



Agenda
Village of Glen Ellyn
Special Village Board Workshop
Tuesday, May 28, 2024
5:30 PM
Glen Ellyn Civic Center, Room 301

Meeting Procedures Statement

Visitors are most welcome to attend all meetings of the Village Board and can find copies of the Agenda at the meeting 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. Pledge of Allegiance**
- C. Roll Call**
- 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 (3) 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, their topic and the group, if any, they are representing prior to addressing the Village Board. Individuals wishing to address the Board shall exercise proper decorum and respect for the proceedings and the business of the Village Board, and shall refrain from abusive demeanor and language. The practice of ceding time to other speakers shall be prohibited, except in the discretion of the presiding officer of the meeting. Public officials are not obligated to respond to questions.

- E. Presentation**

- 1) Glen Ellyn Metra Station and Multimodal Access Improvements Project - Continuation of Parking Review (Professional Engineer Daubert)
- 2) Refuse Contract - Evaluation of Proposals (Director of Public Works Buckley/Management Analyst Irizarry)

- F. Adjourn**



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

Meeting 5/28/2024 5:30 PM
Department: Public Works
Department Head: Dave Buckley
Category: Discussion Item
Prepared By: Rich Daubert

**AGENDA ITEM (ID
2024-341)**

DOC ID: 2024-341

Glen Ellyn Metra Station and Multimodal Access Improvements Project - Continuation of Parking Review (Professional Engineer Daubert)

Statement of the Issue:

This agenda item serves as a follow-up to the April 15, 2024 Village Board Workshop Meeting. At said meeting, the Village Board reviewed the parking configuration for the north side of Crescent Boulevard between Main Street and Forest Avenue. Upon polling, three (3) trustees were in favor of parallel parking with two (2) in favor of angle parking.

Following the meeting, one trustee changed position from supporting parallel parking to supporting angled parking. The trustee also expressed concerns that there was not enough time devoted to the discussion.

Staff accordingly felt it was most appropriate to revisit the matter with the Village Board. Staff does respectfully note that it needs timely direction from the Village Board to continue to proceed with Phase II engineering work to meet future deadlines with the overall project. See action requested for further information.

Analysis:

Since the April 15, 2024 Workshop Meeting, staff and CDM Smith presented the project to the Plan Commission. This was part of a Pre-Application Meeting held on April 25. Public Works Staff's goal is to secure as much feedback as possible on the 10% Design Report and Drawings for the Project. The parking losses associated with the project were a topic of discussion and concern for the Commission. There was a desire to maximize parking with the understanding that the project will result in parking losses.

To recap for the Village Board, the parking losses are necessary to:

1. Accommodate the pedestrian underpass ramps and stairs
2. Widen the sidewalk on the south side of Crescent Boulevard between Main Street and Forest Avenue (this impacts both on-street parking and off-street parking in the parking lots adjacent to the Metra Station)
3. Also related to Item 2, bringing the on-street parking in compliance with current design standards
4. Accommodate warming shelters

Staff polled the Plan Commission to see if there would be support for minimizing landscaped islands within the parking lots to salvage as many parking spaces as possible with the project. There was some support for this approach.

Following the Plan Commission Meeting, Staff and CDM Smith got to work in reviewing the on-street and off-street parking for opportunities to salvage additional parking spaces. The following changes were ultimately made to develop the most current alternatives:

1. Parking Lot at Northwest Corner of Duane and Forest - In the 10% design, the off-street parking within the parking lot at the northwest corner of Duane and Forest was 60-degree angle parking. Angle parking was chosen in the 10% design to establish a preferred traffic circulation within the lot for drop-off and pick-up; in addition, the angled configuration allowed for a sidewalk on the west side of the parking lot for improved pedestrian accommodations. However, based on the concern with parking losses, the proposed two-way traffic configuration between the commuter lots on the south side of the tracks, and the potential closure of Forest Avenue for the proposed downtown park events, instituting 90-degree parking within the lot was directed by staff. This change provides an additional 5 parking spaces over the 10% design.
2. Forest Avenue between Duane and the south Commuter Lots - The drop off and pickup area was reconfigured to add 2 additional parking spaces over the 10% design.
3. Commuter Lots on the South Side of the Tracks between Main and Park - Landscape islands were consolidated in the south commuter lots, shared access aisles were created for the accessible spaces, and the footprint around the south warming shelter was reduced. This change provides an additional 7 parking spaces over the 10% design.

These changes are incorporated into two design alternatives (to the 10% design) within the attached presentation.

Design Alternative 1 is the recommended design. It provides parallel parking on both sides of Crescent Boulevard including the drop-off and pick-up area east of the mid-block crosswalk. This design also provides two vehicular travel lanes. This design affords the greatest compliance with design standards while maximizing the number of on-street parking spaces and sidewalk widths. With this design, the sidewalk on the north side of Crescent is widened by approximately 5 feet; the sidewalk on the south side is widened by approximately 3 feet. This design provides 7 spaces over Design Alternative 2. However, there is some dialogue on this matter under Design Alternative 2.

Design Alternative 2 provides angle parking on the north side of Crescent Boulevard between Main Street and Forest Avenue. However, it requires the elimination of the on-street parallel parking on the south side of Crescent (between Main and Forest). This is in order to provide two vehicular travel lanes on Crescent while not compromising the sidewalk width between Main Street and the mid-block crosswalk. In reviewing the exhibit in the presentation (cleaner large exhibit is attached for reference), one may note there are no on-street parking spaces east of the mid-block crosswalk. This is due to the tapering of the travel lanes towards Forest Avenue. In summary, the angle parking requires pushing the travel lanes to the south into what is the parallel parking area. While not entertained as it would compromise the Plaza area on the south side of Crescent and require a jog in the sidewalk alignment, on-street parallel parking could be implemented on the north side of Crescent east of the mid-block crosswalk. However, it would be limited to 3 spaces; thereby still

keeping Design Alternative 1 ahead in terms of the number of on-street spaces. Similarly, on-street parallel parking spaces could be carved into the sidewalk/Plaza area on the south side of Crescent but at a larger cost in terms of jogging the sidewalk and consuming plaza area.

Staff notes that Design Alternative 1 is fully compliant with current design standards. Design Alternative 2 would require a design exception for the depth of the angle parking spaces (19.5 feet is required, 17.5 feet is provided). The design exception would likely be supported by the State but would require their review and approval.

Budget Impact:

Contribution to Strategic Plan

Action Requested:

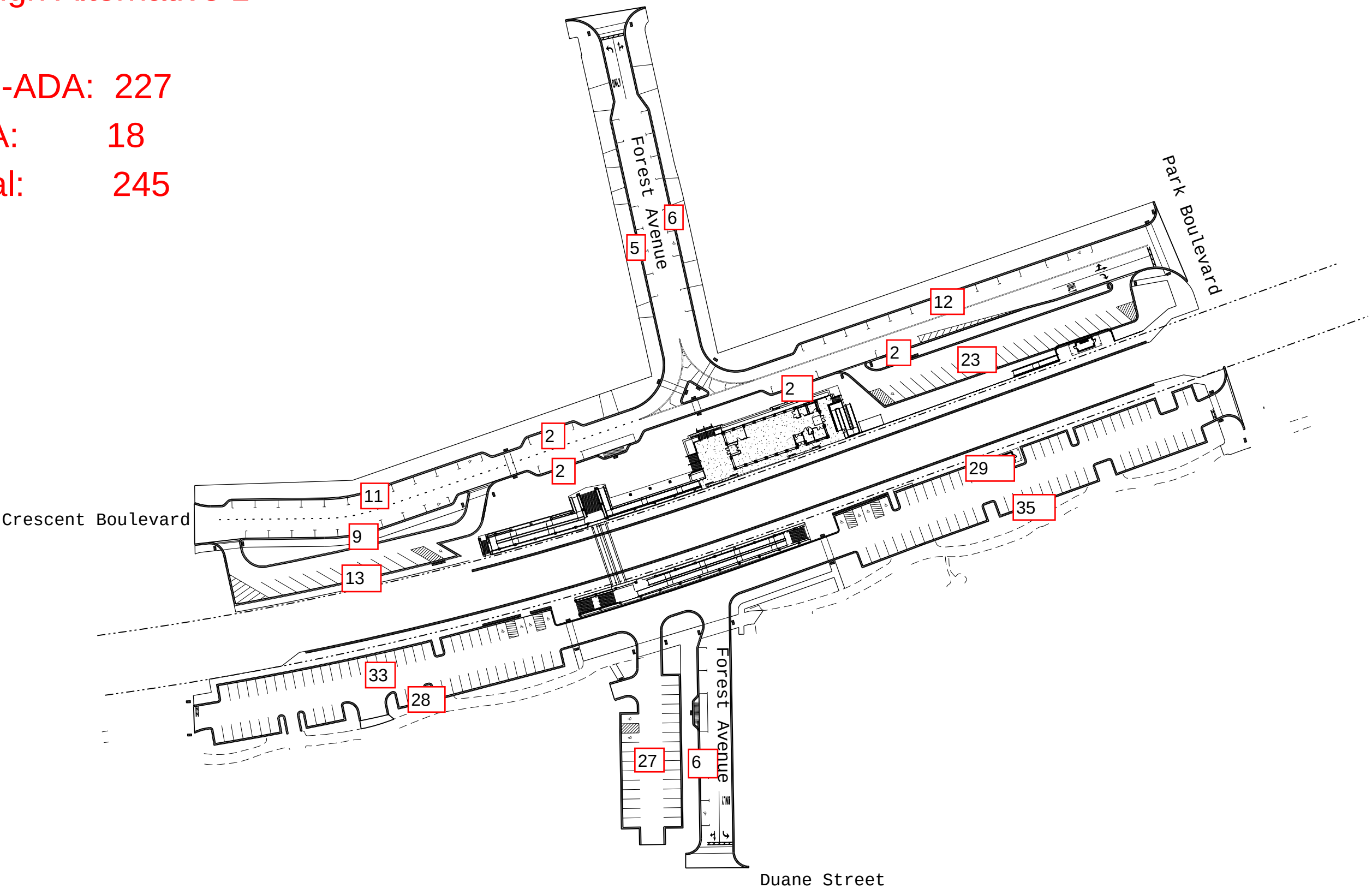
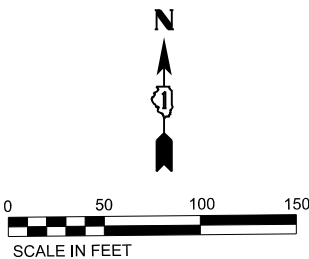
Staff will present the attached updated PowerPoint Presentation on this topic to the Village Board with the goal to solicit Village Board direction on the preferred design alternative. Staff notes that direction is needed in order to keep the project design moving forward.

Attachments:

1. May 2024 Design Alternatives
2. Presentation

Design Alternative 1

Non-ADA: 227
ADA: 18
Total: 245



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ISSUED FOR	30 PCT	DRAWN	- JGC	REVISED	-
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PLOT DATE	= 5/14/2024	DATE	- MAY 2024	REVISED	-

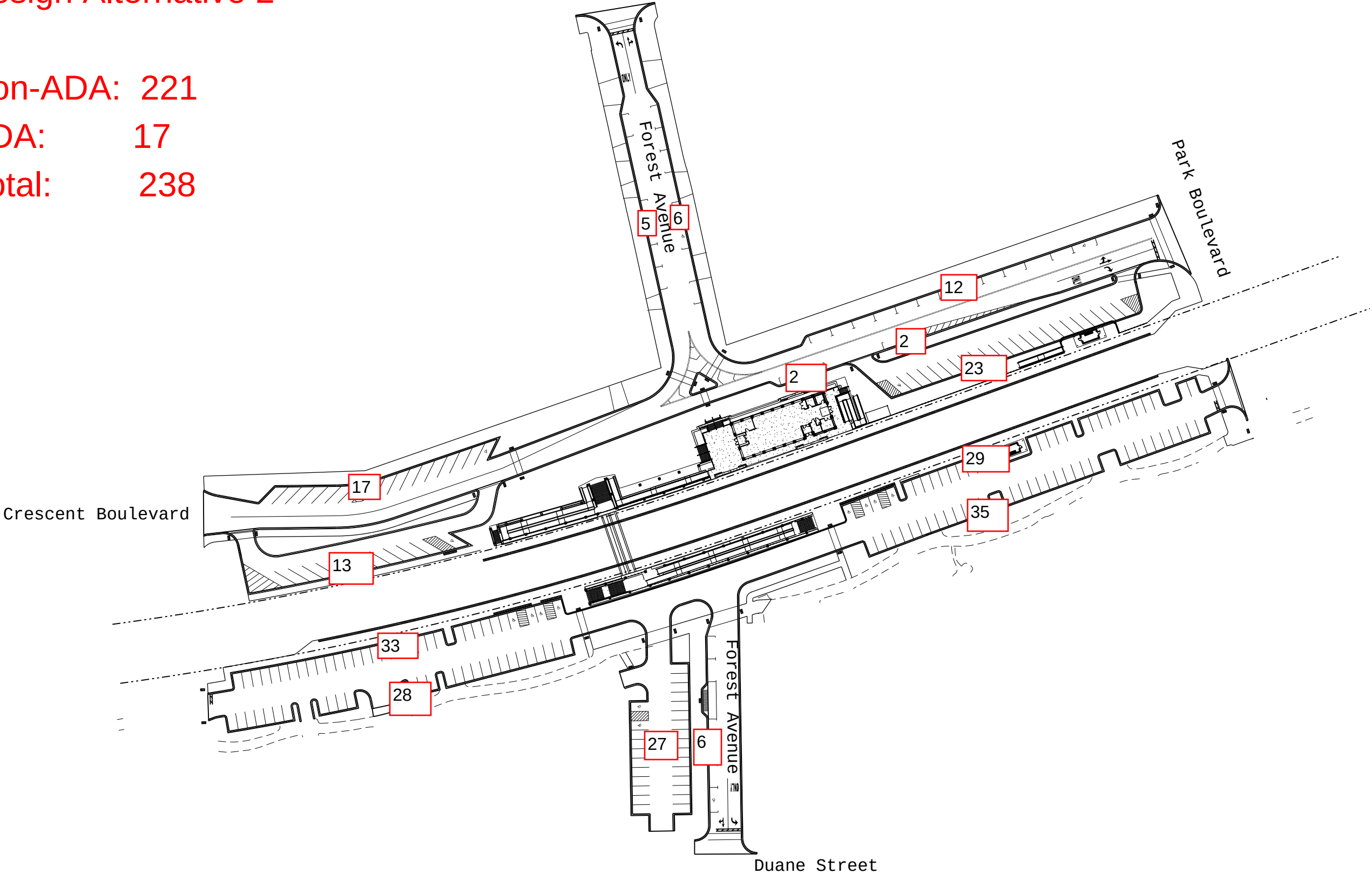
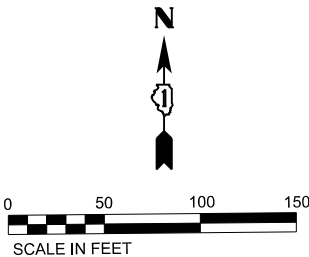
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: SHEET 2 OF 3 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	-	DUPAGE	3	2
CONTRACT NO. 284380				
ILLINOIS FED. AID PROJECT				

Design Alternative 2

Non-ADA: 221
ADA: 17
Total: 238



MODEL: Angle Parking
FILE NAME: p:\concomit\haz2\p\haz2\plan\parking\alt2\Engineering Services\01 Roadway\10 BIM_CADD\01 Working\Parking Alternatives\Full Site Plan parking.dwg



USER NAME	= connollyjg	DESIGNED	-	REVISED	-
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: SHEET 3 OF 3 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	-	DUPAGE	3	3
CONTRACT NO. 284380				
ILLINOIS FED. AID PROJECT				

Glen Ellyn Metra Station + Multimodal Access Improvements Program (MSMIP)

Village Board Workshop



May 28, 2024

**CDM
Smith**

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Project Overview

Glen Ellyn Metra Station and Multimodal Access Improvements Project

- New train station and warming shelters
- Accessible pedestrian underpass
- Covered stairs and ramps
- Site improvements
- Parking lot reconstruction
- Utility replacement
- Streetscape improvements



Project Need



Existing Station

- The Glen Ellyn Metra Station was built in the 1960s with limited updates
- The station does not comply with today's accessibility and building codes
- Station size no longer meets Metra's waiting area requirements
- Aging infrastructure requires increasing maintenance

Project Need



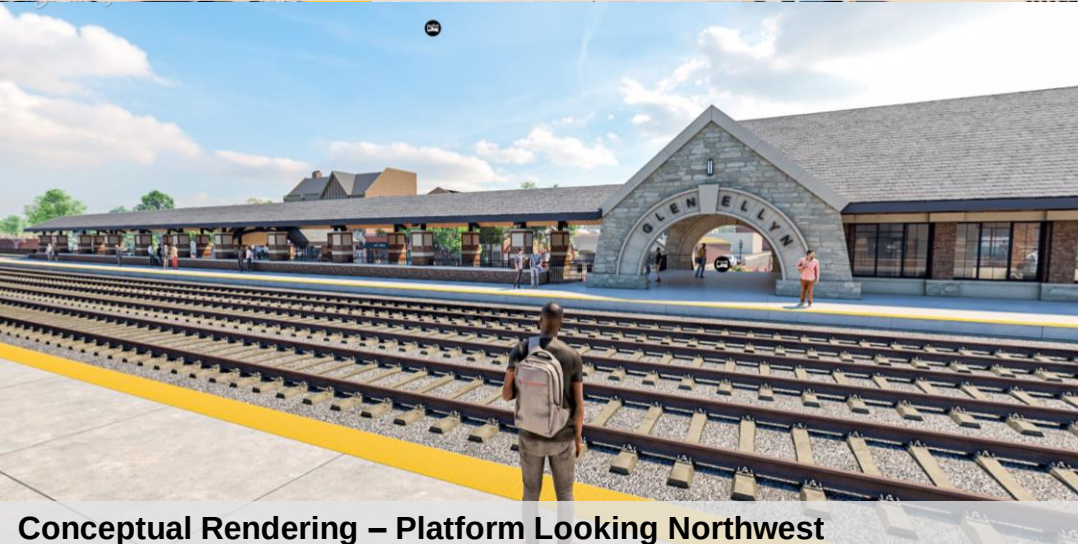
"Shelters" On Platform

Existing Ramp – ADA

Existing Site

- Lacks a safe and accessible connection between North and South side of UP-W line
- Existing site does not provide an accessible path from commuter parking to the station entrance
- Aging infrastructure requires increasing maintenance
- Shelters provide minimal weather protection

Project Purpose



Improved Passenger Experience

- Address state-of-good-repair needs
- Provide modern station meeting today's building, fire protection, energy, and accessibility codes
- Provide adequate covered waiting areas to meet Metra standards for ridership
- Provide amenities including bike parking, warming shelters
- Implement pedestrian and streetscape improvements from Glen Ellyn's CBD Streetscape and Utility Improvements Project (Phase 4)

Project Purpose



Conceptual Rendering – Crescent Blvd



Conceptual Rendering – Entrance to Pedestrian Tunnel from Plaza

Improved Safety & Connectivity

- Provide safe and accessible grade-separated pedestrian crossing under UP-West line
- Unite the north and south areas of the Central Business District
- Provide safe and accessible intermodal connections (bus, vehicular, bike, pedestrian)
- Improve traffic flow throughout downtown
- Provide accessible site and plaza area

Project Coordination



Phase I Public Outreach

- Public Workshop
- Survey with over 800 responses

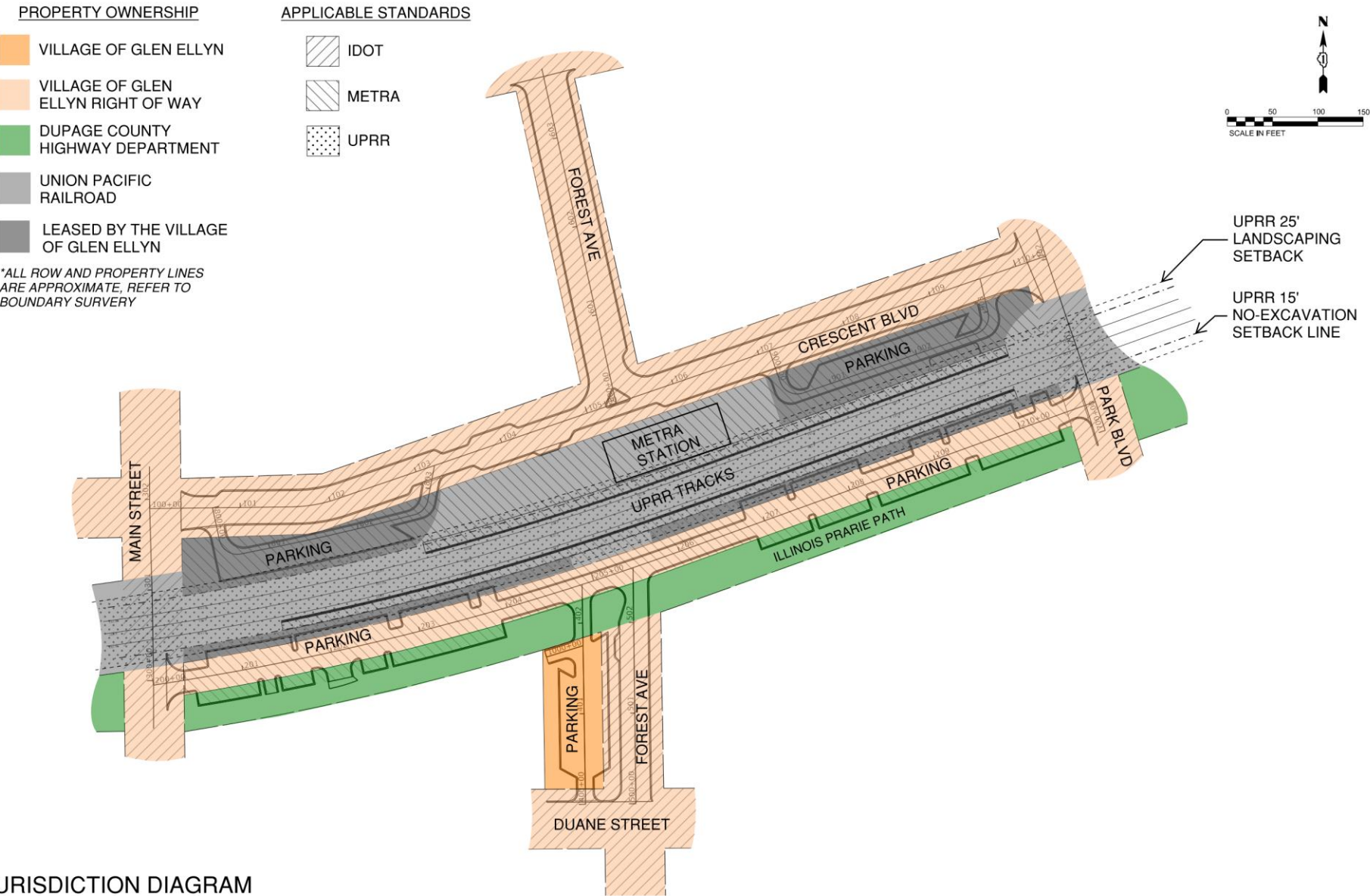
Village Commission Input

- Value Engineering Process
- Capital Improvements Commission
- Board of Trustees
- Historic Preservation Commission support

Agency Coordination

- UPRR
- Metra
- Pace
- IDOT Memorandum of Understanding

Existing Ownership



SITE JURISDICTION DIAGRAM

Project Status

Current Status

- 10% Design Documents
- Obtaining Village Input

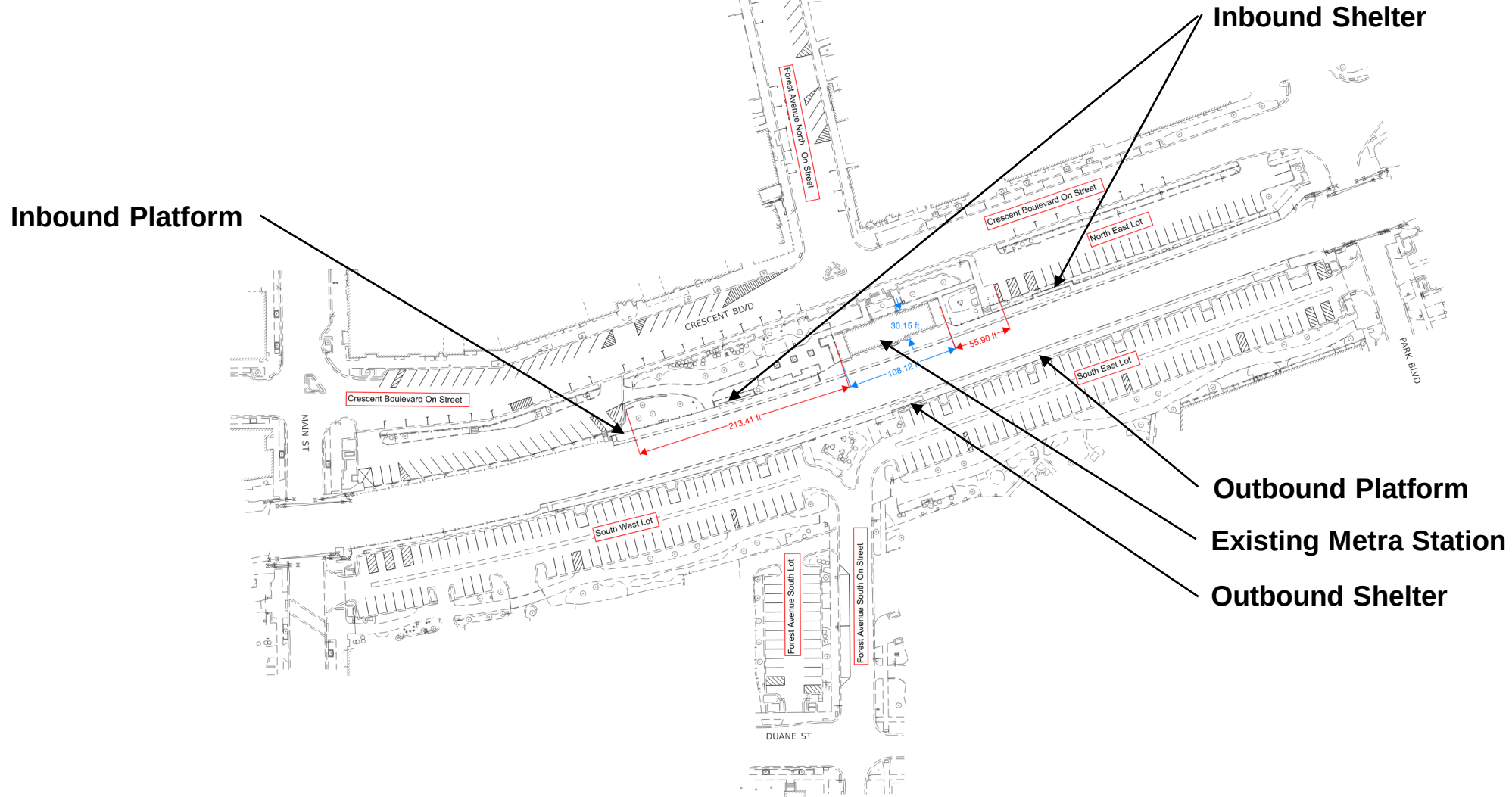
Next Steps

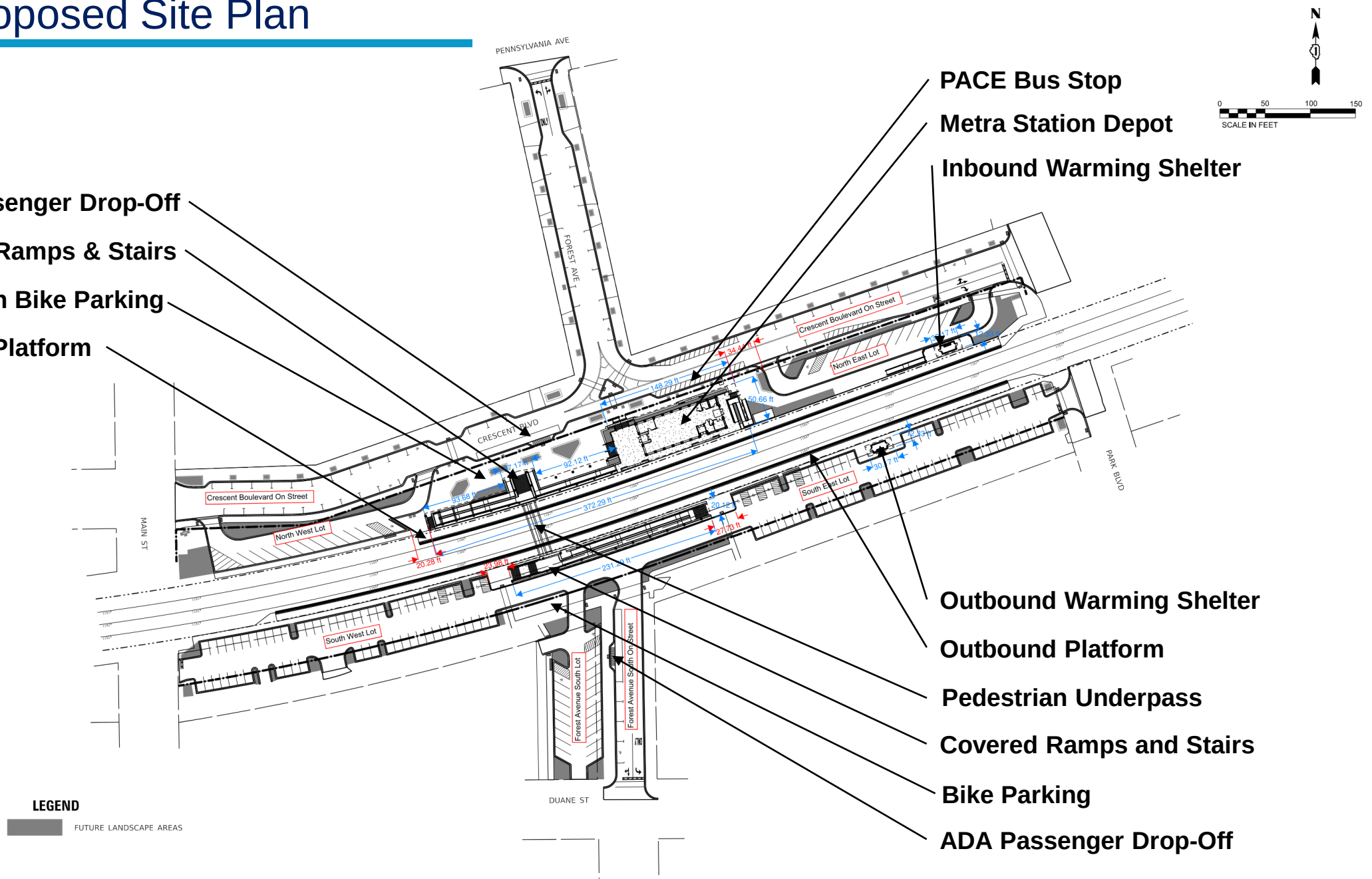
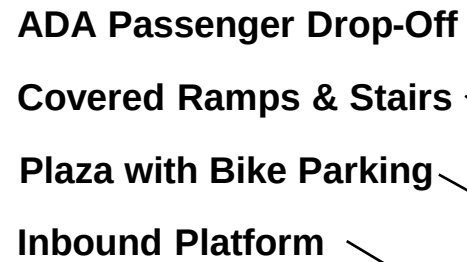
- 30% Design Documents
- Continued Stakeholder Engagement
 - Metra
 - UPRR
 - Pace
 - ICC
 - IDOT
- Joint Commission Meeting
- Application for Zoning Special Use

Conceptual Rendering – Overall Site



Existing Site Plan





Parking

Direction received on 10% Parking Design

- CIC and Village Board recommendations
- PACE input on bus stop design
- Maximize on-street parallel parking
- Maximize parking in off-street lots

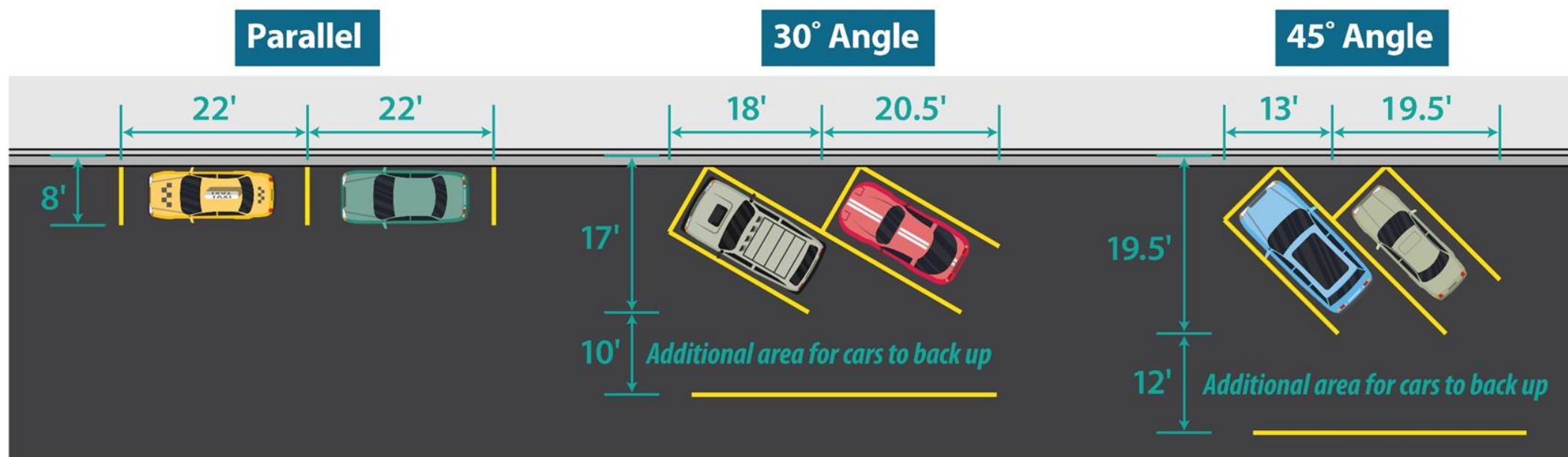
10% Design Parking Counts

	Existing	10 PCT
North On-Street	76	45
North Off-Street	50	26
South On-Street	5	4
South Off-Street	194	140
TOTAL	325	215

IDOT BLRS Standard

30 Degree Spaces
Should be 17' Deep with
a 10' Backing Lane

45 Degree Spaces
Should be 19.5' Deep
with a 10' Backing Lane



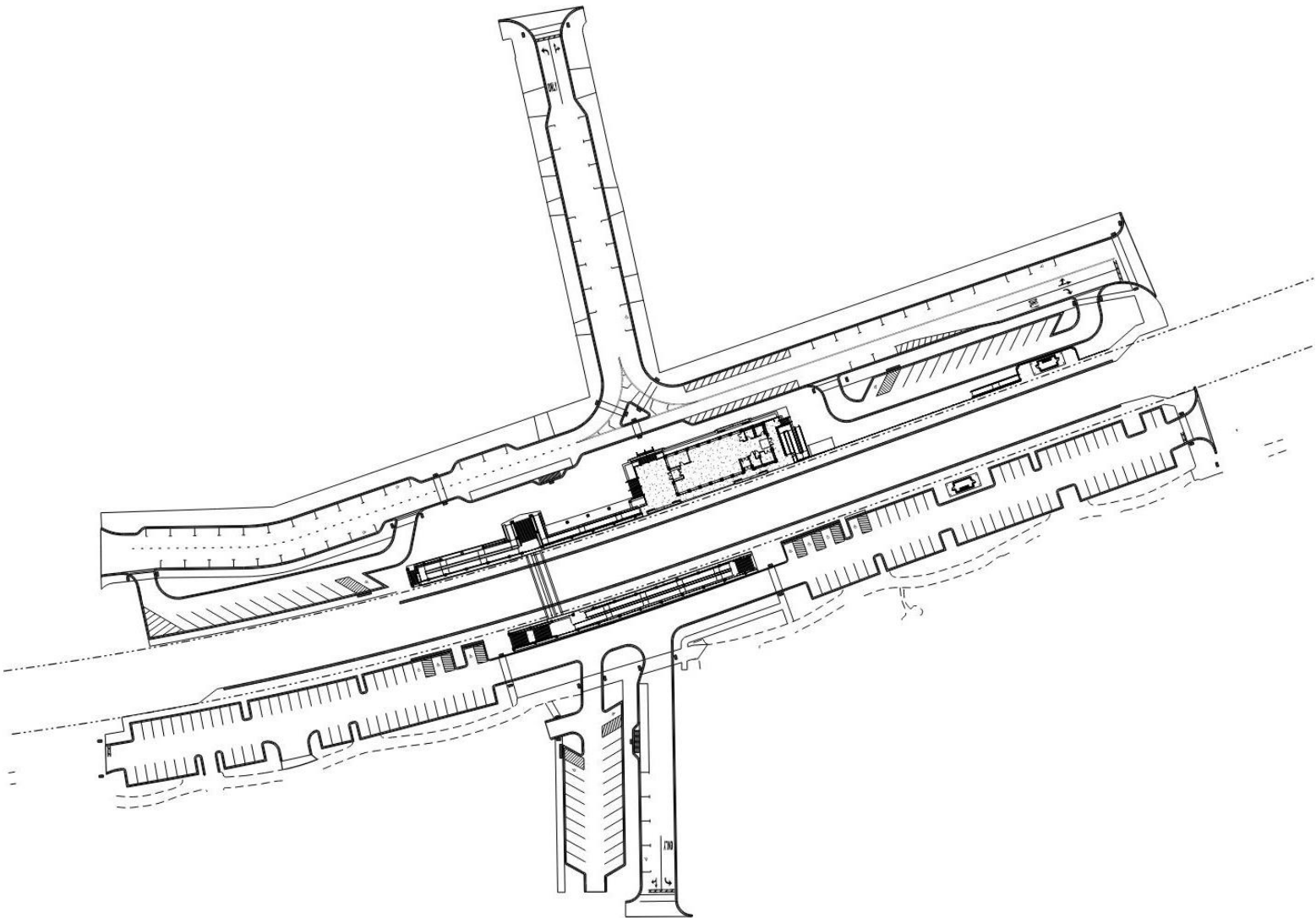
Existing Conditions



10% Design

- Parallel parking on Crescent
- (2) 11'W travel lanes

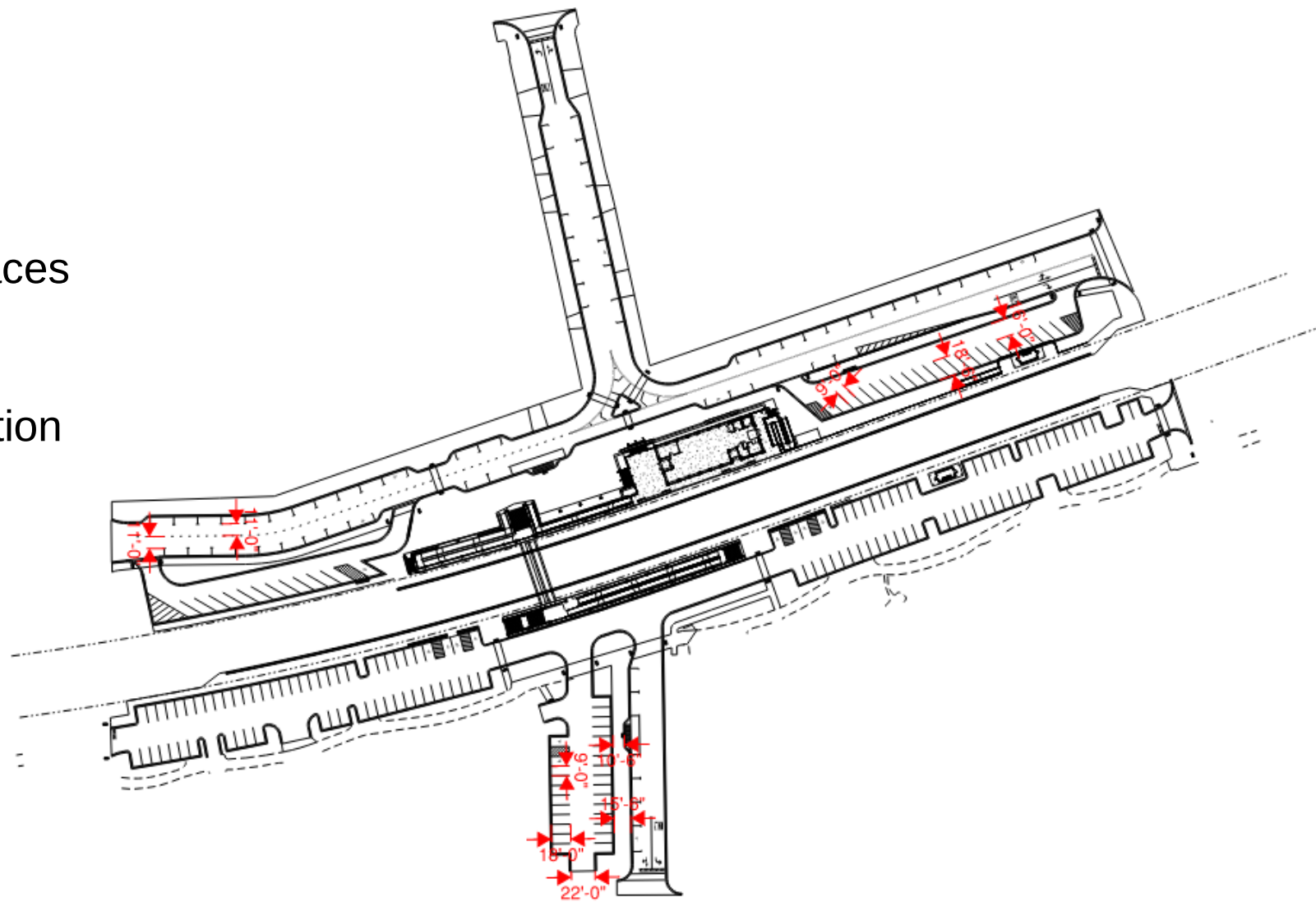
	10 PCT
North On-Street	45
North Off-Street	26
South On-Street	4
South Off-Street	140
TOTAL	215



Design Alternative 1

- Parallel parking on Crescent
- (2) 11'W travel lanes
- Maximize on-street parallel spaces
- Maximize East lot
- Maximize South lot
- Pace bus bulbs adjacent to station

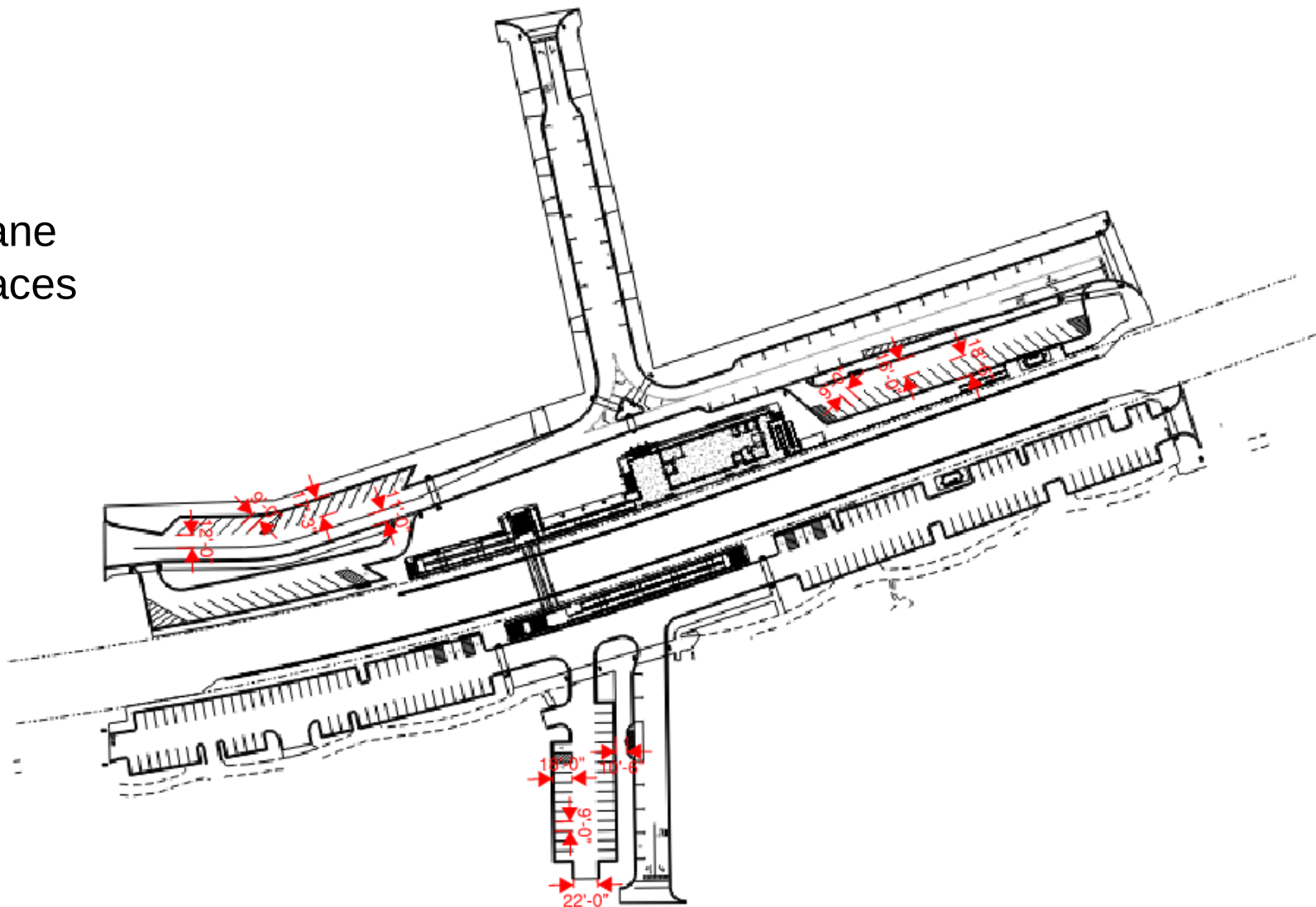
	ALT 1 (parallel)
North On-Street	51
North Off-Street	36
South On-Street	6
South Off-Street	152
TOTAL	245



Design Alternative 2

- Angled parking on Crescent
- (1) travel lane plus a backing lane
- Maximize on-street parallel spaces
- Maximize East lot
- Maximize South lot
- No increase in sidewalk width
- No drop-off area at plaza

	ALT 2 (angled)
North On-Street	44
North Off-Street	36
South On-Street	6
South Off-Street	152
TOTAL	238



Sidewalk Impacts

Benefits to wider sidewalk at Crescent

- Possibility for sidewalk cafes
- Possibility to provide ADA access to currently inaccessible storefronts
- Increased circulation area

Alternate 1 (parallel): 15-16'W Sidewalks

Alternate 2 (angled): 11 – 13.5'W Sidewalks (similar to existing condition except eastern end which would be wider depending on desire for parking)



Questions & Discussion



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

Meeting 5/28/2024 5:30 PM
Department: Administration
Department Head: Dave Buckley
Category: Contract
Prepared By: Sabrina Irizarry

AGENDA ITEM (ID
2024-339)

DOC ID: 2024-339

Refuse Contract - Evaluation of Proposals (Director of Public Works Buckley/Management Analyst Irizarry)

Statement of the Issue:

Groot recently approached Glen Ellyn about negotiating a new 5-year contract due to no longer entertaining contract extensions. The current 1-year contract extension expires on July 31, 2024. At the recommendation of the Village Board, the Village issued a Request for Proposal (RFP) for residential solid waste collection and recycling services on April 03, 2024.

Analysis:

The Village of Glen Ellyn has traditionally utilized a 5-year time frame for a refuse contract servicing residential and Village properties. In 2017, the Village Board directed staff to undertake a competitive RFP process for another 5-year contract term that would continue servicing the 7,400+ single-family dwellings under this contract. Four proposals were received from Republic Services, Lakeshore Recycling Systems, Groot Industries, and Advanced Disposal. In June 2017, the Village Board discussed multiple refuse policy questions to determine how best to move forward with choosing a responsible contractor:

1. Should the Village maintain the Monday-only collection day, which comes at a slightly higher cost to residents than a varying day (e.g., 4 day/week) collection program?
2. Should the Village outsource the customer billing for refuse and recycling to the hauler?
3. Should the Village implement a new sticker-based curbside collection program for electronic waste ("E-waste") under this new contract?
4. Should the Village expand its voluntary curbside composting program from 8 mo. (Apr. - Nov.) to a 12 mo/year-round program? Should the Village include the ability to compost meats and soiled papers as part of its program?
5. Should the Village reinstitute "Clean Up Week" at an added cost to residents?
6. Should the Village explore a future migration from its current monthly, flat fee program to an automated (i.e., RFID) "Pay as You Throw" pricing model?

The discussion of these questions and the direction provided by the Village Board led to the negotiations of the current refuse contract in place for the Village. Republic and Advanced provided final best offers, with only Republic providing a Monday-only refuse collection option. That original 2017 contract was with Republic Services; that contract subsequently migrated to Groot Industries, who currently handles refuse for the Village of Glen Ellyn. Groot has worked with the Village over

the last 2 years on extending the 2017 contract for consecutive 1-year terms using the contract's minimum of 3% to maximum of 5% based on the Consumer Price Index for All Urban Consumers (CPI-U) for Chicago-Gary-Kenosha. The current 1-year contract extension expires on July 31, 2024.

Groot has been extremely responsive to Glen Ellyn tweaks to the service contract to accommodate the addition of a parking garage and dumpster corral at the Civic Center, and other miscellaneous items associated with the CBD Streetscape project. As of January 2024, staff has tracked approximately ten resident inquiries/complaints on the current refuse service, when reported to administration. (This does not include inquiries/complaints reported to Finance).

At the recommendation of the Village Board, the Village issued an RFP for residential solid waste collection and recycling services on April 03, 2024. The Village also conducted an online resident survey on the Village's refuse and recycling program, open from April 03-April 21, 2024. The Village received a total of 594 responses, about 2% of the total population. The survey included questions on overall satisfaction, pricing, composting, and collection schedules. A summary of the survey results is attached.

On April 09, 2024, six contractors attended the mandatory pre-submittal meeting at the Civic Center. The contractors were from Flood Brothers, Groot, LRS, Republic Services, SBC Waste Solutions, and Waste Management. The Village issued one official addendum to all contractors with clarifications on the questions proposed by contractors at the pre-submittal meeting. Ultimately, the Village received two proposals: Flood Brothers and Groot. LRS, Republic, and Waste Management submitted a letter to the Village advising they would not be submitting proposals.

Staff has evaluated the two proposals based on the scope of services and evaluation criteria detailed in the RFP. Per the RFP, the evaluation committee (comprised of Village staff) is to recommend the selection of a successful contractor to the Village Board. The committee is hereby recommending the selection of Groot as the successful contractor to fulfill the Village's refuse and recycling needs. This recommendation is based on the following items:

1. Quality of Contractor and Reasonableness of Proposal
2. Adherence to the Requirements of the RFP: Groot has proposed to maintain the current collection day of Monday. Flood Brothers proposed a three-day collection schedule, which did not specify the days of the week, and was more costly than Groot.
3. Groot utilizes Compressed Natural Gas (CNG) vehicles which meet the requirements of the RFP. Flood Brothers utilizes bio-diesel vehicles.
4. Scope of Services and Cost. The rates provided by Groot were generally lower than the rates provided by Flood Brothers. The first-year rates proposed by Groot include a 14%, 3%, and 5% increase to the current 35, 65 and 95-gallon container rates, respectively. The first-year senior rate remains the same. The sticker prices provided by Groot were lower than the sticker prices provided by Flood Brothers.

This rationale is further based on the following:

1. Some consolidation in the industry resulted in fewer refuse collection providers to service Glen Ellyn, and the Village receiving only two (2) proposals.

2. Glen Ellyn's desire to maintain a 1-day Monday refuse pick-up which limits service providers. In the 2017 resident survey:
 - Approximately 448 responses were gathered.
 - Approximately 90 percent of respondents to the 2017 survey 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 of respondents were "Not in Favor" of exploring alternate collection days for lower pricing. The 594 responses from the 2024 online Village refuse/recycling survey echoed the 448 responses in the 2017 survey, in reference to questions of collection day and overall satisfaction.

Note: Groot's submission included proposed alterations and deviations, which is currently under review by staff. The alterations and deviations consist mostly of proposed changes to general contract language.

Discussion Items:

1. Selection of provider
2. Yearly increase in rates (current vs first year of proposed; and yearly in the proposed)
3. Timing of informing public about rate increase
4. Scope of Services
 - 12-month composting program
 - Unlimited Refuse – negotiate rate
 - Senior rear door collection-negotiate rate (19 residences)
 - Turn-key billing

Budget Impact:

The new refuse contract may impact the Solid Waste Fund (Allied Waste Services, 54000-521080).

Contribution to Strategic Plan

The negotiation of a new refuse contract contributes to financial sustainability by making cost-effective decisions and involving the Board in financial policy.

Action Requested:

Staff is seeking Village Board confirmation of Groot as the successful contractor to negotiate a long-term refuse hauling contract. Staff is also seeking Board guidance on points of contract negotiations, including key scope of service items. In negotiations, staff will evaluate the cost and value of offerings in order to meet Village needs.

Attachments:

1. Refuse Survey Pres



Village of Glen Ellyn Refuse and Recycling Resident Survey Results

Overview of Key Topics



Total number of Glen Ellyn Residents: Approx. 28,000

Total number of Survey Responses: 594*

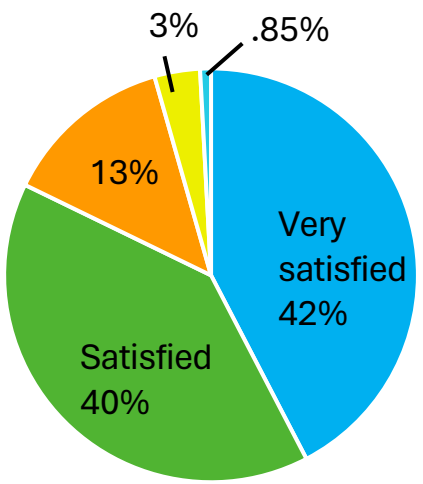
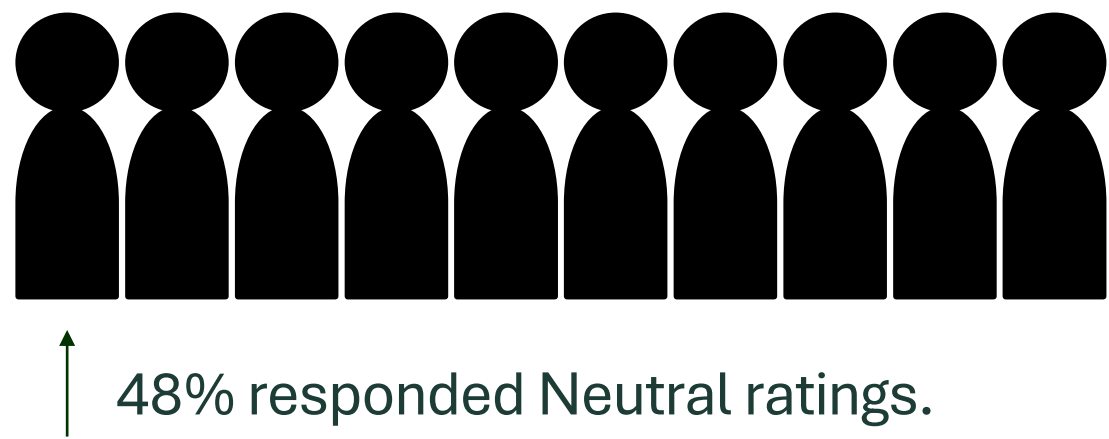
**The total number of responses per question varies from 534-594*

**Survey response numbers represent approximately 2% of the total population.*

Survey Dates: April 3, 2024 - April 21, 2024

Summary of Key Findings

37% of respondents
gave **Very Satisfied or Satisfied** ratings to:
*Level of satisfaction with the current price they pay
for garbage/recycling services.*



About 82% of respondents
reported being
very satisfied or satisfied
with the current refuse and
recycling collection
program in Glen Ellyn.

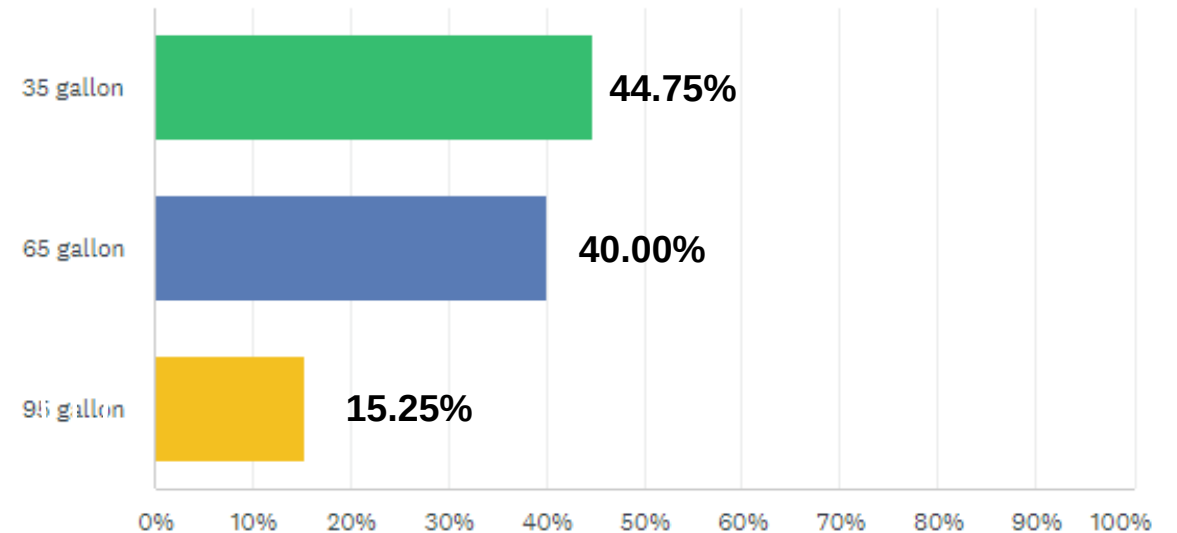
**Would you support the
elimination of the 35-gallon
garbage toter option?**

Yes 38.92%

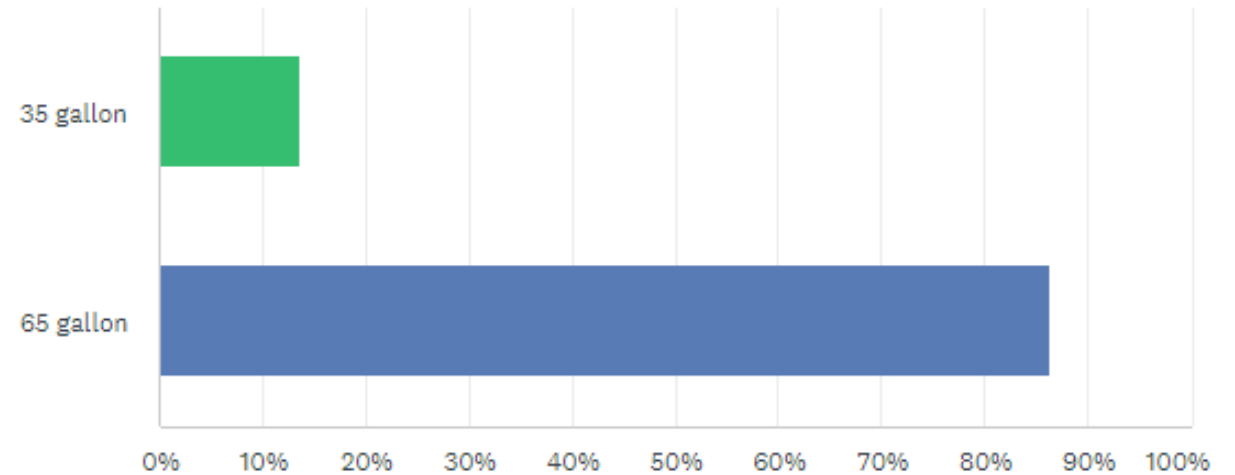
No 61.08%



**What size garbage toter
do you use?**

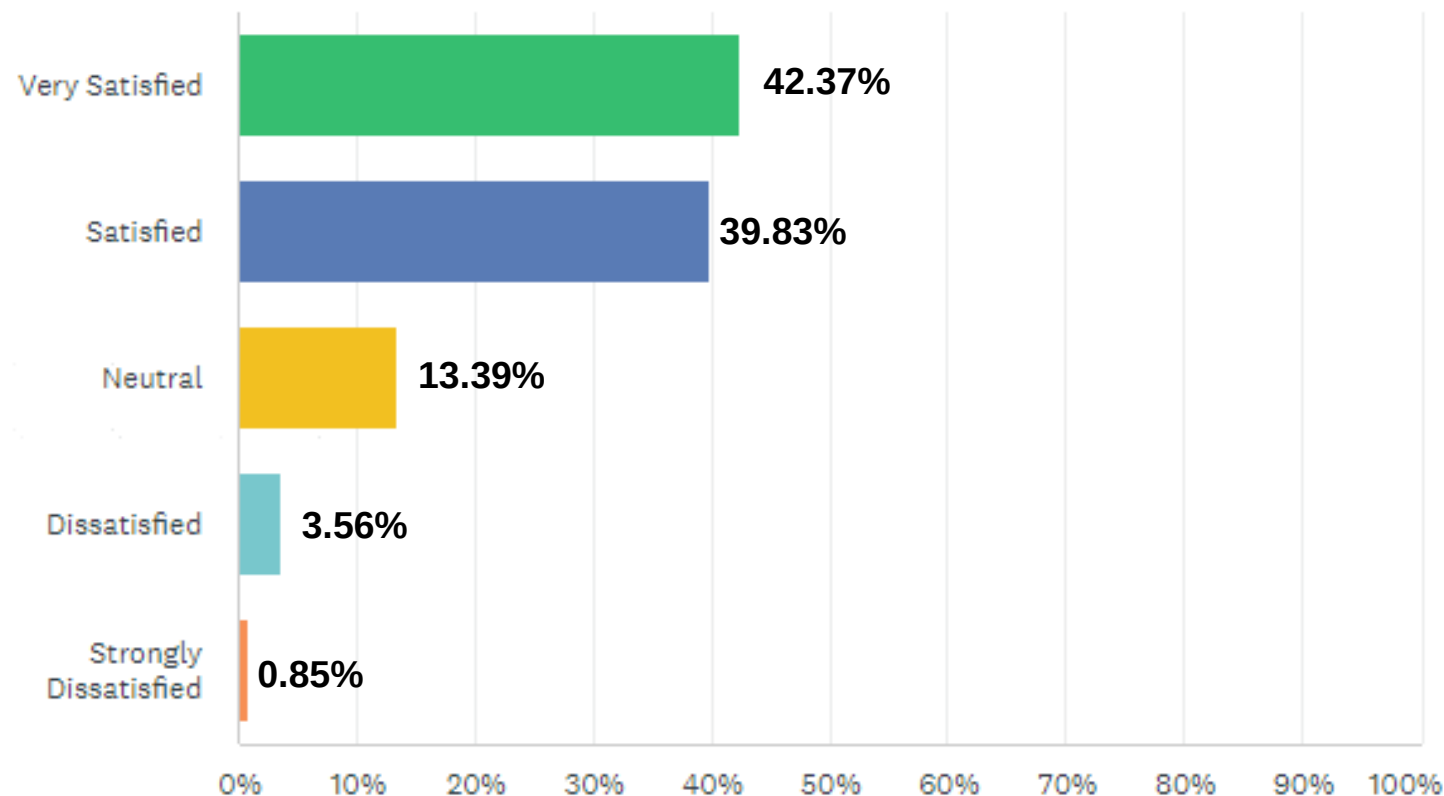


What size recycling container do you use?

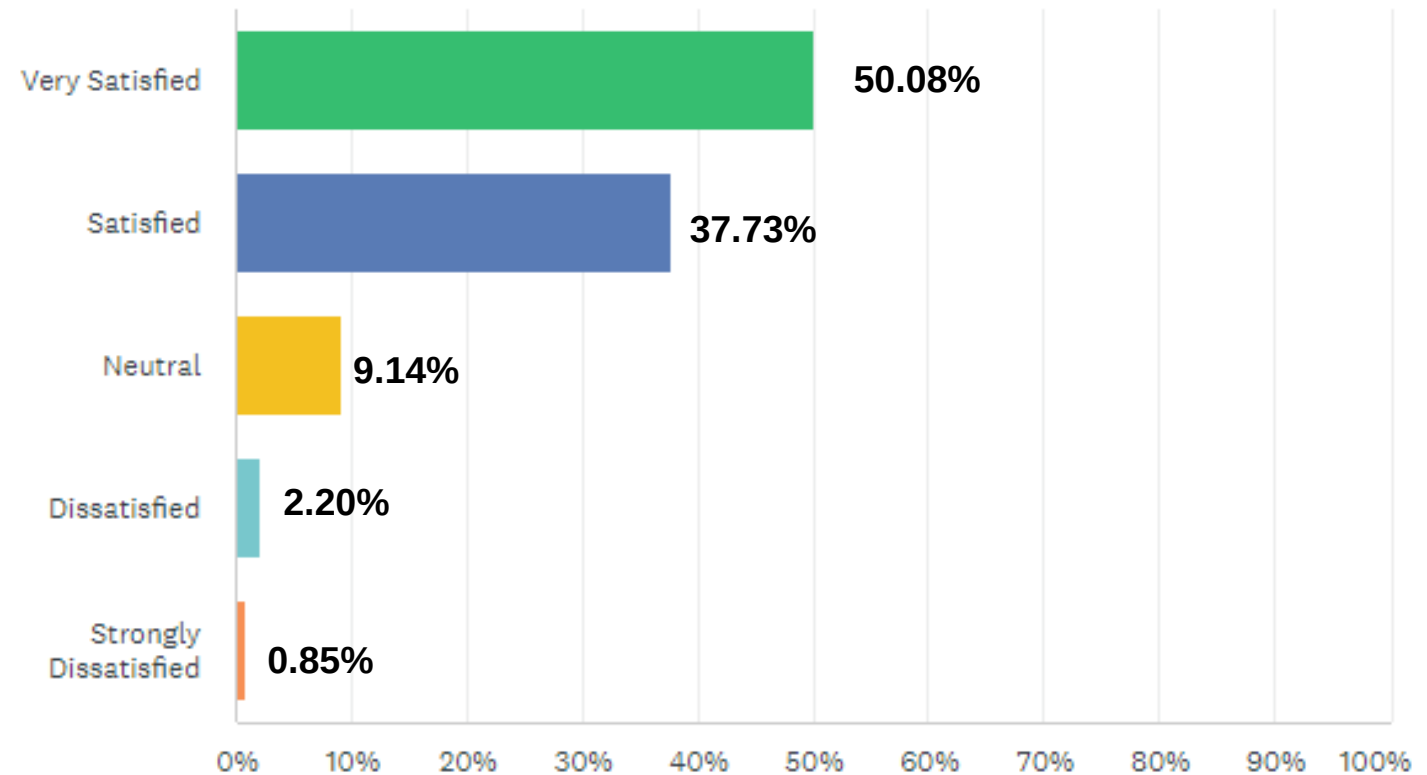


35 gallon	13.58%
65 gallon	86.42%

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



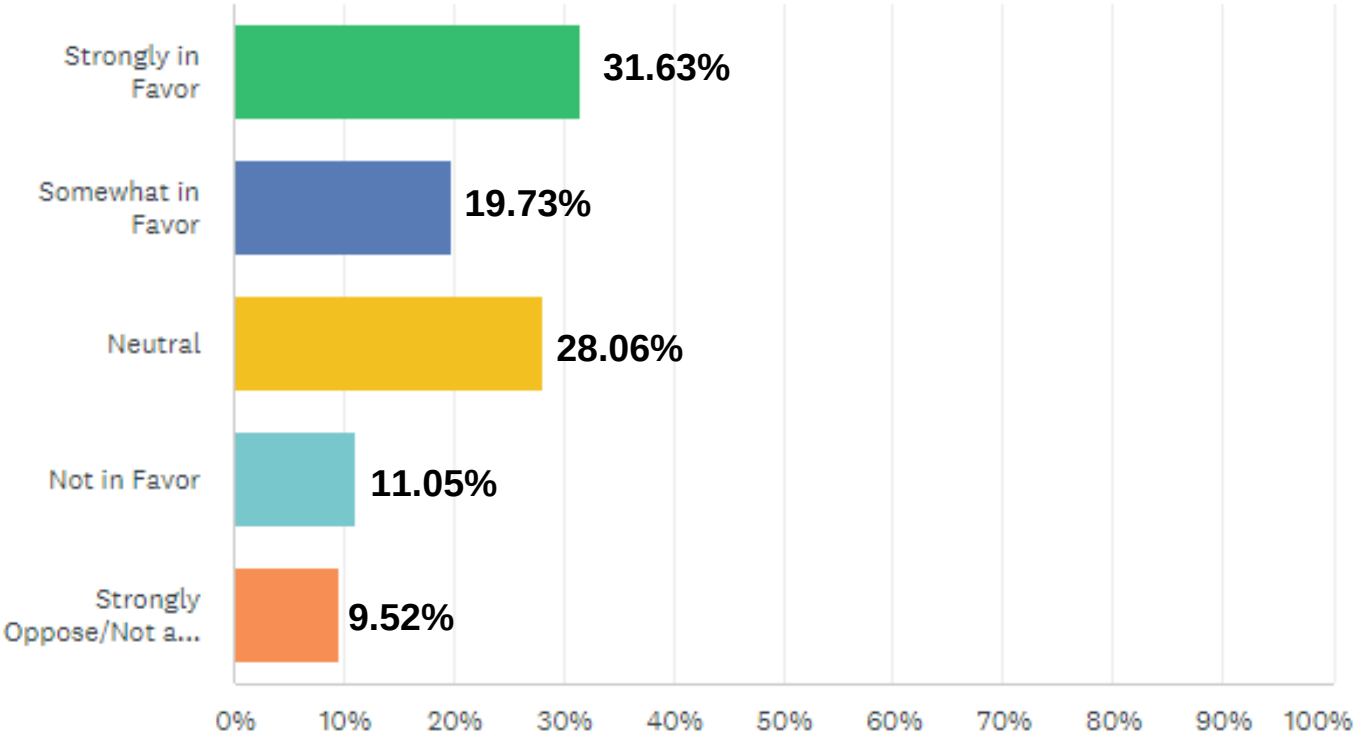
**In the past year,
how would you rate
your level of overall
satisfaction with
the quality of
collection services
provided by Groot?**



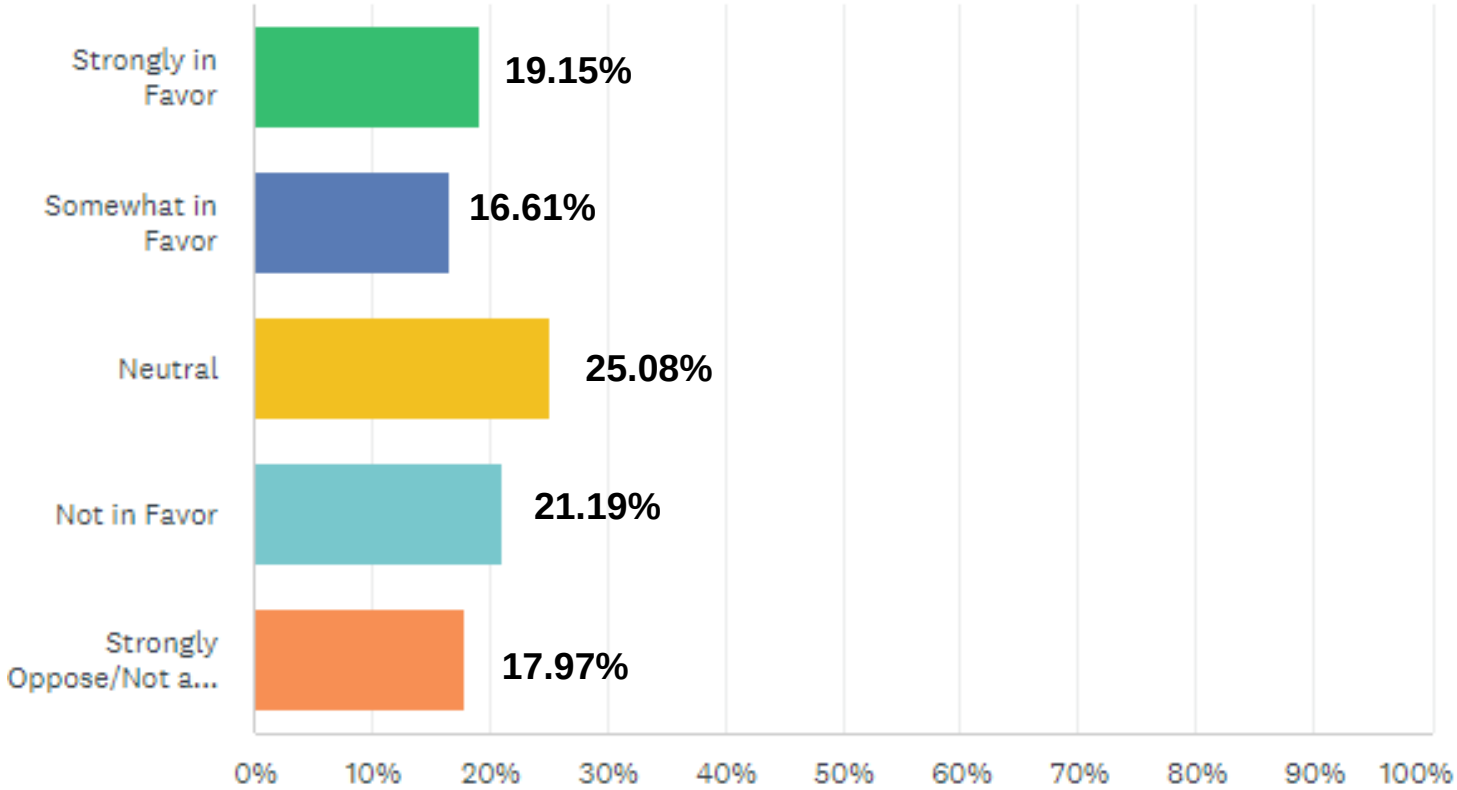
How satisfied are you with the collection day being on Monday each week?

Very satisfied	69.02%
Satisfied	21.21%
Neutral	8.59%
Dissatisfied	0.51%
Strongly Dissatisfied	0.67%

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



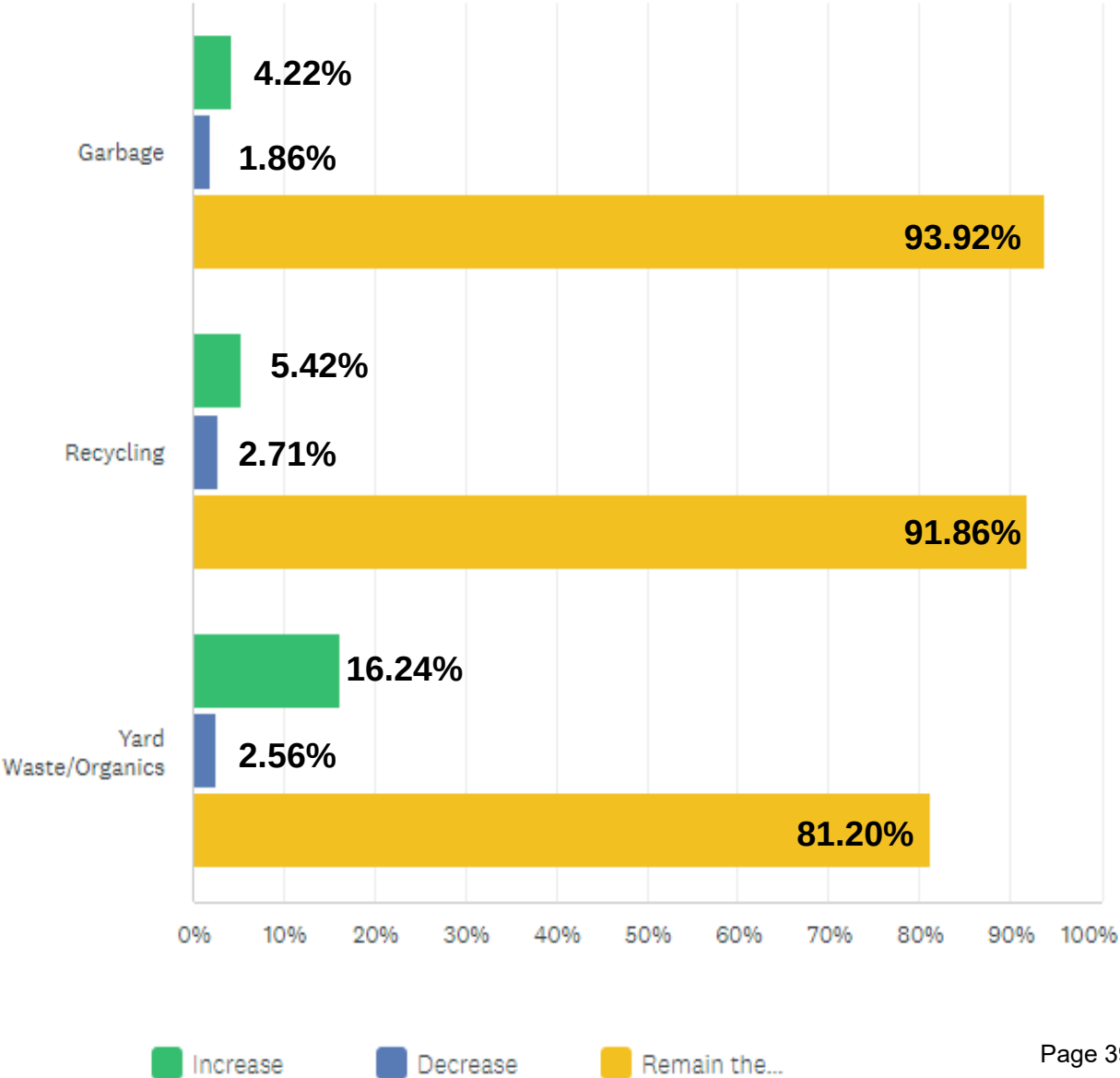
If the Village could obtain better pricing, how in favor would you be to the Village exploring a multiple-collection day schedule during the week as part of a new contract?



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

Yes 44.75%
No 40.00%

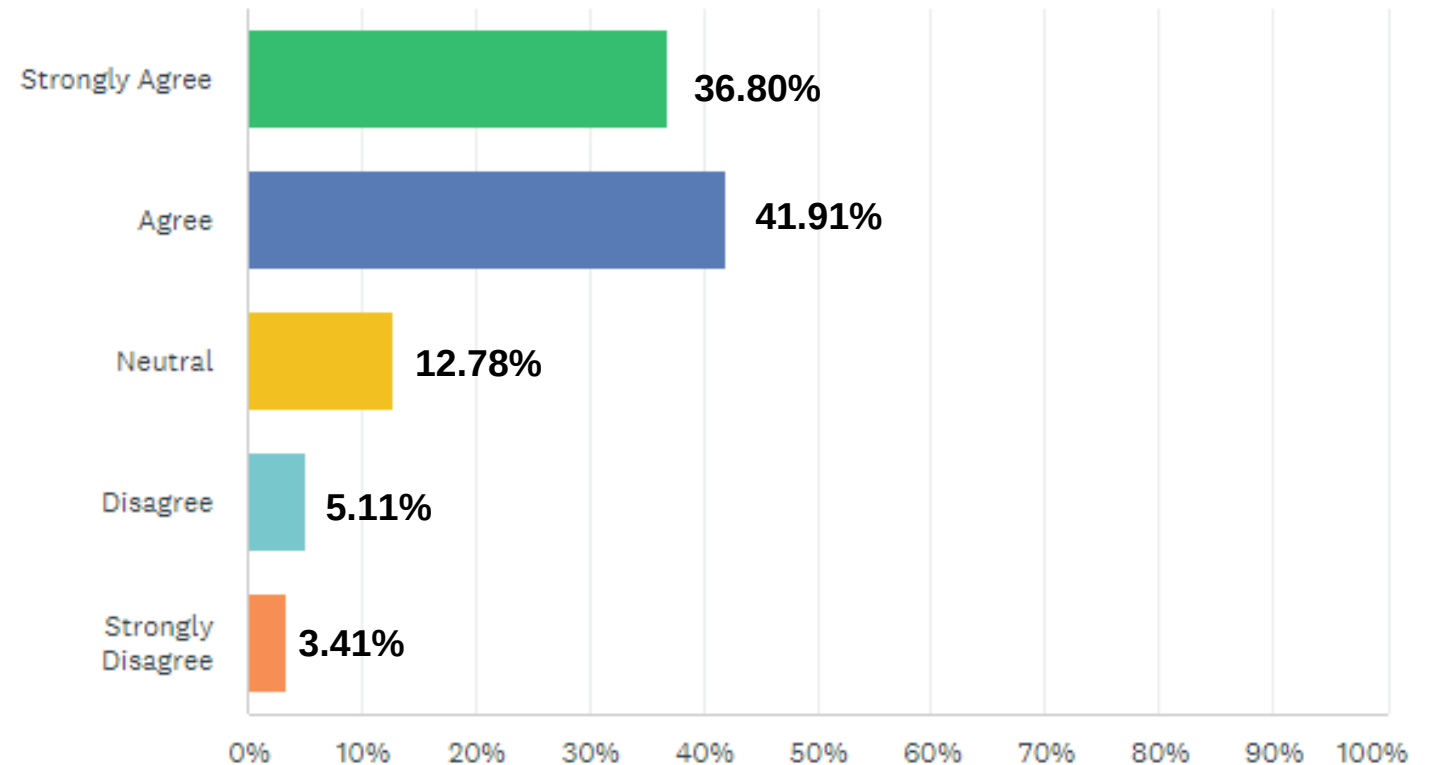
Would you like the frequency of the following collection services to increase, decrease or remain the same?



How would you rate your level of satisfaction with the current price you pay for garbage/recycling services?

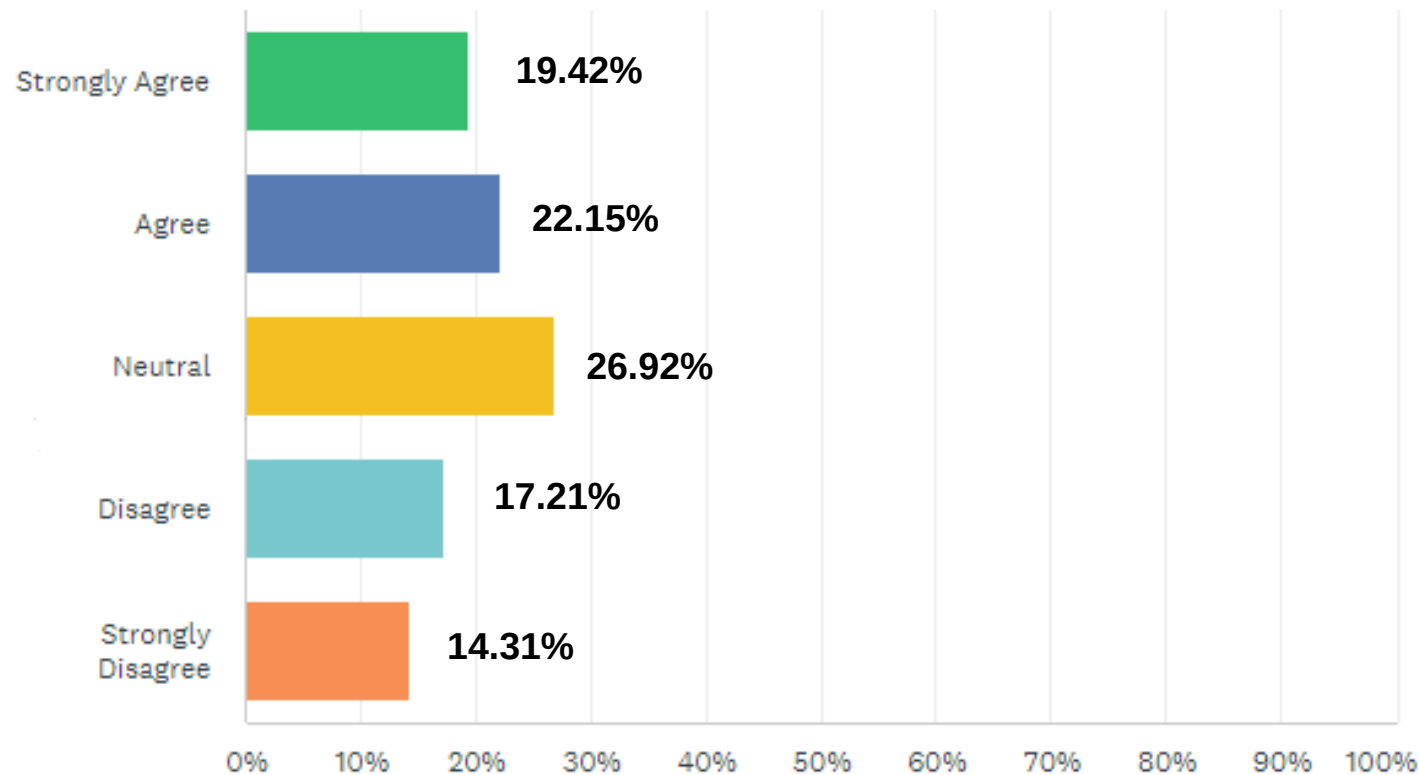
Very satisfied	6.97%
Satisfied	29.93%
Neutral	48.47%
Dissatisfied	11.73%
Strongly Dissatisfied	2.89%

Should the cost of garbage/recycling collection continue to be distributed evenly (i.e. standard monthly fee) to households based upon container size?



Should the cost of garbage/recycling collection be distributed to households based on how much garbage they individually generate?

This option would include a reduced fixed monthly fee, with variable cost based on usage.

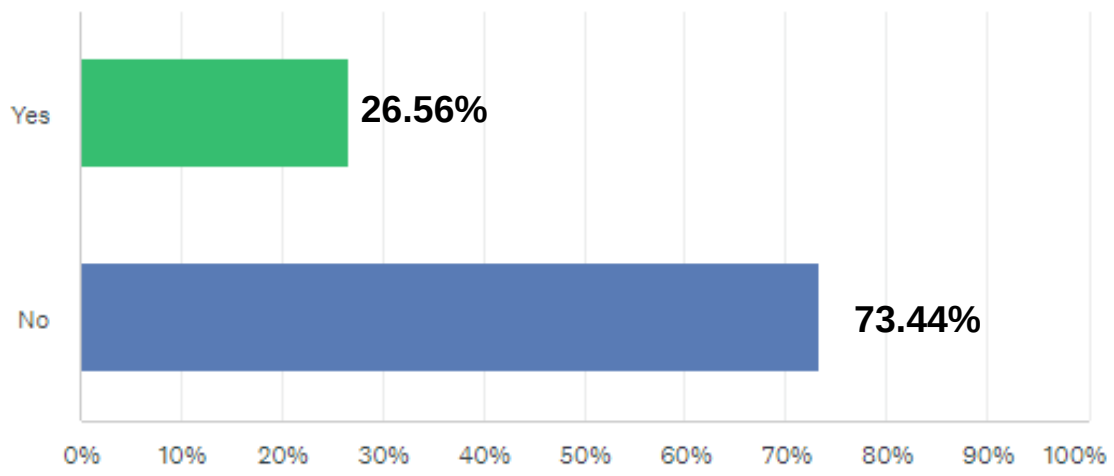


Do you participate in the Village’s curbside composting (i.e. weekly collection of organic food waste with yard waste in a wheeled container) program?



Yes	17.41%
No	82.26%

Should the curbside composting program be a standard, non-optional service, for all refuse customers with a standard built-in fee?



Glen Ellyn currently offers an Unlimited Refuse Collection every other year.

How often should the Village provide this service?

