



CITY OF PARK RIDGE

505 BUTLER PLACE
PARK RIDGE, IL 60068
TEL: 847- 318-5200
FAX: 847- 318-5300
TDD: 847/318-5252
www.parkridge.us

MINUTES

**COMMITTEE OF THE WHOLE MEETING OF THE PARK RIDGE CITY COUNCIL
PUBLIC WORKS AND PUBLIC SAFETY**

**CITY HALL
COUNCIL CHAMBERS
505 BUTLER PLACE PARK RIDGE, IL 60068**

DRAFT

Monday, June 12, 2017 at 7:00 p.m.

I. Roll Call

Mayor Maloney called the meeting to order at 7:00 p.m.

Roll call was read and the following Elected Officials indicated their presence at the meeting: Aldermen Moran, Milissis (via electronic communication), Wilkening, Shubert, Melidosian (via electronic communication), Mazzuca and Joyce. There was a quorum.

II. Citizens Who Wish to be Heard on a Non-Agenda Item

None.

III. Public Works

A. Action Items

- 1. Approve a purchase order for insulating the Council Chambers to ThermaSeal / Lakeside, in the amount of \$12,745.00**

Motion by Alderman Moran, seconded by Alderman Shubert

Director Zingsheim stated that a recent energy study, conducted by Priority Energy, regarding the HVAC system at City Hall detailed that the Council Chambers attic was not adequately insulated, thereby causing ice to build up. As part of the comprehensive HVAC system upgrades and repairs being done, staff received three (3) quotes to have insulation done in this area, with the low quote from ThermaSeal / Lakeside in the amount of \$12,745.00.

Motion carried, 7/0, by roll call vote.

- 2. Approve a purchase order for mud-jacking to AAA Concrete Raising Co., in the amount of \$15,750.00**

Motion by Alderman Moran, seconded by Alderman Wilkening

Director Zingsheim stated that part of the City's annual sidewalk repair program includes sidewalk mud-jacking. The City plans on mud-jacking approximately 350 squares as part of this year's program. Staff requested quotes from nine (9) companies and received quotes from one (1), that being for \$45 per square from AAA Concrete Raising Co. of Inverness, Illinois.

Alderman Mazzuca requested the list of contractors that were contacted to submit a bid and declined be included in the Council memo.

Motion carried, 7/0, by roll call vote.

June 12, 2017

3. Approve the contract for Thermoplastic Pavement Marking with Superior Road Striping, Inc., and a purchase order in the amount of \$45,000.00

Motion by Alderman Moran, seconded by Alderman Wilkening

Director Zingsheim stated that the Suburban Purchasing Cooperative (SPC) thermoplastic pavement marking program contract was awarded to Superior Road Striping, Inc. of Melrose Park, Illinois in 2016. SPC has approved the first of three (3) possible one-year extensions for the 2017 Program. Based on the City's estimated quantities, Park Ridge would have approximately 28,800 LF of new pavement marking lines, 4,290 SF of pavement marking removal and approximately 1,770 SF of letters and symbols done under this contract at a cost of \$45,000.00.

Motion carried, 7/0, by roll call vote.

4. Approve a one-year extension to the contract for Emergency Watermain and Sewer Work Services, PW-FY17-01, to DiMeo Brothers, Inc.

Motion by Alderman Moran, seconded by Alderman Wilkening

Director Zingsheim stated that in May 2016, the Council approved a contract for Emergency Watermain and Sewer Work Services, PW-FY17-01, with DiMeo Brothers, Inc. The contract term was for one (1) year and may be extended for up to two (2) one (1) year periods; the overall term period is not to exceed three (3) years. The contract allows for annual unit increases based on the CPI, with a maximum of 3%. Staff has received correspondence from DiMeo Brothers, Inc. regarding a one (1) year contract extension with no rate increase.

Motion carried, 7/0, by roll call vote.

5. Approve a purchase order for two (2) Riding Mowers to Russo's Power Equipment Inc. in the amount of \$15,790.00

Motion by Alderman Moran, seconded by Alderman Shubert

Director Zingsheim stated that in FY18, the Grounds Department budgeted for the replacement of two (2) riding lawn mowers. After review, staff determined that the Wright Commercial Mower was the best choice and obtained three (3) quotes for the equipment. Quotes received ranged from \$15,790 to \$16,327.92 with Russo's Power Equipment being the lowest quote on each individual piece.

Alderman Moran asked that all three quotes be included in the Council memo.

Motion carried, 7/0, by roll call vote.

6. Approve a one-year extension to the contracts for Water Meter and Accessories, PW-FY17-04, to Midwest Meter Inc. and Water Resources

Motion by Alderman Moran, seconded by Alderman Shubert

Director Zingsheim stated that in June 2016, the Council approved contracts for Water Meter and Accessories, PW -FY17-04. The contract terms were for one (1) year and may be extended for a one (1) year period; the overall term period is not to exceed two (2) years with an annual CPI adjustment. Staff has received correspondence from both Midwest Meter Inc. and Water Resources regarding one (1) year extensions, each with a rate increase of 2%.

Alderman Mazzuca questioned why this did not go out for bid. Director Zingsheim stated that the City uses nutating disc meters and these are the only two vendors in the area that supply this type.

There was a brief discussion on shortening the replacement cycle of the water meters.

Motion carried, 7/0, by roll call vote.

June 12, 2017

7. Approve a purchase order for one (1) 2017 Ford Escape S to Currie Motors Frankfort Inc. in the amount of \$18,557.00

Motion by Alderman Moran, seconded by Alderman Wilkening

Director Zingsheim stated that City vehicle #110, a 2005 Ford Taurus used by Community Preservation and Development (CPD), was involved in a traffic accident on November 12, 2016. Staff is seeking approval to replace the 2005 vehicle with a 2017 Ford Escape S that is available through the Northwest Municipal Conference Suburban Purchasing Cooperative (SPC), contract #165, at a cost of \$18,557.00. The SPC, through its competitive bid process, selected Currie Motors Frankfort Inc. of Frankfort, Illinois as being the lowest responsive and responsible bidder for this vehicle. After delivery of the vehicle from Currie Motors, it will be rustproofed and undercoated for approximately \$350.

Alderman Mazzuca questioned the need to replace this vehicle, suggesting that this become a pool car rather than being designated a CPD vehicle.

Discussion ensued on this replacement being dedicated for CPD or a pool car.

Supervisor McGrath clarified that staff received three (3) quotes for the totaled vehicle for scrap metal and selected the high quote of \$175.

Motion carried, 6/1, by roll call vote with Alderman Mazzuca being the nay vote.

8. Approve the contract for Upfitting of One (1) Ford F450 Vehicle, PW-FY18-05, to Monroe Truck Equipment in the amount of \$45,051.00

Motion by Alderman Moran, seconded by Alderman Shubert

Director Zingsheim stated that staff issued an Invitation to Bid for Upfitting of One (1) Ford F450 Vehicle, PW-FY18-05, on May 23, 2017 in the Pioneer Press. Sixteen (16) firms registered via the City web site. One (1) bid was received by the bid opening on June 6, 2017. Monroe Truck Equipment has upfitted vehicles for the City in the past and staff has been satisfied with their work. This vehicle was purchased thru the Northwest Municipal Conference Suburban Purchasing Cooperative (SPC) and was delivered from Currie Motors Frankfort Inc. on May 31, 2017. The F450 truck requires additional equipment that is not available through the factory. This 'upfitting' includes a combination dump/service body, central hydraulic system, and snowplow and warning lights.

Supervisor McGrath detailed the uniqueness of the dump / service body needed for concrete crews and the hitch for both snow plows and leaf baskets.

Motion carried, 7/0, by roll call vote.

9. Approve a purchase order for one (1) hydraulic backhoe breaker to McCann Industries in the amount of \$18,050.00

Motion by Alderman Moran, seconded by Alderman Mazzuca

Director Zingsheim stated that in September 2016, the Council approved the purchase of a Case 590 Super N Backhoe, PW-FY17-14, that was delivered in December. A hydraulic breaker was included in the budgeted amount and was to be purchased separately. Staff received four (4) quotes for a 1,200 pound impact energy class hydraulic breaker that included the mounting bracket, hydraulic hoses, moil point and installation. Quotes received ranged from \$18,050 to \$24,450 with McCann Industries being the low quote for a FRD/Kent F9 QT Breaker.

Motion carried, 7/0, by roll call vote.

June 12, 2017

B. Discussion Items

1. Stormwater Master Plan Presentation on Level of Protection

Thomas Burke and Jeff Julkowski, of Christopher B. Burke Engineering LLC (CBBEL), gave a PowerPoint presentation to the Committee on level of protection and financial analysis for the Stormwater Master Plan, a copy of which is attached.

CBBEL asked the Council for direction on how to proceed on the sewer backup issue: continue a citywide approach based on a 2, 5 or 10 year level of protection, develop a list of projects that make sense to reduce sewer back up at a cost/benefit ratio, or rely on individual property owner solutions for sewer backup and focus the Stormwater Plan on overland flooding issues. Based on the direction given for addressing the sewer backup issue, CBBEL will return with how it will affect the costs to address overland flooding. They will then develop projects for the Stormwater Master Plan, based on that direction and identified criteria, for the Council's review.

Discussion ensued on the level of flood protection needed, sewer protection as it is affected by overland flooding, intensity of storm events, protection levels provided by overhead sewers and check valves, acceleration of homeowner projects, cost sharing models, and variables.

Garrick Bunting, 610 Elmore, commented on the correlation of responses to at risk areas.

Dan Juris, 724 North Delphia, commented that sewer protection was of no use if you get overland flooding.

Declan Stapleton, 226 East, commented on the costs of individual sewer protection versus the citywide costs.

Tom Nazan, 16 North Lincoln, commented on the costs benefits based on the number of years.

Dennis Sladky, 1725 Elliott, commented on the number of 100-year storms and the cost of investment.

Sarah Nugent, 1867 West Crescent, asked for clarification on sewer backup projects not significantly helping overland flooding issues.

Alderman Milissis commented that this portion clarifies that citywide sewer protection was not financially feasible, that there was a need to look at cost sharing models that support individual level of protection citywide, and concentrate the city efforts on overland flooding.

Alderman Wilkening agreed with Alderman Milissis that the monies would be better spent on overland flooding.

Alderman Mazzuca commented that both sewer backup and overland flooding are priorities. While he does not favor a cost share program, there are other forms of city assistance that could be provided.

Alderman Joyce commented on the city helping with other programs, such as sidewalks and alleys, and that he was interested in exploring a cost share program.

Alderman Shubert commented that the focus should be on overland flooding. A cost share program to provide flood control systems to residents has been discussed at the Council level before and not approved.

Mayor Maloney stated that the vast majority of residents do not flood and that he had concerns with segmenting it out. He was not in favor an all or nothing approach to sewer protection.

Alderman Melidosian stated that he was in favor of flood control to address sewer backup issues. He was interested in seeing the costs to address overland flooding.

June 12, 2017

Alderman Moran commented that there needs to be discussion on a flood control cost share program, possibly with either low or no interest loans. He stated that he felt the Committee agreed that setting a 2, 5, or 10-year level of protection number for setting the master plan was not going to happen. He directed CBEL that when doing the overland flooding analysis to assume that we will hopefully see an uptick in the installation of flood control systems.

2. Uptown Parking Study Presentation of Final Report

William Geive and Justin Opitz, of GHA, presented their final report to the Committee on the Uptown Parking Study. A copy of the PowerPoint presentation is attached.

Alderman Mazzuca questioned if Recommendation #8 (Main Street) would cause a conflict with adjacent businesses, #9 (Summit Avenue parking) would affect visitors to the condominiums there, and if they had a cost for #12 (purchase of vacant lot). Acting City Manager Gilmore stated that he did not have any new data on the cost of the property.

Alderman Joyce asked if there were apps for smart phones that would aid in locating available parking. Mr. Opitz mentioned Spot Hero and Passport Inc. as possibilities.

Mike Athans, 32 Main, commented that he was looking for long-term employee parking solutions.

Stephanie Athans, 32 Main, noted that the parking spaces on Main, just east of Touhy, are difficult to access as they area is one-way eastbound.

Sarah Nugent, 1867 West Crescent, commented on parking apps and the need for better signage.

Tom Nazan, 16 North Lincoln, commented on meter charges and the need for another parking lot.

Dave Loomos, 5 South Prospect, as concerned about the availability of evening and weekend parking.

Declan Stapleton, 226 East, stated that there was not enough employee or customer parking available, and there was sufficient commuter parking. He suggested forming a working group with stakeholders to further look at the process.

Garrick Bunting, 610 Elmore, spoke in favor of electronic meter payment and the need for an employee parking lot.

Melissa Hulting, 521 North Western, spoke on biking's effect on traffic congestion.

Discussion ensued on achieving a balance of parking, weekend and evening parking, better signage, education, implementation of any approved changes, and parking enforcement.

Alderman Shubert expressed his support of the Parking Study and urged timely approval of its recommendations as well as leasing the AT&T again, lot if it becomes available.

Alderman Moran recommended that implementation of any changes be done as a whole, as opposed to piecemeal. He recommended that this come back as quickly as possible.

3. Uptown Weekend Refuse Collection

Alderman Moran stated that in the past Grounds crews would work on Saturday mornings to collect miscellaneous refuse in the Uptown Business District. Groot Industries empties the courtesy refuse and recycling cans, Monday thru Saturday (excluding holidays). The approximate overtime costs for a four-man Public Works crew to collect miscellaneous refuse from the area on Saturday and / or Sunday mornings, from May 1 to September 1 would be \$17,000 for Saturday and \$22,000 for Sunday collections. This would be the maximum amount, depending upon the number of employees used. Sunday mornings would include emptying the courtesy cans of Saturday's debris.

June 12, 2017

After discussion, Alderman Moran stated that consensus was reached not to move forward with this.

C. Department Head Report

Director Zingsheim stated that the railroad crossing at Greenwood was on the Union Pacific's schedule for first repair in April 2018.

IV. Public Safety

A. Action Items – Police

- 1. Approve a purchase order for one (1) 2017 Ford Explorer Police Interceptor AWD to Currie Motors Frankfort Inc. in the amount of \$28,574.00**

Motion by Alderman Mazzuca, seconded by Alderman Moran

Chief Kaminski stated that the Department was replacing a 2007 Ford Explorer with 121,800 miles. After the vehicle is delivered, the vehicle requires additional equipment that is not available through the factory. This vehicle 'upfitting' for emergency lighting, etc. will be at an expected cost of \$3,500.00. The Northwest Municipal Conference Suburban Purchasing Cooperative (SPC), through its competitive bid process, selected Currie Motors Frankfort Inc. as being the lowest responsive and responsible bidder for 2017 Ford Explorer Police Interceptor AWD. SPC awarded contract extension #152 that is effective through November 8, 2017. The State of Illinois prices the same 2017 Ford Explorer Police Interceptor AWD vehicle at a higher price of \$28,795.00.

Motion carried, 7/0, by roll call vote.

- 2. Approve a purchase order for one (1) 2017 Ford Taurus Interceptor to Morrow Brothers Ford in the amount of \$25,880.00**

Motion by Alderman Mazzuca, seconded by Alderman Moran

Chief Kaminski stated that the Department was replacing a 2006 Ford Explorer with 113,206 miles. After the vehicle is delivered from Morrows Brother Ford, the vehicle requires additional equipment that is not available through the factory. This vehicle 'upfitting' for emergency lighting, siren, radio, etc. will be at an expected cost of \$3,500.00. The State of Illinois Joint Purchasing Program, through its competitive bid process, selected Morrows Brothers of Greenfield, Illinois as being the lowest responsive and responsible bidder for 2017 Ford Taurus Interceptor for the price of \$25,880.00. The Suburban Purchasing Cooperative (SPC) contract prices the same vehicle at higher price of \$25,960.00.

Motion carried, 7/0, by roll call vote.

B. Discussion Items – Police

None.

C. Department Head Report – Police

- 1. Monthly Report – May 2017**

None.

- 2. Complimentary Letters – May 2017**

None.

- 3. Red Speed Monthly Reports – May 2017**

None.

- 4. Citizen Corps Volunteer Report – May 2017**

None.

June 12, 2017

5. Community Advisory Board Minutes – May 5, 2017

None.

Chief Kaminski stated that the air conditioning in the Police Department appeared to be working well, and that there was less humidity.

He noted that 280 applicants showed up for the recent Police test; they have had over 500 applicants in the past.

D. Action Items - Fire

None.

E. Discussion Items – Fire

None.

F. Department Head Report – Fire

1. Complimentary Letters – May 2017

None.

Chief Sorensen stated that the Department's Quarterly Report for April, May and June would be issued next month. Summer crews are working on hydrant testing and have completed the area south of Devon. The Code Red system is used to notify area residents of testing being done in their area the following week.

V. Other City Business

None.

VI. New Business

None.

VII. Adjournment

The meeting adjourned at 10:30 p.m.



City of Park Ridge



June 12, 2017

Stormwater Master Plan Level of Protection Determination



Purpose of Tonight's Presentation

- Update Flood Survey Results
- Discuss Current Level of Protection
- Concept Project Areas for Proposed Level of Protection
- Direction for SMP Level of Protection



Flood Survey Update

465 surveys received

210 reported sewer backup
(96 were reports of backup before Flood Control was installed)

200 reported overland flooding

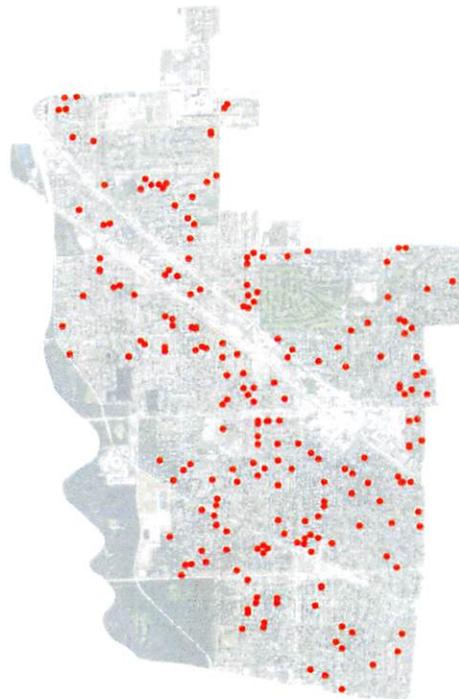
257 reported having a Flood Control system



Stormwater Master Plan

Flood Survey Update

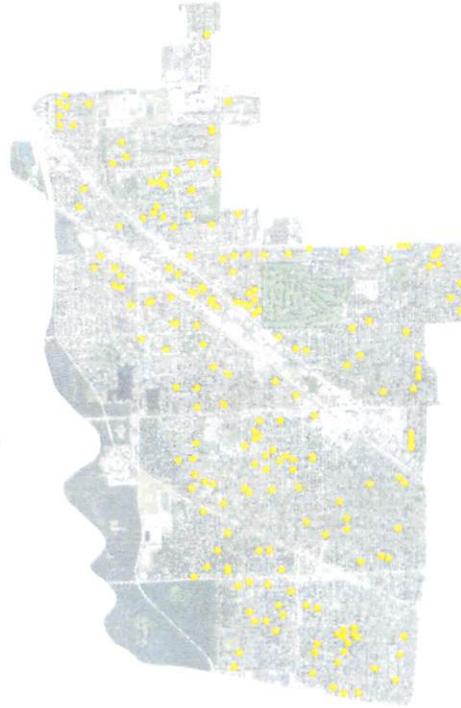
- Sewer Backup Mapping (210)



Stormwater Master Plan

Flood Survey Update

- Reported Overland Flooding (200)



Stormwater Master Plan



Level of Protection (LOP)

To develop the Stormwater Master Plan, we need direction on what the desired Level of Protection (LOP) from flooding will be.

(Higher LOP = Higher Cost \$\$)

Stormwater Master Plan



Level of Protection (LOP)

Need to consider LOP for 2 types of flooding –

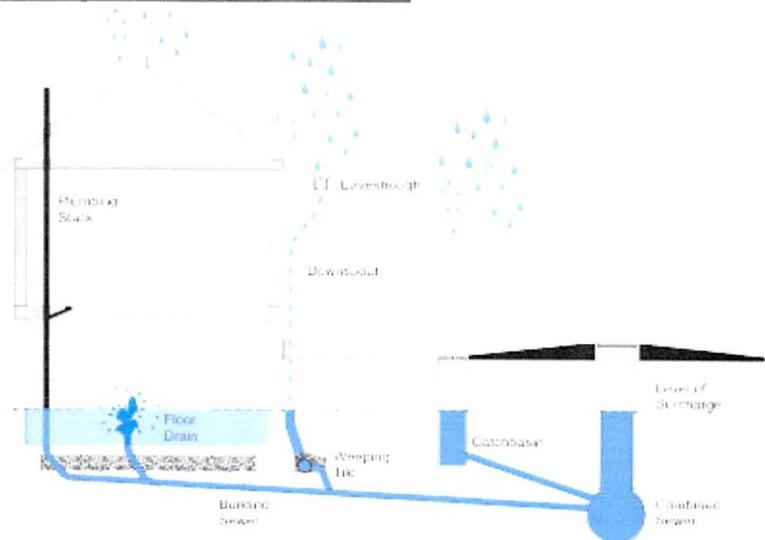
Sewer Backup and Overland Flooding



Stormwater Master Plan

Level of Protection – Backup vs Overland

Sewer Backup can occur when the water level of the combined sewer in the street exceeds the basement elevation of an adjacent home with a gravity flow sewer connection:



Stormwater Master Plan

Level of Protection – Backup vs Overland

Overland Flooding occurs when the sewer capacity is exceeded and surface runoff enters a structure through an opening such as door, window well, etc:



Stormwater Master Plan

Level of Protection – Backup vs Overland

- City's SMP request describes a comprehensive, citywide level of protection
 - **In our opinion, a separate criteria is needed for sewer backup vs overland flooding**
 - Sewer backup protection is unlikely to be higher than 10-year level (without Flood Control)
 - Desired overland flood protection is likely higher
 - The design of any sewer backup protection projects will impact the sizing of any overland flooding projects
- Therefore, tonight's presentation is focusing on determining the level of protection **for sewer backup only**



Stormwater Master Plan

Level of Protection Determination

- We can estimate the % of the City that is at risk of Sewer Backup for various storm events using the Citywide Sewer Model
 - The sewer model has been enhanced for this study in several ways, including:
 - Impervious area database from Stormwater Utility Study used to improve model detail
 - Flood questionnaires and pictures used to "calibrate" model

Stormwater Master Plan



Level of Protection Determination

- Major storm events since the Citywide Sewer Study was completed give us the opportunity to refine (calibrate) the sewer model built previously

Storm Event	Rainfall Depth & Duration	Approximate Recurrence Interval
April 2013	5.4" in 24 hours	25-year
June 2013	3.3" in 3 hours	25-year

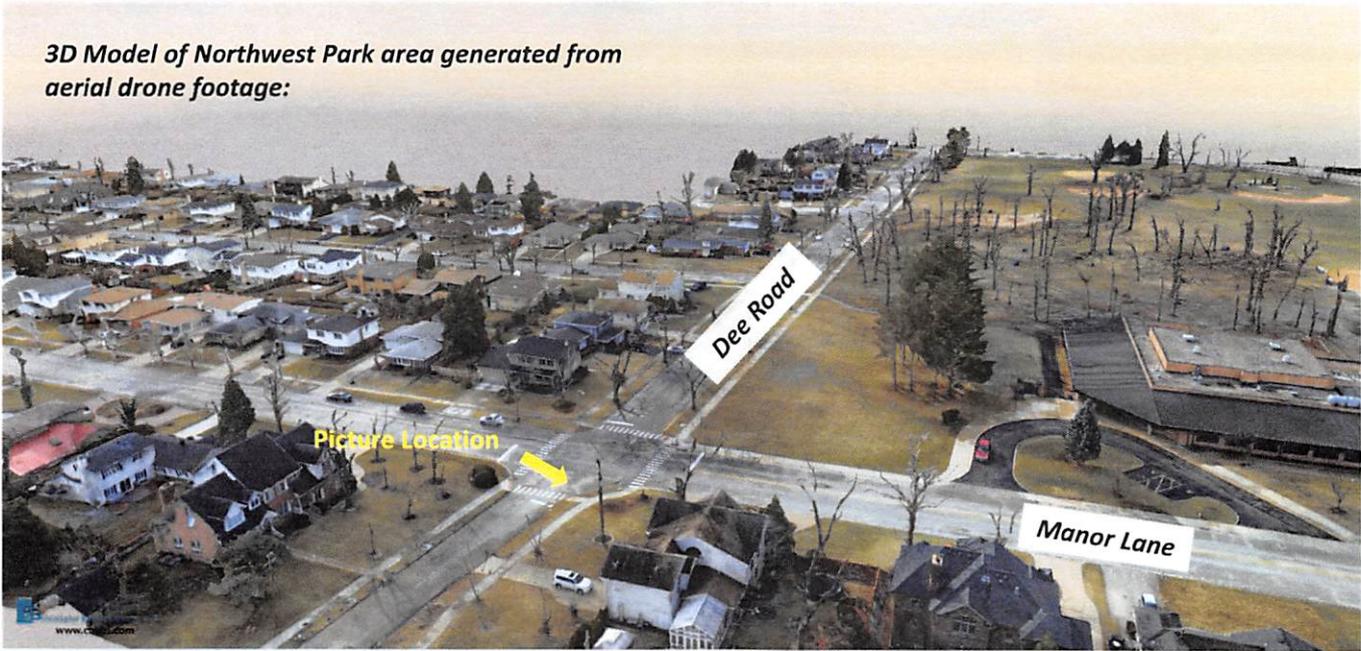
- Model was run for these two events and the results were compared to flooding descriptions and photos from flood questionnaires

Stormwater Master Plan



Model Calibration

3D Model of Northwest Park area generated from aerial drone footage:



Stormwater Master Plan

Model Calibration



Photo from 4/18/13 Flood Event



Model Simulation of 4/18/13 Flood Event

Stormwater Master Plan



Model Calibration

3D Model of Greenwood/NW Hwy area generated from aerial drone footage:



Stormwater Master Plan

Model Calibration



Photo from 4/18/13 Flood Event



Model Simulation of 4/18/13 Flood Event

Stormwater Master Plan



Current Level of Protection

After calibration, "**design storms**" were run to establish current level of protection

Design Storms	
<u>Storm Event</u>	<u>Rainfall Depth/Duration</u>
1-year	1.2" in 1-hour
2-year	1.4" in 1-hour
5-year	1.8" in 1-hour
10-year	2.1" in 1-hour

Assumptions:

- Basement floor elevation = 6' below lowest ground on a property
- Sewer water level exceeding basement floor = "at-risk" of flooding (i.e. **assume no flood control systems**)

Stormwater Master Plan



Estimate of INSTALLED Flood Control Systems

(Estimate focused on 11,600 Single Family homes only)

(records kept since 2002)

Data Sources for Estimate:

1. Homes built new since overhead sewers required – Est. **1,300** homes
(based on Census Bureau statistics)
2. Permits issued for Flood Control – Est. **1,600** homes
(records kept since 2002)
3. Flood Control Systems installed before 2002 – Est. **270** homes
 - Based on avg. of 10 per year installed from 1975 to 2002
4. Flood Control Systems installed without permit – Est. **320** homes
 - Assume 1:5 ratio of non-permit to permit installation

Total = 3,500 homes or 31% of Single Family homes in City estimated to have a Flood Control System

Stormwater Master Plan



Estimate of FUTURE Flood Control Installations

(Estimate focused on Single Family homes only)

- 1. Average Teardown Rate = +/- 40 per year
 - 2. Flood Control Permit Rate (since 2008) = +/- 150 per year
 - 3. Assumed Non-Permit Flood Control Installation = +/- 30 per year
- Total = 220 per year**

Based on assumption of 220 installations per year, the estimated 8,100 single family homes currently without flood control would have systems installed within 37 years.

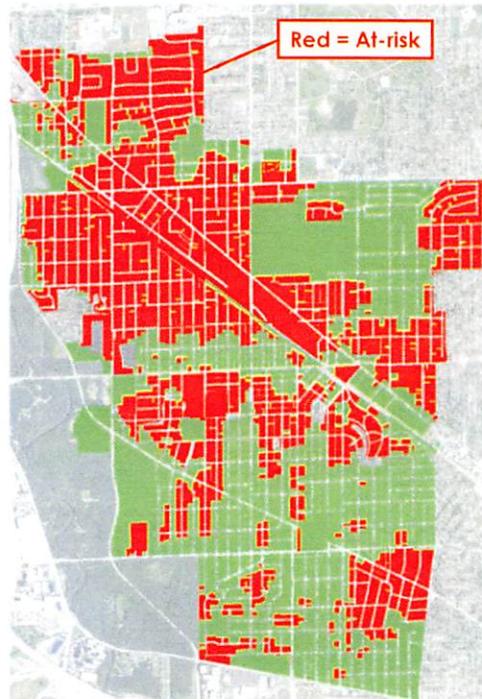
Stormwater Master Plan



Current Level of Protection

1-Year Storm (1.2" in 1-hour):

- 52% of properties at risk of sewer backup



(Note: Map does not account for individual property flood control systems)

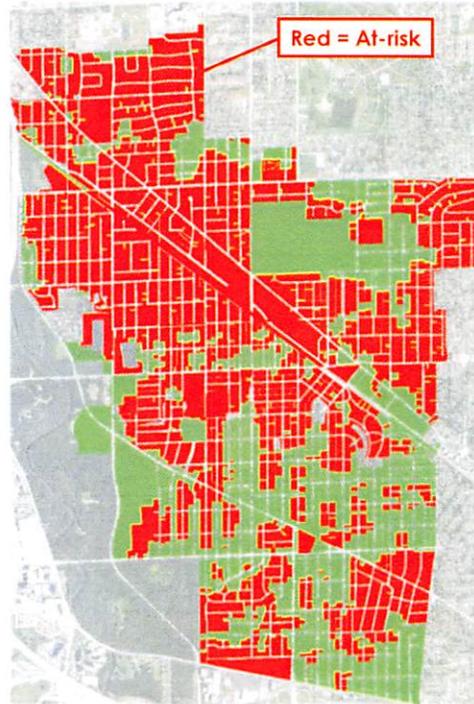
Stormwater Master Plan



Current Level of Protection

2-Year Storm (1.4" in 1-hour):

- 65% of properties at risk of sewer backup



(Note: Map does not account for individual property flood control systems)

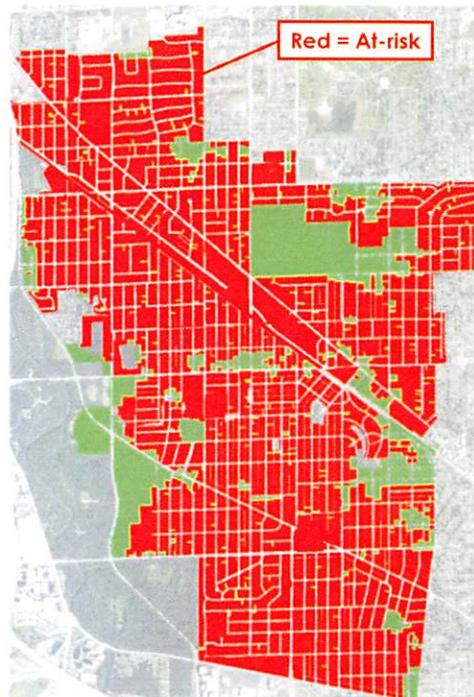
Stormwater Master Plan



Current Level of Protection

5-Year Storm (1.8" in 1-hour):

- 88% of properties at risk of sewer backup



(Note: Map does not account for individual property flood control systems)

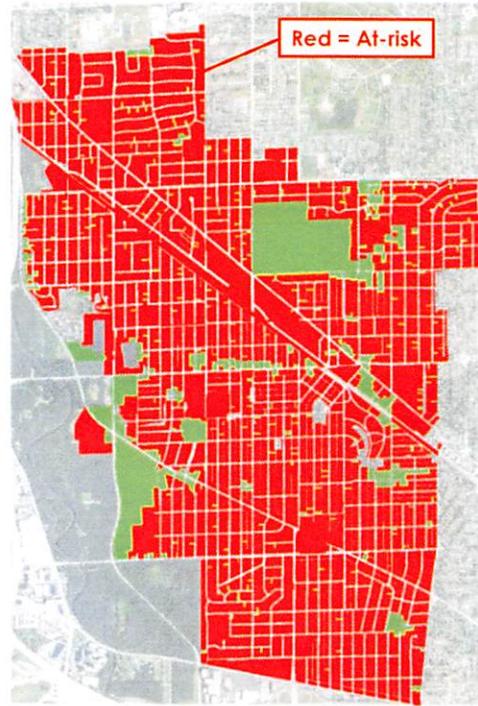
Stormwater Master Plan



Current Level of Protection

10-Year Storm (2.1" in 1-hour):

- 93% of properties at risk of sewer backup



(Note: Map does not account for individual property flood control systems)

Stormwater Master Plan



Level of Protection (LOP) Determination

Strategy:

- Use "Concept Project Areas" to estimate the LOP costs for several areas of City
- Establish average LOP costs and extrapolate to entire City

Stormwater Master Plan



Level of Protection Determination

- Improvements to LOP can be through many types of projects:
 - Relief Sewers
 - Storage Basins/vaults
 - Sewer Separation
 - Green Infrastructure
- Concept Project Areas used traditional relief sewers and storage vaults
 - Can be applied universally
 - Feasible
 - Works within existing sewer systems
 - Used as a template to estimate citywide costs

Stormwater Master Plan



Level of Protection Determination

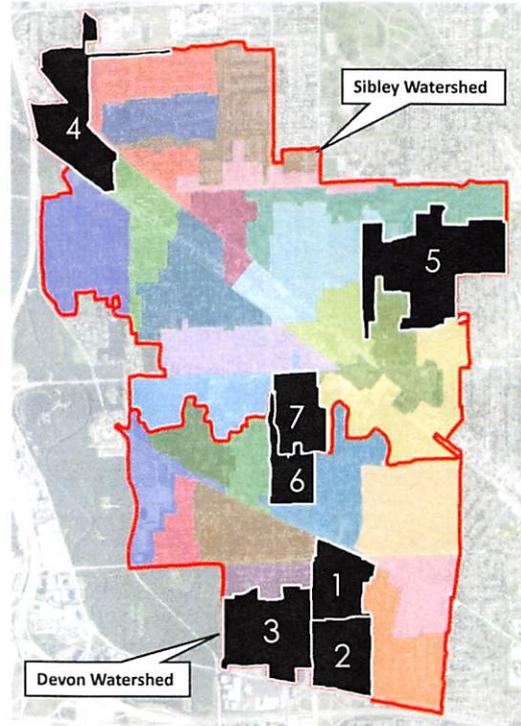
- Final SMP will evaluate **all** types of improvement projects
 - The Concept Project Areas are NOT proposed projects
 - Other project types or larger projects affecting greater areas may be found to be more cost effective
 - The Concept Project Areas are only used as a cost estimating template

Stormwater Master Plan



Concept Project Areas

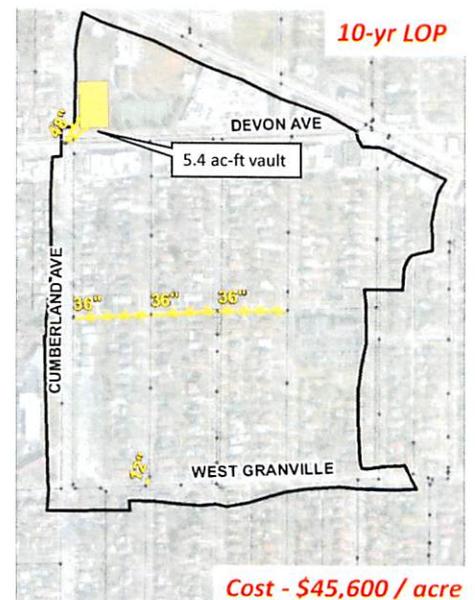
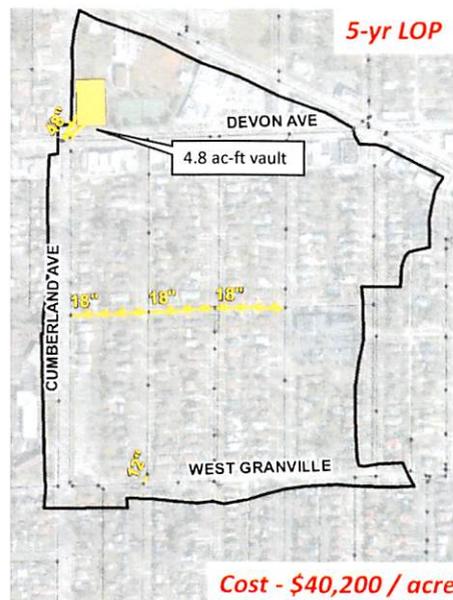
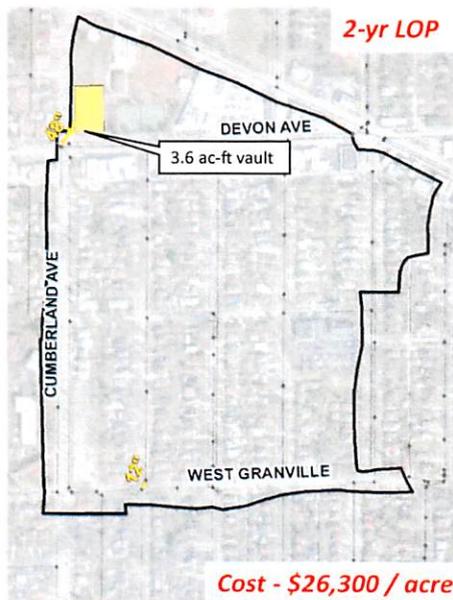
- Selected 7 areas to analyze based on original drainage subarea map
- Comprise roughly 20% of the combined sewer area (3400 acres)



Stormwater Master Plan

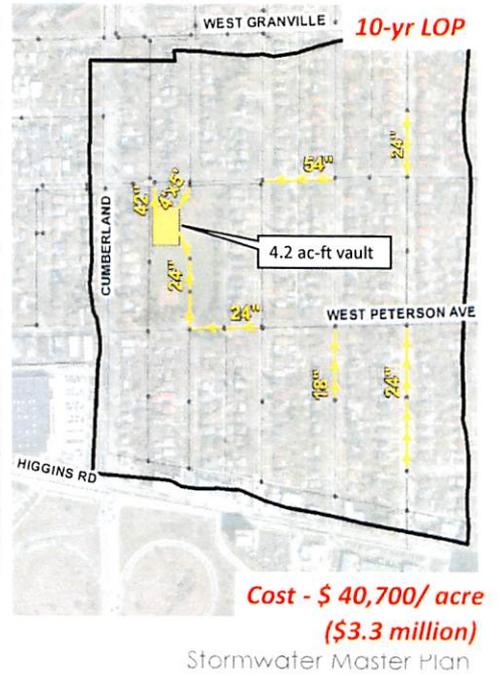
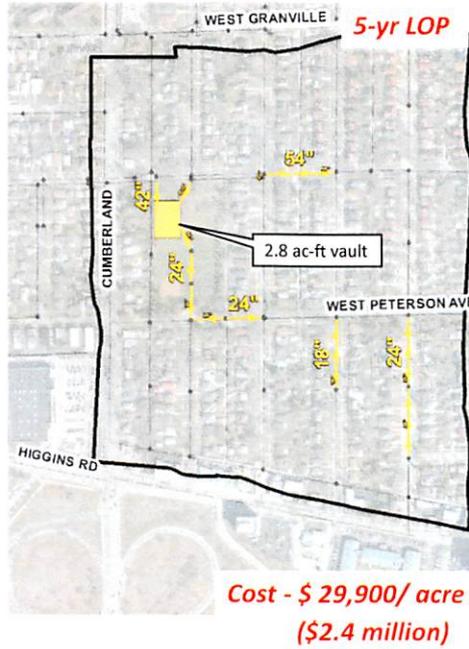


Level of Protection – Concept Area #1 – 73 acres

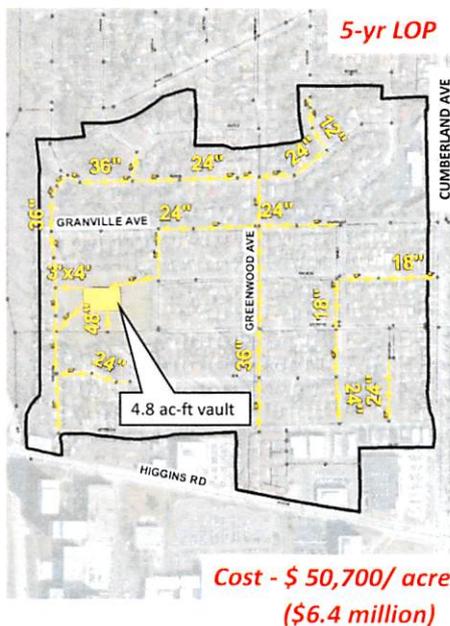
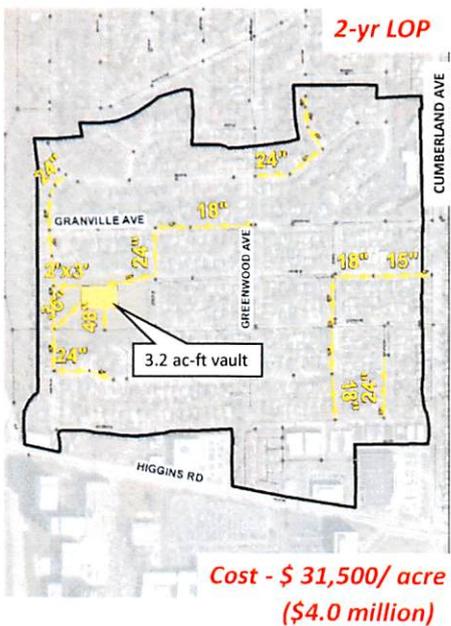


Stormwater Master Plan

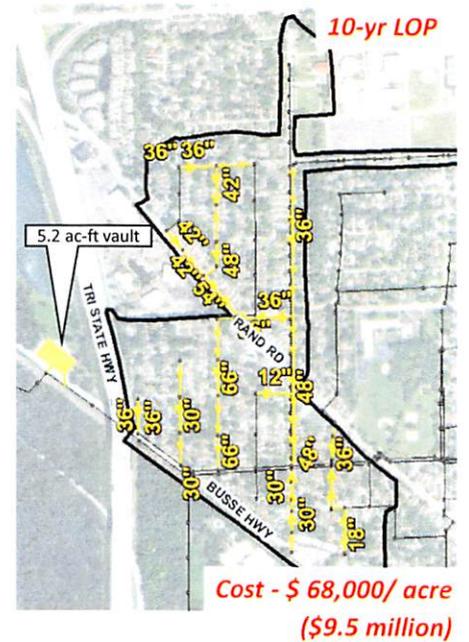
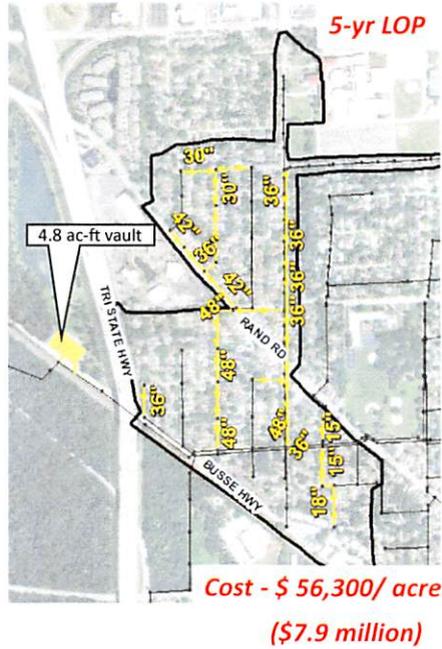
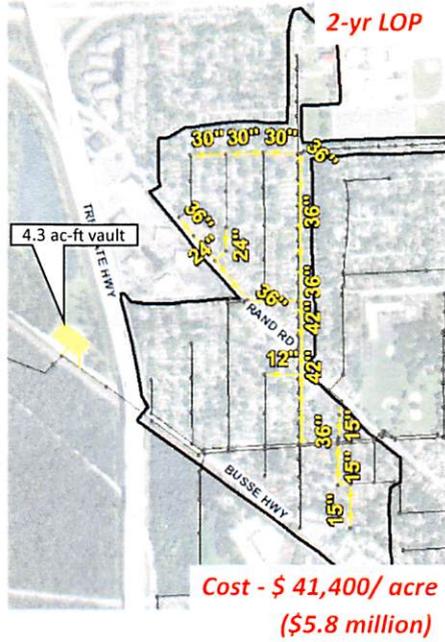
Level of Protection – Concept Area #2 – 81 acres



Level of Protection – Concept Area #3 – 127 acres

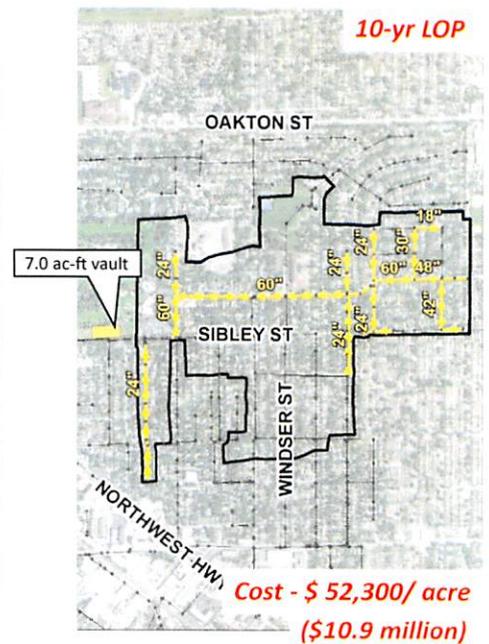
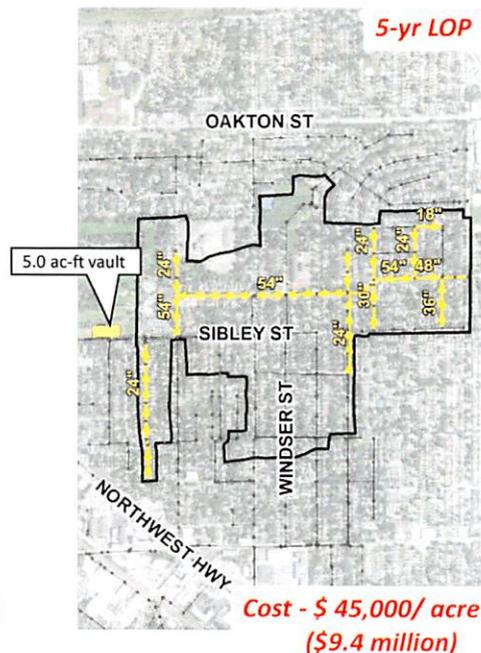
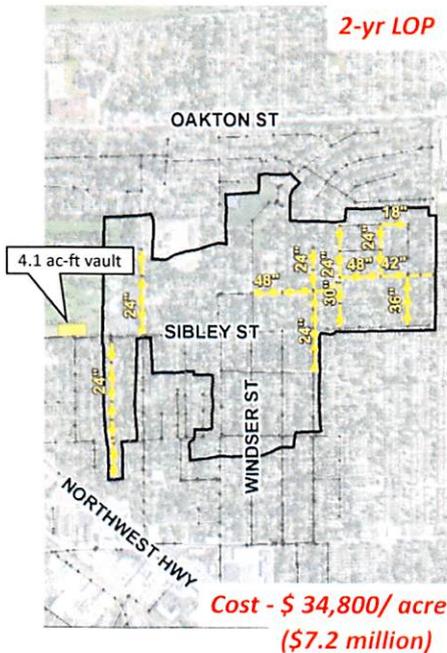


Level of Protection – Concept Area #4 – 140 acres



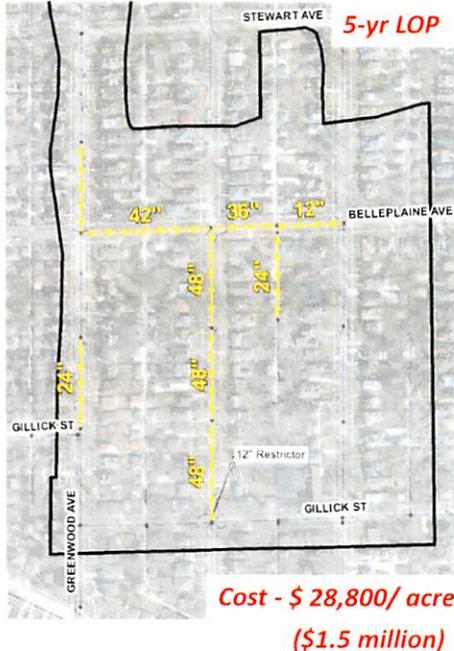
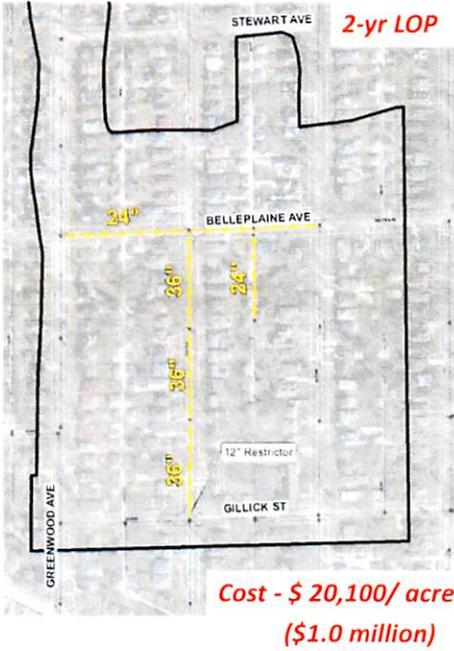
Stormwater Master Plan

Level of Protection – Concept Area #5 – 208 acres

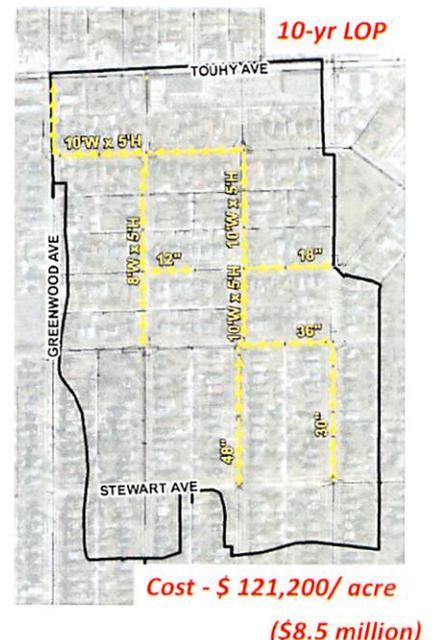


Stormwater Master Plan

Level of Protection – Concept Area #6 – 51 acres



Level of Protection – Concept Area #7 – 70 acres



Level of Protection Determination

- Costs for the 7 Concept Areas were averaged:
 - 2yr LOP = \$32,800/ac
 - 5yr LOP = \$51,000/ac
 - 10yr LOP = \$62,500/ac
- Costs applied to entire City area (reflecting current LOP) to estimate overall cost to achieve desired LOP:

Estimated Cost to Provide Citywide Sewer Backup Protection

<u>Level of Protection</u>	<u>Estimated Cost (2017 dollars)</u>
2-yr (1.4" in 1-hour)	\$71 million
5-yr (1.8" in 1-hour)	\$150 million
10-yr (2.1" in 1-hour)	\$194 million

Stormwater Master Plan



Level of Protection Determination

- Decision on LOP should consider costs of flood control for individual properties and the "natural" installation rate of flood control systems:

Estimated Cost to Provide Citywide Sewer Backup Protection

<u>LOP</u>	<u>Estimated Cost</u>	<u>Cost per Single Family Parcel*</u>
2-yr	\$71 million	\$6,100
5-yr	\$150 million	\$13,000
10-yr	\$194 million	\$16,700

* Approx. 11,600 SF properties in City

- Costs of flood control systems can vary widely but are generally between \$6,000 and \$12,000

Stormwater Master Plan



Level of Protection Determination

Potential Approaches to Development of SMP:

- Citywide Approach to Sewer Backup issues
- Develop projects based on available infrastructure and stormwater opportunities that will **reduce** sewer backup
- Rely on individual property solutions for sewer backup and focus SMP on Overland Flooding

Stormwater Master Plan



Next Steps

1. Receive direction for SMP direction regarding sewer backup issues.
2. Return to Council to present estimated costs for Overland Flooding projects
3. Develop SMP project list based on identified criteria

Stormwater Master Plan



Questions?



Park Ridge Uptown Parking Study



Bill Grieve, P.E., PTOE, Senior Transportation Engineer
Justin Opitz, Transportation Planner

Park Ridge Uptown Parking Study



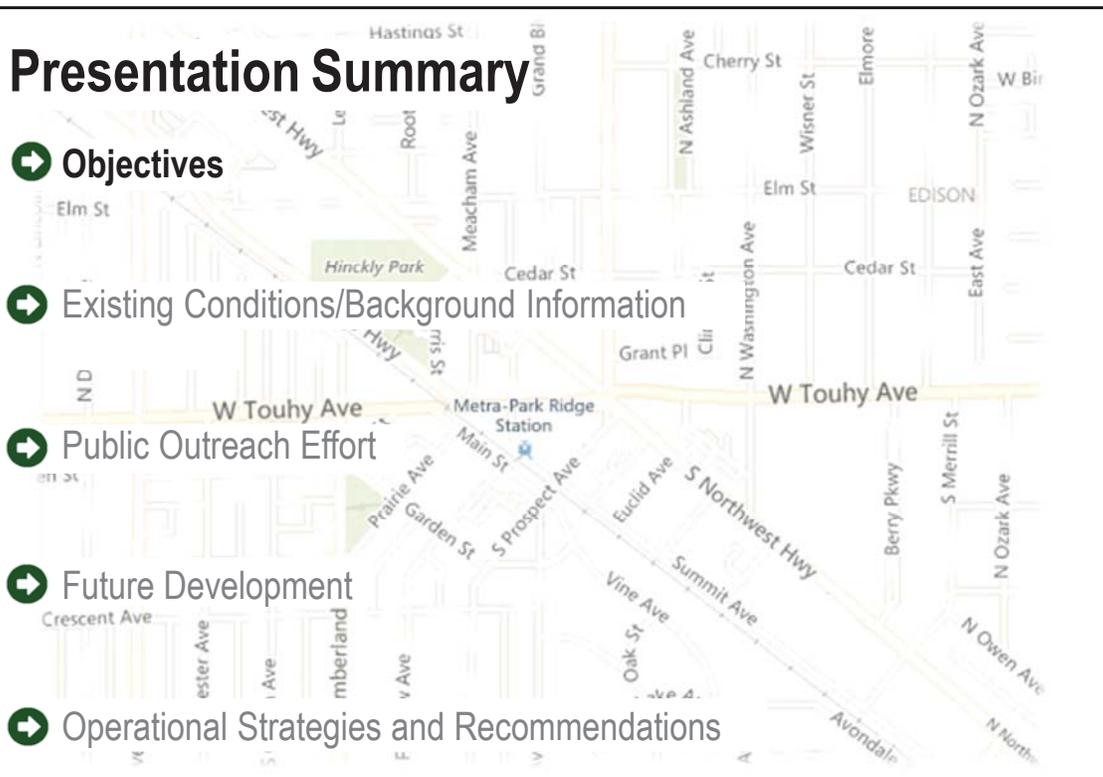
Presentation Summary

- ➔ Objectives
- ➔ Existing Conditions/Background Information
- ➔ Public Outreach Effort
- ➔ Future Development
- ➔ Operational Strategies and Recommendations

Park Ridge Uptown Parking Study



Presentation Summary

- 
- ➔ Objectives
 - ➔ Existing Conditions/Background Information
 - ➔ Public Outreach Effort
 - ➔ Future Development
 - ➔ Operational Strategies and Recommendations

Objectives

- Document the current status of parking operations throughout Uptown (Existing Conditions).
- Create a study that involves multiple stakeholders throughout the study process including: City staff, elected officials, business owners, and Park Ridge residents.
- The final study provides a basis for addressing parking issues within Uptown and document viable recommendations for consideration.

Presentation Summary

- ➡ Objectives
- ➡ Existing Conditions/Background Information
- ➡ Public Outreach Effort
- ➡ Future Development
- ➡ Operational Strategies and Recommendations

Existing Conditions



Existing public parking demand was determined by conducting occupancy surveys from 10:00 AM to 8:00 PM

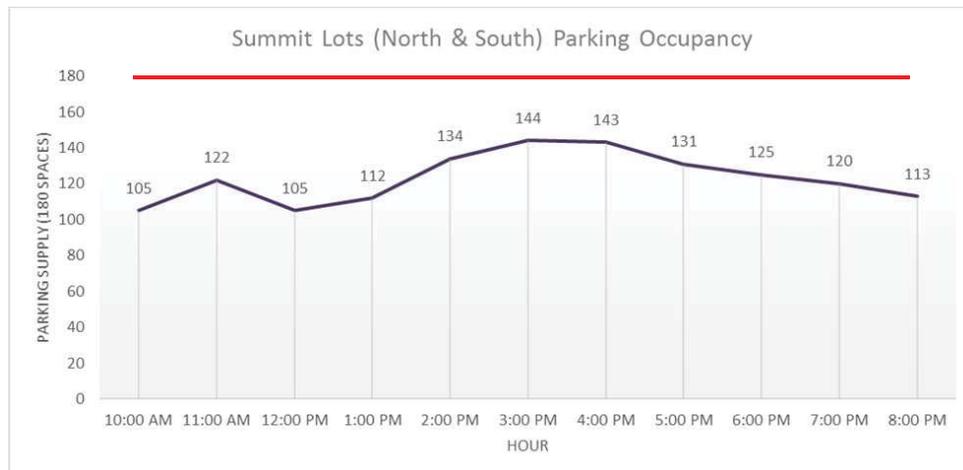
Total Occupancy

- Weekday peak parking demand occurred at 12:00 PM.
- Parking demand dropped off steadily thereafter.



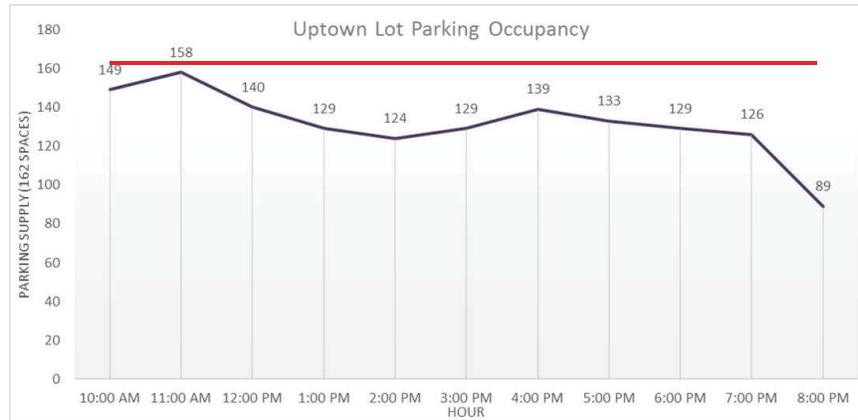
Summit Lots

- Experienced a good amount of use as the 3-Hour Free Spaces never dropped below 60%.
- Peak periods at 3:00 PM and 4:00 PM, which is likely due to the type of businesses located there, such as a bank, hair salon, and tax advisory office.



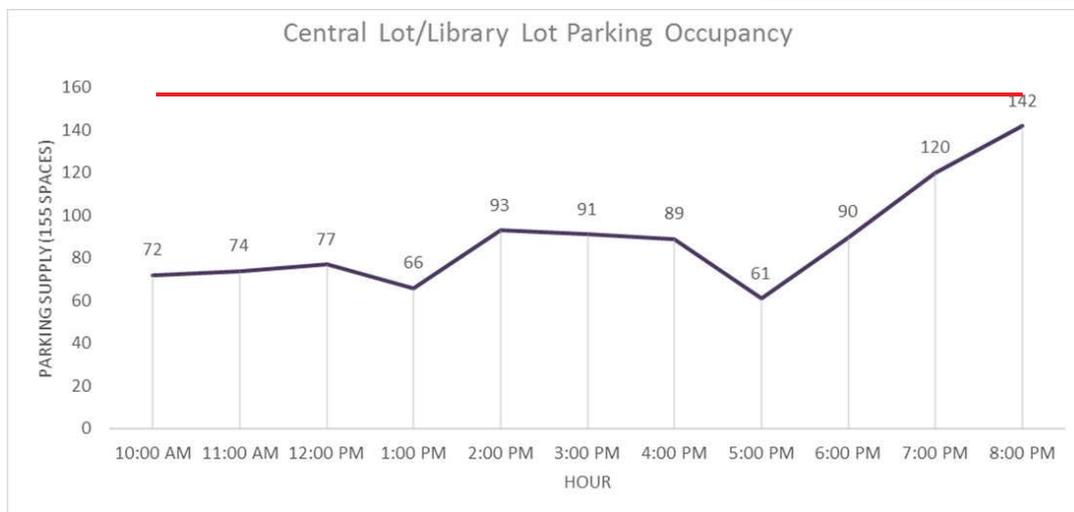
Uptown Lot

- The 3-Hour Free Parking was well utilized during the weekday at all hours, especially during noon (lunchtime) hours, when occupancy was near 100%.
- The Metered (12-Hour) Parking saw approximately 80% use during the peaks at 10:00 AM and 11:00 AM; however, it was used less during all other hours.



Central / Library Lot

- The lot did not experience capacity issues until 8:00 PM when it was 92% full, which is likely due to an event such as a movie at the Pickwick Theatre.



Existing Conditions Summary

- In general, there is an adequate supply of parking in Uptown.
- There are some areas where the demand is close to reaching the available supply, which gives the impression that the parking supply is inadequate.
- Thus, the challenge is to provide as much prime patron parking as possible, while still finding parking for business employees.

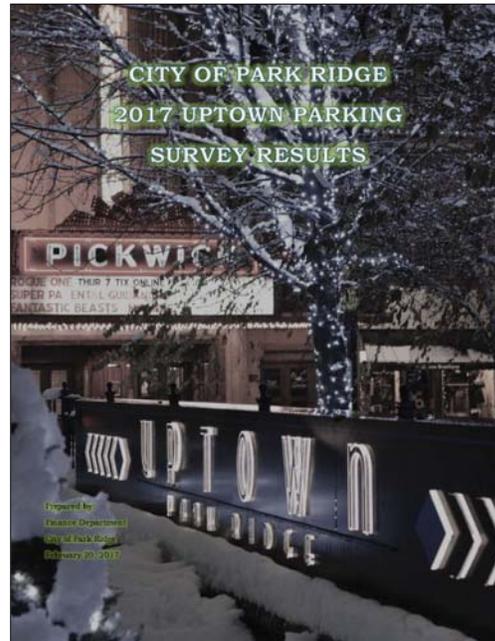


Presentation Summary

- ➔ Objectives
- ➔ Existing Conditions/Background Information
- ➔ Public Outreach Effort
- ➔ Future Development
- ➔ Operational Strategies and Recommendations

Public Outreach - Uptown Parking Survey

- Survey was conducted by the City of Park Ridge, with community outreach input provided by Teska Associates.
- A total of 669 responses and 1,283 comments were collected while the survey was active for just over 7 weeks.

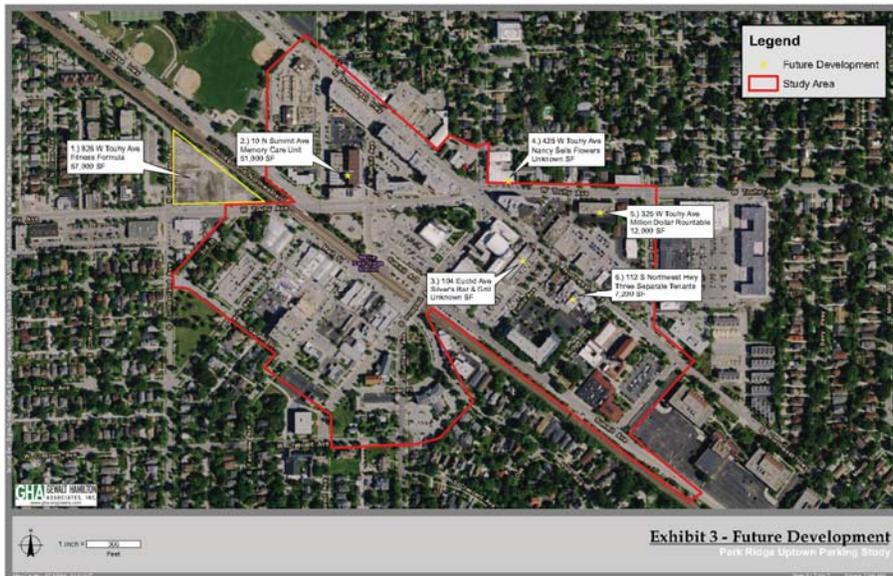


Presentation Summary

- ➔ Objectives
- ➔ Existing Conditions/Background Information
- ➔ Public Outreach Effort
- ➔ Future Development
- ➔ Operational Strategies and Recommendations

Future Development

- Difference between the required amount of parking and what is to be provided (23 spaces) is very small.



Presentation Summary

- ➔ Objectives
- ➔ Existing Conditions/Background Information
- ➔ Public Outreach Effort
- ➔ Future Development
- ➔ Operational Strategies and Recommendations

Operational Strategies - Enforcement

- Parking Enforcement Officers (PEO's) should focus efforts on spaces that have shorter time restrictions.
- Implement policy that standardizes the employee permit parking process.
 - ✓ Employers have to apply through a specific department (i.e. Finance, Police, Parking Enforcement) in order to obtain permits.
 - ✓ Permits would allow employees to park in low occupancy off-street and on-street areas, such as the Central / Library Lot.



Operational Strategies - Signage

- 1) Uptown Lot above 85% capacity during all hours.
 - Repurpose 3-Hour Free spaces to 90-Minute Free spaces



Operational Strategies - Signage

2) Meacham Avenue and Morris Street are signed 2-Hour Free.

- Repurpose to 3-Hour Free



Operational Strategies - Signage

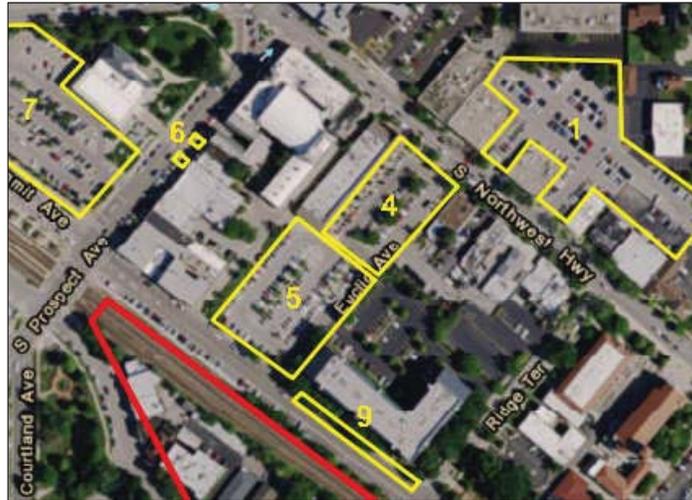
3) Remove 8:00 – 10:00 AM restriction on parking along north side of Busse Highway.

- Gain approximately 40 spaces



Operational Strategies - Signage

- 4) Repurpose 24, 3-Hour Free spaces with 90-Minute Free spaces.
- 5) Repurpose 24, 5-Hour Meter spaces with 3-Hour Free spaces.



Park Ridge Uptown Parking Study

Operational Strategies - Signage

- 6) Repurpose 2 spaces along Prospect Avenue to 15-Minute Short Term spaces (pilot location).



Park Ridge Uptown Parking Study

Operational Strategies - Signage

- 7) Repurpose 20 spaces in the Central / Library Lot to commuter permit parking.



Park Ridge Uptown Parking Study

Operational Strategies - Signage

- 8) Repurpose 9 spaces along northwest end of Main Street for commuter permit parking.



Park Ridge Uptown Parking Study

Operational Strategies - Signage

- 9) Repurpose 10 spaces along Summit Avenue, from Ridge Terrace to Euclid Avenue, for commuter permit parking.



Operational Strategies - Signage

- Potential gain of 79 new commuter parking spaces.
- All commuter permit parking spaces be designated 3-Hour Free after 11:00 AM.



Operational Strategies – Bicycle Parking

- Bicycle parking provided in the following areas:
 - Metra Station
 - Library
 - Main Street
 - Vine Avenue near Hodges Park
 - Northwest Highway near the Uptown Lot
 - Summit Avenue near the Shops of Uptown



- City of Evanston: Ordinance requires Bicycle Parking for public hospital, university or college building, and shopping centers.
- Other Municipalities: One space of Bicycle Parking per 5% of required auto parking or minimum of 2 bicycles spaces.
- Adopt City of Evanston method until an official Multimodal or Master Transportation Plan is commissioned.

Recommendations – Pricing and Electronic Parking Meters

- Question #8 on the Parking Survey: “How satisfied are you with the cost to park in Uptown?”
 - 46% satisfied/very satisfied
 - 32% neutral
 - 22% dissatisfied/very dissatisfied
- Multiple comments received suggest displeasure of using coins (quarters, dimes, etc.).
- Metered and paybox parking should be converted to electronic parking meters and pay stations.



Recommendations – Pricing and Electronic Parking Meters

- 10) Examine viability of electronic paybox station along the south side of Busse Highway.



Recommendations – Pricing and Electronic Parking Meters

- 11) Examine viability of electronic paybox station at the commuter pay lot along the southeast side of Prairie Avenue.



Recommendations – Parking Lot Acquisition

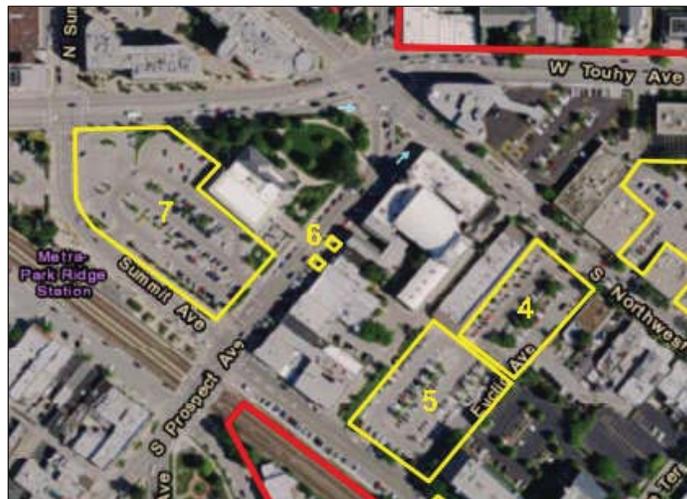
12) Purchase the parcel directly west, across Cumberland Ave, of the new Fitness Formula Clubs (FFC) building and construct a commuter/employee parking lot.

- However, regularly examine all available options.



Recommendations – Parking Garage?

- When examining if a parking garage is viable, the Uptown area should be looked at as a whole.
- Entire study area never reached above 68% occupancy



Thank You – Questions?



Prepared for The City of Park Ridge
Bill Grieve, P.E., PTOE
Justin Opitz

Park Ridge Uptown Parking Study

GEWALT HAMILTON
ASSOCIATES, INC. **35**