



Meeting Minutes
Village of Glen Ellyn
Capital Improvements Commission
Regular Meeting
April 10, 2024
7:00 PM
Glen Ellyn Civic Center Room 301

Board or Commission: Capital Improvements

Date: April 10, 2024

Meeting: Regular

Called to Order: 7:00 p.m.

Quorum: Yes

Adjourned: 9:20 p.m.

Member Attendance:

Steve Szymanski	Chair	Present
Joel Baldin	Commissioner	Present
Arthur Foerster	Commissioner	Present
Orion Galey	Commissioner	Present
Michael Lindquist	Commissioner	Present
John MacDonald	Commissioner	Present
Adil Saeed	Commissioner	Absent
Jill Ziegler	Commissioner	Present
Rocco Zuccherro	Commissioner	Present (7:40)
Donna Jean Simon	Trustee Liaison	Present
Richard Daubert	Staff Liaison/Professional Engineer	Present

Also Present:

Derek Peebles	Assistant Village Engineer
Ellen McKenna	Civil Engineer I
Steve Pasinski	CDM Smith – Client Service Manager
Sarah Sutherlin	CDM Smith – Lead Architect
Matt Aklan	CDM Smith – Senior
Julie & Stacey Farrel	187 Brandon Avenue
Julie Ryan	155 Brandon Avenue
Angela Fanella	179 Brandon Avenue
Tim Stroh	171 Brandon

A. CALL TO ORDER

The April 10, 2024 regular meeting of the Capital Improvements Commission was called to order by Chairman Szymanski at 7:00 p.m. at the Glen Ellyn Civic Center.

- B. PUBLIC COMMENT** – Engineer Daubert states yesterday, we held a meeting with residents concerning the proposed sidewalk installation on Brandon Avenue. A petition was submitted by residents for the inclusion of the sidewalk in this year's project, rather than waiting until future street work in 2027.

Julie Ryan, a resident at 155 Brandon Avenue, expressed opposition to the sidewalk installation due to concerns about it encroaching on her property and disrupting her mature landscapes. She suggested that the sidewalk installation be coordinated with other street work to allow residents time to adjust their landscapes, minimizing disruption. Stacey Farrell, 187 Brandon Avenue resident, highlighted the safety urgency of the sidewalk installation, noting that there are 32 children on the street and the absence of a sidewalk poses risks, especially given the busy traffic from nearby schools and delivery trucks. Tim Stroh, another resident, expressed a preference against the sidewalk but suggested its placement north of his property up to 175 Brandon Avenue. Angela Fanella of 179 Brandon Avenue emphasized that sidewalk installation was deemed a priority during her tenure on the Plan Commission with Developers required to install new sidewalks. She pointed out that the current Comprehensive Plan underscores the importance of walkability in the town. With 32 children residing on their block who are expected to walk to school, she highlighted the safety concerns associated with the lack of sidewalks. Angela expressed her hope that the commission would approve the installation of sidewalks to address these safety issues.

Engineer Daubert expressed gratitude for everyone's feedback, acknowledging that sidewalk installations pose inherent challenges. He informed the group that the Capital Improvements Commission had already evaluated the matter and that he was prepared to collaborate with residents to make reasonable adjustments. Engineer Daubert assured the group that staff could develop a plan accommodating Ms. Ryan's concern about her property and emphasized the importance of moving the project forward due to safety considerations and rising costs. Lastly, Engineer Daubert invited further feedback from the CIC.

Trustee Simon asked about the placement of the crosswalk in the plan. Engineer Daubert clarified that a crosswalk is indeed part of the plan and suggested that having a crossing guard during school hours would be beneficial. He noted that it is the responsibility of the schools to provide crossing guards and stated staff will coordinate with the school.

Chairman Szymanski noted that the CIC has thoroughly reviewed the project details and unanimously endorsed it, albeit with some modifications. Ensuring safety is our top priority, and we are committed to addressing concerns. Engineer Daubert outlined the next steps, stating that staff will proceed with laying out the sidewalks and will arrange meetings with residents to address any concerns and accommodate feasible adjustments. Engineer Daubert noted he will keep the project moving forward unless otherwise directed.

C. APPROVAL OF MINUTES

APPROVAL OF FEBRUARY 13, 2024 CAPITAL IMPROVEMENTS COMMISSION MEETING MINUTES

MOTION TO APPROVE MINUTES FROM FEBRUARY 13, 2024 CAPITAL IMPROVEMENTS COMMISSION MEETING

MOTION BY: Commissioner Foerster

SECOND BY: Commissioner Baldin

AYES: Szymanski, Baldin, Foerster, Galey, Lindquist, MacDonald, Ziegler, Zucchero

RESULT: APPROVAL

D. CURRENT BUSINESS

1. Continuation of Glen Ellyn Metra Station and Multimodal Access Improvements Project – Crescent Boulevard On-Street Parking and Vehicular Lane Configuration) - Engineer Daubert states tonight we are looking for the CIC to provide a recommendation for the On-Street Parking Configuration on Crescent Boulevard between Main and Forest. Relating to this, input should also be provided on the provided alternatives for the (North) West and East lots. Daubert notes that as part of the Streetscape Project Development, we had a design workshop talking with residents and businesses. Feedback indicated some desire to improve pedestrian accommodations in the downtown as well as that there are some perceptions that parking is not as big of a challenge as some claim in the downtown. Daubert and Sutherlin overview the pros and cons to angled vs parallel parking, crash analysis, traffic operations including queuing, all of which were factored into the 10% design for the project which institutes parallel parking on both side of Crescent between Main and Park.

Background – Engineer Daubert states staff had received direction from the past Village Board regarding the preferred on-street parking configuration for both Main Street (Crescent to Pennsylvania) as well as on Crescent Blvd. (Main to Forest). He notes that the matter was revisited multiple times with the most recent review by the Village Board in 2020 yielded divided direction from the Board on what to do with the parking on Crescent. He summarizes that we are seeking clarity on this as we advance the design of the Metra Station Project.

Engineer Daubert reviews the recommendation from October 2020 - The CIC recommended that the on-street parking on the east side of Main Street be converted from angle parking to parallel parking. This being to maximize the sidewalks widths on Main Street. Conversely, the CIC weighed the pros and cons of potential parking configuration changes on Crescent (Main to Forest) with five of the eight Commissioners in attendance recommending 45 degree parking on the north side of the Street (Crescent). The majority of members of the CIC felt that although Crescent provides excellent opportunity to maximize sidewalk spaces and impact of the streetscape project, the total loss of parking spaces amongst both Main and Crescent changes heavily influenced their position to retain the angled parking. A couple of commission members commented that they would be open to converting to parallel parking on one of the streets, Crescent or Main St; but not on both sections. The three Commissioners in support of parallel parking on Crescent noted that the sidewalks are narrow in what is a heavily travelled corridor

for both the High School Students and users of the Train Station. Concerns were also noted regarding the usable area for planting trees and incorporating other streetscape elements. Benefit to the flow of traffic via the incorporation of two travel lanes was noted under the parallel parking configuration; as was reference to the existing angle parking having operational challenges substantiated by parking related crash record

Chairman Szymanski adds we made the 2020 recommendation based on the parking garage, underground walkway and restaurant seating, but we can revisit now that many of the projects have been completed.

Daubert summarizes the October 2020 Village Board review of the matter. He notes that the Board gave staff direction to maintain the angle parking on the east side of Main Street (Crescent to Pennsylvania) but that the Village Board was equally divided on the Crescent Boulevard parking.

The existing parking conditions, design standards, 10% design plans, parking lot alternatives, and parking count summaries are reviewed with the Capital Improvements Commission with feedback requested.

The CIC discusses the matter and summarizes their individual feedback. Commissioner Lindquist supports the parallel parking alternative. He notes that Glenbard West is going down to three lunch periods starting next school year, i.e. supporting the need to widen the sidewalk on the north side of Crescent Boulevard. Lindquist prefers the west parking lot design as shown in the 10% plans and east lot alternate 2. Commissioner Baldin supports the parallel parking configuration, west lot as shown in 10% plans, and east lot alternate 2. Commissioner Macdonald supports parallel parking, the west lot as shown in the 10% plans, and east lot alternate 1. Commissioner Galey supports the parallel parking but wants to see the on-street parallel parking maximized as well as the off street parking maximized in the west and east lots adjacent to the train station (i.e. in support of west lot alternate and east lot alternate 2). Commissioner Zuccherro supports parallel parking, west lot as shown in the 10% plans, east lot alternate 2. Commissioner Zuccherro would also like to see optimal use of the parking lots such as considering full time use of the east lot for customer use. Commissioner Forester is in support of parallel parking, west lot as shown in the 10% plans, and east lot alternate 2. Commissioner Ziegler supports parallel parking, the west lot as shown in the 10% plans, and east lot alternate 2. Chair Szymanski supports parallel parking, west lot as shown in 10% plans, and east lot 2.

The CIC and Engineer Daubert discuss creating three separation motions for the CIC recommendation. The motions are established, made, and approved as follows:

Commissioner Baldin motions to recommend to the Village Board that as part of the Glen Ellyn Metra Station and Multimodal Access Improvements Project that Crescent Boulevard be configured with parallel on street parking on both the north side and south sides of the street between Main Street and Forest Avenue, Commissioner Zuccherro seconds the motion.

MOTION TO RECOMMEND TO THE VILLAGE BOARD THAT AS PART OF THE GLEN ELLYN METRA STATION AND MULTIMODAL ACCESS IMPROVEMENTS PROJECT THAT CRESCENT BLVD BE CONFIGURED WITH PARALLEL PARKING ON BOTH THE NORTH SIDE AND SOUTH SIDES OF THE STREET BETWEEN MAIN STREET AND FOREST AVENUE

MOTION BY: Commissioner Baldin

SECOND BY: Commissioner Zuccherro

AYES: Szymanski, Baldin, Foerster, Galey, Lindquist, MacDonald, Ziegler, Zuccherro

RESULT: APPROVAL

Commissioner Baldin motions to recommend to the Village Board that as part of the Glen Ellyn Metra Station and Multimodal Access Improvements Project that East Lot Alternate 2 be implemented as to maximize the parking on the south side of the lot, Commissioner Galey seconds the motion.

MOTION TO RECOMMEND TO THE VILLAGE BOARD THAT AS PART OF THE GLEN ELLYN METRA STATION AND MULTIMODAL ACCESS IMPROVEMENTS PROJECT THAT EAST LOT ALTERNATE 2 BE IMPLEMENTED AS TO MAXIMIZE THE PARKING ON THE SOUTH SIDE OF THE LOT.

MOTION BY: Commissioner Baldin

SECOND BY: Commissioner Galey

AYES: Szymanski, Baldin, Foerster, Galey, Lindquist, Ziegler, Zuccherro

NAYS: MacDonald

RESULT: APPROVAL

Commissioner MacDonald motions to recommend to the Village Board that as part of the Glen Ellyn Metra Station and Multimodal Access Improvements Project that the West Lot be configured as shown in the 10% design with angled parking on the south side of the lot including a sidewalk between the parking lot and railroad right-of-way, Commissioner Ziegler seconds the motion.

MOTION TO RECOMMEND TO THE VILLAGE BOARD THAT AS PART OF THE GLEN ELLYN METRA STATION AND MULTIMODAL ACCESS IMPROVEMENTS PROJECT THAT THE WEST LOT BE CONFIGURED AS SHOWN IN THE 10% DESIGN WITH ANGLED PARKING ON THE SOUTH SIDE OF THE LOT INCLUDING A SIDEWALK BETWEEN THE PARKING LOT AND RAILROAD RIGHT-OF-WAY.

MOTION BY: Commissioner MacDonald

SECOND BY: Commissioner Ziegler

AYES: Szymanski, Baldin, Foerster, Lindquist, MacDonald, Ziegler, Zuccherro

NAYS: Galey

RESULT: APPROVAL

E. TRUSTEE'S REPORT – Trustee Simon updates the commission that during Monday's Village Board meeting, an ordinance was passed prohibiting parking of vehicles blocking the sidewalk during the daytime with a limited overlap of vehicles allowed overnight. This ordinance will be published, and a grace period for ticketing violations will be implemented until full communication is achieved within the community.

F. OTHER BUSINESS – None

G. PUBLIC WORKS REPORT – None

H. PROJECT REPORT – Engineer Daubert provides an update on the following projects:

- Train Station Project: We are actively exploring grant opportunities for this project and are awaiting feedback on a section 130 grant application to the state.
- Elmhurst Train Station Project: We have been participating in meetings related to Elmhurst's train station project to understand Union Pacific's perspective on land acquisition. They are facing challenges as UP wants Elmhurst to purchase their train station before UP will entertain a lease agreement.
- Sidewalk Construction on Crescent Blvd: Progress has been made on the construction of sidewalks.

Trustee Simon expresses appreciation for Engineer Peebles' diligent reports on the CBD Streetscape Project and commends the staff for coming under budget on various projects and for their hard work and dedication.

Chairman Szymanski expresses appreciation for the support from the CIC.

I. ADJOURNMENT – Commissioner Zuccherro motions and Commissioner Lindquist seconds to adjourn the meeting. The motion is unanimously approved and meeting adjourned at 9:20 p.m.

Submitted by Elisa Pollina, Recording Secretary
Reviewed by: Richard Daubert, Professional Engineer