



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

Board or Commission: Capital Improvements

Date: July 10, 2024

Meeting: Regular

Called to Order: 7:04 p.m.

Quorum: Yes

Adjourned: 9:32 p.m.

Member Attendance:

Steve Szymanski	Chair	Present
Joel Baldin	Commissioner	Present
Arthur Foerster	Commissioner	Present
Orion Galey	Commissioner	Absent
Michael Lindquist	Commissioner	Present
John MacDonald	Commissioner	Present
Adil Saeed	Commissioner	Present (7:14)
Jill Ziegler	Commissioner	Absent
Rocco Zuccherro	Commissioner	Present
Donna Jean Simon	Trustee Liaison	Present
Richard Daubert	Staff Liaison/Professional Engineer	Present

Also Present:

Dave Buckley	Public Works Director
Mark Senak	Village President
Elisa Pollina	Recording Secretary
Barb Lemme	President of the Downtown Alliance, Business Owner, and Glen Ellyn Resident
Julie Dagnon	556 Crescent, Glen Ellyn
Tom Manak	586 Crescent, Glen Ellyn
David Beckett	457 Whittier, Glen Ellyn
Steve Pasinski	CDM Smith Client Service Manager

A. CALL TO ORDER

The July 10, 2024 regular meeting of the Capital Improvements Commission was called to order by Chairman Szymanski at 7:04 p.m. at the Glen Ellyn Civic Center.

B. PUBLIC COMMENT – None

C. APPROVAL OF MINUTES – None

D. CURRENT BUSINESS

1. Glen Ellyn Metra Station and Multimodal Access Improvements Project Presentation for Downtown Businesses. Engineer Daubert stated that staff and CDM Smith gave this same presentation this morning to the Alliance of Downtown Glen Ellyn members this morning and that this is another opportunity for businesses to get this information and hear the Capital Improvements Commission's feedback on the matter. The following items were covered:

- Project Overview: New train station and warming shelters, accessible pedestrian underpass, covered stairs and ramps, site improvements, parking lot reconstruction, utility replacement and streetscape improvements.
- Project needs for existing station: Glen Ellyn Metra Station was built in the 1960s with limited updates, station does not comply with today's accessibility and building codes and does not meet ADA compliance between the station and commuter parking, station size no longer meets Metra's waiting area requirements and fully enclosed shelters are needed, the aging infrastructure requires increasing maintenance on the railings.
- Improved passenger experience, safety and connectivity: Provide modern station with covered waiting areas to meeting today's building, fire protection, energy, and accessibility codes, include amenities such as bike parking, warming shelters and implement pedestrian. In addition, Provide safe and accessible grade separated pedestrian crossing under UP-West line, unite the north and south areas of the Central Business District and provide safe and accessible intermodal connections (bus, vehicular, bike, pedestrian) as well as improving traffic flow throughout downtown.

Engineer Daubert reviewed the diagram of the existing and proposed site plans, focusing on several key features. He highlighted the plaza area, emphasizing the inclusion of covered ramps leading to both the plaza and parking areas, which eliminates the need for snow removal. Additionally, changes to the plan include the introduction of 90-degree parking, aimed at maximizing the number of available parking spaces.

Project Coordination: Daubert states public outreach/surveys were conducted. We also received village input from the CIC, HPC and Board of Trustees; as well as various agency reviews on this project.

Project Status: Daubert mentioned that we are seeking input from the Village regarding parking on Crescent, emphasizing the critical role this decision plays in shaping project details. He noted that we have secured \$25 million in grant funding with an additional contingency of \$10.8 million. Progressing further in the project increases our credibility with CMAQ for the additional grant funding. Therefore, prompt direction on parking is crucial for advancing the project efficiently.

Engineer Daubert reviewed the four alternate parking plans, noting that the current configuration provides 325 spaces. He presented diagrams for each alternative:

- Alternate 1: Parallel parking on Crescent with two 11-foot-wide travel lanes, Crescent & Main Parking Lot with 45-degree parking and a sidewalk. Total parking spaces: 247. Sidewalks 15' – 17'W (5' Wider Than Existing)
- Alternate 2: Parallel parking on Crescent with two 11-foot-wide travel lanes, Crescent & Main Parking Lot with 60-degree parking and no sidewalk. Total parking spaces: 254. Sidewalks - 11.5' – 13.5'W (1.5' Wider Than Existing)
- Alternate 3: Angled parking on Crescent with one travel lane and a backing lane, Crescent & Main Parking Lot with 45-degree parking and a sidewalk. Total parking spaces: 242.
- Alternate 4: Angled parking on Crescent with one travel lane and a backing lane, Crescent & Main Parking Lot with 60-degree parking and no sidewalk. Total parking spaces: 249.

Engineer Daubert reviewed the pros and cons of parallel and angled parking, highlighting the following points:

Angled Parking - Easier to enter parking spaces, vehicles don't exit adjacent to traffic, easier to identify open spaces, lower crash rates, 5 fewer spaces overall but 6 more spaces on the north side of Crescent, headlights don't shine into windows of businesses.

Parallel Parking – Easier to exit parking spaces, 5 more spaces overall, 5-foot sidewalk widening on the north side of Crescent.

Engineer Daubert requested feedback. The CIC inquired about the next steps, noting that they have already provided their feedback and recommendations. They asked for clarification on what further input the Village is seeking.

Trustee Simon acknowledged that the board understands parking is a significant concern and aims to find a solution that balances the needs of residents and businesses. However, she noted that there is no easy answer, and the board must also comply with the regulations of other agencies.

Commissioner Zucchero emphasized the need to decide whether to prioritize a car-centric or pedestrian-centric downtown and to consider the overall vision for the area.

Commissioner Lindquist concurred, noting the ongoing efforts to attract more people to the downtown.

Commissioner Baldin pointed out the dangers of angle parking on Crescent, stating that Alternate 1 would provide the best appearance. Commissioner Saeed stated that more parking would attract more people.

Commissioner McDonald expressed a preference for increased pedestrian traffic, walkability, and wider sidewalks.

Commissioner Foerster stated his preference for Alternate 1 or 2 due to the wider sidewalks they offer.

Barb Lemme, President of the Downtown Alliance, business owner and resident, expressed her appreciation for all the effort put into this project. She emphasized the need for careful decision-making, noting that overall parking is decreasing by about 90 spaces, with 30-42 of those spaces concentrated in one area.

Resident Tom Manak of 586 Crescent expressed his preference for wider sidewalks and advocated for parallel parking as the best option.

Resident Julie Dagnon of 586 Crescent expressed her preference for walking and praised the wide sidewalks and parking garages in Wheaton. She suggested that Glen Ellyn should direct people to use parking garages and prioritize creating wider sidewalks.

Resident David Beckett of 457 Whittier noted parallel parking can be daunting but with the advancement in cars they may be able to park themselves if they don't already. You are building for the future and need to have a longer-term outlook for this project. Students would like to see more bike racks for the downtown area.

Village President Senak stated that this is the most important decision the village will make in the next 10 years, as it will determine the nature of our downtown. A thriving downtown with businesses will attract people from our community and beyond, ensuring sustainable economic development. Conversely, a poor decision could undermine the downtown's vitality, causing some businesses to fail.

President Senak acknowledged the extensive time and effort invested in this decision and expressed gratitude for everyone's dedication. He emphasized the importance of making the right choice by prioritizing the perspectives of those most affected—the businesses.

While the final decision rests with the Village Board, he urged that significant weight be given to the feedback from business owners, as they are best equipped to understand their needs. This decision should ultimately focus on what is in the best interest of the businesses, keeping their interest in mind throughout the deliberation process.

Chairman Szymanski expressed his gratitude for the feedback and noted that he and Engineer Daubert have walked through downtown, engaging with business owners to gather their input. He emphasized the commitment to incorporating their feedback. Chairman Szymanski acknowledged that the project requires a leap of faith, but he believes that adding an underground walkway will unify the north and south sides of town, enhancing walkability and increasing foot traffic in the downtown area.

Trustee Simon emphasized the importance of parking but acknowledged the limited options available. She stressed the need to move forward and approve the design to avoid losing grant funding.

Engineer Daubert thanked everyone for their input and noted that the staff would brief the Village Board next week.

E. TRUSTEE’S REPORT – Trustee Simon updated the commission, informing them that the Village has hired a new attorney who will begin on July 22, replacing Greg Matthews who is retiring.

F. OTHER BUSINESS – None

G. PUBLIC WORKS REPORT – Public Works Director Buckley provided several updates: Two new employees have started in the past week. Second interviews are underway for the Assistant Public Works Director of Operations position. An Engineering Technician position is also being filled, and once these are completed, the department will be fully staffed. The special events season is in full swing, with the July 4th parade and festivities recently concluded, Jazz Fest scheduled for this weekend, and Bike Fest next week. Ongoing efforts are continuing with the lead service line replacement project.

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

- CBD Streetscape – Progress is steady with a current focus on East Pennsylvania Avenue.
- Crescent Boulevard Resurfacing and Sidewalk Project – This project is nearing completion and is conservatively \$200,000 under the contract award.
- 2024 Utility and Roadway Improvements: Four miles of streets are being improved on this project with significant progress being made on Bemis and Sunnybrook Roads.
- Butterfield Road Reconstruction: The State recently awarded a contract for this project which is anticipated to start later this year, likely around October at the soonest.
- Traffic Signal Modernization Report: The report is advancing well and is anticipated to be completed this summer.

I. ADJOURNMENT – Commissioner Saeed motions and Commissioner Baldin seconds to adjourn the meeting. The motion is unanimously approved and meeting adjourned at 9:32 p.m.

Submitted by Elisa Pollina, Recording Secretary

Reviewed by: Richard Daubert, Professional Engineer