

1. City Council Planning Agenda

Documents:

[2017-01-23 CITY COUNCIL PLANNING AGENDA.PDF](#)

2. City Council Planning Southside Interceptor Study-Model - Status Ps05

Documents:

[2017-01-23 CITY COUNCIL PLANNING SOUTHSIDE INTERCEPTOR STUDY-MODEL - STATUS PS05.PDF](#)

3. City Council Planning Residential Street Speed Limits Ps04

Documents:

[2017-01-23 CITY COUNCIL PLANNING RESIDENTIAL STREET SPEED LIMITS PS04.PDF](#)

4. City Council Planning Minutes

Documents:

[2017-01-23 CITY COUNCIL PLANNING MINUTES.PDF](#)

5. City Council Planning Draft 2017-01-09 Minutes Ps02

Documents:

[2017-01-23 CITY COUNCIL PLANNING DRAFT 2017-01-09 MINUTES PS02.PDF](#)

WHEATON CITY COUNCIL PLANNING SESSION  
WHEATON CITY HALL – COUNCIL CHAMBERS  
303 W. WESLEY STREET, WHEATON, ILLINOIS

**MONDAY, JANUARY 23, 2017 - 7:00 P.M.**

**A G E N D A**

- I. Call to Order
- II. Approval of Minutes – January 9, 2017
- III. Public Comment
- IV. Residential Street Speed Limits
- V. Southside Interceptor Study/Model - Status
- VI. City Council/Staff Comments
- VII. Adjournment

During the Public Comment portion of the agenda, the presiding officer shall recognize any person requesting to be heard on any of the planning session agenda items only. Persons speaking during Public Comment shall not speak longer than three (3) minutes and shall be permitted to speak only once.

Visitors must remain quiet and not engage in behavior that interferes with the Planning Session. The presiding officer may, or upon a majority vote of the council, request any visitor who violates any provision of this paragraph to leave the council chambers, and such visitor shall thereupon leave.

Any person providing public comment shall address the presiding officer only and shall not proceed with remarks until recognized. When recognized, the person shall state his or her name and address. Cross floor discussions are prohibited. If a member of the City Council has questions of any person who has provided public comment, that person may address the specific question.

# Memorandum

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**To:** The Honorable Mayor and City Council

**From:** Paul Redman, Director of Engineering  
Russell Peacock, Project Engineer

**Date:** January 18, 2017

**Subject:** Sanitary Sewer Capacity Assurance Program

The City of Wheaton has been working on a plan to address sanitary sewer basement backups and sanitary sewer overflows that meet IEPA regulations and move towards achieving the City Council's strategic priority target of eliminating back-ups and overflows in a 10-year rain event for Basins 3 and 4. Both basins are tributary to the Wheaton Sanitary District's Southside Interceptor sewer. The major components of the plan are listed below:

- Reduce excess flow infiltration in the sanitary system through public/private sector rehabilitation
- Add capacity to the public sanitary system to convey wastewater to the Southside Interceptor.

In September 2015, the City Council authorized an amendment for engineering services on the Sanitary Sewer Capacity Assurance Program with RJJN Group Inc. The amendment revised the scope for engineering services to create a joint study with the Wheaton Sanitary District to determine the existing sanitary sewer flows to the Southside Interceptor. The goal of the study was to determine if the recently upsized Southside Interceptor could accept additional flow from Basins 3 and 4.

RJJN subsequently performed flow monitoring on the Southside Interceptor and the basins tributary to the Southside Interceptor from the fall of 2015 through the spring of 2016. One major finding of the flow monitoring was that during a relatively small (8-month) storm event on May 12, 2016, the Southside Interceptor could not convey all wastewater to the treatment plant resulting in backups and overflows. This event provided documentation that even though the larger Southside Interceptor has additional capacity, the limited capacity of the treatment plant restricts flow from the Southside Interceptor. This finding indicates that the Southside Interceptor cannot accept additional flows from Basins 3 & 4.

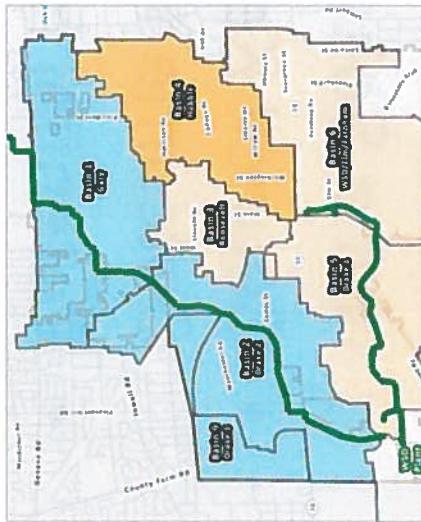
RJJN also modeled the Southside Interceptor using the observed results to determine options for meeting the City Council's goal of eliminating backups and overflows during a 10-year storm event. RJJN will present the results of their flow monitoring and modeling work at the January 23 City Council Planning Session, with the final report detailing the specifics being available next month.

Staff is seeking City Council direction to perform a preliminary engineering study to further investigate the options identified in RJJN's presentation for improvements to reduce backups and overflows in Basin 3 and 4.

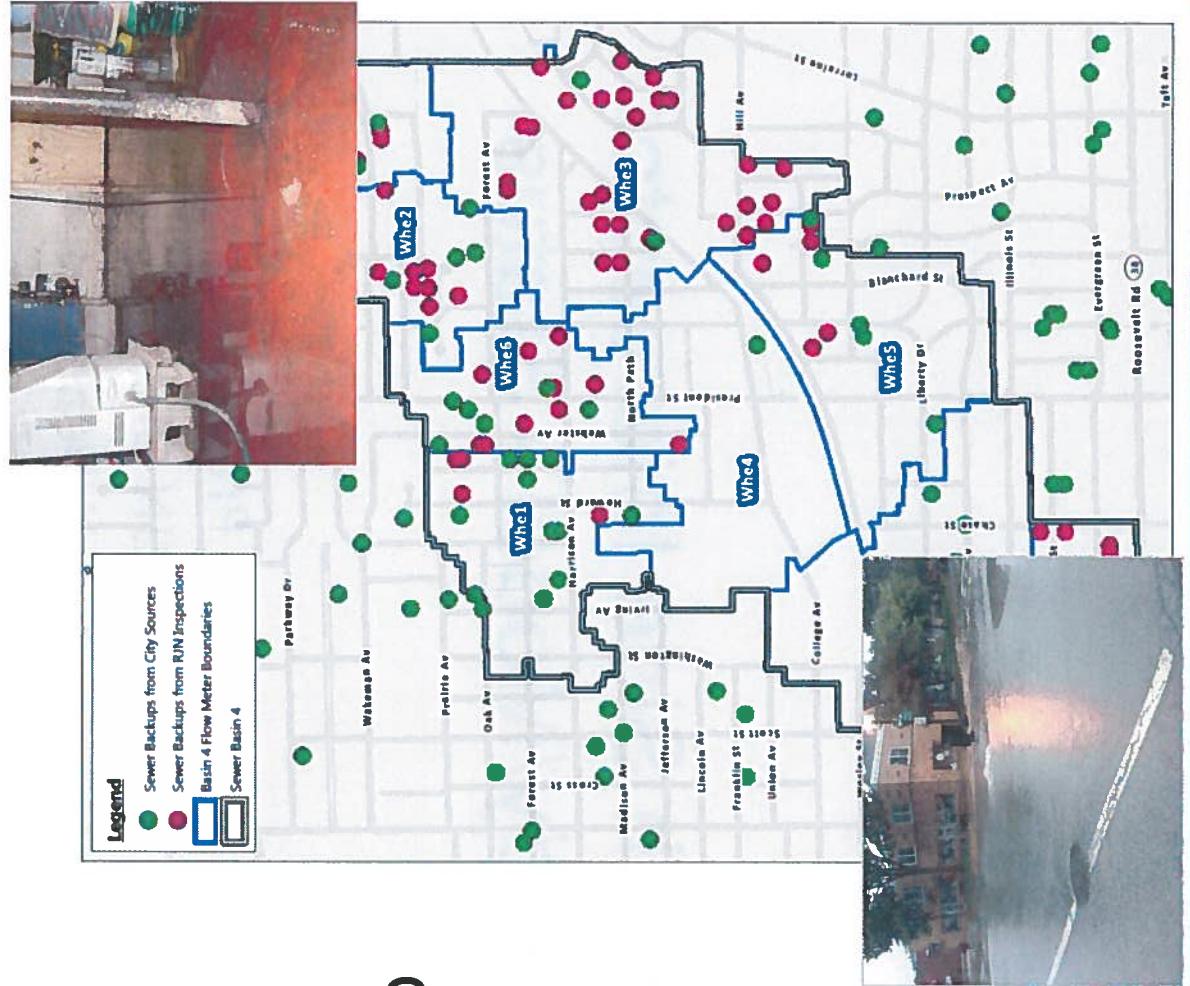
Attachment

# South Side Interceptor Study/Model - Status

Prepared by  
RJN Group, Inc.  
Wheaton, IL

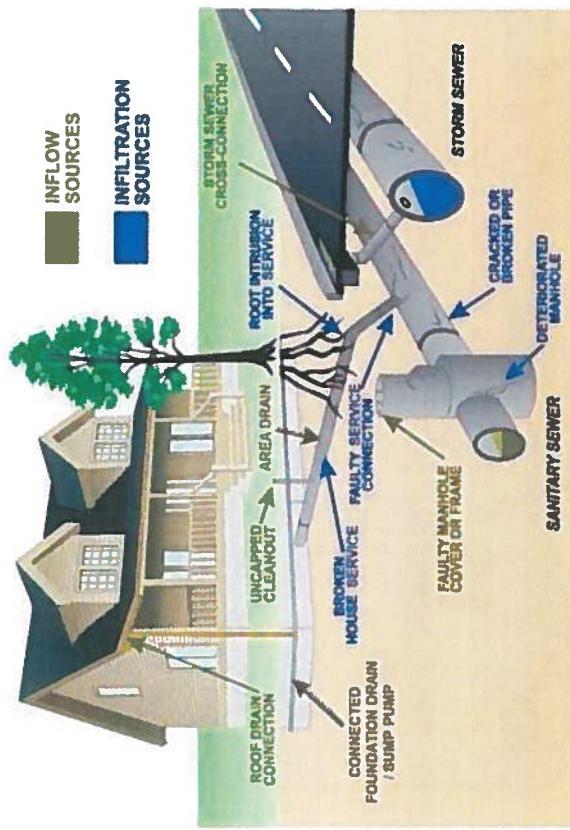


# Background



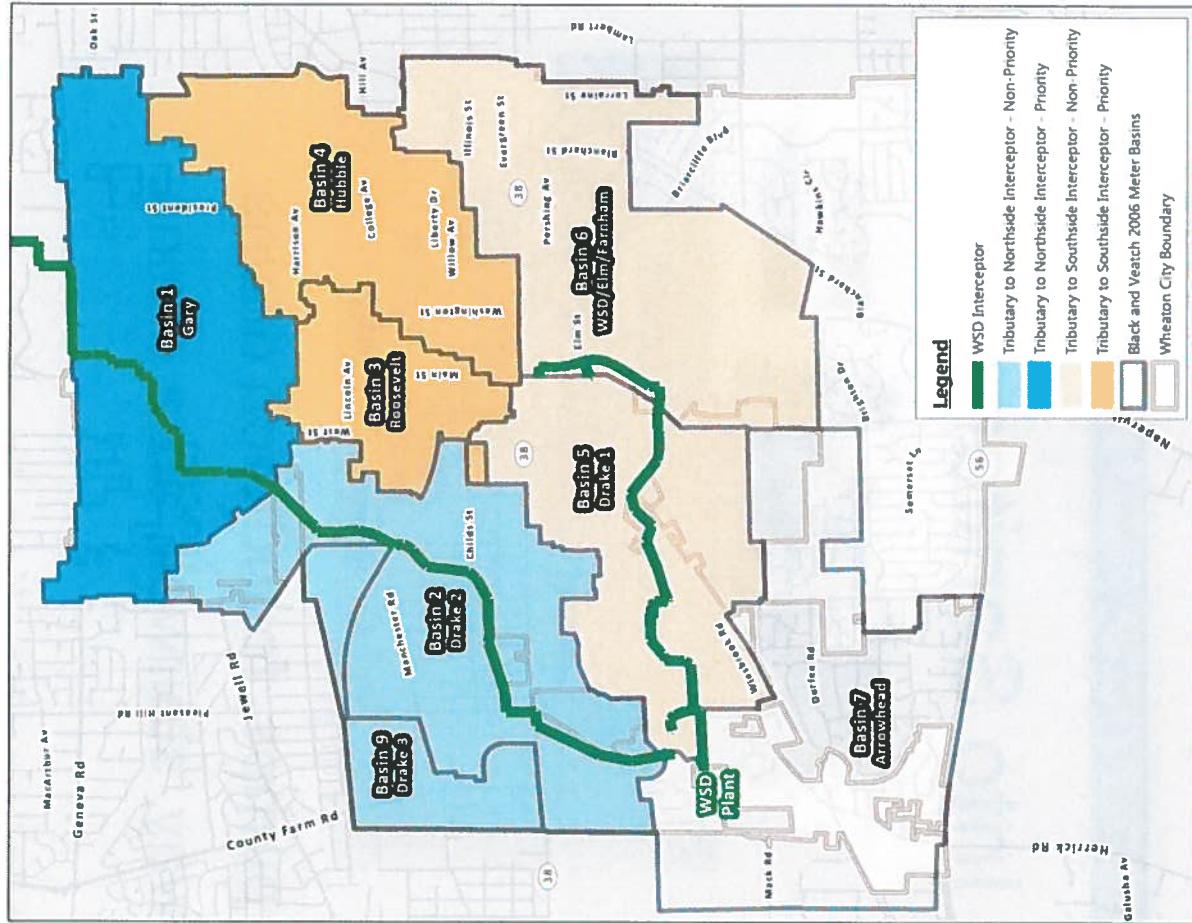
- Basement Backups & Sewer Overflow
- Public Sector Rehab Not a Solution
- Council Key Outcome Indicator
- Potential for Regulatory Action - IEPA or WSD

# Clearwater Sources Into Sanitary Sewer



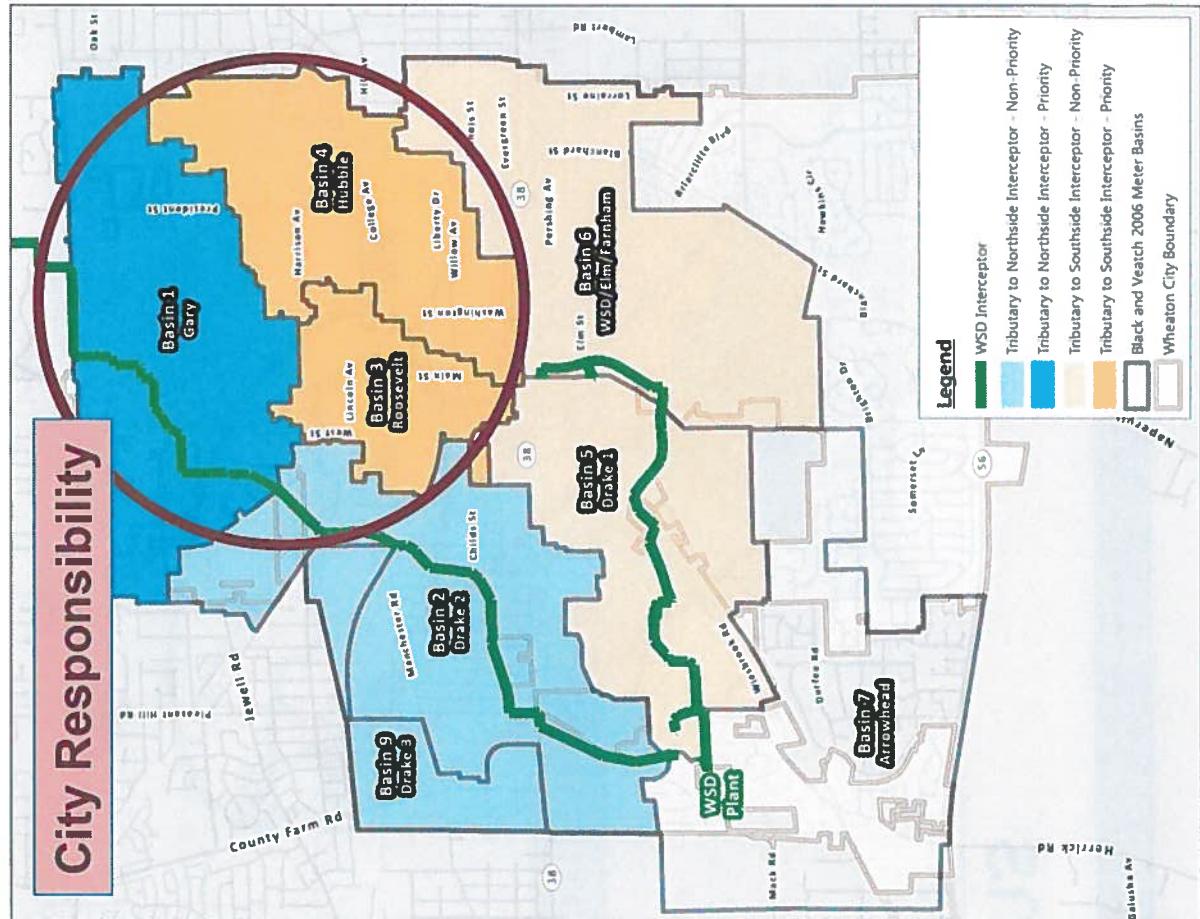
- Public Sector
  - Manholes
  - Main sewers
  - Storm sewer cross connections
- Private Sector
  - Interior sources - sump pumps, foundation drains
  - Exterior sources - driveway, stairwell, area drains, cleanouts
  - Service laterals and lateral connection to main sewer

# Sewer System Basins



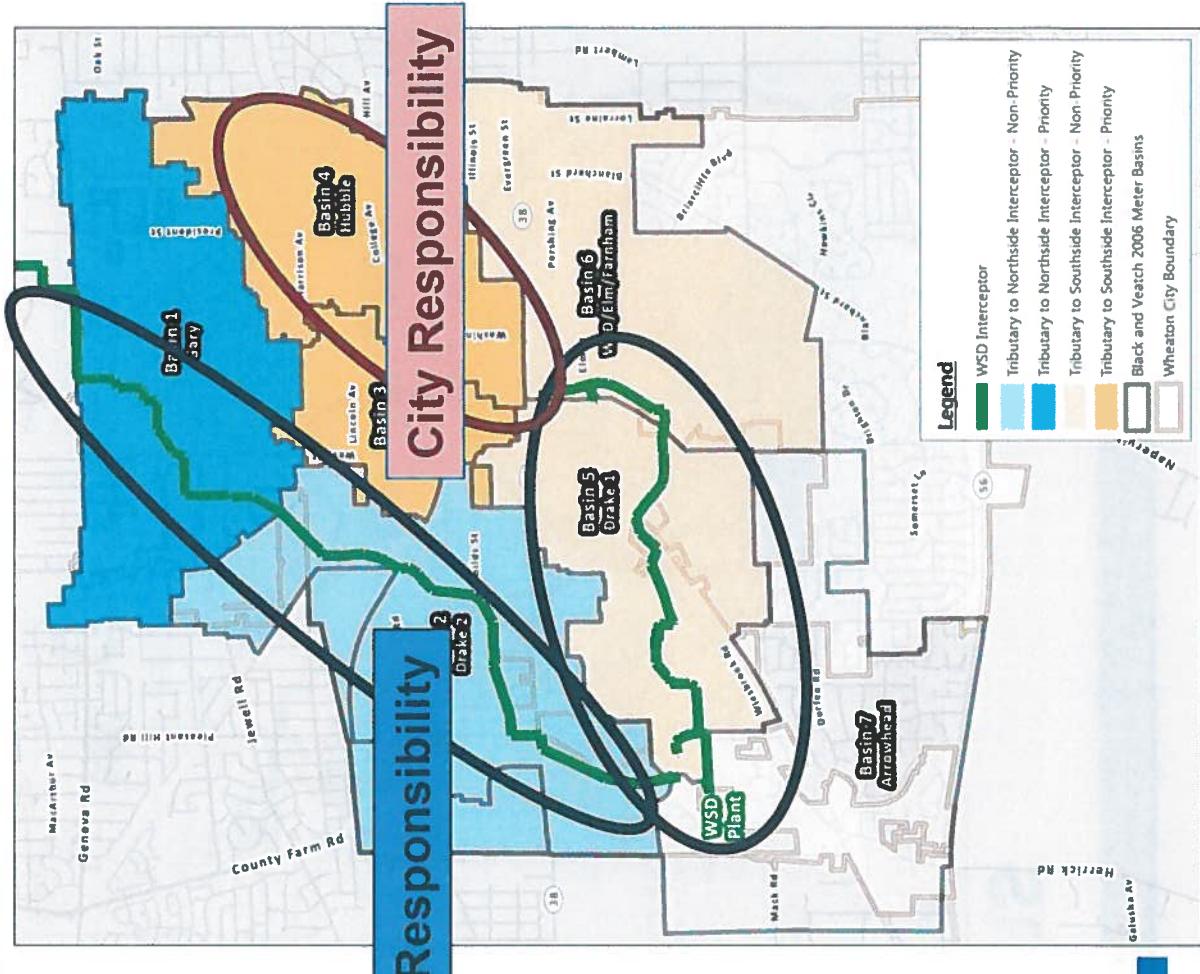
# Sewer System Basins

- 2006 – WWFP
  - Flow Reduction



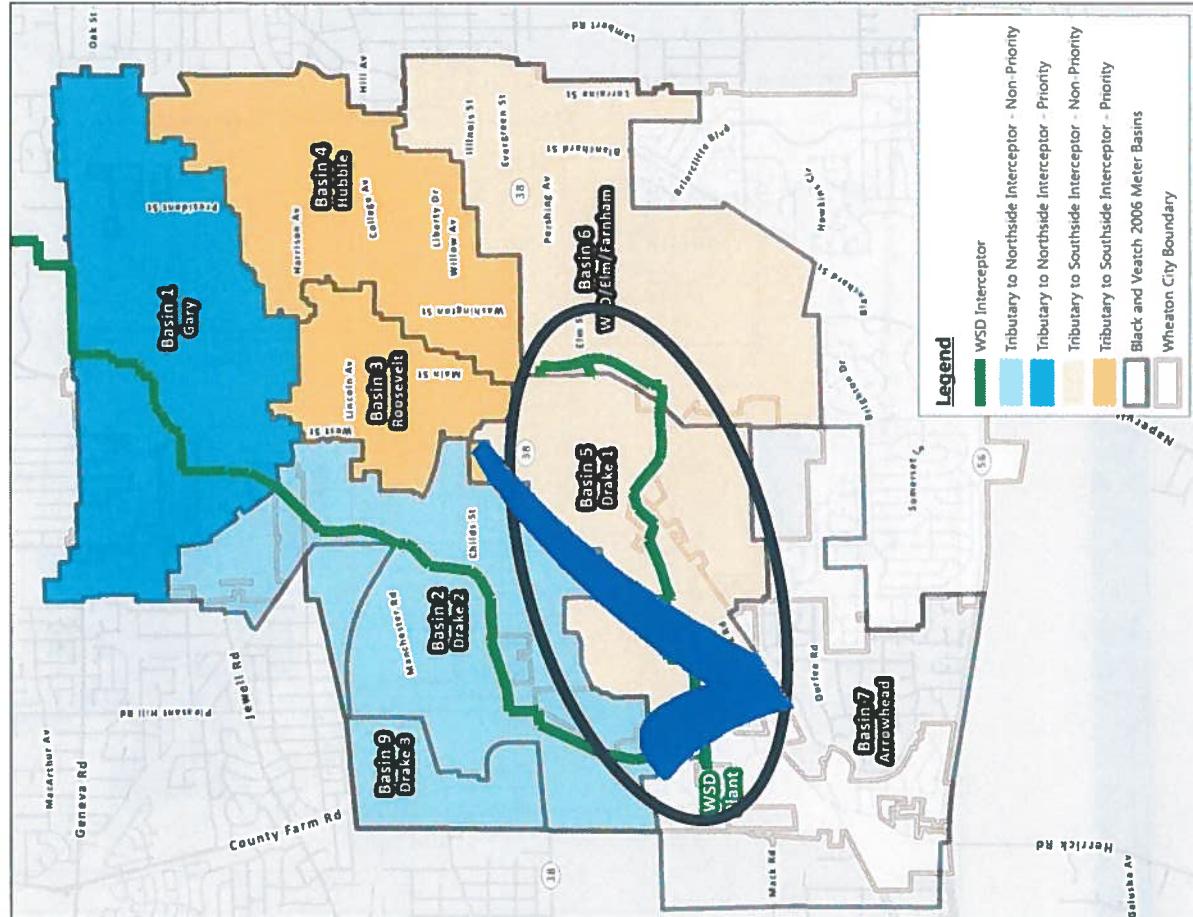
# Sewer System Basins

- 2006 – WWFP
  - Flow Reduction
  - Sewer Upsize



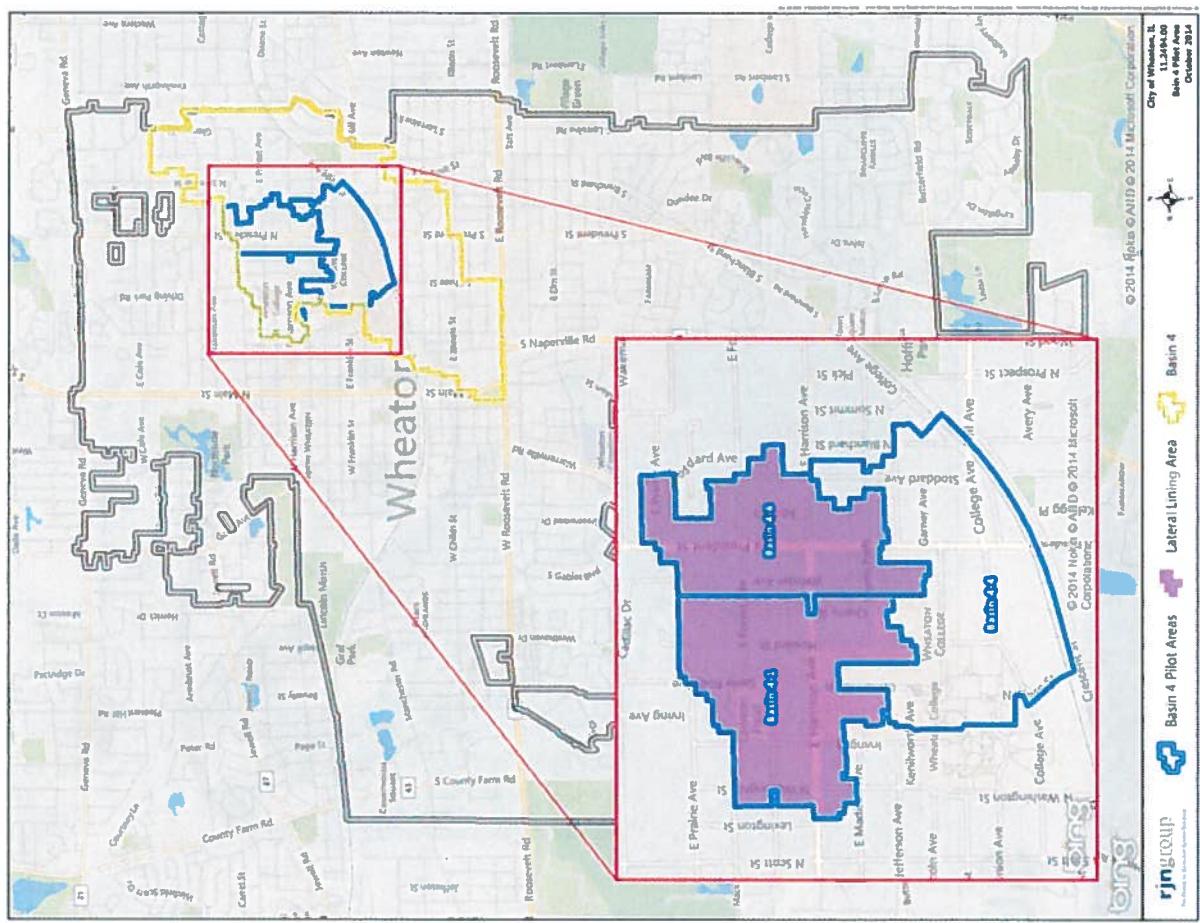
# Sewer System Basins

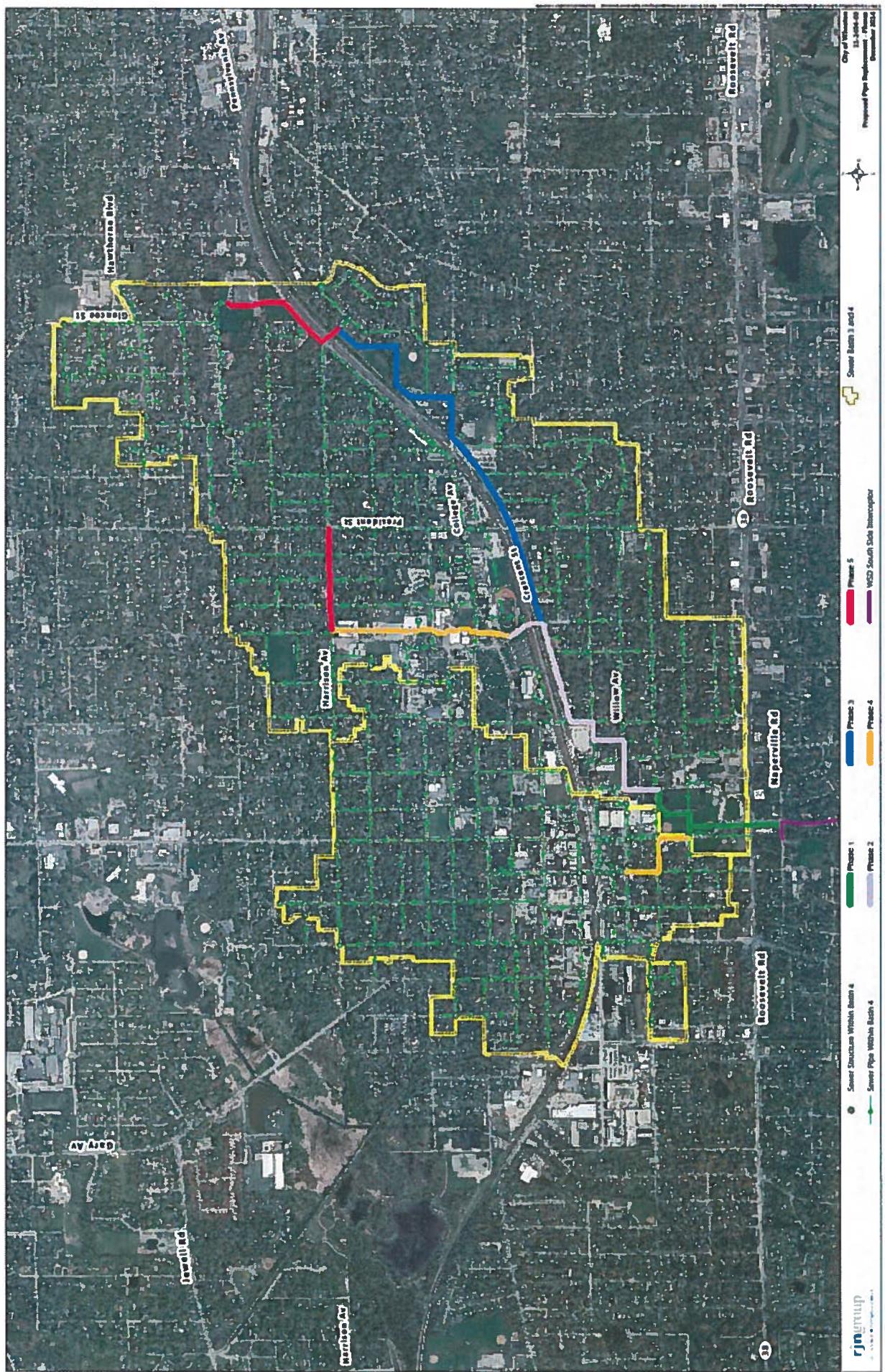
- 2006 – WWFP
  - Flow Reduction
  - Sewer Upsize
- 2012
  - WSD South Side Interceptor Complete



# Background

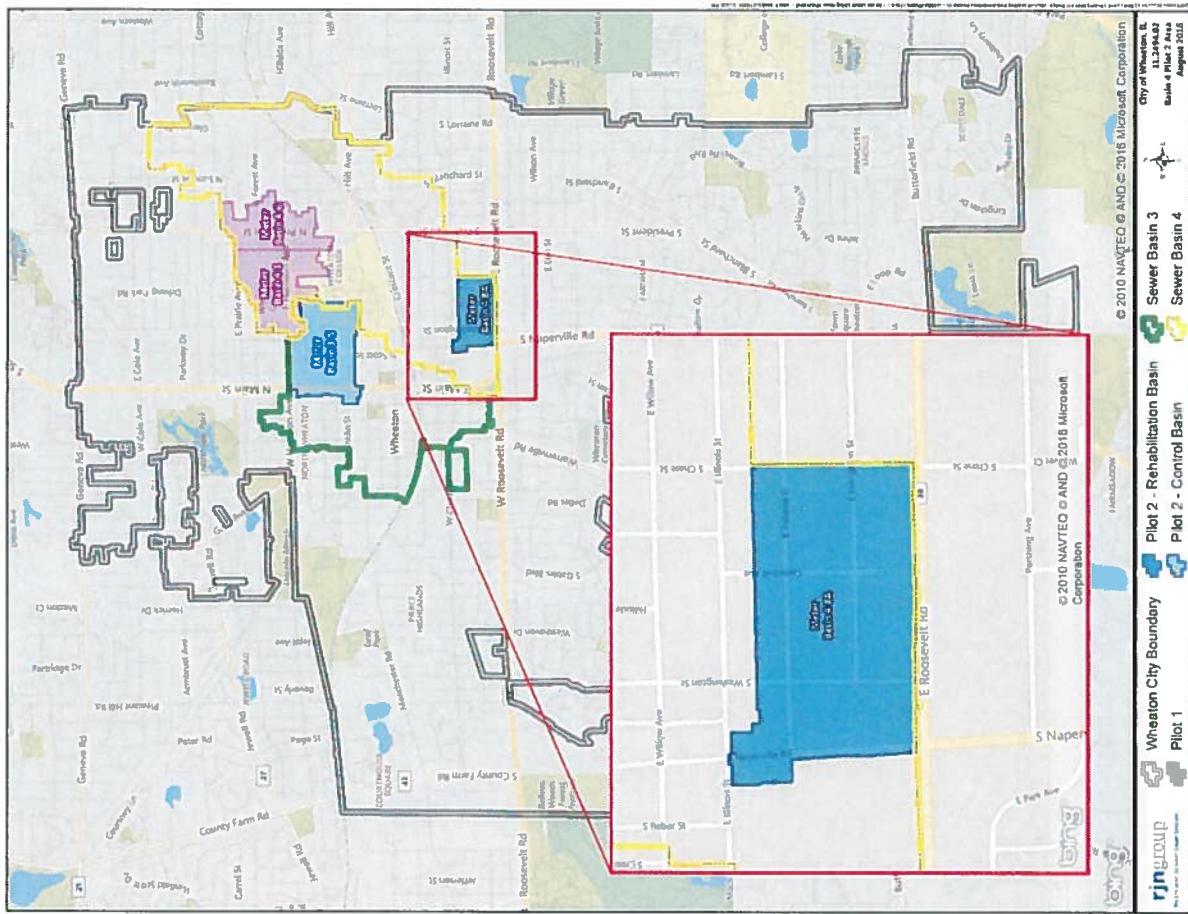
- 2012 – 2014
  - Completed Pilot I Investigations
  - Pilot I Flow Reduction
  - Lateral Rehabilitation
  - Post Rehabilitation Flow Analysis



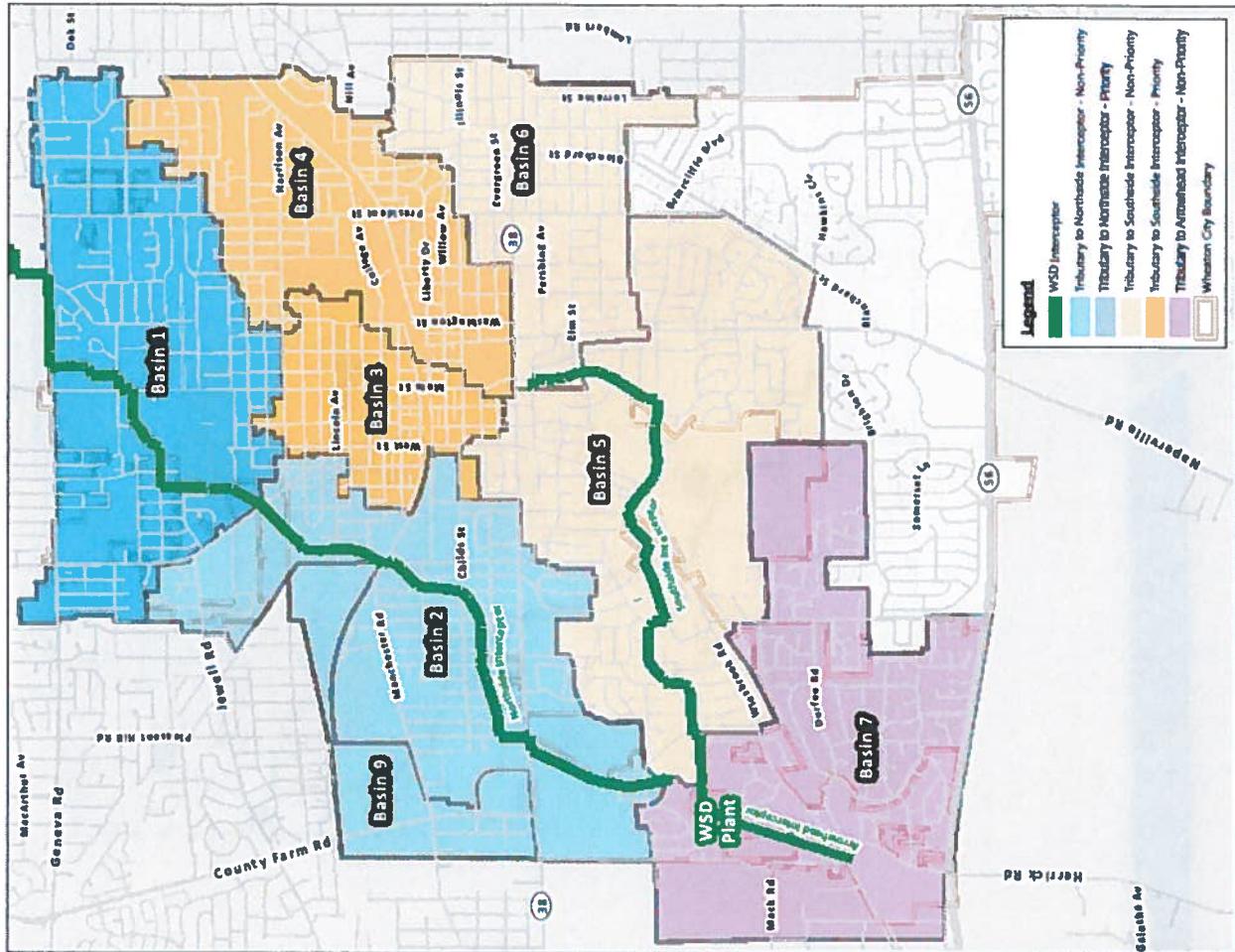


# Background

- 2015
  - Pilot 2 Flow Reduction
  - Lateral Rehabilitation
  - Discussion with WSD on Sewer Upsize

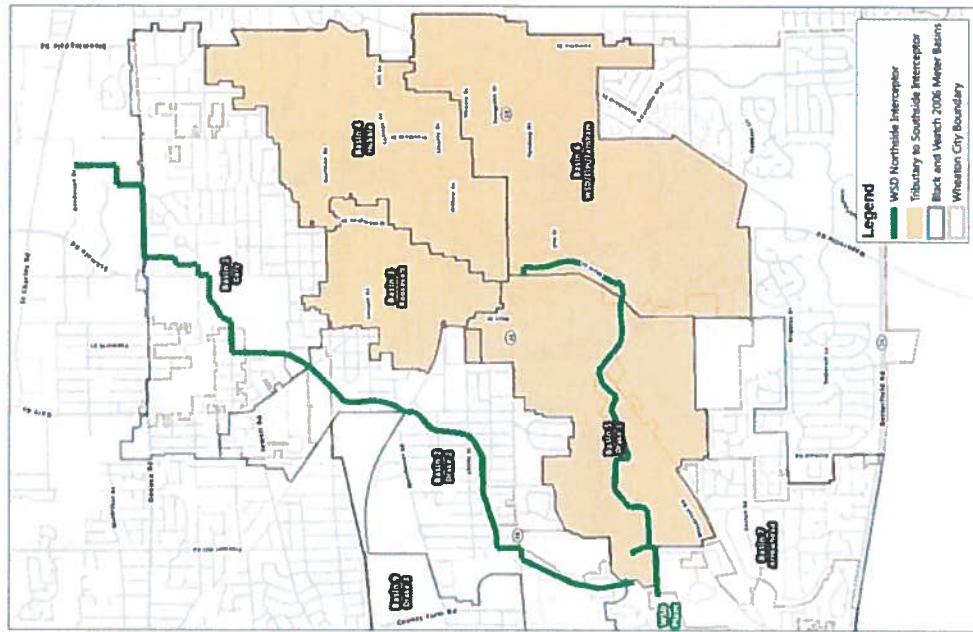


## Flow to WSD Plant



## Additional Analysis

- 2015 - 2016
  - Additional metering in Basins 3, 4, 5, 6
  - Enhance Model of SSI and Basins 5 & 6



# Plant Capacity & SSI Excess Flow

WSD Plant Normal Flow, mgd	8.9
WSD Plant Capacity, mgd	30
WSD SSI Design Capacity, mgd	27
WSD Maximum Target Flow from SSI, mgd	15
SSI Normal Flow, mgd	1.9

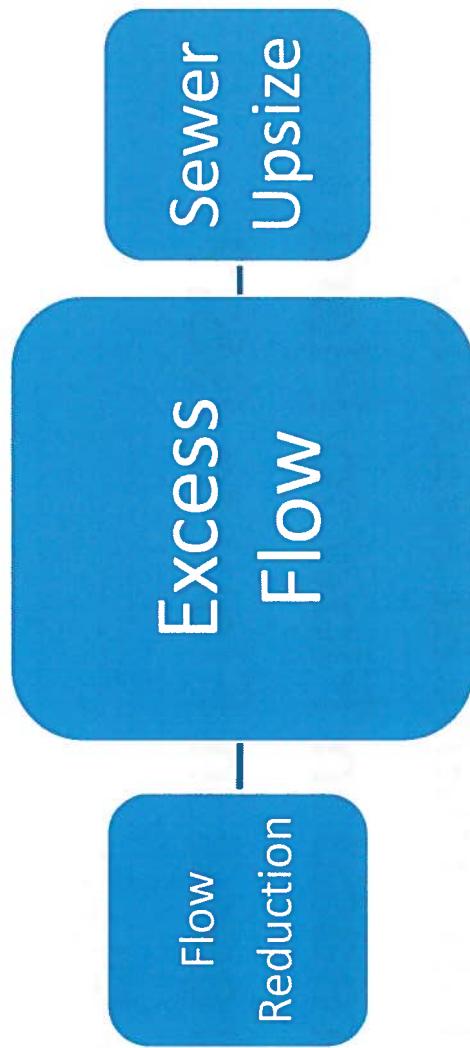
Wheaton Basin	Model Peak Excess Flow, mgd	
	Current Condition	1 Yr - 1 Hr
3	9	9
4	12	12
5	11	11
6	13	13
Total*	45	45
Adjusted Total	35	35
Flow over WSD Max Target	22	22

\* Flow peaks are not strictly additive.

# Backup and Overflow Mitigation Options

- Reduce the Flows
  - Public Sector I/I identification and reduction
  - Private Sector I/I identification and reduction
- Increase the Capacity
  - Relief sewers
  - Upsize Interceptors (WSD)
  - Treatment facility expansion (WSD)
- System Storage
  - Pumped to above ground storage
  - Gravity storage below ground
- Overhead Sewers

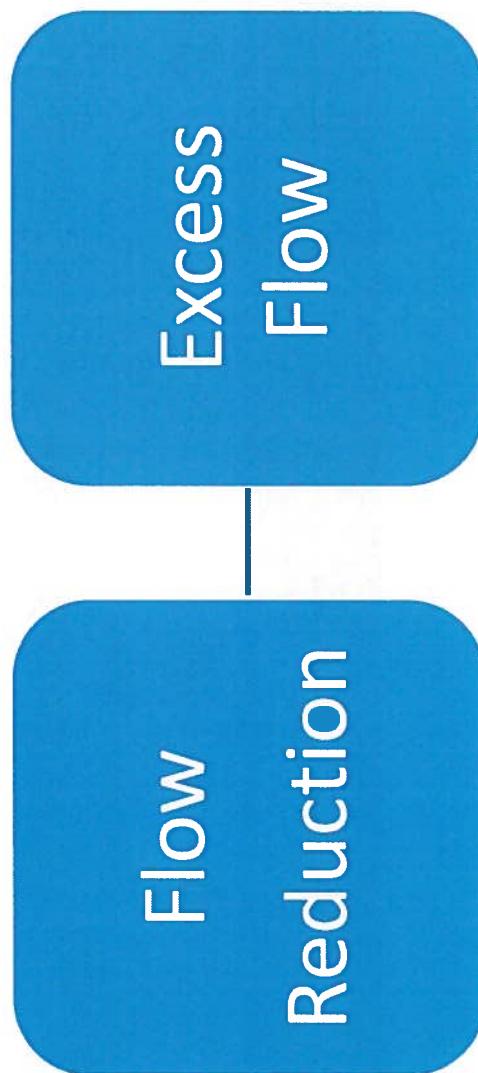
## Initial Approach



## Refining the SSI Study

- Treatment Plant at Maximum
- No Increase in Flow to Plant
- No Increase in Flow to SSI?
- Modify Plan

## New Option 1

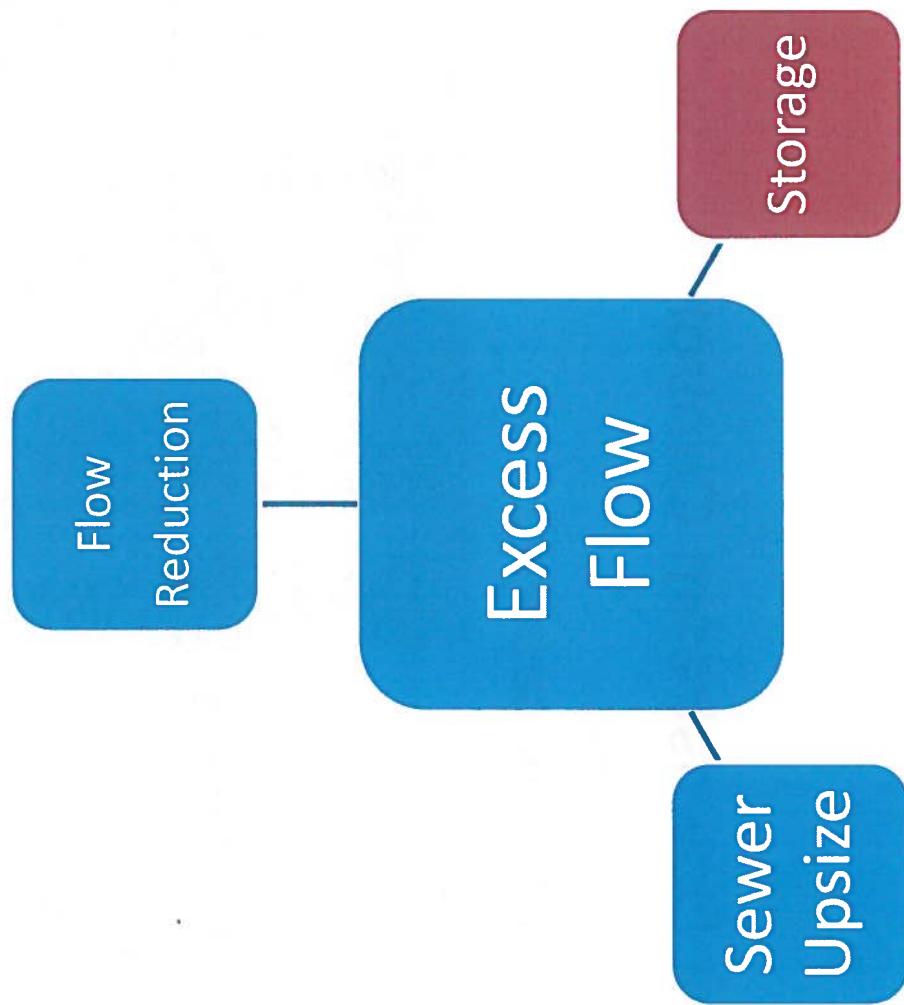


# Extreme Flow Reduction

Flow Reduction 70% in Basins 3 and 4, 40% in Basins 5 and 6

	Rehabilitation Type	Estimated Total Cost
Private Sector	Laterals – 3/4	\$ 19,000,000
	Laterals – 5/6	\$ 16,000,000
	Foundation Drains – 3/4	\$ 6,000,000
	Foundation Drains – 5/6	\$ 5,000,000
	Basins 3/4	\$ 4,000,000
	Basins 5/6	\$ 7,000,000
		\$ 52,000,000 - \$ 57,000,000

## Option 2



# Storage

- Significant Downstream Control

- High excess flows
- Limited treatment capacity

- Storage Details

- Below ground
- Available locations
- Gravity into storage
- Pumped out
- Maintenance
- Cleaning
- Odor control

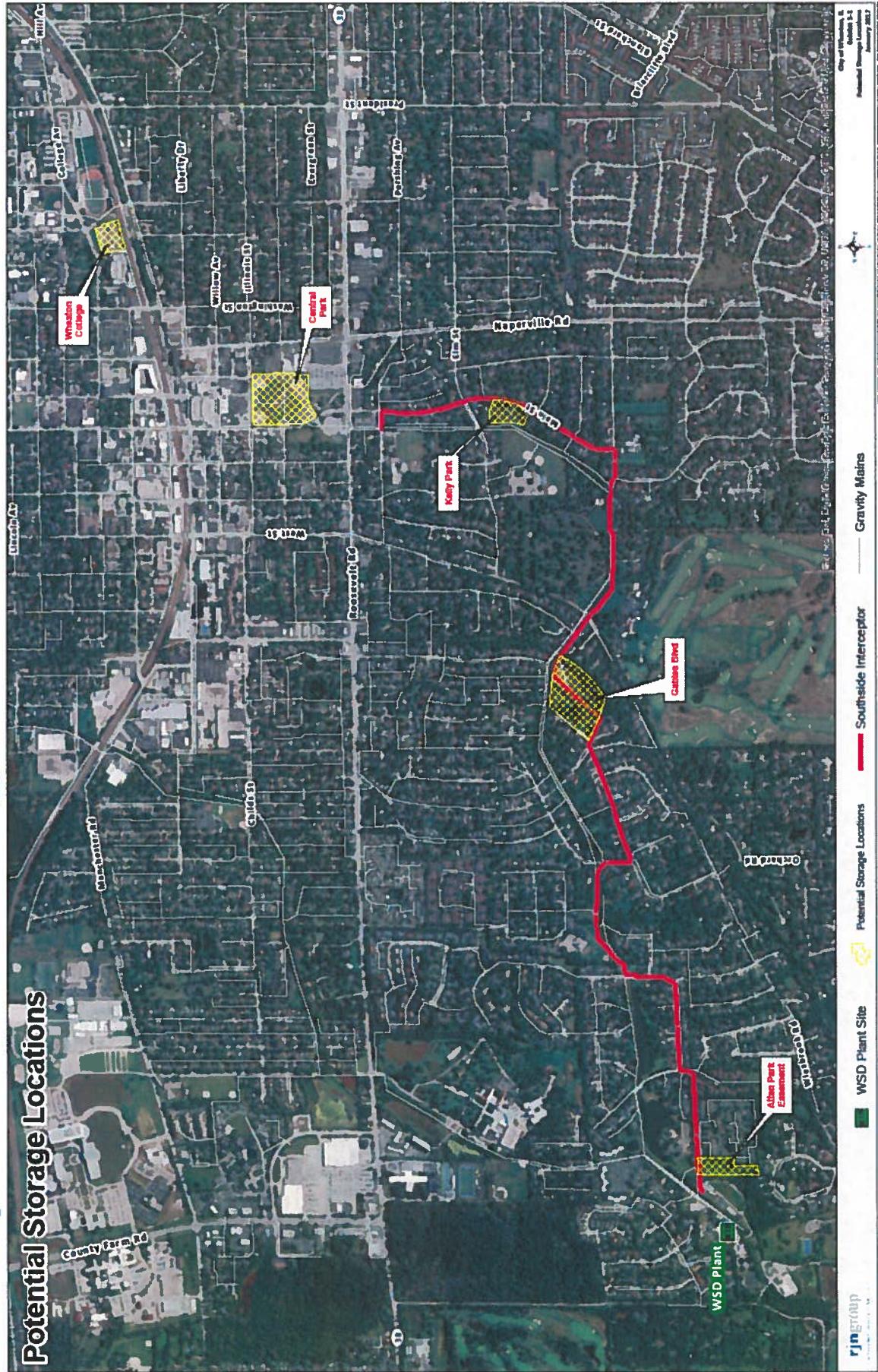


## Identifying Potential Storage Sites

- Step 1 - Engineering Criteria
  - Near the South Side Interceptor
  - Adequate Open Space
- Step 2 – Full Investigation of Storage Feasibility

# Step 1 – Met Engineering Criteria

## Potential Storage Locations



# Cost Estimate

	2014, \$M	2017, \$M
<b>Basin 3/4 Rehabilitation (40%)*</b>	8	10***
<b>Basin 4 Sewer Upsizing</b>	10	10
<b>6 Million Gallon Underground Storage</b>	-	17
<b>Basin 5/6 Rehabilitation (20%)**</b>	-	3
<b>Total</b>	<b>18</b>	<b>40</b>

\* Primarily Lateral rehabilitation (Priv), Seal Abandoned Laterals (Pub), Seal Liner Ends (Pub)

\*\* Primarily Seal Abandoned Laterals (Pub), Seal Liner Ends (Pub)

\*\*\* Does not include spending to date

## Next Steps

- Continue Flow Reduction in Basins 3/4
  - Laterals, Some Public Sector
- Determine Appropriate Capacity Improvement Plan
  - Extreme Flow Removal
  - Storage / Sewer Upsize
  - Hybrid Approach – Flow Removal/Storage
  - Change Level of Protection
- Begin Investigations in Basins 5/6
  - Public Sector only

# Memorandum

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Paul G. Redman, P.E.  
Director of Engineering



**To:** The Honorable Mayor and City Council

**Date:** January 18, 2017

**Subject:** Residential Street Speed Limits

## **Background**

Over the course of the past several months, the City Council received residential street speed feedback from concerned residents during Coffee with Council sessions, Council Meetings and in other forms. In general, these residents would like residential speed limits lowered to reduce the driving speed on city streets, particularly through neighborhoods. In many instances, different groups of residents suggested lowering the residential speed limit as a method to improve safety for pedestrians and children.

Education on the topic of lower speed limits may help the community understand the issue better, and allow the City Council sufficient background to make an informed decision as how to proceed.

## **Providing Information**

Staff completed a solicitation process that resulted in the selection of a traffic engineering consultant – KLOA, Inc – to provide the City Council with an informational presentation on residential speed limits at the January 23 Council Planning Session. KLOA specializes in residential/neighborhood and community-wide traffic studies. They are a very experienced traffic engineering and transportation planning firm with 22 years of experience in the Chicago region, and are very familiar with Wheaton having performed numerous traffic studies for both the City and private entities.

KLOA's presentation will cover speed limit legal and engineering practices, traffic signage and other traffic calming measures, enforcement strategies, options for setting speed limits, and expectations of lowering speed limits. KLOA will also be available to answer City Council questions.

## **The Way Ahead**

Following the presentation and discussion, staff would be interested in the Council's general sense of whether addressing residential speed limits is necessary. Should the City Council desire to further pursue a reduction in the current established residential speed limit or employ other alternatives such as increased enforcement strategies, the staff would further detail the necessary steps and costs for implementation in a follow-up report.

Attachment

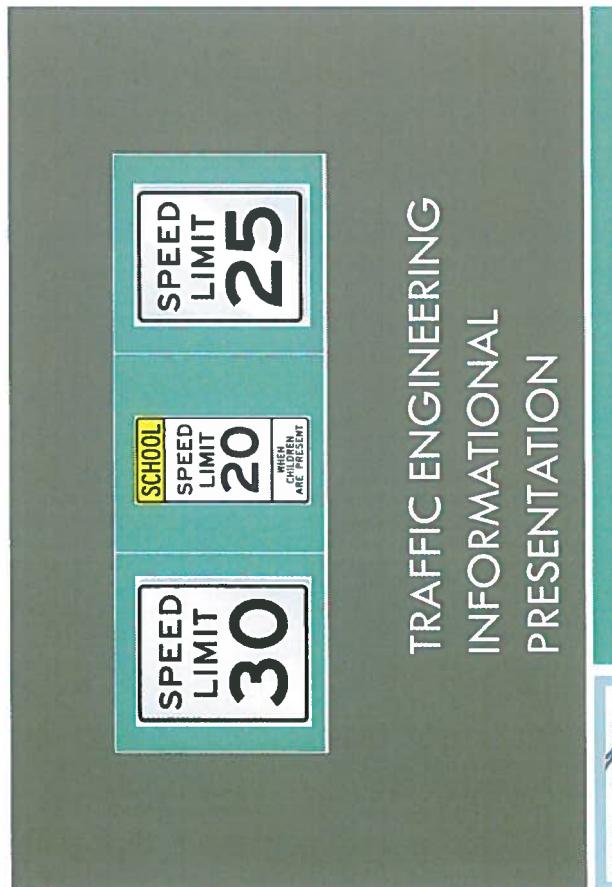
## Presentation Outline

- KLOA, Inc.
- Illinois law and IDOT policy
- Speed limit signage
- Other signage/markings
- Traffic calming measures
- Enforcement strategies
- Setting speed limits city-wide vs individual roads
- Expectations

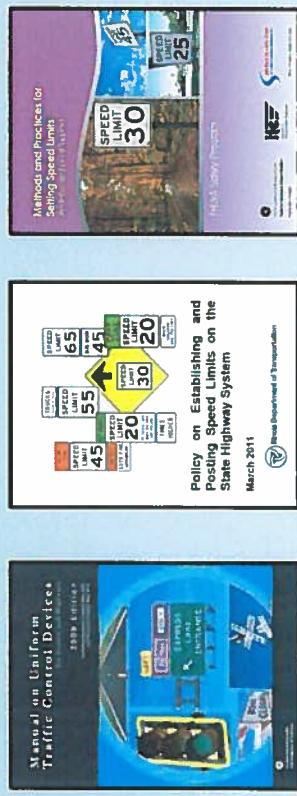


*Traffic Engineering Informational Presentation*

Wheaton City Council Planning Session



## Primary Resources



### Illinois Vehicle Code

Traffic Engineering Informational Presentation



## KLOA, Inc. Qualifications

- Traffic engineering and transportation planning firm that has been practicing for 22 years
- Licensed professional design firm and engineering corporation in the State of Illinois
- Prequalified with IDOT in Traffic Studies, Safety Studies, and Traffic Signals categories
- Very familiar with Wheaton having performed numerous studies for both the City and private entities
- Specialize in residential/neighborhood and community-wide traffic and transportation studies



Traffic Engineering Informational Presentation

## KLOA, Inc. Qualifications



## Naperville



## Village of La Grange Illinois



Traffic Engineering Informational Presentation

## Illinois Law and IDOT Policy Reasons for Speed Limits

### Illinois Vehicle Code

No vehicle may be driven upon any highway of this State at a speed which is greater than is reasonable and proper with regard to traffic conditions and the use of the highway, or endangers the safety of any person or property

- Speed limits advise drivers as to the maximum reasonable and safe operating speeds under favorable conditions
- Posted speed limits are one of the most frequently used strategies to manage travel speeds
- Speed limits strike a balance between mobility and the protection of drivers, pedestrians, and bicyclists



Traffic Engineering Informational Presentation

## Illinois Law and IDOT Policy 85<sup>th</sup> Percentile Speeds

- Generally used to establish speed limits as:
  - It represents the reasonable and safe speed for given traffic and roadway conditions for the majority of drivers
  - Studies have shown that the lowest accident rate occurs when the speed limit is set near the 85<sup>th</sup> percentile speed
  - MUTCD states that speed limits should be within 5 mph of 85<sup>th</sup> percentile speed
  - Setting speed limits lower than the 85<sup>th</sup> percentile speed typically does not encourage compliance with the posted speed limit

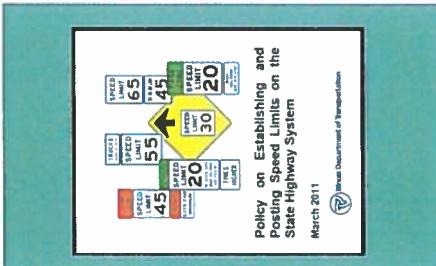
## Illinois Law and IDOT Policy Process to Change Speed Limits

- The Illinois Vehicle Code states that local authorities can alter speed limits on roads under their jurisdiction
  - However, the altered speed limit should be based upon an engineering study or traffic investigation in accordance with traffic engineering practices
  - The engineering study documents the basis for the altered speed limit and is typically upheld by the legal/court system

## Illinois Law and IDOT Policy

### Components of Engineering Study

- Field investigation/observations
- Data collection – speed surveys
- 85<sup>th</sup> percentile speeds
- Upper limit of the 10 mph pace
- Adjustment factors
- High crash locations
- Access control
- Pedestrian activity
- On-street parking
- Prevailing speed can be reduced a maximum of 9 mph or 20 percent, whichever is less



Traffic Engineering Informational Presentation



Traffic Engineering Informational Presentation

## Speed Limit Signage Types

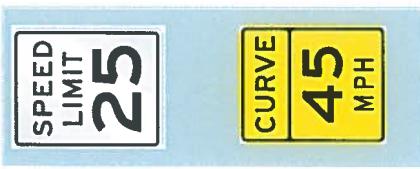
- Statutory Speed Limits
  - A legislative speed limit that is typically applicable to a particular road class with specific design, functional, and/or location characteristics
  - Speed limits that are in effect even when not posted
- Illinois statutory speed limits:
  - Freeways and expressways = 55 to 65 mph
  - Conventional highways = 55 mph
  - Urban roads = 30 mph



Kellogg, Lyman, Olson & Associates, Inc.

## Speed Limit Signage Types

- Posted Speed Limits (Regulatory)
  - The maximum or minimum speed applicable to a section of road as established by a speed limit sign
- Advisory Speed
  - Indicates the recommended speed for all vehicles operating on a section or geometric feature of a road
  - They are most commonly associated with changes in horizontal alignment
  - It is not a speed limit, but a speed recommendation



Traffic Engineering Informational Presentation



Traffic Engineering Informational Presentation



KLOA  
Kings County Library Outreach and Information, Inc.

## Speed Limit Signage Blanket Speed Limits

- Blanket speed limits provide one speed limit for all roads within a municipality or neighborhood
  - The blanket speed limits are generally posted at the entry points to the municipality or neighborhood
  - Statutory speed limits are generally considered blanket speed limits

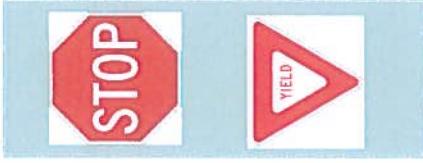


## Speed Limit Signage Effect of Signage on Compliance

- Speed limit signs are typically installed to reinforce the lawful speed limit and aid in enforcement
- Speed limit signs are one of several strategies in managing speeds on roadways
- However, lowering speed limits does not necessarily result in lower speeds at which most drivers travel
- Speed limit signs may need to be used in combination with other speed management countermeasures (traffic calming measures)

## Other Signage/Markings Stop and Yield Signs

- MUTCD states that the right-of-way at intersections can be modified by placing yield signs or stop signs on one or more approaches of an intersection
- Purpose is to clearly indicate who has the right-of-way at intersections
- MUTCD states that yield or stop signs should not be used for speed control
- Unwarranted use of yield and stop signs can result in driver frustration and noncompliance (i.e. rolling stops)

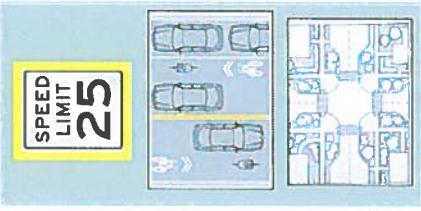


## Other Signage/Markings

### Marked Crosswalks

- Controlled marked crosswalks are those that are located at locations where traffic is required to stop (i.e. signalized intersections and stop or yield sign controlled intersection approaches)
- Uncontrolled marked crosswalks are those that are located where traffic is not required to stop
- MUTCD states that crosswalks should not be used indiscriminately
- Uncontrolled marked crosswalk may provide users a false sense of security when crossing

## Traffic Calming Measures



- Purpose of traffic calming measures
  - Reduce speed/volume of traffic by increasing awareness and/or restricting traffic flow
  - Enhance safety by better organizing the access and circulation of all modes of transportation
- Types of traffic calming measures
  - Nonphysical measures – less expensive
  - Physical measures – more expensive

## Traffic Calming Measures

Options	Examples
<b>Nonphysical Measures</b>	
Education and Enforcement	Education, Community Involvement Efforts, Targeted Police Enforcement, Radar Speed Trailers, Patrol Decoy
Advisory Signing	Enhanced Speed Limit Signs, Speed Radar Signs, School/Park Zones, Neighborhood Yard Signs
Pavement Markings	Parking Lines/Boxes, Bike Lanes, Sharrows, Lane/Center Lines, Speed Limit Markings
<b>Physical Measures</b>	
Horizontal Deflections	Curb Extensions, Median Islands, Traffic Circles, Chokers/Neck-Downs
Vertical Deflections	Speed Humps/Lumps, Speed Tables, Raised Crosswalks, Raised Intersections

Traffic Engineering Informational Presentation



Traffic Engineering Informational Presentation

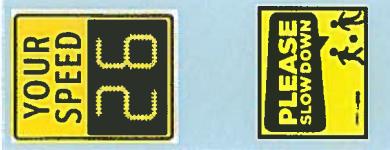
## Enforcement Strategies

Police enforcement
Is generally effective in reducing speeds
However, it quickly loses its effect if not visible to drivers and is expensive to maintain consistently
Keys to effective enforcement
Motorists believe it will occur
It has meaningful costs to offenders
It is applied generally, not at specific times/locations
Motorists are not tipped off by cues as to when will occur



## Enforcement Strategies

- Speed radar signs and radar speed trailers
  - An effective and lower cost means of reducing speeds
  - Effective in increasing driver awareness of actual speeds
  - Most effective if used in combination with enforcement
- Education and community involvement efforts
  - Yard sign campaigns
  - Radar gun loan programs
  - Self policing



## Setting Speed Limits City-Wide vs Individual Roads

- Blanket or statutory speed limits
  - Provides consistency for drivers' expectations and police enforcement
  - Installation can be streamlined as speed limit signs can be consolidated at entry points to municipality or neighborhood
  - By individual roads or neighborhoods
    - "One size does not fit all"
    - Roadway's physical/operating characteristics and a neighborhood's road systems can vary significantly
    - Differences in functional classification (local vs collectors)

## Expectations

- Travel speeds primarily influenced by the roadway's characteristics which are generally costly to modify
- Physical traffic calming measures most effective, but more expensive
- Courts typically only uphold tickets when 8 to 10 mph over posted speed limit
- As such, following travel speeds are typically considered reasonable:
  - Average speeds 1 to 2 mph within posted speed limit
  - 85<sup>th</sup> percentile speeds within 5 mph of posted speed limit



## QUESTIONS

## MEMORANDUM

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**TO:** Record  
**FROM:** Susan Bishel, Public Relations Coordinator  
**SUBJECT:** Jan. 23, 2017 City Council Planning Session Minutes  
**DATE:** Jan. 24, 2017  
**CC:** Mayor and City Council, City Manager, City Clerk, Department Heads

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The Planning Session took place in the Council Chambers, Wheaton City Hall, 303 W. Wesley St., Wheaton, Illinois. Those attending the Planning Session included: Mayor Gresk, Councilwoman Fitch, Councilman Prendiville, Councilman Rutledge, Councilman Saline, Councilman Scalzo and Councilman Suess. Also in attendance were City Manager Dzigan, Assistant City Manager Duguay, Director of Public Works Laoang, Director of Engineering Redman, Chief of Police Volpe and Public Relations Coordinator Bishel. The session began at 7:00 p.m. and concluded at 9:30 p.m. The following items were discussed:

### **I. Call to Order**

The Wheaton City Council Planning Session was called to order at 7:00 p.m. by Mayor Gresk.

### **II. Approval of January 9, 2017 Planning Session Minutes**

The Council approved the January 9, 2017 Planning Session Minutes.

### **III. Public Comment**

There were no public comments.

### **IV. Residential Street Speed Limits**

City Manager Dzigan stated in response to resident requests, the City is exploring the possibility of changing residential street speed limits from 30 mph to 25 mph. Through a selection process, the City selected KLOA Traffic Engineers to assist the City in exploring this issue.

Michael Werthmann of KLOA Traffic Engineers presented information to the City Council summarizing the laws that mandate speed limits, traffic studies, and how to set appropriate speed limits for different types of streets. Mr. Werthmann stated finding the ideal speed limit involves striking a balance between how fast people expect to drive in a given area and the protection of drivers, pedestrians and bicyclists. Traffic engineers use 85<sup>th</sup> percentile speeds – the speed at which 85% of drivers travel at or below on a particular street – to assist in setting speed limits. Mr. Werthmann stated lowering the speed limit below the 85<sup>th</sup> percentile speed

can result in problems with conflicting speeds and driver frustration, as some drivers will follow the lower speed limit, while others will not.

Mr. Werthmann stated the Illinois Vehicle Code allows municipalities to alter speed limits on the roads in their jurisdictions, but the code recommends these changes be based on traffic engineering studies and investigation in line with traffic engineering practices. The vehicle code recommends the studies include field investigation/observation and data collection. Speed limits can be adjusted based on factors such as locations with a high incidence of traffic accidents, pedestrian activity or on street parking. However, the IDOT Policy on Establishing & Posting Speed Limits only allows the prevailing speed to be reduced a maximum of 9 mph or 20 percent, whichever is less.

In response to Council questions, Mr. Werthmann stated while traffic engineering studies are not mandatory to change speed limits, the Illinois Vehicle Code highly recommends them. He stated the City would also want to perform traffic studies for legal purposes related to enforcement.

In response to questions about crosswalks, Chief Volpe stated Illinois law requires vehicles to stop if a pedestrian is in a marked crosswalk, and a separate law states pedestrians can't enter a marked crosswalk until they can safely cross.

In response to Council questions about bicyclists, Chief Volpe stated that when riding on the road, bicyclists must follow the same rules as other vehicles.

Mr. Werthmann reviewed methods for calming traffic, including advisory signs, pavement markings, education and other physical and non-physical measures. He stated police enforcement is also generally effective, but it is expensive to continue enforcement efforts.

In response to Council questions, Chief Volpe stated in most cases, officers will not write a ticket for drivers traveling less than 5 mph to 8 mph over the speed limit. If the City decides to lower the speed limit on residential streets, Chief Volpe stated the Police Department would start with educating residents, including a strong communication campaign, followed by a period of time during which officers issue warnings.

In response to Council questions, Chief Volpe stated the Police Department has two speed trailers that display passing cars' speeds and four speed signs that collect data on the speed of passing cars. He stated the trailers cost approximately \$5,500 and are effective in educating drivers.

In response to a Council question, Chief Volpe stated the Police Department does not currently have a program working with schools on pedestrian and bicycle safety.

The Council requested that City staff provide further details about the necessary steps and costs for implementation in a follow-up report.

#### **V. Southside Interceptor Study/Model – Status**

To continue working toward the City Council's priority of eliminating sanitary sewer backups and overflows during a 10-year rain event in Basins 3 and 4, the City has been working to reduce the amount of stormwater that enters the sanitary sewer system. The City also is working with RJP Group Inc. to determine if the Wheaton Sanitary District's recently upsized Southside Interceptor could accept additional flow from Basins 3 and 4. Representatives from RJP Group reviewed the results of this study.

Karol Giokas of RJP Group reviewed the Wet Weather Facility Plan the City and Wheaton Sanitary District created in 2006, which called for the City reducing the amount of flow to the Sanitary District, and both the City and the Wheaton Sanitary District upsizing some sanitary sewers. The Wheaton Sanitary District completed their Southside Interceptor project, and the City has been working in Basin 3 and 4 to reduce flow.

Since completion of the Southside Interceptor, Ms. Giokas stated RJP performed flow metering to measure for peak flows, and the Wheaton Sanitary District has determined that the Southside Interceptor can't take in the amount of flow that Basins 3 and 4 produce during a 10-year storm.

In response to Council questions, Director of Engineering Redman stated that he does not believe the Wheaton Sanitary District has any plans to increase its plant capacity, and the Environmental Protection Agency would not be likely to allow a plant expansion because the EPA would want to first see work done to reduce flow during wet weather.

In response to Council questions, Ms. Giokas confirmed that the flow levels are only a problem during wet weather, and the Wheaton Sanitary District plant can handle approximately 5 times its normal flow.

Ms. Giokas reviewed the peak flow recorded during RJP's flow metering, which showed significant restrictions on the system and caused problems for some locations in an 8-month storm event which occurred on May 12, 2016.

City Manager Dzugan stated there is some difference between the modeling of when backups/overflows are predicted to occur versus actual backups/overflows. The model doesn't show that some homes would not experience backups because they do not have basements, or if they have overhead sewers.

Michael Young of RJD stated the original plan was for the City to upsize some sewers, which would reduce localized bottlenecks happening currently in Basin 4. However, the City needs to revise its plans now that it is known that the Southside Interceptor is unable to accept and carry the flow the City would be sending from Basin 3 and Basin 4.

Mr. Young stated the options include reducing the flows, increasing the capacity, increasing system storage, and overhead sewers. One option would involve a 70% reduction in flow in Basins 3 and 4, which is estimated to cost \$52 million to \$57 million.

A second option would be upsizing the sewer (like in the original plan), adding storage and doing some flow reduction. This is estimated to cost a total of \$40 million, whereas the original plan was estimated to cost approximately \$18 million.

In response to Council questions about overhead sewers, Director of Engineering Redman stated while installing an overhead sewer will solve the immediate problem of backups in individual homes, it does not address the issue of excess flow and consequently backups in system.

City Manager Dzugan recommended the City pursue a contract with RJD to pursue the next step and develop recommendations.

## **VI. City Council/Staff Comments**

There were no City Council/Staff comments.

## **VII. Adjournment**

The meeting was adjourned at 9:30 p.m.

## MEMORANDUM

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**TO:** Record  
**FROM:** Susan Bishel, Public Relations Coordinator  
**SUBJECT:** Jan. 9, 2017 City Council Planning Session Minutes  
**DATE:** Jan. 10, 2017  
**CC:** Mayor and City Council, City Manager, City Clerk, Department Heads

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The Planning Session took place in the Council Chambers, Wheaton City Hall, 303 W. Wesley St., Wheaton, Illinois. Those attending the Planning Session included: Mayor Gresk, Councilwoman Fitch, Councilman Prendiville, Councilman Rutledge, Councilman Saline, Councilman Scalzo and Councilman Suess. Also in attendance were City Manager Dzogan, Assistant City Manager Duguay, Director of Engineering Redman, Director of Finance Lehnhardt, Director of Public Works Laoang, and Public Relations Coordinator Bishel. The session began at 7:00 p.m. and concluded at 8:34 p.m. The following items were discussed:

### **I. Call to Order**

The Wheaton City Council Planning Session was called to order at 7:00 p.m. by Mayor Gresk.

### **II. Approval of Minutes – December 12, 2016**

The Council approved the December 12, 2016 Planning Session Minutes.

### **III. Public Comment**

There were no public comments.

### **IV. 2016-2019 Strategic Plan Update**

Assistant City Manager Duguay presented an update on the City's 2016-2019 Strategic Plan and progress City staff has made toward achieving set targets. Regarding the first strategic priority of financial stability, Assistant City Manager Duguay stated City staff are providing the Council with monthly financial reports and are working on the draft budget for fiscal year 2017-2018. The Council will soon receive the staff's 5-year financial forecast, and staff is working on finalizing new financial reporting that will allow City staff and the Council to view financial information through a new interface that will more easily display data and trends.

City staff are also finalizing a Capital Improvement Plan, which identifies all City capital projects for the next five years, prioritizes the projects and plans for their funding. Assistant City Manager Duguay stated City staff will present the proposed Capital Improvement Plan to the City Council in February.

For the second strategic priority, quality infrastructure, Assistant City Manager Duguay reviewed the status of work on the Downtown Streetscape Plan. CCS International Inc. assisted the City in developing an RFP for a civil engineering firm to complete design drawings, specifications and construction oversight for Phase I of the plan. The City selected Primera in the bidding process, and work will begin this upcoming construction season. Assistant City Manager Duguay stated this process will also include a communications effort to inform the Downtown Wheaton Association, property owners and residents about Phase I work, which will affect Front Street.

In response to Council questions, Assistant City Manager Duguay stated planning for Phase II will take place in the summer of 2018 and construction will occur in the summer of 2019.

In response to Council questions, City Manager Dzugan stated the City will meet with the Downtown Wheaton Association on a regular basis to keep local businesses informed and will also directly notify residents and affected businesses.

Assistant City Manager Duguay reviewed the status of the City's program to eliminate backups and overflows in a 10-year rain event in Basin 3 and Basin 4. The City completed two pilot projects and measured their effect on flow into the sanitary sewer system. In response to Council questions about areas downstream of Basins 3 and 4, Assistant City Manager Duguay stated the Council will be hearing an update from RJD on this subject at the next Planning Session.

In terms of the City's goal of flood-protecting structures from overland flooding in flood-prone areas, the City will continue working to complete studies of all 18 flood-prone areas. In response to Council questions, Director of Engineering Redman stated the City must complete these studies to determine the cost-benefit analysis and properly prioritize projects. City Manager Dzugan stated the studies are also necessary for the City to apply for grants or other assistance. Because of studies the City has completed, the County purchased three flood-prone properties in the Williston area.

In response to Council questions, Director of Engineering Redman stated in comparison, some other communities are not doing anything to address flooding. Downers Grove is using a similar approach to Wheaton, and Downers Grove has completed studies of its flood-prone areas and prioritized projects to reduce flooding. The Council requested more information about how Downers Grove has financed improvements.

In response to Council questions, City Manager Dzugan stated the studies are anticipated to be complete, including analysis, in 2021.

In response to a Council question, Director of Engineering Redman stated less than 1,000 homes are in these 18 flood-prone areas, and there are additional homes in the flood plain.

Assistant City Manager Duguay stated another goal the City is working toward is identifying and documenting designed stormwater storage areas. In response to Council questions, Director of Engineering Redman stated the City does not have all of this information collected in one place, and there are likely more than 250 stormwater detention facilities. Due to the time-consuming process, City staff is proposing a change to this goal to identifying and documenting 25% of these areas. The next step would be making sure they are operating as designed. City Manager Dzigan suggested when City staff reaches this step, staff begins with structures built after 1991, as the City has original plans for these properties due to stormwater requirements enacted at this time.

Assistant City Manager Duguay reviewed City staff's work toward developing a comprehensive Capital Improvement Plan. The plan has been completed, and City staff is finalizing its draft plan that it will present to the City Council in the near future. He stated the City Council will also be presented with a proposed lead service line policy.

Assistant City Manager Duguay stated City staff is also working with all departments on goals toward providing efficient and effective services. City departments are working to identify core services and collecting information on best practices and industry standards. The City is also looking for each department to identify areas where cost savings or efficiency can be improved. For example, the City's Public Works Department is trying a new method of clearing cul-de-sacs that pushes snow into the center of the cul-de-sac. Director of Public Works Laoang stated about 60% of Wheaton's cul-de-sacs can use this method, which reduces the amount of time to clear them.

In response to Council questions about how the City notifies residents and businesses of work being done, Assistant City Manager Duguay stated the City uses door hangers and directly communicates with residents and businesses before work begins, and the City will be working to be more proactive in communicating upcoming projects.

In response to Council questions about when the City will do another community survey, City Manager Dzigan stated it is standard to have a survey done about every 4 or 5 years, and the last survey was completed in 2014.

## **V. City Council/Staff Comments**

There were no City Council/Staff Comments

## **VI. Adjournment**

The meeting was adjourned at 8:34 p.m.

**DRAFT**