is how we dispose of yard/leaf waste.	12/7/2016 4:30 PM
93	Please eliminate the need for leaf and yard waste stickers. I'd be more than happy to pay extra per month in order to avoid the inconvenience of buying stickers.	12/7/2016 4:16 PM
94	Good questions. Current hauler excellent	12/7/2016 4:10 PM
95	Depends how much the yard waste subsidy expense would be. But would beat buying stickers in the fall maybe. Have to weigh how much it costs vs. how many stickers you actually buy during the year. We try to save everything for the "free" day. We put our garbage out every week because we pay for the garbage in our monthly bill and it seems worth it. But in all honesty, if we continued with our same bin size, we wouldn't need to put it out every week and pay as you go would be a cheaper option for our family of 2. I didn't have enough info on the composting program to use it. It seemed expensive. Were we able to use the compost generated by the program? If we could use the compost that Glen Ellyn generated for our gardens, then yes maybe that would be a worthy investment. But I never knew that answer. Also bundling branches is pain when it's not branch pick up day. Especially when the garbage guys broke the twine and left the pile of branches behind staying our string wasn't strong enough. I like getting the garbage bill through the city because it's all on one bill. If there was a huge cost savings to have the other company do it then I'd consider a second bill, but if just a little savings, I don't think it's worth it. Thanks for the survey, I think this is important.	12/7/2016 4:09 PM
96	The costs are completely out of line with other communities. They are shocked when they hear the costs paid.	12/7/2016 3:48 PM
97	Bring back the "clean sweep" program- it was a great inducement to declutter, and much of it seemed to be picked up by scavengers	12/7/2016 3:31 PM
98	We generate 1/3 garbage to 2/3 recycling ratio weekly. We regularly fill our recycling container. It's pricey to downgrade our garbage container size-- I checked, and a few times a year we need the bigger volume after house projects, so we keep the big bin. I fear that changing pricing structure would likely be even worse for us, even though we are low garbage generators. In most seasons it's better to put garbage container out for collection weekly, otherwise smells would be offensive and content may attract wild animals, insects & rodents. By doing pay as you go, people will wait until overfull and then put out, which will probably lead to less pleasant neighborhood conditions. It might also inspire garbage dumping on open land, which creates a much bigger problem. Pay as you go might also lead to people dumping their garbage into other's bins during the week. Not an ideal situation! I love the compost bin but amount used fluctuates significantly. I would like to see that service expanded to more households, but have that collection pay as you go/pay by volume used rather than monthly flat fee. That model suits composting more: kitchen waste doesn't take much volume but it's an important component. Those bins are designed for air flow & the composting process can start while waiting for the next pickup! Yard waste is not regular. Personal time available for yard work shifts week by week, and mixes with uncontrollable weather & nature timing. Using a bin for yard cleanup is MUCH easier than bags, and easy to top up throughout the week/month since we can't store paper bags of moist content longer than 1 day. One bin is not enough during fall cleanup weeks-- requesting 2x/wk pickup service option in Nov would be great! Ideal for us: have a one-bag garbage container (quite small) for weekly pickup, then have 65-gal container for pay as you go collection, used only when we need it. Large container should be lockable to prevent neighbor dumping. Recycling 65gal weekly, or 45(size?)gal weekly (forcing all family members to break down boxes, crush plastics, etc). Keep compost bin access at home, but pay as you go collection by volume, plus twice weekly in Nov if you request this additional service.	12/7/2016 8:42 AM
99	Love the composting program and wish it was offered all year! Would love to see more neighbors participating.	12/6/2016 9:57 PM
100	Provide more opportunity to drop off electronics, light bulbs, batteries, paint	12/6/2016 9:46 PM
101	If you get rid of stickers. Don't increase my cost more than 1 bag a week	12/6/2016 7:54 PM
102	If eliminating the sticker, it should be pay as you go. I should not pay if I don't use the service.	12/6/2016 5:07 PM
103	I find Monday garbage collection distasteful. Hate strolling on a Sunday afternoon to see trash piled up around our beautiful city. Also, the organic matter collection needs to happen year-round (at a reduced rate in winter). While I no longer have yard waste, I still have organic items from the kitchen that I'd prefer to compost than throw in refuse.	12/6/2016 4:13 PM
104	I like monthly pay but would prefer paying for what we use.	12/6/2016 3:20 PM
105	Suck the leaves up. But a vehicle that does it. The sticker program is a joke.	12/6/2016 2:25 PM
106	Our yard never looks nice because it is too expensive to buy waste stickers. Paying for stickers and bags in addition to paying for trash pickup is ridiculous.	12/6/2016 2:23 PM
107	Make the stickers more available. The Jewel/Osco on Roosevelt Rd. consistently runs out, meaning I have to run around to find more or just stuff the yard waste in my garbage can.	12/6/2016 2:00 PM

108	I am upset that an unlimited amount of recycling can is not an option. I end up throwing away recyclable materials so that it is not taking up space in my home. That's not good for anyone.	12/6/2016 1:54 PM
109	If a "pay as you throw" program would be more expensive overall, I might be against it, but I am in favor of it if it would reduce the amount of refuse generated (that is, if it would encourage recycling). I dislike the bagging and stickers for leaves. Wish we could rake them to the street to be vacuumed once or twice each fall if that could work.	12/5/2016 5:55 PM
110	I would be interested in a biannual clean sweep if it didn't increase the cost too much. I also think we should only be charged per can. I barely fill one can a month but pay the same as someone with 5 cans weekly.	12/3/2016 5:52 PM
111	No but a great survey this isthanks.	12/3/2016 2:08 PM
112	Could be interested in the clean sweep program if done every 3 years.	12/3/2016 1:18 PM
113	26 answer based upon the cost.	12/2/2016 7:36 PM
114	It's pretty chill, bro.	12/1/2016 1:42 PM
115	Answered No to Q26, because I don't want to pay for others grass clippings pickup. I mulch. My kids live in Wheaton where they are now using the pay-as-you-throw model. It looks appealing to me. The new DuPage hazardous waste facility in Naperville is much more efficient to use than the old setup. Thanks for whatever you might have had to do with that change.	12/1/2016 8:37 AM
116	The current hauler does a great job as far as I'm concerned. The drivers seem polite and conscientious. We need better access and more information on how to dispose of CFL bulbs, household chemicals, and electronics.	11/30/2016 3:47 PM
117	current trash and recycle program is fine as is. Would be strongly against non-Monday pickup	11/30/2016 12:37 PM
118	I would like to be able to get reduced or free compost as part of the compost collection program.	11/30/2016 9:17 AM
119	I live in Saddlewood. We pay for yard waste and leaf collection through a private contractor. Townhome associations should be treated differently than single family residences for any yard waste subsidies. I would not like to see garbage on the curb every the day of the week on a throw as you go type program. I like the idea that it is cleared up once a week. If we eliminate weekly pickups, I am concerned that some families will accumulate garbage and increase the number of pests in the neighborhood. I am okay with paying per pound for garbage, but not for recycling. I think that would be a dis-incentive!	11/29/2016 10:29 AM
120	The recycle workers have been great about picking up all of the cardboard boxes that we have due to a lot of online deliveries.	11/28/2016 6:18 PM
121	Do what Naperville does. Residents rake leaves into the street, next to the curb in front of a house and avoiding storm drains by 6 a.m. on the first day of each of the three leaf collection cycles.	11/28/2016 2:19 PM
122	We should do the curbside leaf vacuum system instead of having to bag them.	11/28/2016 1:32 PM
123	I am concerned if we switch to the model of pay as you throw, Recycling would be impacted. I dont have enough garbage to fill a bin weekly, but I always have enough recycling. I would not want to be penalized for recycling.	11/28/2016 1:18 PM
124	The village should offer free curbside leaf pickup for parkway trees during the Fall season such as the programs in Naperville and Mount Prospect where residence can place leaves at the curb on certain days for the Street Department to pick up .	11/28/2016 10:42 AM
125	The leaf collection should stop via the bag process. Many towns have a service where you rake to the curb and a vehicle sucks up the leaves. Purchasing bags and then stickers is ridiculous when we have newer technology that could do better for cheaper for the residents.	11/28/2016 9:50 AM
126	No	11/28/2016 9:43 AM
127	The re-cycling of electronics and hazardous waste is a major issue because of the distance you have to travel and the price you have to pay to re-cycle	11/28/2016 8:20 AM
128	We would change the size of our container except that the penalty of getting a different one is equal to at least the differential for a year.	11/28/2016 8:13 AM
129	I would love the idea of only paying when my cans are picked up. I participate in the recycle and compost program and have very little garbage each week.	11/27/2016 11:09 PM
130	We should be able to recycle plastic bags. Recycling should be able to be bagged, not loose in the containers.	11/27/2016 10:33 PM
131	Please consider bringing back clean sweep. It will prevent many homes from gathering junk.	11/27/2016 9:51 PM
132	Overall the service has been very good.	11/27/2016 9:22 PM
133	It would be nice for yard waste collection to continue into December when the fall is warm.(like this year)	11/27/2016 5:57 PM

134	We have had the same garbage collector since we moved to our street i many years ago (Crest Rd). The guy is one of the kindest people we have met.... always wished there was some way to let the company know of his great service and kindness. We do have a question on the composting, which is if the charge for that container will be suspended during the winter months when it is not picked up.	11/27/2016 5:39 PM
135	LEAF CURBSIDE VACUUM/ MULCHER TRUCK NEEDED In GE. Many communities have them and very convenient for residents.	11/27/2016 3:26 PM
136	Many of the surrounding suburbs offer their residents to sweep the leaves into the street. Can we look into this option? Bagging creates extra refuse. Can we look into purchasing stickers online? We would like to see automation, self service, and efficiency.	11/27/2016 1:25 PM
137	I love the new Yard Waste Collection program. It works very well for our family. Between composting and recycling, we no longer have much garbage.	11/27/2016 12:55 PM
138	End the stickers	11/27/2016 11:52 AM
139	Please consider some form of recycling for #6 containers	11/27/2016 10:09 AM
140	Get rid of the lawn leaf bags. Allow us to rake into the street and have machines pick up leaves.	11/27/2016 10:00 AM
141	I really wish recycling was easier and more could be recycled. I have searched the website and I am still unsure as to what is recyclable. I wish we could put things like electronics, paint, etc. out and they could be disposed of properly. I LOVE the curbside composting and I am willing to pay for full service garbage collection like this program. Our yard waste fits in there now so we have not had to buy stickers.	11/27/2016 9:50 AM
142	Wish we could get larger recycling bins - we use the 65 gallon one and we always have recycling off to the side as well. Would be great to have the extra large size.	11/27/2016 9:49 AM
143	The stickers are Exorbitantly expensive for those of us that maintain our property and landscaping. It's ridiculous and the carts don't even begin to cover the amount of yard waste that is generated and not only are we charged for the carts, we have a huge outlay for stickers on a monthly basis when the cart won't hold it all! We used to live in a community that had a higher rate for yard waste for a 6-8 month period out of the year and the other months there was no charge. You put out all your yard waste in paper bags. No stickers no carts and as long as you were part of that program all you put out was picked up.	11/27/2016 9:45 AM
144	Please bring back clean sweep and 2 time yearly electronic recycling.	11/27/2016 9:23 AM
145	I don't think the pay as you use system seems that sanitary. While we don't have that much garbage and could probably not put out garbage every week, I think that would attract insects and other animals.	11/27/2016 9:20 AM
146	Reducing recycling pickup to every other week would be a good way to cut costs, especially if larger bins were available.	11/26/2016 2:29 PM
147	Villagers pay for recycling food waste and are instructed on how to do this yet nowhere are they informed on how to get the composted product back for their gardens. I would totally participate in food waste recycling if it was available to me to use on my garden after it turns into compost.	11/26/2016 10:30 AM
148	Incentives for minimizing waste are small - the 95 gallon container should be much more expensive than the 35 gallon. At a difference of \$6, there is simply little incentive to recycle more and dispose less.	11/26/2016 8:49 AM
149	Strongly encourage looking into curb side leaf collection- would be very interested in no sticker option for leaf collection (and no bagging!)	11/25/2016 9:16 PM
150	I like the composting bin, but I dislike that I have to pay for others to get composting. If we have to continue to pay for the bins, I feel we should get a voucher or discount on the end product.	11/25/2016 6:01 PM
151	Please keep the brush and branch pickup.	11/25/2016 12:10 PM
152	the sticker program is the most user unfriendly -nonsenseical charge in a village like Glen Ellyn that I know of	11/24/2016 9:00 PM
153	A "pay as you throw" program might encourage residents to generate less garbage. It would also allow some to put out their cans less often & be charged less. I see plastic bags in recycle containers. I know you have written about this topic. I'm not sure how to educate people more on this issue.	11/24/2016 8:09 AM
154	Regarding question number 26, we would be interested in an extra charge to replace the stickers if the price is reduced or remains the same.	11/24/2016 7:45 AM
155	Would like leaf vacuuming for leaf disposal	11/24/2016 7:24 AM
156	on recycling sometimes driver spill's recycling on street but does not stop to pick up,I think he should.I know he has a schedule to meet but sometimes it's a lot and it looks really bad when we pick it up as far as a lot	11/23/2016 11:05 PM
157	Please consider extending the composting program throughout the year	11/23/2016 10:57 PM

158	Would love to be able to put leaves on the parkway/curb for bulk removal by vacuum trucks! Hate bags and stickers.	11/23/2016 10:21 PM
159	As any homeowner would (or should) say, keep costs to a minimum. Do what you can to do this for all residents.	11/23/2016 5:50 PM
160	Instead of leaf stickers, provide for unbagged curbside collection (in the "charged if used" model above	11/23/2016 4:29 PM
161	Glen Ellyn should allow leaves to be blown in the street like many other towns, then do a street sweep. The sticker program for lawn and leaf is very inconvenient	11/23/2016 3:53 PM
162	I do not know what the "clean sweep" service is so I cannot answer "yes" or "no" accurately, but there is no "not applicable" option to select, so I chose "no". I also don't know how much more we would be charged to outsource billing or eliminate stickers and therefore can't provide a full opinion. I love the new composting option and would love to see it get picked up year round.	11/23/2016 3:41 PM
163	Do NOT change vendors! What we have is FAR better than our neighbors to the west! They work so well year round with USPS and construction and yard maintenance trucks and always have a very positive attitude	11/23/2016 3:20 PM
164	We also use and appreciate the monthly brush pick-up. Would like to see that continue.	11/23/2016 2:14 PM
165	Answers to these questions are based on household size, production of waste, size of yard and number of trees and whether a lawn service is utilized, as well as household income. This survey only addressed some of these factors so results may be skewed due to factors not identified by the survey.	11/23/2016 2:04 PM
166	I think the current company does a great job. The crew that does our street makes sure cans are placed back nicely. I have lived elsewhere and would come home to cans laying in middle of driveway. These drivers are very conscientious and I would hate to see us lose them in contract negotiations. Please keep Republic!! They are doing a great job!	11/23/2016 1:54 PM
167	Please find a way to collect styrofoam for recycling, and number 6 items. Also, stop curbside motor oil recycling. I have watched the driver on numerous occasions just throw the jug of oil into the trash collection bin. This is an environmental nightmare. Let people who do their own oil take it to any auto parts store. They all accept used motor oil.	11/23/2016 12:59 PM
168	ㄣ(ツ)ㄣ	11/23/2016 9:39 AM
169	test	11/23/2016 9:36 AM