



Agenda
Village of Glen Ellyn
Special Village Board Meeting
Monday, July 15, 2024
5:30 PM
Glen Ellyn Civic Center, Galligan Board Room

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. Meetings are taped and also televised on WideOpenWest Channel 6, AT&T Channel 99, and Comcast Cable Services Channel 10. 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. Glen Ellyn Metra Station and Multimodal Access Improvements Project (Professional Engineer Daubert)**

- 1) Motion to Approve Ordinance Number 7117, An Ordinance directing staff on the design of the Crescent Boulevard on-street parking and Main & Crescent Parking Lot configuration associated with the Glen Ellyn Metra Station & Multimodal Access Improvements Project in the Village of Glen Ellyn, Illinois, with Parking Alternate X (1, 2, 3, or 4) selected within the approved ordinance.

- F. Other Business**

- G. Reminders**

- 1) Village Board Special Workshop, Monday, July 22, 2024 at 6 pm
- 2) Village Board Meeting, Monday, July 22, 2024 at 7 pm

H. Adjourn



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

Meeting 7/15/2024 5:30 PM
Department: Public Works
Department Head: Dave Buckley
Category: Ordinance
Prepared By: Rich Daubert

AGENDA ITEM (ID
2024-447)

DOC ID: 2024-447

Motion to Approve Ordinance Number 7117, An Ordinance directing staff on the design of the Crescent Boulevard on-street parking and Main & Crescent Parking Lot configuration associated with the Glen Ellyn Metra Station & Multimodal Access Improvements Project in the Village of Glen Ellyn, Illinois, with Parking Alternate X (1, 2, 3, or 4) selected within the approved ordinance.

Statement of the Issue:

This agenda item serves to secure Village Board adoption of an Ordinance directing staff on the design of the Crescent Boulevard on-street parking and Main & Crescent surface parking lot configuration associated with the Glen Ellyn Metra Station & Multimodal Access Improvements Project in the Village of Glen Ellyn, Illinois.

The ordinance provides details on the review of on-street and off-street parking configurations to date. As noted in the ordinance, staff has worked with the project design consultant to develop two alternatives for the Crescent Boulevard on-street parking as well as two alternatives for the off-street parking lot on the west side of the Glen Ellyn Metra Station (hereinafter the Crescent & Main Parking Lot). The combinations of the on-street and parking lot alternatives produce four overall alternates which are shown in Exhibit 1 of the Ordinance.

Staff ultimately needs direction from the Village Board on the parking as to advance the project design. Expanding on this, if angle parking on the north side of Crescent is the preferred alternative, a design exception will need to be requested from the State for said configuration. Preparing the materials for the design exception and securing approval from the State will take time. In addition, whether angle or parallel, the parking drives much of the detailed design of the project. Parking sets the location of drainage structures, streetlight foundations, fire hydrants, trees, planters, irrigation, roadway cross-sections including detailed grading of sidewalks, and many other details. Hence, continuing to carry both options beyond where the design is currently at would be very inefficient in requiring multiple versions of engineering plans, and more importantly time-consuming and threatening of the project schedule. As noted in the design ordinance, the Village has secured approximately \$24.8M to date with the funding needing to be obligated by September 30, 2026. Design decisions need to be made in a timely manner to keep the project design, review, and approvals moving forward. Direction is requested through the Adoption of the attached Ordinance with one of the four alternates selected.

Analysis:

Background on existing non-compliant parking

Per President Senak's request, staff is outlining how the existing Crescent Boulevard on-street parking is not compliant with current design standards and how a design exception is required to implement the on-street angle parking alternative.

The Illinois Department of Transportation Bureau of Local Roads and Streets Manual (hereinafter the "BLRS Manual") provides current design and environmental policies and procedures for use in developing local agency projects. The complete BLRS Manual can be referenced at this link (<https://idot.illinois.gov/content/dam/soi/en/web/idot/documents/doing-business/manuals-guides-and-handbooks/highways/local-roads-and-streets/local-roads-and-streets-manual.pdf>). The policies and procedures were developed in conformance with State and Federal requirements for the implementation of such projects.

Design standards are contained within Part IV "Project Design" of the BLRS Manual. The design standards within the BLRS Manual are largely based on the American Association of State Highway and Transportation Officials Green Book, A Policy on the Geometric Design of Highways and Streets as well as the Transportation Research Board's Highway Capacity Manual.

The design criteria within the BLRS Manual apply to all local public agency projects funded with Federal, State, and Motor Fuel Tax funds that are processed through the Central Bureau of Local Roads and Streets (CBLRS). The Glen Ellyn Metra Station and Multimodal Access Improvements projects involve the use of Federal and State Funds that are processed through the CBLRS; i.e. the design criteria explicitly applies to this project.

Registered Professional Engineers are expected to make reasonable efforts to meet the design criteria within the BLRS Manual. Per the BLRS Manual, "This will ensure that a local road and street system meets the transportation needs of the public and provides a reasonable level of safety, comfort, and convenience for the traveling public." However, recognizing that this is neither always practical nor cost-effective, design exceptions can be requested from IDOT and granted, depending on the level of design criteria which cannot be met.

Expanding on the level of design criteria, there are Level One and Level Two Design Criteria. Level One Design Criteria are those design elements that are the most critical indicators of a highway's safety and its overall serviceability. Level Two Design Criteria include additional important indicators of a facility's safety and serviceability but are not considered as critical as the Level One Criteria.

As it relates to Crescent Boulevard between Main Street and Forest Avenue, the following aspects of the Minor Collector Street (industry term) parking are not in conformance with IDOT Standards:

1. Parking lane width (depth of the parking spaces) – the west end of Crescent has 60-degree angle parking spaces on the north side of the street. Per Chapter 31 of the BLRS Manual (<https://idot.illinois.gov/content/dam/soi/en/web/idot/documents/doing-business/manuals-split/local-roads-and-streets/chapter-31.pdf>), 60-degree angle parking requires a parking lane width of 20.5' as measured from the end of the parking stall to the

- face of the curb. The existing 60-degree parking is 18.5'; i.e. the parking is 2' short of the design standard. Lane widths are a Level One Design Criteria.
2. Parking lane width (depth of the parking spaces) – the middle of the block features 45-degree parking. Per Chapter 31 of the BLRS Manual (<https://idot.illinois.gov/content/dam/soi/en/web/idot/documents/doing-business/manuals-split/local-roads-and-streets/chapter-31.pdf>), 45-degree parking requires a parking lane width of 19.5'. The existing 45-degree parking lane width is 15.5'; i.e. the parking is 4' short of the design standard. Lane widths are a Level One Design Criteria.
 3. Per Chapter 31 of the BLRS Manual (<https://idot.illinois.gov/content/dam/soi/en/web/idot/documents/doing-business/manuals-split/local-roads-and-streets/chapter-31.pdf>), parking angle should be 60 degrees or less. As noted above, there are nine 60-degree parking spaces on the north side of Crescent. This is an advisory condition with Engineers strongly encouraged to follow the criteria unless there is reasonable documented justification not to do so. However, a design exception is not required.
 4. Per Chapter 31 of the BLRS Manual (<https://idot.illinois.gov/content/dam/soi/en/web/idot/documents/doing-business/manuals-split/local-roads-and-streets/chapter-31.pdf>), the width of the street must be able to accommodate the existing traffic flow and should provide a clear distance for a parked vehicle to back out. For the area of 45-degree parking on Crescent, the required travel lane is a minimum of 10' and the required backing lane is 12 feet; i.e. a total pavement width of 22 feet should be provided between the parallel parking on the south side of Crescent and the angle parking on the north side of Crescent. The existing pavement width is 21.5 feet. Lane widths are a Level One Design Criteria.
 5. At the intersection of Crescent Boulevard and Main Street, the eastbound lane of Crescent Boulevard is not aligned across the intersection. Offset lanes are allowed but the taper of the lane is not compliant with the taper set forth in the BLRS Manual. Horizontal alignment is a Level Two Design Criteria with the criteria set forth in Chapter 29 of the BLRS Manual (<https://idot.illinois.gov/content/dam/soi/en/web/idot/documents/doing-business/manuals-split/local-roads-and-streets/chapter-29.pdf>).

In addition, the Green Book and BLRS Manual generally advise that angle parking should be avoided where practical, the reason being poorer traffic operations, including higher crash rates, occur on streets with angle parking versus streets with parallel parking. Having said this, angle parking can be implemented if approved by IDOT in the context of reviewing crashes and establishing agreed upon design criteria to mitigate traffic operations concerns including crashes. It is ultimately up to staff and the design consultant to demonstrate and propose its request for a design exception.

In this regard, staff feels that 45-degree angle parking could be implemented if the parking spaces were increased in depth by a minimum of 2 feet (providing a parking lane width of 17.5' verses the 19.5' required) and that the appropriate 12-foot backing lane be provided along with an 11-foot travel. Staff warrants these needs based on observations of vehicles parking and extending beyond the end of the angle parking stalls (into the travel lane on Crescent) as well as based upon crash records. Staff has discussed this matter with the State's Central Bureau of Local Roads and Streets Engineer who would review this proposition and likely grant approval of the design exception for the parking lane width (17.5' in lieu of the 19.5' required). It was agreed by both Staff and the State

Engineer that compromising the backing lane would not be appropriate.

Crescent On-Street Parking Alternatives

Staff has continued to work with the project design consultant to refine the 10% design drawings and associated Crescent Boulevard on-street parking configurations. Additional parking spaces have been incorporated into the concepts even up to the week prior to this Ordinance being considered by the Board. Staff notes that this effort would have been made later in the design. Regardless, two updated alternatives for the Crescent On-Street Parking are presented as follows:

Crescent On-Street Parking Alternative 1 - Parallel: This alternative features parallel parking on both the north and south sides of the street between Main Street and Forest Avenue with a total of 24 parking spaces. This design is fully compliant with the IDOT BLRS Manual design standards. It allows for widening the sidewalk on the south side of Crescent by 2.7 feet and widening of the sidewalk on the north side of Crescent Boulevard by approximately 5 feet.

Crescent On-Street Parking Alternative 2 - Angle: This alternative features primarily angle parking on the north side of the street between Main Street and Forest Avenue with a total of 19 parking spaces. This alternative does not allow for parallel parking on the south side of Crescent between Main and Forest. This is due to the loss of two feet of roadway to make the angle spaces on the north side of the street two feet deeper as well as to increase the width of the sidewalk on the south side of Crescent from 4.3 feet to 7 feet. Two parallel parking spaces were picked up with this design near Crescent and Forest which reduces the difference between the alternatives to 5 spaces. While this alternative has 5 fewer parking spaces than the parallel design alternative, it provides 6 more parking spaces on the north side of Crescent when compared to the parallel parking alternative.

This design is not fully compliant with IDOT BLRS Manual design standards. It will require formal review and approval from the State for the angle parking in general as well as for a design exception for the parking lane width (parking stall depth) as well as for the horizontal alignment of the eastbound lane of Crescent Boulevard across Main Street. Per the previous section of this agenda item, both the Staff and State Engineers are comfortable with this design being reasonably compliant with the IDOT BLRS Manual. However, in summary the design is not fully compliant.

A tabular summary of the benefits of the Crescent On-Street Parking Alternatives is as follows and is included within the Ordinance.

	"Crescent On-Street Parking Alternative 1 – Parallel" Benefits	"Crescent On-Street Parking Alternative 2 – Angle" Benefits
Functionality	Easier to exit parking space	Easier to enter parking spaces
Traffic Operations	- Superior sightlines - Easier to identify open spaces - Lower crash rates	Don't exit vehicles adjacent to traffic
Number of Parking Spaces	Five more parking spaces overall	5 fewer parking spaces overall but 6 more spaces parking on north side of Crescent between Main and Forest
Other Benefits	- Approximately 5 foot of sidewalk widening on north side of Crescent - Headlights don't shine in windows	

Crescent & Main Parking Lot Alternatives

Staff also worked with the project design consultant to revisit the design of this parking lot and offer a potential concession to the Village Board as to facilitate a decision on the project parking configurations. In summary, the Capital Improvements Commission previously recommended the 45-degree angle parking within this lot with a sidewalk to be provided on the south side of the parking lot. The sidewalk would allow for motorists to walk to and from their vehicles without use of the parking lot drive aisle as a walkway. In addition, this sidewalk would provide a shortcut for pedestrians to walk to and from the underpass/plaza/Metra Station to the Main Street sidewalk. However, the design does come at a cost of parking spaces.

As such, two alternatives were developed for the Board to consider as follows:

Crescent & Main Parking Lot Alternative 1 - 45-Degree Angle With Sidewalk: This alternative includes the CIC recommended 45-degree parking with 13 parking spaces and the sidewalk along the south side of the parking lot. In summary, 45-degree parking does not require as much depth of parking stalls (1.5 feet less) and drive aisle width (4 feet less); hence the sidewalk can be implemented with this alternative.

Crescent & Main Parking Lot Alternative 2 - 60-Degree Angle No Sidewalk: This alternative includes 60-degree parking with 20 parking spaces and no sidewalk. As noted above, the additional stall depth and drive aisle width (total of 5.5 feet) combined with limited room between Crescent Boulevard and the Union Pacific right-of-way do not allow for 60-degree parking and the parking lot.

As noted previously, the combination of the Crescent Boulevard On-Street Parking Alternatives and the Crescent & Main Parking Lot Alternatives produces four overall Alternatives. The Ordinance includes the following tabular summary of the Alternate Components:

Summary of Alternative Components	Alternate 1	Alternate 2	Alternate 3	Alternate 4
	Crescent On-Street Parallel Crescent & Main Lot 45 Angle With Sidewalk	Crescent On-Street Parallel Crescent & Main Lot 60 Angle No Sidewalk	Crescent On-Street Angle Crescent & Main Lot 45 Angle With Sidewalk	Crescent On-Street Angle Crescent & Main Lot 60 Angle No Sidewalk
Total Parking Spaces South of Tracks	158	158	158	158
Total Parking Spaces North of Tracks	89	96	84	91
Total Parking Spaces North and South of Tracks	247	254	242	249
Total Parking Spaces Along Crescent Storefronts (Main to Forest)	13	13	19	19
Total On-Street and Off-Street Parking Spaces Along Crescent (Main to Forest)	37	44	32	39
Sidewalk Widening South Side of Crescent	~ 2.7 Feet	~ 2.7 Feet	~ 2.7 Feet	~ 2.7 Feet
Sidewalk Widening North Side of Crescent	~ 5 Feet	~ 5 Feet	~ 1.5 Feet	~ 1.5 Feet
Plaza Area South Side of Crescent (~ 185' X 30' ~ 5,600 Gross SF)	Yes	Yes	Yes	Yes
Sidewalk Along South Side of Crescent & Main Lot	Yes	No	Yes	No
Fully Compliant With Design Standards	Yes	Yes	No	No

Budget Impact:

Contribution to Strategic Plan

Infrastructure (a): Prepare for construction of the new Metra Station funding primarily by grants and TIF funds. Complete design and prepare for bid.

Infrastructure (c): Transit Oriented Downtown. Complete the downtown streetscape project

including utilities, streets, sidewalks to improve pedestrian accessibility and parking and consider enhancing outdoor dining and special event space to spur future private investment. Develop a scope, schedule and budget approved by the Village Board.

Action Requested:

Staff will overview this matter with the Village Board at its July 15th Village Board Special Meeting. The attached PowerPoint presentation includes a summary of the information.

Motion to Approve Ordinance Number 7117, An Ordinance directing staff on the design of the Crescent Boulevard on-street parking and Main & Crescent parking lot configuration associated with the Glen Ellyn Metra Station & Multimodal Access Improvements Project in the Village of Glen Ellyn, Illinois, with Parking Alternate X (1, 2, 3, or 4) Selected Within the Approved Ordinance.

Attachments:

1. Ordinance
2. Ordinance Exhibit 1
3. Board Presentation 7-15-2024

Village of Glen Ellyn

Ordinance No. XXXX

An Ordinance directing staff on the design of the Crescent Boulevard on-street parking and Main & Crescent parking lot configuration associated with the Glen Ellyn Metra Station & Multimodal Access Improvements Project in the Village of Glen Ellyn, Illinois

**Adopted by the
President and the Board of Trustees
of the Village of Glen Ellyn
DuPage County, Illinois
This 15th Day of July, 2024**

Published in pamphlet form by the authority of the
President and Board of Trustees of the Village of
Glen Ellyn, DuPage County, Illinois,

this _____ day of _____, 2024

Ordinance No. XXXX

An Ordinance directing staff on the design of the Crescent Boulevard on-street parking and Main & Crescent parking lot configuration associated with the Glen Ellyn Metra Station & Multimodal Access Improvements Project in the Village of Glen Ellyn, Illinois

Whereas, the Village is currently designing the Glen Ellyn Metra Station & Multimodal Access Improvements Project which scope of said project includes reconstruction of Crescent Boulevard between Main Street and Park Boulevard, Forest Avenue between Duane Street and Pennsylvania Avenue, as well as the following parking lots: Duane & Forest, Main & Prairie Path, Park & Prairie Path, Main & Crescent, and Crescent & Park; and

Whereas, the project has secured approximately \$24.8M in outside funding to date with said funding needing to be obligated through a competitive bidding process no later than September 30, 2026; and

Whereas, in order to best position the project to meet the September 30, 2026 obligation deadline as well as for securing additional funding, certain design decisions for on-street parking and surface parking lots need to be affirmed by the Village Board at this time;

Whereas, on-street parking configurations throughout the downtown were previously reviewed by the Capital Improvements Commission and Village Board as part of the development and March 22, 2021 Adoption of Village Ordinance 6861, An Ordinance Adopting the Central Business District Streetscape Design Concept and Streetscape Elements Plan for the Village of Glen Ellyn; and

Whereas, Village Ordinance 6861 specifies that Crescent Boulevard between Main Street and Forest Avenue shall be configured with parallel parking on both the north and south sides of the street; and

Whereas, despite Ordinance 6861, staff deemed it appropriate that the Crescent Boulevard on-street parking and Main & Crescent parking lot configuration be further reviewed in the context

of the current design of the Glen Ellyn Metra Station & Multimodal Access Improvements Project; and

Whereas, this Ordinance shall supersede any conflicting on-street parking configurations specified in Village Ordinance 6861; and

Whereas, the Capital Improvements Commission plays the critical role of vetting aspects of the project, reviewing design decisions, and providing various recommendations to the Village Board throughout the design phase; and

Whereas, staff reviewed the Glen Ellyn Metra Station & Multimodal Access Improvements Project on-street and surface parking lot configurations with the Capital Improvements Commission at public meetings held on March 13, 2024 and April 10, 2024; and

Whereas, the Capital Improvements approved the following three motions at the April 10, 2024 Capital Improvements Commission Meeting:

1. MOTION TO RECOMMEND TO THE VILLAGE BOARD THAT AS PART OF THE GLEN ELLYN METRA STATION & MULTIMODAL ACCESS IMPROVEMENTS PROJECT THAT CRESCENT BOULEVARD BE CONFIGURED WITH PARALLEL PARKING ON BOTH THE NORTH SIDE AND SOUTH SIDES OF THE STREET BETWEEN MAIN AND FOREST AVENUE.
2. MOTION TO RECOMMEND TO THE VILLAGE BOARD THAT AS PART OF THE GLEN ELLYN METRA STATION & MULTIMODAL ACCESS IMPROVEMENTS PROJECT THAT EAST LOT ALTERNATE 2 BE IMPLEMENTED AS TO MAXIMIZE THE PARKING ON THE SOUTH SIDE OF THE LOT.
3. MOTION TO RECOMMEND TO THE VILLAGE BOARD THAT AS PART OF THE GLEN ELLYN METRA STATION & 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. and;

Whereas, the Glen Ellyn Village Board reviewed the Glen Ellyn Metra Station and Multimodal Access Improvements Project on-street and off-street parking configurations at a Village Board Workshop Meeting held on April 15, 2024 and at a Village Board Special Workshop Meeting held on May 28, 2024; and

Whereas, a public information meeting was held for the project on May 30, 2024; and

Whereas, the public information meeting included a presentation by staff and the design consultant on many aspects of the project including changes to on-street parking and off-street surface lot parking; and;

Whereas, staff has taken the feedback received from the public, Capital Improvements Commission, and Village Board at the aforementioned meetings to identify what it believes are the more subjective and critical design decisions relating to the on-street and off-street parking which require affirmation from the Village Board; and

Whereas, the two specific design decisions relating to parking are the configuration of the on-street parking on Crescent Boulevard between Main Street and Forest Avenue as well as in the off-street surface parking lot on the west side of the Glen Ellyn Metra Station which is otherwise known as the Crescent & Main Parking Lot; and

Whereas, staff worked with the project design consultant to develop two alternatives for the Crescent Boulevard on-street parking, shown as “Crescent On-Street Parking Alternative 1 – Parallel” and “Crescent On-Street Parking Alternative 2 – Angle” shown in **Exhibit 1** of this Ordinance; and

Whereas, “Crescent On-Street Parking Alternative 1 – Parallel” features parallel parking on both the north and south sides of the street between Main Street and Forest Avenue with a total of 24 parking spaces; and

Whereas, “Crescent On-Street Parking Alternative 2 – Angle” features angle parking on the north side of the street between Main Street and Forest Avenue with a total of 19 parking spaces; and

Whereas, both staff and the project design consultant recognize both “Crescent On-Street Parking Alternative 1 – Parallel” and “Crescent On-Street Parking Alternative 2 – Angle” as viable on-street parking configurations; and

Whereas, the benefits associated with “Crescent On-Street Parking Alternative 1 – Parallel” and “Crescent On-Street Parking Alternative 2 – Angle” are described in tabular format as follows; and

	“Crescent On-Street Parking Alternative 1 - Parallel”	“Crescent On-Street Parking Alternative 2 - Angle”
	Benefits	Benefits
Functionality	• Easier to exit parking spaces	• Easier to enter parking spaces
Traffic Operations	• Superior sightlines • Easier to identify open spaces • Lower crash rates	• Don’t exit vehicles adjacent to traffic
# of Parking Spaces	• 5 more parking spaces overall	• 5 fewer parking spaces overall but 6 more spaces parking on north side of Crescent between Main and Forest
Other Benefits	• Approximately 5 foot of sidewalk widening on north side of Crescent • Headlights don’t shine in windows	

Whereas, it is noted that “Crescent On-Street Parking Alternative 1 – Parallel” is fully compliant with the Illinois Department of Transportation of Transportation Bureau of Local Roads and Streets Manual Design Standards; and

Whereas, it is noted that “Crescent On-Street Parking Alternative 2 – Angle” is not fully compliant with the Illinois Department of Transportation of Transportation Bureau of Local Roads and Streets Manual Design Standards and will require review by the Illinois Department of Transportation to allow the angle-on-street parking to be incorporated with design exceptions for the depth of the angle spaces on the north side of Crescent and for the horizontal alignment of Crescent Boulevard at Main Street; and

Whereas, staff worked with the project design consultant to also develop two alternatives for the Crescent & Main Parking Lot, shown as “Crescent & Main Parking Lot Alternative 1 – 45 Angle with Sidewalk” and “Crescent & Main Parking Lot Alternative 2 – 60 Angle No Sidewalk” in **Exhibit 1** of this Ordinance; and

Whereas, combinations of the Crescent Boulevard On-Street Parking Alternatives and the Crescent & Main Parking Lot Alternatives produce four overall Alternates shown in **Exhibit 1** of this Ordinance; and

Whereas, it is noted that the Alternates are subject to revisions, including the actual number of parking spaces, as the final design of the project is completed; and

Whereas, a tabular Summary of the Alternative Components is as follows; and

Summary of Alternate Components	Alternate 1	Alternate 2	Alternate 3	Alternate 4
	Crescent On-Street Parallel Crescent & Main Lot 45 Angle With Sidewalk	Crescent On-Street Parallel Crescent & Main Lot 60 Angle No Sidewalk	Crescent On-Street Angle Crescent & Main Lot 45 Angle With Sidewalk	Crescent On-Street Angle Crescent & Main Lot 60 Angle No Sidewalk
Total Parking Spaces South of Tracks	158	158	158	158
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Total On-Street and Off-Street Parking Spaces Along Crescent (Main to Forest)	37	44	32	39
Sidewalk Widening South Side of Crescent	~ 2.7 Feet	~ 2.7 Feet	~ 2.7 Feet	~ 2.7 Feet
Sidewalk Widening North Side of Crescent	~ 5 Feet	~ 5 Feet	~ 1.5 Feet	~ 1.5 Feet
Plaza Area South Side of Crescent (~ 185' X 30' ~ 5,600 Gross SF)	Yes	Yes	Yes	Yes
Sidewalk Along South Side of Crescent & Main Lot	Yes	No	Yes	No
Fully Compliant with Design Standards	Yes	Yes	No	No

Whereas, it is requested that the Village Board adopt this ordinance with one of the four alternates selected.

Now, Therefore, be it Ordained by the President and Board of Trustees of the Village of Glen Ellyn, DuPage County, Illinois, in the exercise of its home rule powers, as follows:

Section One: The President and Board of Trustees directs staff to incorporate the following design for the Crescent Boulevard on-street parking configuration between Main Street and Forest Avenue and the Crescent & Main Parking Lot into the Glen Ellyn Metra Station and Multimodal Access Improvements Project:

Check one of the following:

☐ **Alternate 1** – Where Crescent Boulevard between Main Street and Forest Avenue shall be configured with parallel parking on both sides of the street as shown in “Crescent On-Street Parking Alternative 1 – Parallel” in **Exhibit 1** of this Ordinance and Where the Crescent & Main Parking Lot shall be configured with 45 degree angle parking and a sidewalk along the south side of the parking lot as shown in “Crescent & Main Parking Lot Alternative 1 – 45 Angle With Sidewalk” in **Exhibit 1** of this Ordinance.

☐ **Alternate 2** – Where Crescent Boulevard between Main Street and Forest Avenue shall be configured with parallel parking on both sides of the street as shown in “Crescent On-Street Parking Alternative 1 – Parallel” in **Exhibit 1** of this Ordinance and Where the Crescent & Main Parking Lot shall be configured with 60-degree angle parking as shown in “Crescent & Main Parking Lot Alternative 2 – 60 Angle No Sidewalk” in **Exhibit 1** of this Ordinance.

☐ **Alternate 3** – Where Crescent Boulevard between Main Street and Forest Avenue shall be configured with angle parking on the north side of the street as shown in “Crescent On-Street Parking Alternative 2 – Angle” in **Exhibit 1** of this Ordinance and Where the Crescent & Main Parking Lot shall be configured with 45 degree angle parking and a sidewalk along the south side of the parking lot as shown in “Crescent & Main Parking Lot Alternative 1 – 45 Angle With Sidewalk” in **Exhibit 1** of this Ordinance.

☐ **Alternate 4** – Where Crescent Boulevard between Main Street and Forest Avenue shall be configured with angle parking on the north side of the street as shown in “Crescent On-Street Parking Alternative 2 – Angle” in **Exhibit 1** of this Ordinance and Where the Crescent & Main Parking Lot shall be configured with 60-degree angle parking as shown in “Crescent & Main Parking Lot Alternative 2 – 60 Angle No Sidewalk” in **Exhibit 1** of this Ordinance.

Section Two: This Ordinance shall be published in pamphlet form within thirty (30) days after its passage and approval, in the manner provided by law, and shall be in full force and effect ten (10) days after completion of such publication.

Passed by the President and Board of Trustees of the Village of Glen Ellyn, Illinois, this 15th day of July, 2024.

	Ayes		Nays		Absent
Fasules					
Gould					
Thompson					
Kalinich					
Simon					
Christiansen					
Senak (in event of a tie)					

(Continued on next page)

Approved by the Village President of the Village of Glen Ellyn, Illinois, this 15th day of July, 2024.

Village President of the 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 _____.)

Total Parking Spaces = 247

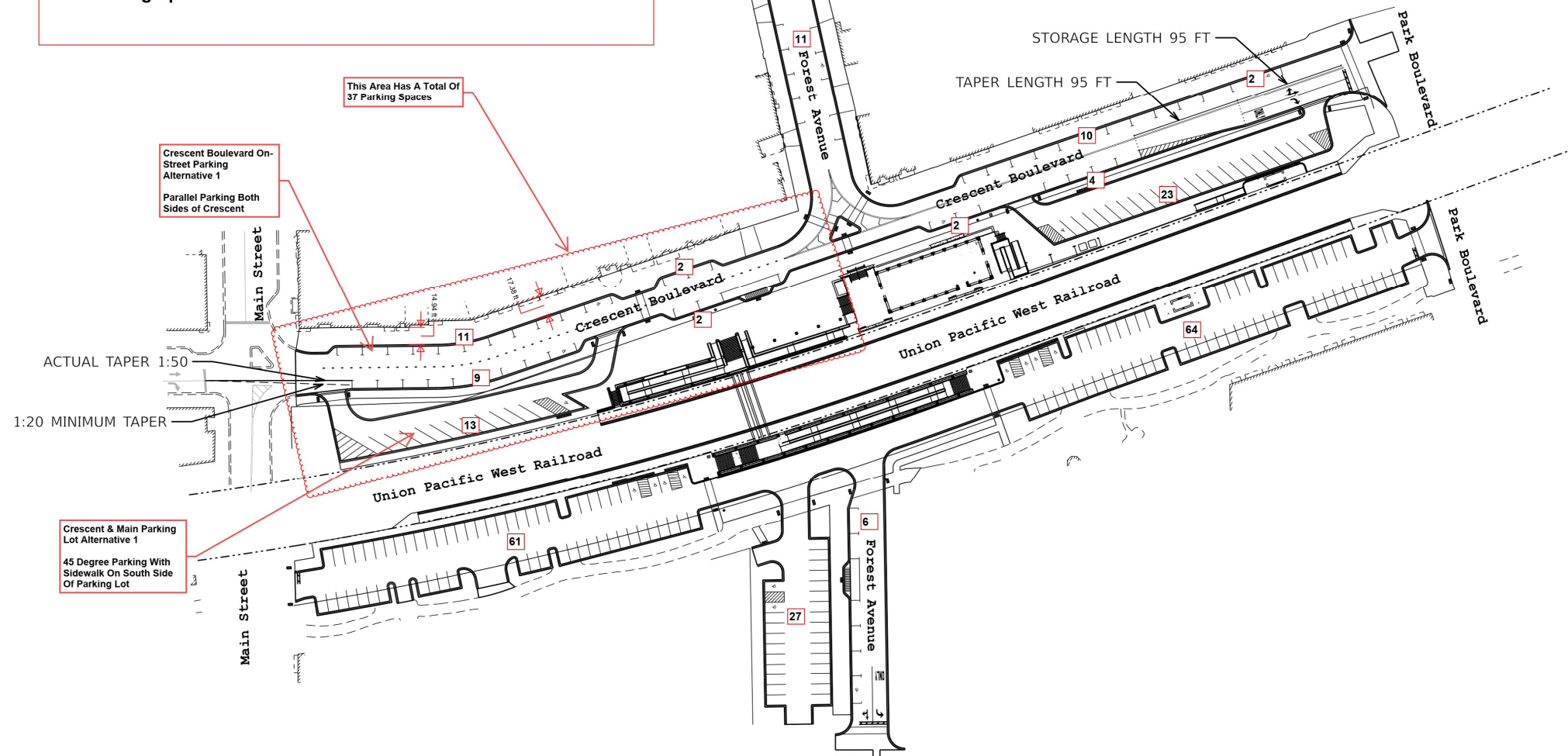
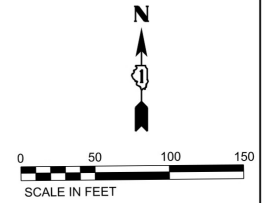


Exhibit 1 - Page 2 of 4

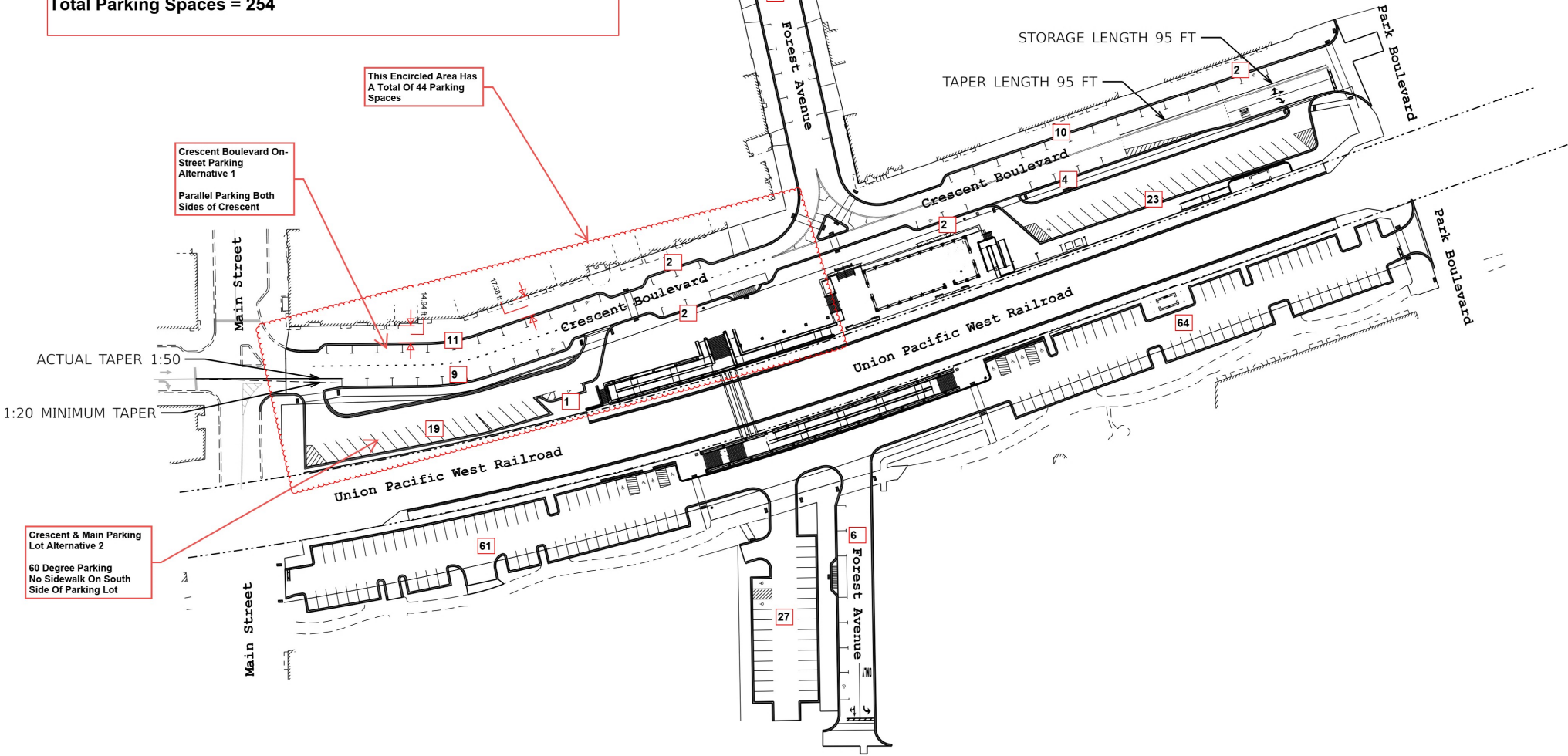
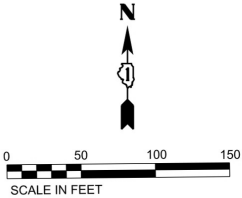
Alternate 2

Crescent Boulevard On-Street Parking Alternative 1 - Parallel

With

Crescent & Main Parking Lot Alternative 2 - 60 Angle No Sidewalk

Total Parking Spaces = 254



MODEL: Crescent Parallel - West Lot 60
FILE NAME: p:\projects\2024\20240610 Transportation\2024 Transportation\2024 Crescent Parallel - West Lot 60.dwg
DATE: 6/10/2024 10:10:10 AM
DRAWN BY: JGC
CHECKED BY: JGC
DESIGNED BY: JGC
REVISOR: JGC
DATE: 6/10/2024
SCALE: 1/8" = 1'-0"



USER NAME	= SUBAGJ	DESIGNED	=	REVISED	=
ISSUED FOR 30 PCT		DRAWN	= JGC	REVISED	=
PLOT SCALE	= 0.083333317" = 1'	CHECKED	=	REVISED	=
PLOT DATE	= 7/8/2024	DATE	= JUNE 2024	REVISED	=

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: SHEET OF SHEETS STA. TO STA.

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

Exhibit 1 - Page 3 of 4

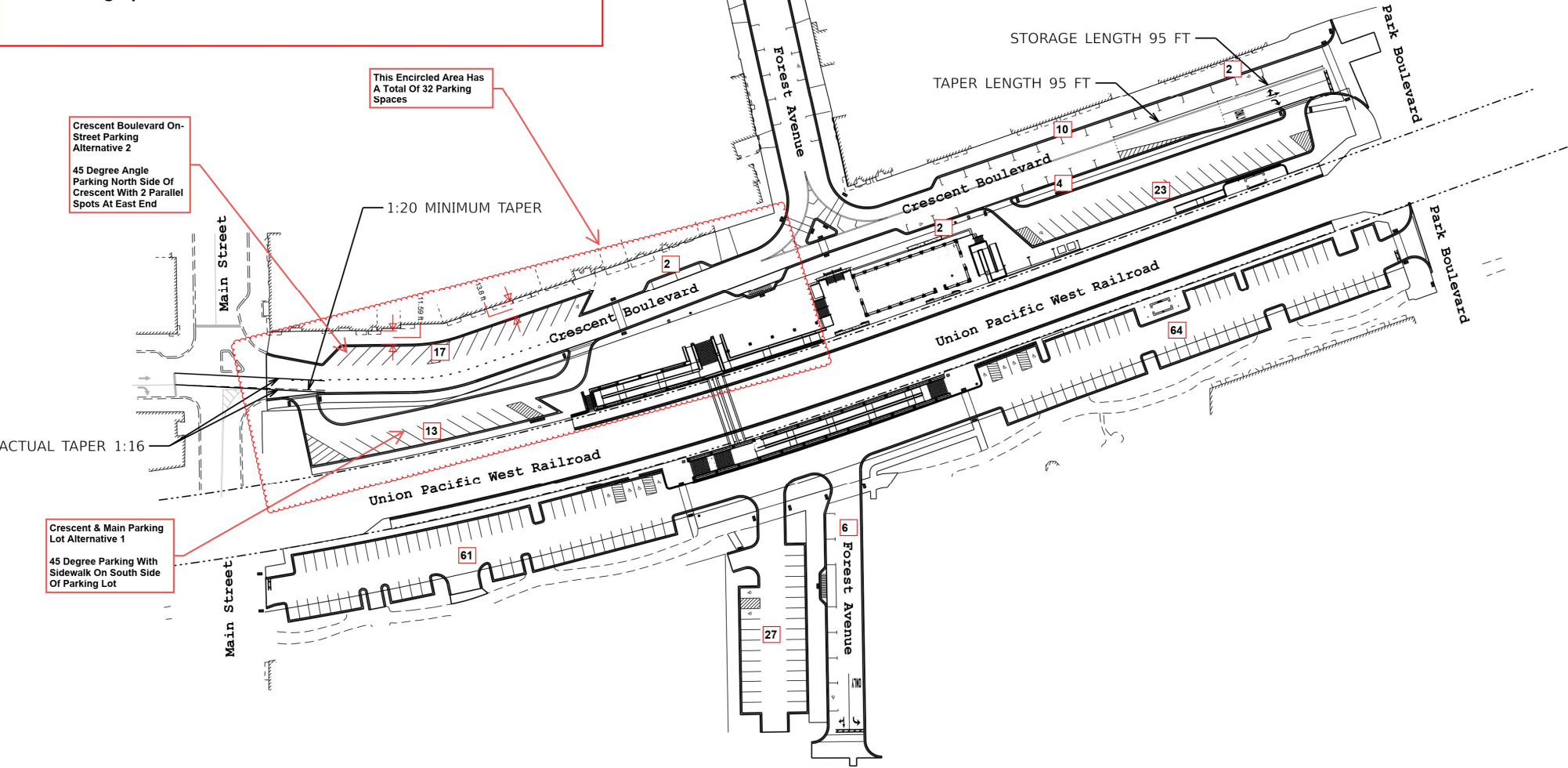
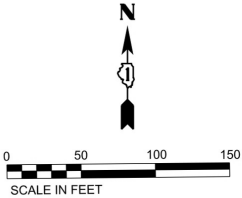
Alternate 3

Crescent Boulevard On-Street Parking Alternative 2 - Angle

With

Crescent & Main Parking Lot Alternative 1 - 45 Angle With Sidewalk

Total Parking Spaces = 242

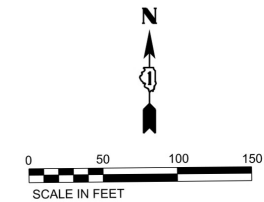


USER NAME	= SUBAGJ	DESIGNED	=	REVISED	=
ISSUED FOR	30 PCT	DRAWN	= JGC	REVISED	=
PLOT SCALE	= 0.08333317" = 1'	CHECKED	=	REVISED	=
PLOT DATE	= 7/8/2024	DATE	= JUNE 2024	REVISED	=

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE:	SHEET	OF	SHEETS	STA.	TO STA.
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F.A. -- RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DUPAGE		
CONTRACT NO. 284380				
ILLINOIS FED. AID PROJECT				



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

Village Board Meeting



July 15, 2024

**CDM
Smith**

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



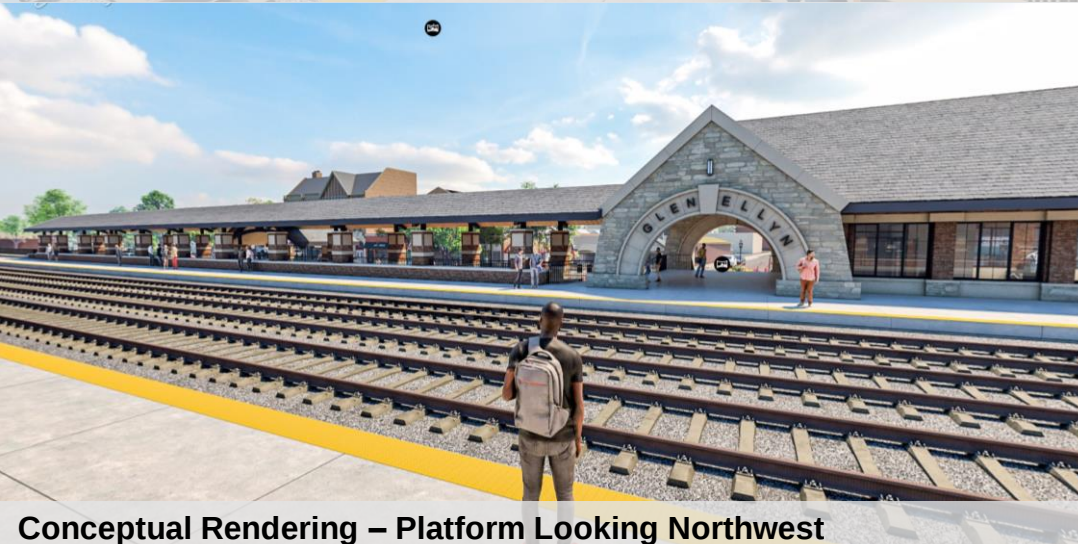
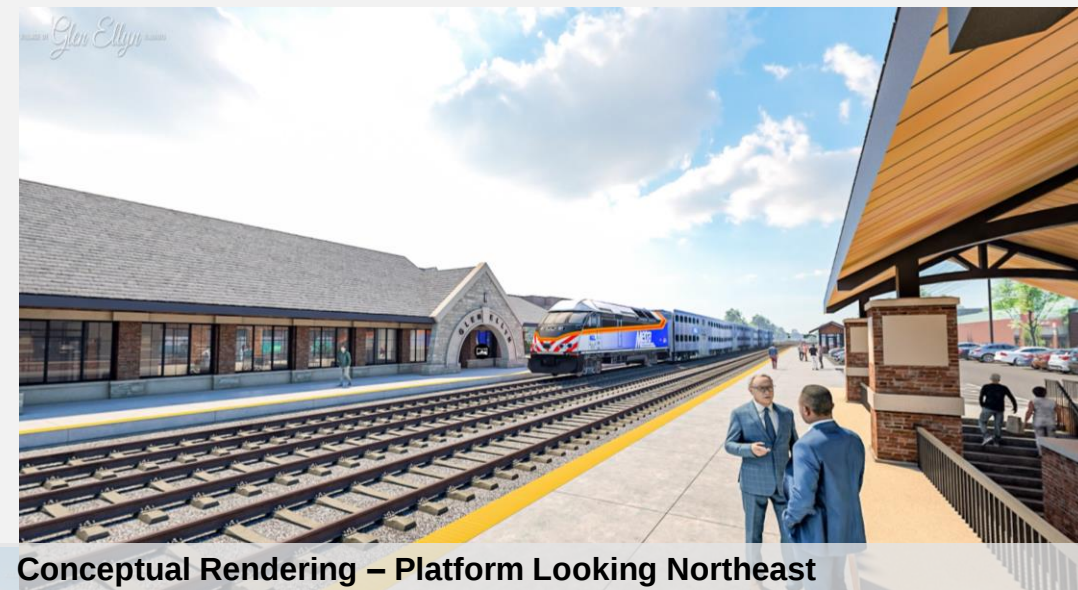
"Shelters" On Platform

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

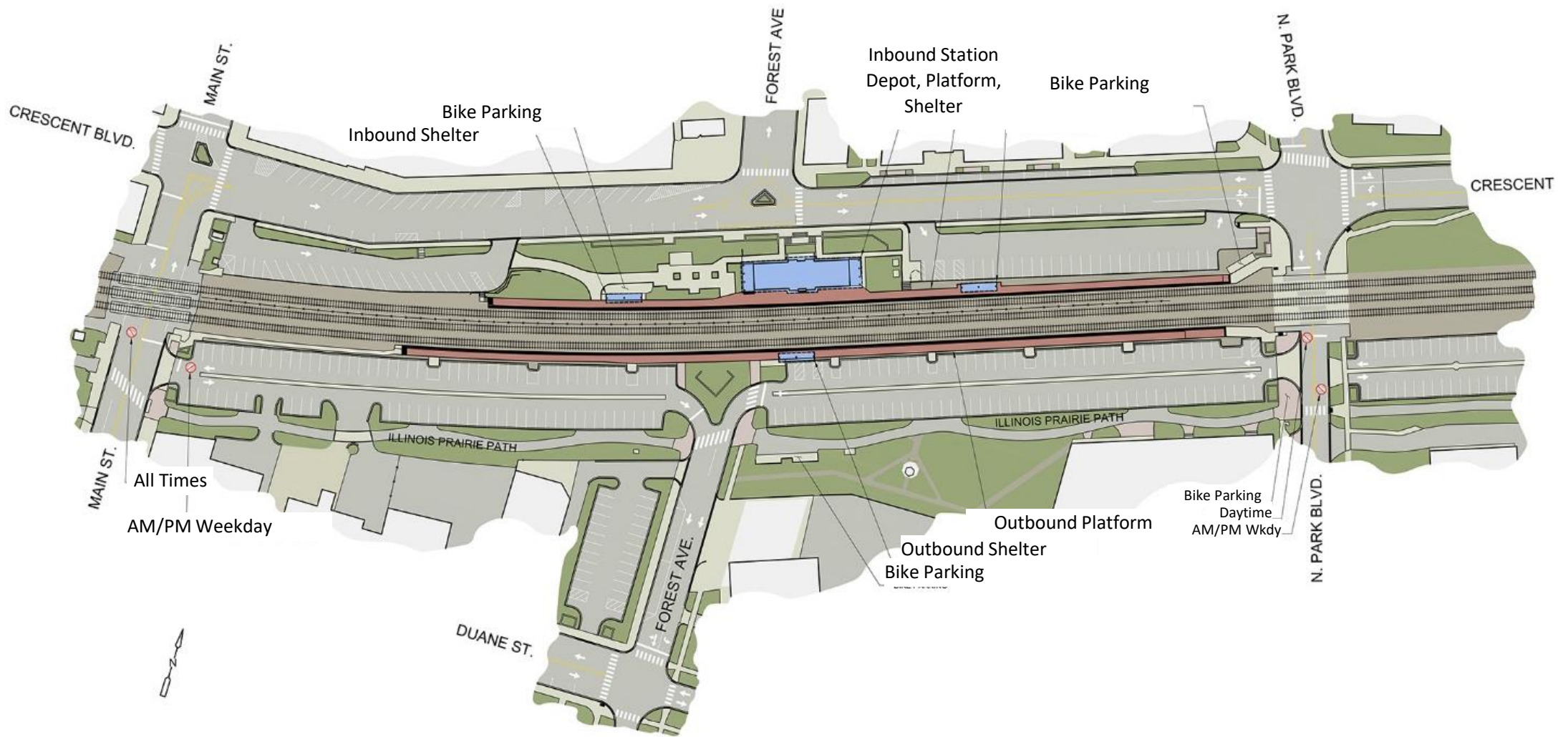


Conceptual Rendering – Entrance to Pedestrian Tunnel from Plaza

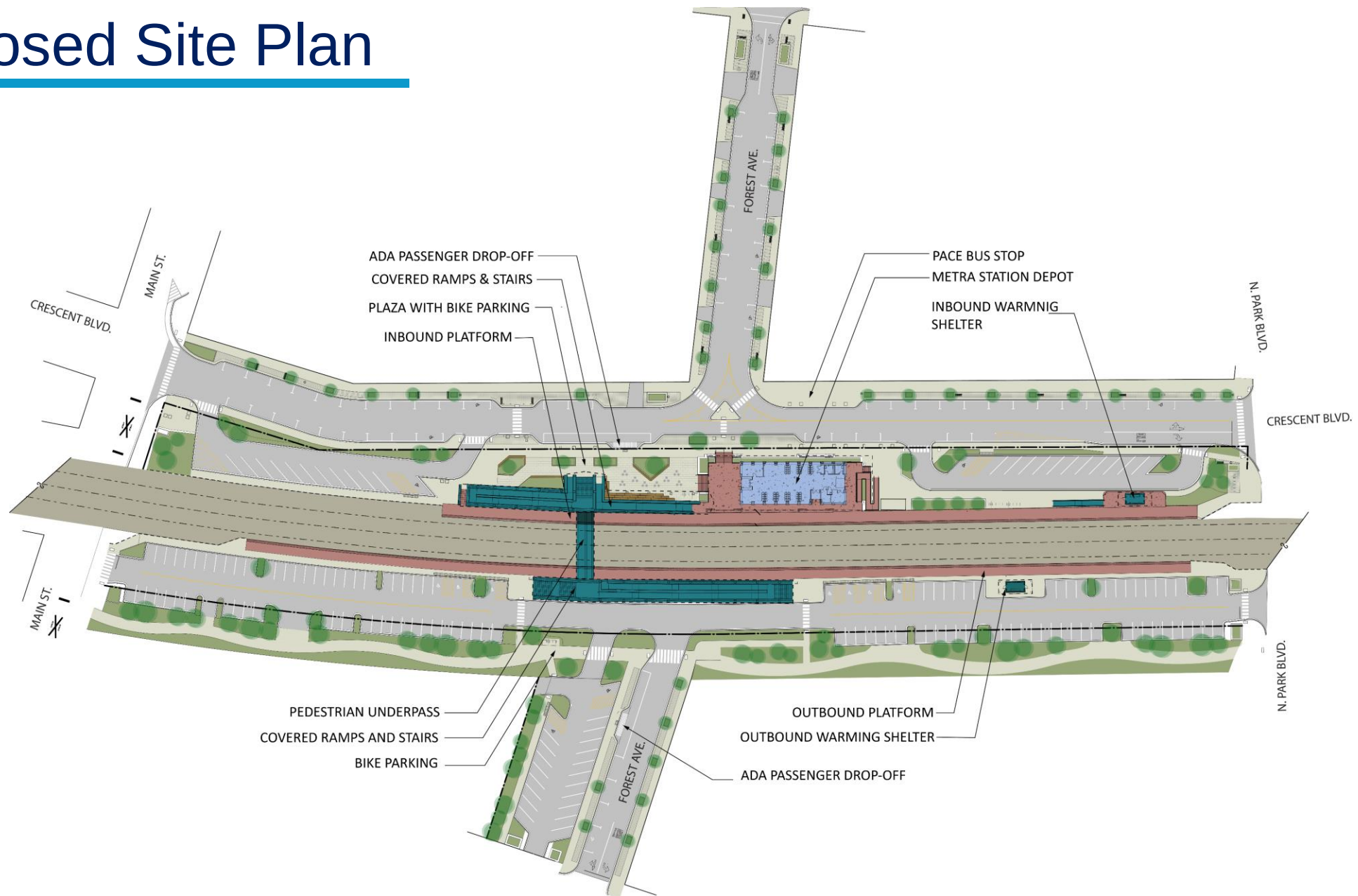
Improved Safety & Connectivity

- 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

Existing Site Plan



Proposed Site Plan



Project Coordination



Public Outreach

- Phase 1 Public Workshop
- Survey with over 800 responses
- Phase II Public Meeting (5/30/24)

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

Project Status

Current Status

- Finalizing 30% Design Documents
- Obtaining Village Input on Parking

Next Steps

- Continued Stakeholder Engagement
 - Metra
 - UPRR
 - Pace
 - ICC
 - IDOT
- Joint Commission Meeting
- Application for Zoning Special Use
- **Village Board Parking Decision 7/15**



Grant Status

Glen Ellyn has secured
\$24.8M
in grant funding



Prior Funding Commitments

- \$14.4M CMAQ
- \$5M ICC
- \$4M Metra
- \$1.4M STP

Additional Awards in 2023

- \$3M ICC Grade Crossing Protection Program

Potential Future Funding

- CMAQ/Shared STP
 - Top scored transit facility in Shared STP
 - On STP contingency list for addt'l **\$10.8M**
 - Reapply in 2025 once design is advanced
- Metra contribution alignment (UP force account work)

Parking

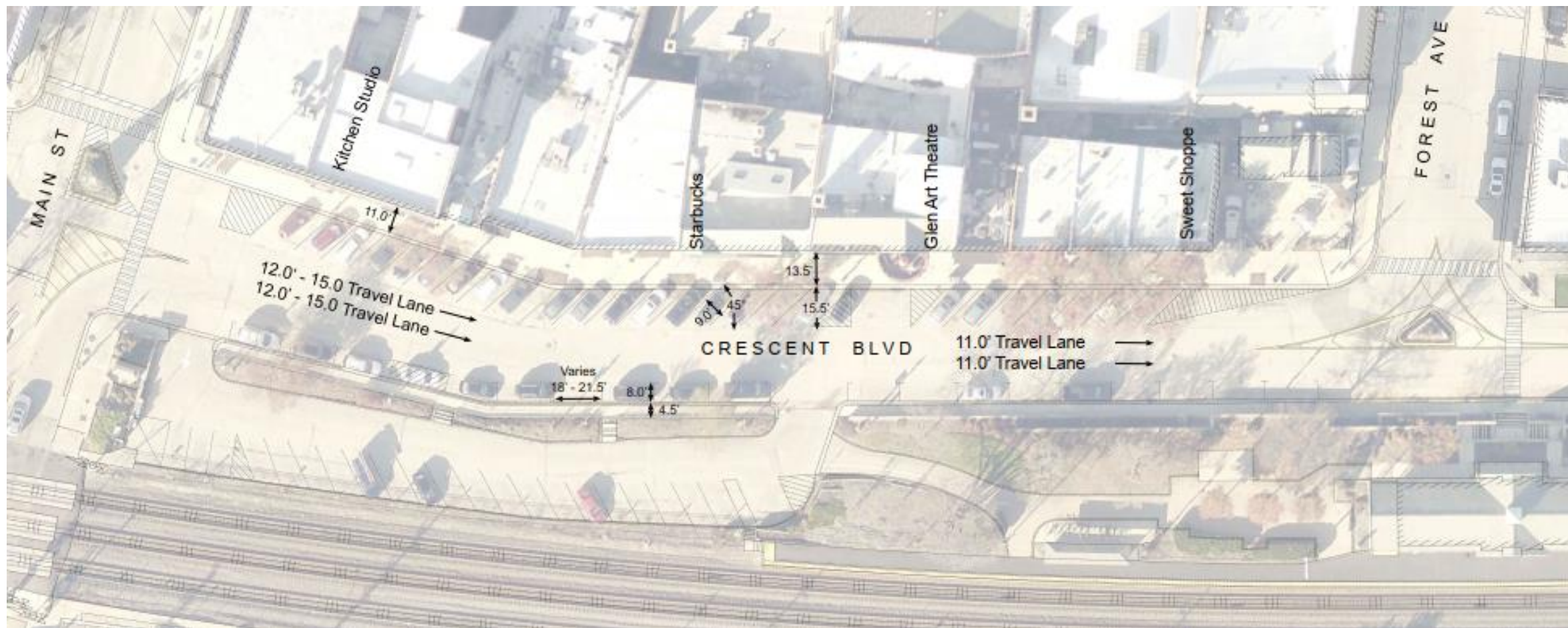
Direction received to date

- CIC and Village Board recommendations
 - Maximize on-street parallel parking
 - Maximize parking in off-street lots

Next Steps

- Obtain Business Association Input
- Village Board Parking Decision 7/15

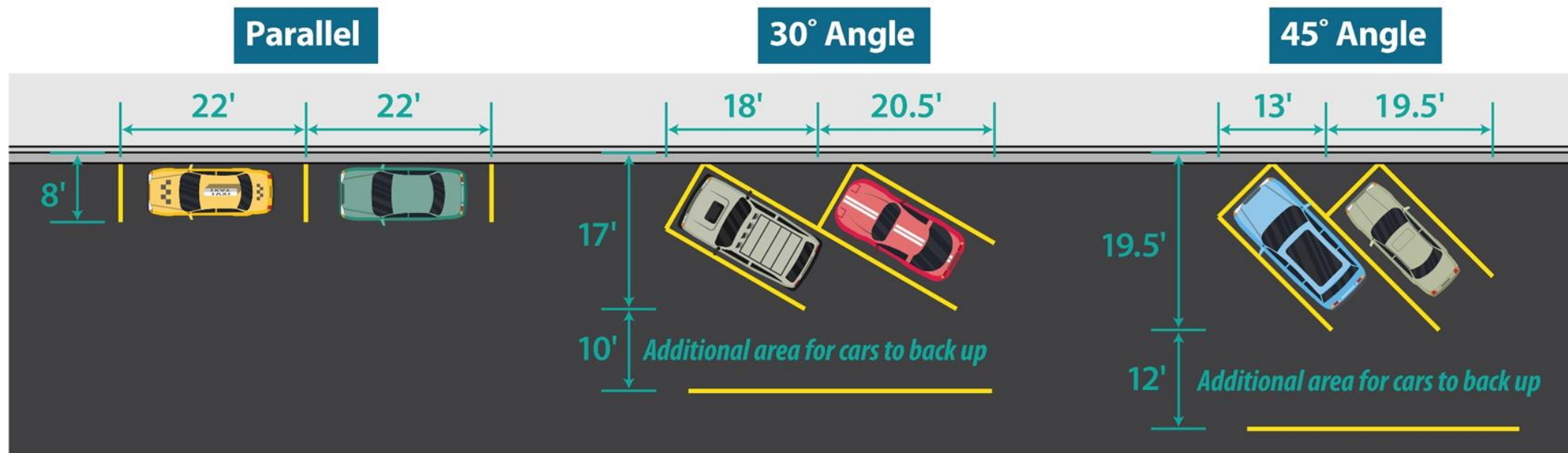
Existing Conditions



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



Angle Parking Design Exception

Angle parking is not preferred from a traffic operations engineering perspective but can be implemented if approved by IDOT in the context of reviewing crash history and establishing agreed upon design criteria to mitigate traffic operations concerns including crashes.

Angle Parking As Shown Requires Two Design Exceptions:

1. Parking Lane Width of 17.5 Feet In Lieu of 19.5 Feet
2. Horizontal Alignment of Eastbound Crescent Travel Lane at Main Street

Alternatives Development

Crescent Boulevard On-Street Parking Alternatives

1. Parallel
2. Angle

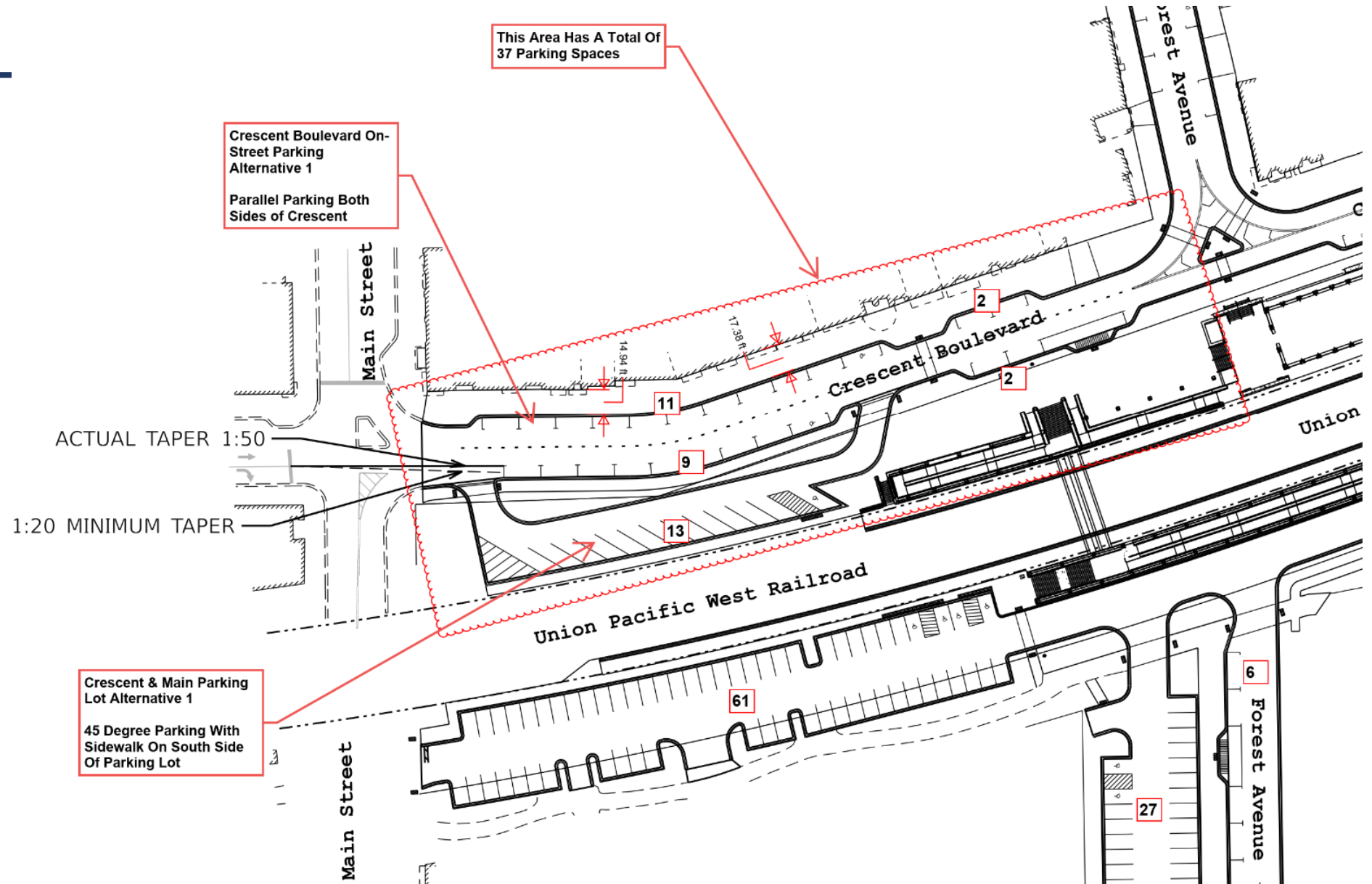
Crescent and Main Parking Lot Alternatives

1. 45 Angle With Sidewalk
2. 60 Angle No Sidewalk

Combinations of the Above Produce 4 Overall Alternates

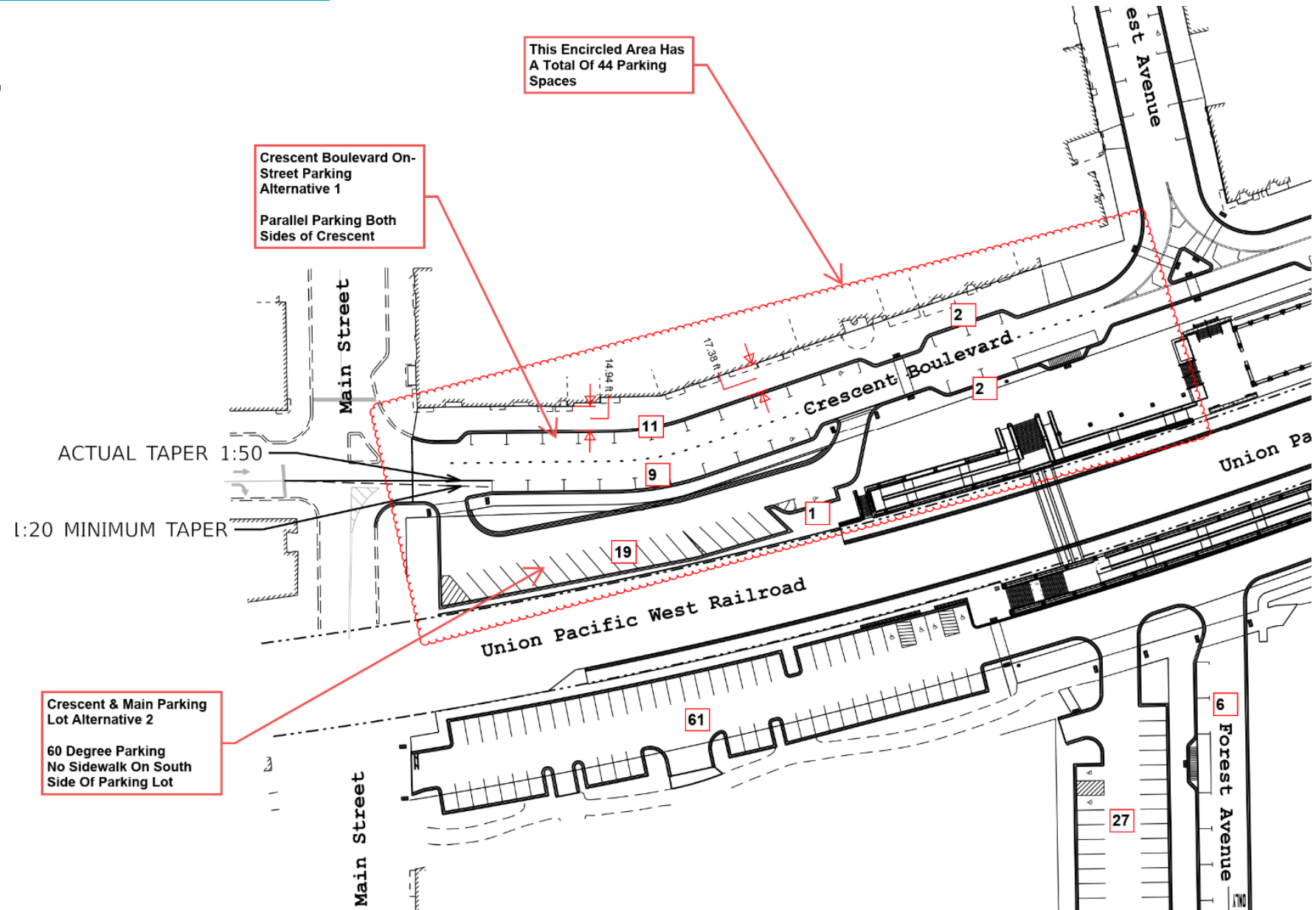
Alternate 1

- Parallel parking on Crescent
- (2) 11'W travel lanes
- Crescent & Main Parking Lot With 45 Degree Parking And Sidewalk
- 247 total spaces



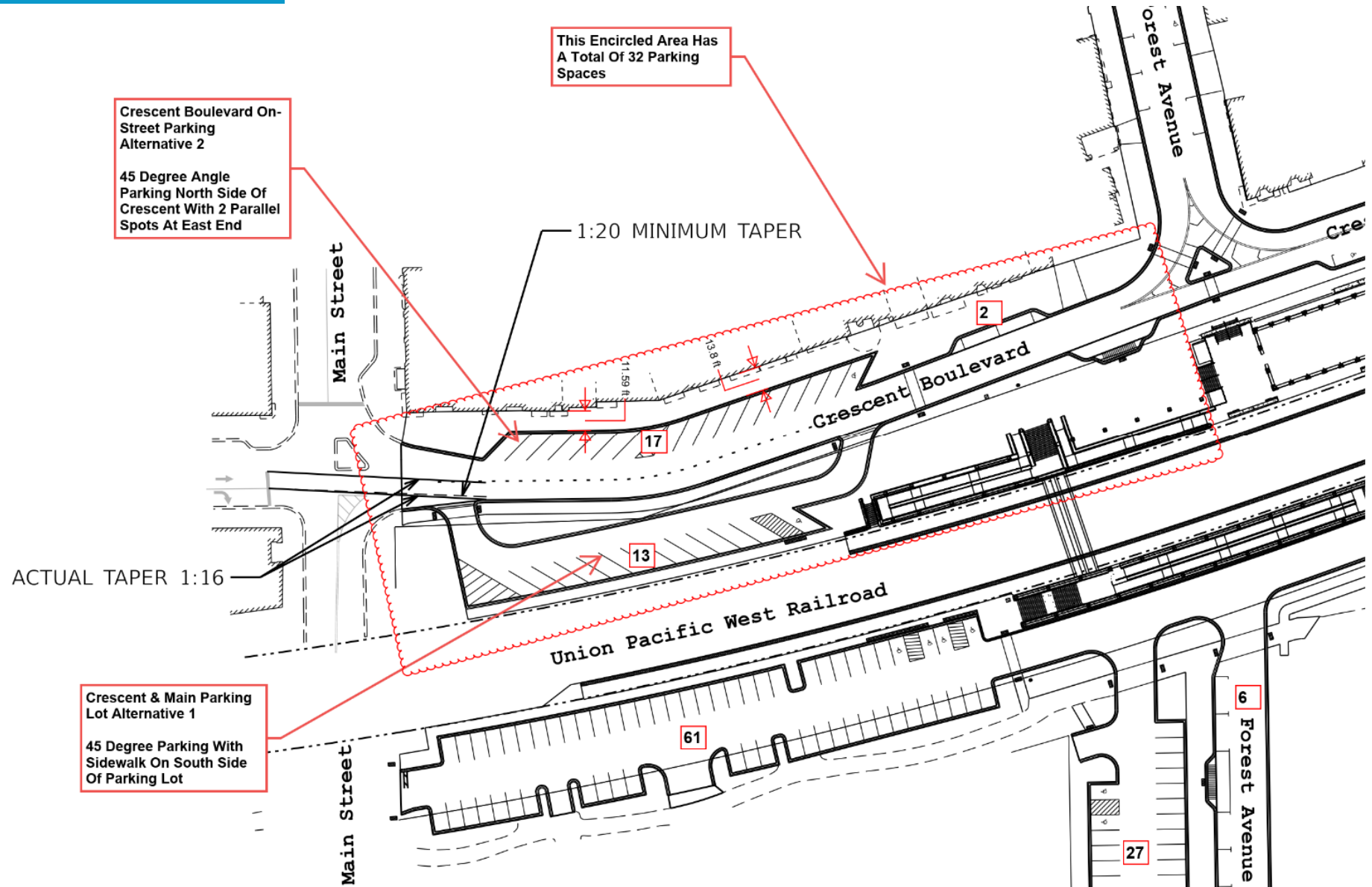
Alternate 2

- Parallel parking on Crescent
- (2) 11'W travel lanes
- Crescent & Main Parking Lot With 60 Degree Parking No Sidewalk
- 254 total spaces



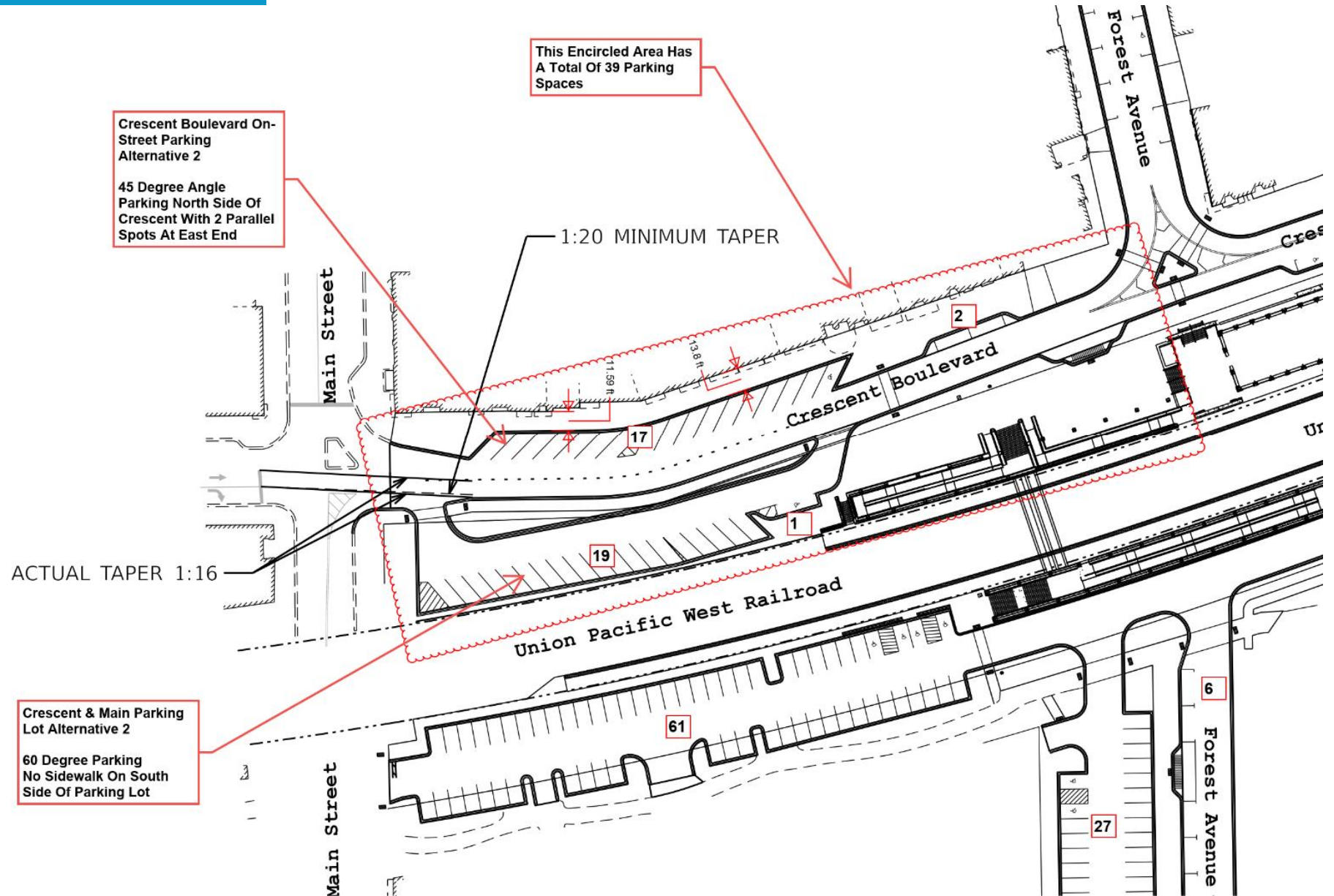
Alternate 3

- Angled parking on Crescent
- (1) travel lane plus a backing lane
- Crescent & Main Parking Lot With 45 Degree Parking And Sidewalk
- 242 total spaces



Alternate 4

- Angled parking on Crescent
- (1) travel lane plus a backing lane
- Crescent & Main Parking Lot With 60 Degree Parking No Sidewalk
- 249 total spaces



Angled vs. Parallel

	Angle Parking Benefits	Parallel Parking Benefits
Functionality	• Easier to enter parking spaces	• Easier to exit parking spaces
Traffic Operations	• Don't exit vehicles adjacent to traffic	• Superior sightlines • Easier to identify open spaces • Lower crash rates
# of Parking Spaces	• 5 fewer spaces overall but 6 more spaces on north side of Crescent	• 5 more spaces overall
Other Benefits		• 5 foot of sidewalk widening on north side of Crescent • Headlights don't shine in windows

Summary of Four Alternates

Summary of Alternate Components	Alternate 1	Alternate 2	Alternate 3	Alternate 4
	Crescent On-Street Parallel Crescent & Main Lot 45 Angle With Sidewalk	Crescent On-Street Parallel Crescent & Main Lot 60 Angle No Sidewalk	Crescent On-Street Angle Crescent & Main Lot 45 Angle With Sidewalk	Crescent On-Street Angle Crescent & Main Lot 60 Angle No Sidewalk
Total Parking Spaces South of Tracks	158	158	158	158
Total Parking Spaces North of Tracks	89	96	84	91
Total Parking Spaces North and South of Tracks	247	254	242	249
Total Parking Spaces Along Crescent Storefronts (Main to Forest)	13	13	19	19
Total On-Street and Off-Street Parking Spaces Along Crescent from Main to Forest	37	44	32	39
Sidewalk Widening South Side of Crescent	~2.7 Feet	~2.7 Feet	~2.7 Feet	~2.7 Feet
Sidewalk Widening North Side of Crescent	~5 Feet	~ 5 Feet	~ 1.5 Feet	~1.5 Feet
Plaza Area South Side of Crescent (~185' X 30' ~ 5,600 Gross SF)	Yes	Yes	Yes	Yes
Sidewalk Along South Side of Crescent & Main Lot	Yes	No	Yes	No
Fully Compliant with Design Standards	Yes	Yes	No	No

Sidewalk Impacts

Benefits to wider sidewalk at Crescent

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



Alternates 1&2 (parallel): ~15' – 17'W Sidewalks (~5' Wider Than Existing)

Alternate 3&4 (angle): ~11.5' – 13.5'W Sidewalks (~1.5' Wider Than Existing*)

* If Design Exception Approved; Otherwise ~0.5' Narrower Than Existing

Action Requested

Staff Respectfully Requests Village Board Motion to Approve the Ordinance directing staff on the design of the Crescent Boulevard on-street parking and Main & Crescent parking lot configuration associated with the Glen Ellyn Metra Station & Multimodal Access Improvements Project in the Village of Glen Ellyn, Illinois, with Parking Alternate X (1, 2, 3, or 4) Selected Within the Approved Ordinance.

Questions & Discussion