

MINUTES
March 1, 2005
City Services Committee
City of Batavia

Vice Chairman McCarter called the meeting to order at 7:32 p.m.

1. ROLL CALL

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

Members absent: Alderman Beckman

Also present: Aldermen Wolff and Clark; Mayor Schielke (7:35 p.m.); William McGrath (7:35 p.m.); John Noble, City Attorney; Scott Haines, Street Superintendent; Dennis Anderson, Police Chief; Noel Basquin, City Engineer; Rod Oxe, Assistant Fire Chief; Kathy Montanari, Recording Secretary

2. APPROVAL OF MINUTES

MOTION: To approve the February 1, 2005 City Services Committee Minutes

MAKER: Vance

SECOND: Volk

VOICE VOTE: 6 Ayes, 0 Nays, Motion Carried

**3. FIRE DEPARTMENT REQUEST TO PURCHASE REPLACEMENT VEHICLE AND
DECLARE SURPLUS VEHICLE**

Assistant Fire Chief Oxe reviewed Chief Darin's February 17, 2005 memo. The Fire Department proposes to purchase a 2005 Ford pickup truck through the state contract for \$22,155, including a five-year extended warranty. Staff also requests that a 1993 Jeep Cherokee with 89,400 miles be declared surplus and sold at public auction when the new truck is put into service.

Wolff indicated he had previously spoken with Chief Darin about the possibility of purchasing a diesel vehicle. Although the initial purchase price is \$4,000-500 more, yearly fuel costs are about \$1,000 less. This could represent a significant savings over the life of the vehicle. Chief Darin indicated earlier that the increase could not be covered by the current budgeted amount. Oxe said a diesel engine option was available through the state program.

Vance asked if the Fire Department would consider a diesel engine. Oxe responded that staff preferred not to purchase a diesel engine, since the vehicle will be parked outdoors. Two diesel engine vehicles are currently kept outside and must be connected to block heaters with extension cords, since there are no electric facilities outside. Oxe said the department did not have good experience with diesel vehicles that cannot be kept inside. Wolff suggested that outlets for block heaters be installed when the fire stations are renovated. He asked if there would be room indoors for diesel vehicles after the stations are redone. Wolff also pointed out that newer diesel engines are much easier to start outside without a block heater, even in extremely cold weather.

Vance thought the issue should be evaluated before the next vehicle purchase, since funds were not available in the current budget.

McCarter agreed, and thought it would be preferable to see an analysis before a decision is made.

Wolff noted that the vehicle may be used to pull trailers, and a diesel engine is better for that type of use. Fuel economy is also better with diesel engines. Wolff supported tabling the purchase so staff could report back on feasibility. He pointed out that this vehicle is over 13 years old, and the City may not have an opportunity to purchase another diesel engine for a while.

Volk asked if a delay could cause the City to miss the deadline for the state bid. Oxe said the truck must be ordered during the month of March. He indicated that \$25,607 was allocated for the truck purchase; the cost for a diesel engine vehicle would be \$30,482. There is also an additional charge for an extended warranty on a diesel engine. The budgeted amount includes costs for new lights, siren, and radio equipment, which are not transferable from the Jeep due to age and incompatibly with existing equipment.

Vance asked if the Fire Department had a preference on engine type if outdoor parking wasn't an issue, and Oxe said he did not think it made a difference since both are currently serviced by the department.

McCarter thought this was a policy issue. McGrath pointed out that gas was less polluting than diesel fuel. This topic was discussed at a recent staff meeting and everyone was comfortable with the idea of using gasoline vehicles whenever possible. Wolff thought the particular gas engine noted on the bid was designed to produce lower emissions.

McCarter said the committee's consensus seemed to be that further exploration of diesel engines was worth pursuing, but this particular purchase should not be tabled.

Volk requested an overall analysis of vehicle purchases, including longevity, fuel economy, and meeting clear air standards. McGrath said the City must submit an annual report to the state on new vehicle purchases since it is required to comply with new standards. He discussed vehicle needs with Gary Larsen and a review may be done to determine if some vehicles could be replaced with smaller ones. Wolff asked that staff consider the use of hybrid vehicles as they become more widely available. McGrath said staff has been monitoring that possibility, but the cost is still too high to justify at this time.

Frydendall suggested the committee discuss vehicle purchases in January or February if there is a March deadline to participate in the state purchase program. Oxe explained that the State bidding process dictates the timing. Most of the information was not available to the City until February, and the purchase deadline is March 30.

McGrath indicated that vehicle replacements could be discussed in December or January but he preferred to submit a more comprehensive report later this year. Committee members agreed with this approach.

MOTION: To recommend to City Council approval of the purchase of a 2005 Ford pickup truck from Bob Ridings Ford in Taylorville for \$22,255 (includes delivery charge and extended warranty)

MAKER: Volk

SECOND: Vance

VOICE VOTE: 6 Ayes, 0 Nays, Motion Carried

Volk suggested the Fire Department wait until the truck is received to request that the Jeep be declared surplus property.

4. RESOLUTION 05-14-R: 2005 LAWN FERTILIZATION AND WEED CONTROL PROGRAM

Haines reviewed his February 7, 2005 memo. The program was very successful last year, and the department received several compliments from neighboring residents. Haines recommended that the City continue with TruGreen, since the price is being held from 2004. Three additional properties were added to the contract for a total of \$8,984.67. The new properties are located in Trout Farm, Stonefield, and Cherry Cove. Funds were included in the 2005 budget for this program.

MOTION: To recommend to City Council approval of Resolution 05-14-R, Authorizing Execution of a Contract for the 2005 Lawn Fertilization and Weed Control Program with TruGreen Chemlawn for \$8,984.67

MAKER: Volk

SECOND: Barnard

VOICE VOTE: 6 Ayes, 0 Nays, Motion Carried

5. REQUEST FOR APPROVAL TO PURCHASE VEHICLES

Anderson reviewed his February 23, 2005 memo. The Police Department is requesting permission to purchase two 2005 Chevrolet Impalas as replacement vehicles for the Investigations Division at a total cost of \$38,226. Both would be purchased through the Illinois joint purchase program from Miles Chevrolet, Inc. in Decatur, Illinois. Funds were allocated in the 2005 budget.

Vance asked what would be done with the current vehicles. Anderson responded that they would be retired from the active fleet and be made available for less intense uses.

MOTION: To recommend to City Council authorization for the Police Department to purchase two Chevrolet Impalas from Miles Chevrolet, Inc. in Decatur, Illinois for \$38,226.00

MAKER: Vance

SECOND: Frank

VOICE VOTE: 6 Ayes, 0 Nays, Motion Carried

Anderson then explained the reason for purchasing Chevrolet Impalas instead of Ford Crown Victorias, which have been used for many years with good success. Crown Victorias have been involved in several fiery rear-end crashes, and the City became a member of a class action lawsuit. Ford Motor Company subsequently announced that it would not sell vehicles to anyone involved in the suit. The City has recently taken steps to opt out of the class and motions will be heard April 14.

Noble advised that several local municipalities joined together to hire a downstate attorney who agreed to represent the group for \$300 each. The basis for the motion is that when the City decided not to opt out of the class action suit, it was unaware Ford would refuse to sell Batavia the vehicles. The judge has already granted similar motions to other municipalities.

Mayor Schielke said this issue was discussed by the Metropolitan Mayor's Caucus. The Village of Northlake has advised Ford it will no longer specify Fords for its fleet. Also, the City of Chicago is in the process of developing a prototype police vehicle that will be marketed throughout the Chicagoland area. Anderson said he had spoken with Ford's government sales manager at a recent conference and did not believe the company would change its stance.

Vance asked about the impact of the City's opting out of the suit in the event a Ford is involved in a crash. Anderson responded that Ford won the first round and the case is under appeal. He did not believe there would be an impact to the City. Anderson noted that a device to prevent the fires would be available in 2006 for an additional cost and he recommended that they be purchased.

McCarter asked if the opt-out would be handled in one court date. Noble advised that the City had already supplied relevant information, and he did not anticipate any problems with the motion.

6. RESIDENTIAL TRAFFIC POLICY

Anderson reviewed his February 22, 2005 memo. The proposed City of Batavia Residential Traffic Policy applies to residential areas only. Staff prepared the policy as a guide for making objective decisions about requests for traffic control devices. He then explained major points included in the policy.

The Police Department will prepare Traffic Watch Reports as a means to monitor a neighborhood over a limited time period in response to complaints about speeding vehicles or stop sign violators. Reports will be kept on file to track activity in the neighborhoods.

Frank asked how the department determines the location of the unmanned police car. Anderson said it is placed in neighborhoods in response to overall concerns, but Traffic Watch Reports are used for more specific complaints, such as stop signs violators.

The policy provides an objective means to determine the appropriateness of four-way stop signs. It follows the guideline of the Manual on Uniform Traffic Control Devices (MUTCD), but with reduced numbers. A point system is used to evaluate intersections, but there is room for judgment. Three measured criteria are used: left-turn conflicts, vehicle/pedestrian conflicts, and line of sight. Added points can be given for intersection design deficiencies, established school routes, heavy pedestrian crossings, or lack of sidewalks.

Anderson then reviewed methodology for determining the point score for an intersection; most will fall in the 5-10 point range for left-turns and number of pedestrians. Intersections may also be given points for sight distance impediments. A score of 40 points indicates an intersection with true safety issues. Residents who request multi-way stop signs and are denied may have the decision reviewed by the City Services Committee.

Anderson recommended that the policy be reviewed and revised frequently to ensure its contents remain relevant.

Volk thought the policy was well stated and recommended that it be posted on the City's web page. Citizen's complaints will be directed to the Police Department for evaluation. He supported the policy.

Committee members thought it might be interesting to see evaluations of certain intersections for which complaints are most often received.

Frydendall asked if the policy would provide for stop sign removal. For example, he believed there were too many on Houston Street and they are often ignored.

McCarter thought it would be very helpful to have an objective policy to address intersections that could not meet the 300 cars in 8 hours standard.

Volk suggested the policy be adopted as a resolution so it could be incorporated into the municipal code. McGrath did not believe this was necessary, since the policy was a guideline.

MOTION: To recommend to City Council adoption of the City of Batavia Residential Traffic and Sign Policy in the form of a resolution

MAKER: Volk

SECOND: Vance

VOICE VOTE: 6 Ayes, 0 Nays, Motion Carried

McGrath suggested the Municipal Code contain a statement that "the City Council may from time to time adopt a residential traffic and sign policy" so the policy can be changed without a revision to the code.

McGrath mentioned that stop signs are set back unusually far in certain older areas of town and asked if that was a concern. The law states that vehicles must stop at the stop sign if there isn't a stop line on the pavement.

7. ORDINANCE 05-13: ADOPT KANE COUNTY STORM WATER MANAGEMENT

Basquin reviewed his February 17, 2005 memo. The City Council adopted Kane County's storm water management and wetland ordinances in 2001. There have been several small amendments to the ordinance since that time, which were reviewed in the memo. Most notably, there are now requirements for wetland plants in retention areas and detention basins. In addition, Floristic Quality Index (FWI) determination periods have been reduced, which may cause a delay to some projects. Final plats must contain a stipulation imposing maintenance of wetlands and the right to place a lien on property for failure to comply.

Basquin said the City might require establishment of a back-up Special Service Area (SSA) for maintenance of certain areas. Noble pointed out that this right may be questionable because in established areas, it would be subject to veto by 50%+ of the property owners.

Vance asked if affected homeowners would be notified of these changes. Basquin responded that there is already a back-up SSA in the Tanglewood homeowners association. This provision can be applied to stormwater ordinance permits outside of an annexation agreement. Volk added that most subdivisions approved over the past ten years have SSAs.

Basquin said he also requested a change to reduce the number of days from ten to two for correction of erosion problems.

MOTION: To recommend to City Council approval of Ordinance 05-13, amending Title 11, Chapter 7 of the Municipal Code, by adopting Kane County Stormwater Amendments, Ordinance No. 04-392.
MAKER: Volk
SECOND: Vance
VOICE VOTE: 6 Ayes, 0 Nays, Motion Carried

8. SHUMWAY AVENUE AND WILSON STREET INTERSECTION IMPROVEMENTS

Basquin reviewed his February 22, 2005 memo. After previous discussion of the intersection improvements, engineering staff was directed to contact IDOT regarding timing of the traffic signal interconnects and evaluation of loop detectors. All detectors and timing interconnects were found to be operating satisfactorily at Shumway/Island and Route 25, but the system is not connected to the Route 31 intersection. IDOT felt it wasn't necessary to connect that signal. Staff observed back ups from Route 31 through the Island/Shumaway intersection, so it may be beneficial to interconnect but the City would need to pay for that improvement itself. IDOT will test removal of the interconnect at Island/Shumway after 8:00 p.m., but this has not yet been done since a controller must be replaced. IDOT will allow installation of a left-turn signal, but it will be at the City's cost; IDOT will assist in the design of the intersection.

When traffic counts were conducted at peak periods, there was not a great deal of through traffic on Shumway. Staff continues to recommend installation of traffic bump outs on the southeast and southwest sides of Shumway Avenue/Wilson Street, installation of a left-turn for southbound Island to eastbound Wilson Street, and alignment of lanes for Island and Shumway, which may require partial resurfacing of Island.

Frydendall asked how much of the intersection would be involved in the Wilson Street repairs during bridge construction, and Basquin said construction would start just east of the intersection.

Barnard asked if there were any cost estimates for this project and the interconnection of the Route 31 intersection. Basquin said this was still being evaluated. The City may be able to participate in IDOT's maintenance contract for more favorable prices. If the committee agrees with these improvements, staff will begin to prepare more detailed plans and estimates.

Mayor Schielke asked if any Wilson Street parking spaces would be eliminated, and Basquin said no.

Barnard questioned if there was adequate space for bump outs at the northeast and northwest corners of Island and Wilson, and Basquin said Island was just resurfaced last year so staff did not feel bump outs were justifiable at this time.

McGrath pointed out how the bump outs should improve visibility of pedestrians and bicyclists for motorists wanting to make a right turn from Shumway onto Wilson.

Clark asked how the northbound straight/right lane, which will prevent some people from turning right on red, would affect rush hour traffic. Basquin responded that Wilson Street traffic usually impedes those movements during heavy traffic periods.

McGrath asked if the southbound Island green light would be reduced to accommodate the southbound Island left-turn signal. Basquin said yes, but there should be enough time for 2-3 southbound motorists to clear the intersection.

Barnard thought it was imperative to construct the bump outs.

Wolff asked if it would be possible to do the north side of the intersection at a later date, and Basquin said yes.

McCarter asked if the interconnection of signals with Route 31 would be done in the future, and Basquin said IDOT felt it would not be a benefit at this time.

Frydendall felt it was necessary to review a budget before spending money to construct the bump outs. Basquin did not believe the amount would exceed \$20,000-30,000.

MOTION: To recommend that the City Services Committee approves the Shumway Avenue and Wilson Street Intersection Improvements in principal and requests that the Engineering Department prepare a detailed budget to execute the plan

MAKER: Volk

SECOND: Barnard

VOICE VOTE: 6 Ayes, 0 Nays, Motion Carried

9. 2005 STREET PROGRAM

Removed from agenda.

10. OTHER

McGrath asked if the committee was agreeable to meeting at 7 p.m. on March 14 to consider the 2005 Street Program so it can be approved at the March 21 City Council meeting. He discussed this previously with Chairman Beckman, who said this would be acceptable to him.

11. ADJOURNMENT

A motion was made and seconded to adjourn the meeting at 8:35 p.m.

Minutes prepared by
Kathy Montanari