

Village of Carol Stream

SPECIAL WORKSHOP MEETING

MONDAY JUNE 6, 2016

6:00 P.M.

**GREGORY J. BIELAWSKI MUNICIPAL CENTER
500 N. GARY AVENUE
CAROL STREAM, ILLINOIS 60188**


VILLAGE BOARD ROOM

AGENDA

1. CALL TO ORDER
2. ATTENDANCE
3. SIDEWALK SNOW PLOWING-PILOT PROGRAM EVALUATION REPORT
4. CHLORIDE TOXICITY STUDY CONSORTIUM
5. SOUTHEAST BIKE PATH PROJECT PRESENTATION
6. OTHER BUSINESS
7. ADJOURNMENT

Village of Carol Stream
Interdepartmental Memo

TO: Joe Breinig, Village Manager

FROM: Philip J. Modaff, Director of Public Works 

DATE: June 2, 2016

RE: Pilot Program Review – Snowplowing Walking Paths Serving Glenbard North

During the last winter season the Public Works Department implemented a pilot program to clear snow from walking paths serving Glenbard North High School. The Village Board approved this pilot program in response to requests from school administrators, parents and students. The majority of the requests were focused on Kuhn Road and Lies Road due to traffic speed and volume as well as the lack of properties that front these streets where residents or businesses would normally clear the sidewalks.

Partnering with the School District and the Park District the pilot program set out to accomplish the following:

- **The service must be timely.** Walking paths must be cleared by 6:30 am and 2:15 pm to meet the school schedule.
- **The service must be reliable.** Students and parents must be able to depend on the service being delivered, especially when conditions are severe.
- **The service must not interrupt or displace other services.** All of the agencies have other snow-removal responsibilities that must continue to be met.

A contractor was hired by the Village to provide snow clearing services and application of rock salt on the selected sidewalks and bike paths. Limits of the Pilot Program were established as follows:

- On the south side of Lies Road between Idaho Street and Brookstone Drive (except for the area immediately adjacent to the Glenbard North High School property);
- On the west side of Kuhn Road from Thunderbird Drive to Woodhill Drive (except for the area immediately adjacent to the Glenbard North High School property)

Attached is a summary review of the pilot program which includes input from Public Works staff as well as feedback from both the School and Park District. Overall, feedback from our program partners and from residents supports continuing the program. Staff recommends the following:

- Due to a relatively mild winter last season staff recommends designating the coming winter season as an extension of the pilot program to better gauge the financial impact of the program
- Continue clearing the west side of Kuhn and the south side of Lies. Consider scaling back the wester limit to Morton Road.
- Require the contractor to use equipment designed for sidewalk snow clearing and spreading ice-melt
- Switch to a bagged ice-melt product from regular road rock-salt to improve effectiveness and reduce the amount of ice-melt used.

SIDEWALK SNOW PLOWING EVALUATION REPORT

- Program costs (contractor only) totaled \$11,544.00 for the season, and we collected just under \$7,000 from program partners at the Park District and School District. The contractor was called out on sixteen (16) separate dates, and responded more than once on several of those dates. The Village provided 22 tons of salt to the contractor at a cost of \$1,549 (100% Village cost). Staff time and costs to administer the program were not tracked.
- The limits (N/S/E/W) were determined to be satisfactory by school and park districts. Public Works staff noted little pedestrian traffic between west limit (Brookstone) and County Farm Road. Scaling back to Morton Road as the west limit could be considered.
- There was differing feedback on the sides of the street that should be plowed:
 - School district supports original plan of clearing south side of Lies and west side of Kuhn
 - The Park District supports doing both sides, even if cost increases.
 - Public Works recognizes there are operational advantages to providing services wherever there is bike path:
 - path can be plowed with a small pickup, which also reduces time
 - salt-spreading equipment is more easily mounted on a pickup
 - black color of path promotes quicker melting once plowed
 - Also recognizes the value of the program as originally designed:
 - Minimizes student roadway crossings
 - Clearing just one side of street limits contractor time and costs
- All three agencies received positive feedback from elected officials, administrators or residents.
 - School district received positive feedback from administrators, parents and students. Most residents did not know how the work got done but were appreciative of the safe walkways.
 - Village received positive feedback from residents
- Operational issues identified by Public Works:
 - Too much salt was used on sidewalks due to hand application and sometimes on bike path. Applying melting agent must be done mechanically for more efficient and thorough coverage. We also recommend utilizing a different product (probably bagged ice-melt rather than rock salt) which will increase costs.
 - Clearing sidewalks was time-consuming and unevenly performed due to lack of proper equipment. Specific equipment designed for sidewalks must be required as part of Request for Proposals (RFP).
 - Even if school is not in session snow/slush must be removed quickly to avoid freezing
 - Some students chose to walk in the snow on the side of the street where the walking path/sidewalk had not been cleared.
- Recommendations
 - Due to a relatively mild winter last season staff recommends designating the coming winter season as an extension of the pilot program to better gauge the financial impact of the program
 - Continue clearing the west side of Kuhn and the south side of Lies. Consider scaling back the western limit to Morton Road.
 - Require the contractor to use equipment designed for sidewalk snow clearing and spreading ice-melt
 - Switch to a bagged ice-melt product from regular road rock-salt to improve effectiveness and reduce the amount of ice-melt used.

Village of Carol Stream
Interdepartmental Memo

TO: Joe Breinig, Village Manager
FROM: Philip J. Modaff, Director of Public Works
DATE: June 2, 2016
RE: Chloride Toxicity Study Consortium

The Illinois Pollution Control Board (IPCB) recently adopted new water quality standards for the Chicago-area waterways that include new chloride standards, some of which do not go into effect until 2018. The newly adopted standard of 500 mg/L is seen as an interim limit, as more recent studies suggest that a chloride water quality standard of less than 200 mg/L is necessary to protect aquatic life.

Urban streams throughout Illinois regularly exceed the 500 mg/L standard during snow storms and melt periods, attributed to the use of de-icing salt. Despite the implementation of efforts by some agencies to reduce salt usage during winter storms it is highly likely that area streams will not be capable of achieving the 500 mg/L limit, much less the anticipated lower limit of 200 mg/L. While some efforts are underway in certain watersheds to seek variances allowing time to implement and gauge the impact of best management practices, demonstration of progress toward the limit and beyond is required.

A working group of Public Works Directors among DuPage Mayors and Managers Conference communities has been discussing this issue and is recommending a plan to address a potential issue which may impact the new standard. Specifically, there are some limited studies that have indicated that at lower temperatures (winter months) chlorides exhibit *less* toxicity. What this means is that despite the higher level of chlorides present during the winter months the impact to aquatic life may be less toxic during that season. With further research there may be an opportunity to propose seasonal chloride standards to the IPCB, with the hope of some relief from the standard. A similar effort was undertaken several years ago with regard to ammonia that was ultimately successful in convincing the IPCB to adopt seasonal standards.

At this time neither the USEPA nor the IEPA are pursuing this research. If it can be shown that winter temperature toxicity is different than summer conditions, the research can lead to an end point that is in all parties' best interests: protecting aquatic life and having winter de-icing agencies manage operations to meet a cold weather standard, which is a much more achievable goal. Without this it is feared agencies will be required to strictly limit the use of de-icing materials.

Staff is recommending participation in a chloride toxicity study consortium working with environmental consulting firm Huff & Huff. The DuPage River Salt Creek Work Group (DRSCW), which Director of Engineering Services Jim Knudsen serves on, has indicated their support of this effort. The project would start in early July and continue into early 2018 when findings and testimony to the IPCB would be presented.

Carol Stream and other municipal agencies are being asked to commit \$1,000 as a participating member of the study consortium; larger agencies such as County Highway Departments will contribute \$2,500. The list of participants already committed includes: Illinois Tollway, DuPage and Cook County Departments of Transportation, Aurora, Geneva, Hinsdale, New Lenox, St. Charles, Winnetka, Woodridge and several private companies. It is still possible that other partners (including IEPA) may be convinced to participate, thereby reducing costs. It is also possible that the IPCB may eventually demand more testing and data, at which time staff would return to the Village Board to discuss continued participation and possibly additional financial commitment.

Staff recommends and is seeking concurrence from the Mayor and Village Board to join the chloride toxicity consortium with a commitment of \$1,000.00.

Project Title: Southeast Bike Path

Responsible Department: Engineering Services

Total Project Cost	Total Expended To Date	Budget Year 1 2016-17	Unappropriated Subsequent Years				Future Funding Requirements
			Year 2 2017-18	Year 3 2018-19	Year 4 2019-20	Year 5 2020-21	
\$673,000	\$0	\$8,000	\$146,000	\$477,000	\$341,000	\$369,000	\$0

Description & Scope: A 10-foot wide, 6,200 foot long bituminous bike path is proposed to be constructed in the southeast corner of the Village connecting the Great Western Trail at President Street to the existing Community Park trail system and . The path will head south from the Great Western Trail along the east side of President Street to Gundersen Drive where it will connect into the Community Park trail system. From there it will continue west along the north side of Gundersen Drive to the west side of Schmale Road where it will turn south extending down to our southern Village limits at Geneva Road. The \$2,068,000 project is contingent on obtaining STP-TCM Program funding for construction and ITEP grant funding for the Phase I Design Study, Phase II Final Engineering, Phase III Construction Administration and right of way/easement acquisitions. If successful the Village's cost could be reduced by as much as 67%.

Purpose & Need: The purpose and need for this path is to construct a multi-use facility for pedestrian and bicyclists that will link local and regional trail systems particularly the Great Western Trail to the Community Park trails. It will also provide residents living in this area convenient access to the Outreach Community Center and numerous businesses along Schmale Road.

Impact on Future Operating Budget: This new asphalt path will require minimal maintenance initially. As the path ages and deteriorates more maintenance and rehabilitation will become necessary.



Schedule of Activities

Activity	From - To	Amount
Grant Application	5/16 - 4/17	\$ 8,000
Design Study	5/17 - 4/18	\$ 146,000
Final Engineering & Acquisitions	5/18 - 4/20	\$ 818,000
Construction	5/20 - 4/21	\$1,096,000

Means of Financing

Funding Source	Amount
FHWA STP-TCM Grant – Construction	\$ 727,000
IDOT ITEP Grant – Design Study & Final Engineering	\$ 668,000
Capital Projects Fund	\$ 673,000

Southeast Bike Path Project

