

# Meeting Summary

## Hawthorne Corridor Improvements Project Public Information Meeting – Tuesday, June 28, 2011

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The purpose of the meeting was to provide an opportunity for Village of Glen Ellyn staff and the design engineering consultants, Engineering Resource Associates, Inc. (ERA) and Sam Schwartz Engineering (SSE), to review progress on the project, discuss potential design alternatives and receive input from residents and other project stakeholders. Meeting began at 7:13 p.m.

### 1. Introductions and Project Background

Robert Minix | Professional Engineer – Village of Glen Ellyn

- a. Mr. Minix provided some background including an overview of the proposed project scope and schedule, discussed the purpose of the meeting, introduced design team members and discussed the process by which the design alternatives would be evaluated by the design team, the Capital Improvements Commission (CIC) and Village of Glen Ellyn Village Board. Since the street would be undergoing complete reconstruction, certain design parameters – particularly roadway width – would be considered, reviewed and ultimately decided upon.

### 2. Proposed Alignments and Traffic Study

Rodney Beadle, P.E., CFM | President – ERA

Lynn Means, P.E., PTOE | Senior Transportation Engineer – SSE

- a. Mr. Beadle discussed existing conditions and primary design considerations along the project alignment. He discussed the number of mature trees in the parkways, the existing pavement widths, the existing power poles and other project elements. He stated that Hawthorne is classified as a minor collector street. He reviewed two potential proposed typical sections for the project.
  - i. The first included a 21' wide (back of curb to back of curb) concrete street with B6.18 curb and gutter on both sides. This section would provide two 8.5' wide driving lanes. This section conforms to the Village's standard for local residential roadways and would match the width of most of the existing pavement.
  - ii. The second included a 25' wide concrete street with B6.18 curb and gutter on both sides. This section would provide two 10.5' wide driving lanes. This section conforms to the Village's standard for minor collector streets.
- b. Mr. Beadle discussed the fact that most power poles are very close to the existing back of curb. Most of the power poles would need to be moved if the roadway is widened. If the power lines also moved, there may need to be extensive pruning and cutting of parkway trees along the entire alignment. He discussed using cantilevered arms on the poles to accommodate moving the poles back but keeping the power lines in the same location.
- c. Mr. Beadle stated that a detailed tree inventory has been completed by the Village Arborist. The inventory includes a preliminary evaluation of potential impacts to the trees caused by widening and moving of power lines. ERA will be meeting with the arborist to review the inventory and discuss ways to minimize tree damage.
- d. Mr. Beadle discussed the potential location of new sidewalk in the south parkway east of Park Boulevard. To avoid impacts to existing, mature trees, portions the sidewalk would need to wind throughout the parkway.
- e. Ms. Means discussed the results of the traffic study. The traffic study included collection of average daily traffic and travel speeds along sections of Hawthorne, Western Avenue and Main Street. Western Avenue has a 21' wide typical section and Main Street has a 25' wide typical section. The results of the study were presented in tabular and graphic formats. Average daily traffic on Hawthorne ranged from 2,215 to 3,124 vehicles per day. Average daily traffic on Main ranged from 9,633 to 11,220 vpd. Average daily traffic on

Western ranged from 6,457 to 6,541 vpd. The results of the study indicated that travel speeds are similar along each roadway and they do not appear to be significantly influenced by street width or traffic volumes.

- f. The following is a summary of questions and responses (in italics) during and after the presentation:
- i. Why would driving lanes for a 21' wide new roadway be narrower than existing 21' wide roadway? – *The existing asphalt surface roadway is paved up to the face of curb on both sides. The existing gutters have been overlaid and are no longer visible. This creates two 10' wide driving lanes. To accommodate drainage, the new roadway will have 24" wide curb and gutter on both sides. This results in 8.5' wide driving lanes.*
  - ii. If the power poles needed to be moved, how deep will the poles need to be buried? Will it disturb a large area of the parkway? – *Utility poles are usually directly buried in holes about the same size as the pole diameter. It is not anticipated that this will cause significant disturbance.*
  - iii. Since there will be sewer and water improvements, why not bury the power lines? *Mr. Beadle suggested that placing power lines next to the sewer would be dangerous. Burying the power lines would be extremely expensive and could introduce more conflicts with the existing trees.*
  - iv. Do you have accident data for Hawthorne? *Mr. Beadle briefly discussed the data that is available going back to 2007. A detailed review of the data hasn't been completed yet, but there have been about 25 accidents, mostly related to intersection conflicts.*
  - v. Was pedestrian traffic considered as part of the traffic study? There are schools and a park along Hawthorne. - *The traffic study was conducted to evaluate vehicular volumes and speeds. Pedestrian traffic was not evaluated as part of the study.*
  - vi. Several residents expressed concern over the potential for any widening to cause damage and removal of many trees. Given the high number of ash trees requiring removal, they do not want to see more trees lost. - *Mr. Minix explained that no decisions have been made regarding the project. The purpose of this meeting is to inform and discuss potential options. He stressed that this is an opportunity to improve Hawthorne for the next 40 or 50 years and the Village wants to be sure that the improvements consider numerous factors including trees, utility conflicts, pedestrian safety, vehicular safety, schedule and cost.*
  - vii. Speeds – what is significant? – *The vehicular speeds measured along Main, Hawthorne and Western were close enough and consistent enough to be considered essentially similar.*
  - viii. How many accidents are due to the width of the roadway? – *A detailed analysis hasn't been performed yet. It is difficult to accurately determine this number though. The Police Chief stated that he was not aware of any sideswipe accidents related to lane widths along Hawthorne.*
  - ix. What impact will the roadway improvements have on home values? – *That would be very difficult to accurately analyze and determine although, often, improvement of the condition of roadways result in a perception of increased property values.*
- g. A resident questioned the traffic analysis and accident data. Have they looked at similar roadways (schools and parks) in different communities? – *Western and Main were chosen because of their street widths, traffic volumes and proximity to Hawthorne.*

- h. There was a concern that, with a wider roadway, children and pedestrians may go into the street? *The average parkway along the project alignment is currently 16.5' wide with sidewalks located at the right of way limits. Widening the roadway to 25' would reduce the average parkway to 14.5' wide. IDOT recommends a minimum separation of about 6' from back of curb to sidewalk edge. There are some areas where existing sidewalks get closer to the back of curb to avoid trees.*
- i. A resident mentioned that school children walk in hordes. She is worried more about the kids on the sidewalk rather than at the intersections. – *See response above.*
- j. A resident mentioned that his friend drives slower on Western Avenue due to the narrower lanes. He doesn't touch his phone while driving on Western. – *The Police Chief stated that given the relatively narrow street width and higher traffic volumes, it may be reasonable that many drivers are more cautious when travelling Western.*
- k. What happened to the sign at Park and Pennsylvania stating truck limits? – *The Police Chief stated that he will look into this.*
- l. An 8-year-old child read a note to the attendees. She stated that she likes to ride her bike and doesn't want anything to happen to her siblings.

### 3. **Additional Considerations**

Robert Minix | Professional Engineer – Village of Glen Ellyn

- a. The Village arborist's tree analysis is still being assessed by the project team.
- b. Based on discussions with various project stakeholders – including District 41, District 87, the Fire Company and Police Department – there was generally a neutral stance taken on the issue of roadway width. No one reported significant or particular difficulties with the existing roadway of Hawthorne.
- c. All of tonight's attendees were encouraged to attend the CIC planning meeting on July 12.

### 4. **Next Steps for the Project**

Robert Minix | Professional Engineer – Village of Glen Ellyn

- a. Mr. Minix provided a brief recap of the process. The next CIC meeting is scheduled for July 12. Village staff was asked to craft a recommendation for the committee. They will take into consideration street width and design issues. Depending on the agenda, there will likely be a Village Board workshop scheduled for mid-August (possibly August 15).
- b. Mr. Beadle discussed the project's website; the traffic study and tree analysis are currently available online. The agenda and meeting presentation will be uploaded in the morning.

### 5. **Plan Viewing in Groups**

Robert Minix | Professional Engineer – Village of Glen Ellyn

Rodney Beadle, P.E., CFM | President – ERA

Steve Wegner, P.E. | Project Manager – ERA

Brian Dusak, P.E., CFM | Project Engineer – ERA

- a. Attendees met with the engineering team and reviewed plan sets and asked one-on-one questions