

MINUTES
February 1, 2005
City Services Committee
City of Batavia

Chairman Beckman called the meeting to order at 7:30 p.m.

1. ROLL CALL:

Members present: Aldermen Beckman, Frank, Barnard, Volk, Frydendall, and Vance

Members absent: Alderman McCarter

Also present: Aldermen Wolff, Clark, and Schmitz; Mayor Schielke; William McGrath, City Administrator; Dennis Anderson, Police Chief; Noel Basquin, City Engineer; Karen Young, Staff Engineer; Kathy Montanari; Recording Secretary

Note: Items 2 through 6 were handled after items 7 and 8.

2. APPROVAL OF MINUTES

MOTION: To approve the following City Services Committee minutes:

- December 20, 2004
- January 18, 2005

MAKER: Volk

SECOND: Barnard

ROLL CALL:

Ayes: Beckman, Frank, Barnard, Volk, Frydendall, and Vance

Nays: None

Motion Carried, 6 to 0

3. RESOLUTION 05-03-R: SURPLUS VEHICLES

Anderson reviewed his January 14, 2005 memo. Staff is requesting authority to dispose of five squad cars as surplus property. Two of the vehicles have 100,000+ miles and another is over 12 years old.

MOTION: To recommend to City Council approval of Resolution 05-03-R, Declaring Five Police Vehicles as Surplus Property and Authorizing Sale at Auction

MAKER: Volk

SECOND: Vance

ROLL CALL:

Ayes: Beckman, Frank, Barnard, Volk, Frydendall, and Vance

Nays: None

Motion Carried, 6 to 0

4. OVERNIGHT PARKING ENFORCEMENT APPEAL

Chief Anderson reviewed his January 21, 2005 memo. Nick Davy of 562 Maves is requesting an appeal of the overnight parking ordinance at his address. Davy was advised of the time and date of the committee meeting but was not present.

Volk reported that Davy told him he has four vehicles and three teenagers. The issue appears to be the need to move cars around, since they fit in his driveway.

Vance asked if Davy had an unusual situation with his driveway. Anderson said he had driven past the residence and had not observed anything out of the ordinary.

Volk added that the home was in a newer subdivision and had a two-car garage. It appeared that two cars could fit in the garage and two in the driveway.

Frydendall said he had also viewed the property and it seemed there was ample space to park four cars in the driveway and two in the garage. He could not recall ever having approved a request for on street parking in the past.

MOTION: To table Nick Davy's Overnight Parking Enforcement Appeal
MAKER: Volk
SECOND: Frank
VOICE VOTE: 6 Ayes, 0 Nays, Motion Carried

Volk indicated that he would contact Davy to advise him that there was not a great deal of support for his request and see if he wants to follow up.

5. RESOLUTION 05-06-R: CONTRACT WITH RILEY LAWN CARE FOR 2005 WEST SIDE LAWN MAINTENANCE

McGrath explained that the previous year staff had requested bids on landscape maintenance for three one-year periods, reserving the right to review performance and continue with the contracts if work was satisfactory. Staff is pleased with the quality of work and recommends extending the contracts. The west side contract includes an increase of 6.3% on the tasks performed last year, plus an additional \$875 for another site added to the list of properties to be maintained. The east side contract has a 3% increase, along with an additional \$650 for a new site.

MOTION: To recommend to City Council approval of Resolution 05-06-R, Authorizing Execution of a Contract for 2005 West Side Lawn Maintenance with Riley Lawn Care for \$17,752,65
MAKER: Volk
SECOND: Vance
ROLL CALL:
Ayes: Beckman, Frank, Barnard, Volk, Frydendall, and Vance
Nays: None
Motion Carried, 6 to 0

Barnard asked if the prices had been compared with current rates. McGrath explained that these bids were part of a three-year package. He noted that the east side of town contains a number of detention and open space areas that must be maintained very carefully. If the City finds a good a contractor, it is beneficial to have that company continue with the program.

6. RESOLUTION 05-07-R: CONTRACT WITH ACCURATE EDGE LANDSCAPE FOR 2005 EAST SIDE LAWN MAINTENANCE

See previous discussion.

MOTION: To recommend to City Council approval of Resolution 05-07-R, Authorizing Execution of a Contract for 2005 East Side Lawn Maintenance with Accurate Edge Landscape for \$32,015.98

MAKER: Volk

SECOND: Barnard

ROLL CALL:

Ayes: Beckman, Frank, Barnard, Volk, Frydendall, and Vance

Nays: None

Motion Carried, 6 to 0

McGrath pointed out that this contract is for a higher amount due to the number of detention areas on the east side. The City receives revenue from a Special Service Area in an east-side subdivision to offset some of this expense.

7. DONOVAN BRIDGE PROJECT: AMENDMENT NO. 4 TO LOCHNER'S PHASE I AGREEMENT

Basquin reviewed his January 21, 2005 memo. An amendment of \$69,915.03 is being requested to the original contract for additional work on items requested by IDOT. The cost also covers attendance at several Citizens Advisory Committee, Community Development Committee, and staff meetings not included in the original agreement. The amendment will be submitted to IDOT for a determination on eligibility for the 80/20 grant funding.

MOTION: To recommend to City Council approval of Amendment 4 to the Donovan Bridge Phase I Engineering Agreement, in an amount not to exceed \$69,915.03, with H. W. Lochner, Inc.

MAKER: Volk

SECOND: Vance

ROLL CALL:

Ayes: Beckman, Frank, Barnard, Volk, Frydendall, and Vance

Nays: None

Motion Carried 6 to 0

Vance asked when the City would be notified about eligibility for funding. Dave Zawada of H. W. Lochner explained that IDOT's district office reviews the submission and, if it is acceptable, forwards it to Springfield. This is expected to take about two months.

Clark noted that the original contract allowed for three bridge designs, but 11 were eventually received. She asked for an explanation of how that decision had been reached. Zawada explained that these designs evolved at previous meetings. It was decided at working sessions that all 11 concepts should be presented to the public and

then pared down so the public could view a complete look for all concepts. McGrath believed that the directive came from Community Development Committee. It was known that if three bridge designs were prepared, one would have been a standard IDOT concrete beam bridge. However, it was felt that type of would be unacceptable to the community. It was also understood that it was not possible to replicate the existing bridge. Therefore, a great deal of work was done to attain an arched look.

8. RIVER STREET PARKING DECK INSPECTION REPORT

Basquin reviewed his January 26, 2005 memo. Last year, after staff noticed several cracks on the River Street parking deck, H. W. Lochner, Inc. was contracted to perform an evaluation. There is not an imminent danger of failure of the structure, but it should be monitored and evaluated. The waterproof membrane has been lost in areas of cracking and must be replaced.

Dan Herring of H. W. Lochner, Inc. explained that tension cracks should not occur in a structure that is completely under compression in a post-tensioned design. His firm reviewed the plans and determined that the deck was properly designed, so the problems could have occurred during construction. There is not an imminent structural failure problem, but cracks are a conduit for moisture and salt to seep into the slab and cause deterioration to the post tensioning. The waterproof membrane on top of the deck has also been affected by the cracks. Although nothing can be done about the cracks at this time, they must be kept stable and covered. Herring recommended non-destructive testing to measure slab thickness and depth of rebar steel. If the stressing records can be obtained, he will evaluate whether cables were installed properly.

Frydendall commented that he frequently observes garbage trucks making U-turns on the deck.

McGrath asked how this might affect the City's plans to add another deck to the top of the structure. Herring said the worst-case scenario would be if no cause could be found for the cracks. One possibility is that the deck became overloaded. If post-tensioning steel was correctly placed, slab thickness is accurate, and stressing records are in order, then putting in another deck may actually protect the cracked deck underneath. It will be important to maintain the waterproof membrane and replace it every 5-7 years.

McGrath asked if the file should indicate whether or not the deck was designed with a weight limit. Herring said construction documents indicated a load typical for cars only. Chief Anderson said the deck was not currently posted to prohibit trucks.

Herring will come back with a recommendation for the committee after the file is reviewed and testing is complete. The first evaluation was done under budget, so some funds remain, although field evaluations may require an amendment to the contract.

9. SHUMWAY/WILSON STREET INTERSECTION IMPROVEMENTS

Basquin reviewed his January 26, 2005 memo. He explained that the Comprehensive Downtown Plan was intended to make the downtown area more pedestrian friendly. The Engineering Department staff proposes to address that concern by making improvements to the Shumway/Island/Wilson intersection.

Last year staff requested permission from IDOT to install countdown pedestrian crossing signals but was denied. The request was resubmitted and approved this year.

Staff then began to review other possible improvements for the intersection. The MainStreet Organization's charette facilitated by Lane Allen, called for construction of a bump out at the southeast corner of Wilson/Shumway. This would allow for a larger pedestrian queuing area at the crossing, as well as improved pedestrian and cyclist visibility. The bump-outs would also serve as a traffic-calming device.

Basquin then reviewed new alignments and relocation of certain parking spaces. Left-turn lanes would be created in "Alternate A," but the curb lanes would be used for straight and right-turn movements, reducing the ability to make right turns during red lights.

Volk asked how the bump outs would be constructed, and Basquin said that committee input would be used to make that decision.

Vance was concerned about eliminating the ability to turn right from Shumway onto Wilson, since traffic is frequently backed up at the intersection. Basquin said part of the reason for the traffic back up is the use of First and Shumway as a shortcut. McGrath said if the right turn became less convenient, people might not use the shortcut as often.

Volk asked if it would be possible to have a left-turn signal on Island for motorists wanting to go east. Basquin said he would speak to IDOT about this option, but it may require a full traffic analysis of the intersection. Volk said he supported making the intersection more pedestrian friendly, but the bump out on the southeast corner would cause traffic back ups. Basquin explained that changes to signals might cause IDOT to reevaluate the signal interconnections from Routes 25 to 31. Volk asked if the bump out must be built before the evaluation is done. Basquin said no, but the issue for discussion is whether the advantages of bump outs are worth the additional congestion or not.

Barnard thought it was difficult to cross streets throughout the downtown. She suggested using some type of special paving for crosswalks to increase motorist awareness.

Vance believed that the traffic situation was already very poor and this would only increase the problem.

Wolff felt the proposal would improve the situation since it would allow the signals to spread out traffic as they are designed to do. Funneling all the traffic from West Wilson and Main into one spot creates a funnel effect at this intersection.

Basquin explained that the reconfiguration was not intended to resolve the traffic congestion on Wilson Street.

Wolff thought traffic congestion was best addressed through timing of signal lights on Wilson Street. He believed the largest benefit of the bump outs would be to add to the downtown pedestrian friendliness before the bridge is reconstructed.

Mayor Schielke said the existing bump out at Island and Houston was somewhat problematic since motorists don't seem to turn the corner without tearing up the parkway. This also happens at the corner of Wilson and Batavia Avenue when trucks cannot maneuver without running over curbs and sidewalks. He thought that would also occur here if bump outs were done. Basquin said the bump outs would probably be constructed using concrete or paver blocks with a concrete base that could support the weight.

Beckman thought pedestrians and cyclists also needed to be educated how to make a safe crossing.

Frydendall commented that this intersection was on the bike route and that should also be considered in any redesign. He suggested that a bicycle lane be incorporated into the plan. Basquin responded that the intersection was not wide enough for a bicycle lane. Young said lanes ranged from 9.5-10 feet wide and IDOT requires a minimum of four feet with a one-foot gutter for bike lanes.

McGrath said that the Batavia MainStreet Organization identified this intersection as one of the most difficult corners in town to cross.

Barnard supported designing the intersection for easier pedestrian crossings.

Vance understood the pedestrian concerns, but the input she receives centers more on traffic congestion. McGrath said pedestrian friendliness is an important component in keeping the downtown viable.

Frydendall brought up the concept of using scatter lights, which turn lights red in every direction so pedestrians can cross safely. Basquin said this would need to be reviewed with IDOT, since they maintain and control signals between Route 25 and Route 31. Frydendall thought the traffic sensors in the pavement did not seem to be functioning properly. Basquin said the IDOT may have adjusted settings, but staff would do a traffic analysis of the entire intersection and this would include signal timing.

The committee then discussed changes that would be needed for on street parking on Island and Shumway.

Volk supported bump outs but thought it would be important to make the cross walks stand out in a more prominent way than paint on the pavement. He wanted to be sure signal timing is evaluated before starting any projects.

McGrath said staff was hoping to build bump outs at one dangerous intersection without a making a significant impact on traffic movement. He recommended that staff review traffic issues and report back with their findings. If it isn't possible to build bump outs, perhaps the crosswalks could be made more prominent.

Beckman thought people should be more careful about crossing outside of designated crosswalks, especially in front of heavy trucks.

Frydendall said he had received a letter from a constituent about the difficulty of making a left-turn from Island to Wilson. He thought the pavement sensors did not seem to be functioning properly.

10.2005 STREET PROGRAM IMPROVEMENTS

Basquin reviewed his January 26, 2005 memo. Many streets were patched during the past year as a result of the cross-town water main project. Staff is proposing to resurface those roads to bring them up to standards. The joint line of the patch aligns with the wheel lane of vehicles, causing the joints to deteriorate more quickly. There are no funds currently budgeted for this program. Contributions would be needed from the Water and Electric Utilities, although staff has not yet met to discuss funding options. The program would be done over a two- to three-year period. This year, staff proposes to reconstruct North Van Buren Street, Giese Road, and Whipple Avenue.

Frank asked about the difference between resurfacing and reconstruction. Basquin explained that reconstruction goes down to the subgrade level and involves curb removal.

Mayor Schielke asked if this would change the ten-year street improvement program. Basquin said this proposal related only to streets affected by the cross-town water main project, and staff would be returning next month to present the regular program. Schielke thought funds had been budgeted for street repair as part of the cross-town water main project. Basquin said the budget covered only patching, but staff thought resurfacing would present a more finished look. Basquin will report back after the funding meeting is held.

Basquin noted that the list did not include resurfacing of Pine Street from Raddant to Kirk Road, since it would be paid for with federal funds.

Schielke noted that the City received a commitment from IDOT this year to resurface Route 25 from State Street to Webster.

11. OTHER

A. Mailbox Replacement Policy

Mayor Schielke explained that he had heard several concerns about the \$50 maximum for replacement of mailboxes destroyed by City snowplows. He checked prices on mailboxes and thought it would be difficult to replace them for that amount. Schielke spoke with Scott Haines of Public Works, who explained that mailboxes could sometimes be reset by City employees. However, in the most recent storm, two mailboxes were completely destroyed and the damage greatly exceeded the \$50 limit. Schielke said Haines intends to taper the plow blades to minimize contact with mailboxes in the future.

McGrath thought part of the problem was that the Tanglewood developer put covenants on the property to require mailboxes that cost a minimum of \$450. Although he understood the residents' concerns, he felt there was an expectation that the City plow streets quickly and efficiently. He said the City could even request that the developer change the covenant. This issue was reviewed a few years ago, but the committee decided not to make changes.

Vance thought the requirement for expensive mailboxes should be removed or the minimum replacement amount should be raised.

Clark thought it was reasonable to raise the minimum if it is difficult to purchase a mailbox and post for \$50, but she did not support paying \$400 for damaged mailboxes.

Frydendall commented that some areas notify residents that it is not the obligation of the community to allow mailboxes on public property and damages for mailboxes on public property will not be paid.

Vance said homebuyers had to sign an agreement to abide by all rules, including the mailbox requirements. The association has not yet been turned over to the homeowners.

Volk asked staff to research costs for a mailbox and installation.

Wolff asked when the \$50 reimbursement was instituted and was told it began in 1982. He suggested that the amount be adjusted for inflation. Wolff commented that homeowners made the choice to purchase in the subdivision and sign the covenant.

McGrath said staff would conduct a survey of other communities and report back to the committee.

Clark supported revisiting the \$50 reimbursement amount.

Volk thought if people were to be compensated, there should be standards for mailbox placement. McGrath said this was already done.

Schielke commended Haines for his efforts to minimize the problem by tapering snowplow blades. He also thought the \$50 reimbursement seemed to be too low.

Vance noted that 14 mailboxes were damaged during the last snowfall. Schielke explained that the Public Works staff repaired many of the mailboxes and, in some cases, even installed temporary mailboxes. He felt that employees were in a difficult position when damages are more than staff can repair or offer in compensation.

Vance agreed that staff does a good job it trying to keep residents happy, but the resident who contacted her was very upset. She thought an opportunity for the resident to air her side of the story would be helpful.

12. ADJOURNMENT

A motion was made and seconded to adjourn the meeting at 8:50 p.m.

Minutes prepared by
Kathy Montanari