

**MINUTES**  
**November 22, 2005**  
**City Services Committee**  
**City of Batavia**

Chairman Volk called the meeting to order at 7:40 p.m.

**1. Roll Call**

**Members present:** Aldermen Volk, Vance, Barnard, Dietz, Frydendall, and Liva

**Members absent:** Alderman Wollnik

**Also present:** Aldermen Schmitz, Brown, Miller, Wolff, and Clark; Bill McGrath, City Administrator; Noel Basquin, City Engineer; Steve Scheffel, Assistant City Engineer; Dennis Thomas, Acting Police Chief; Gary Larsen, Public Works Director; Kathy Montanari, Recording Secretary

**2. Approval of Minutes**

**Motion:** To approve the November 1, 2005 City Services Committee minutes

**Maker:** Frydendall

**Second:** Barnard

**Voice vote:** 6 Ayes, 0 Nays, Motion Carried

**3. Items Added/Removed/Changed**

None.

**4. Discussion: Fire Stations Progress**

McGrath reported that negotiations had been completed for the architectural and construction management contracts and they were being reviewed to ensure there was no overlap.

Volk indicated that design work was underway and he hoped the contracts could be brought to the City Council for approval in December. Updated designs will probably be reviewed by the committee in January.

McGrath said the architect and construction management team is currently evaluating the parts of the buildings to be removed.

## **5. Colby Addition to Batavia Subdivision: Acceptance of Stormwater Detention Lot**

Scheffel reviewed his November 17, 2005 memo. The lot was dedicated as an addition to an existing detention facility. It has been maintained by the Street Department for several years and staff wishes to formally accept it.

Volk asked if the lot would be covered by a Special Service Agreement, and Scheffel said he was not aware of one. The property is left in a natural state and does not require a great deal of maintenance.

McGrath noted that the property was received when the subdivision was developed as part of a land swap to protect the recharge area.

**Motion:** To recommend to City Council acceptance of the Colby Subdivision stormwater detention lot upon receipt of a maintenance Letter of Credit for one year  
**Maker:** Barnard  
**Second:** Liva  
**Voice vote:** 6 Ayes, 0 Nays, Motion Carried

## **6. Haines Drive Traffic Report**

Acting Police Chief Thomas said he had discussed the neighbors' traffic concerns with Commander Thrun, who handled this matter previously but was out of town. After reviewing traffic counts, speeds, the Aldrin/Haines intersection, and the Haines Drive curve, he arrived at a solution he hoped would address the situation. He suggested posting "curve warning" signs (with advisory speed limits) at the Aldrin/Haines intersection to keep cars from wandering into the cul-de-sac. In addition, fog lines should be painted around the curve on both sides of the street to delineate the lanes for both directions of traffic; a center yellow line would also be painted on the street.

Miller thought the fog lines would be helpful in keeping drivers out of the cul-de-sac and away from mailboxes and yards.

Barnard asked if the "curve warning" sign would have a reduced speed, and Thomas said no. The entire road has a 30 MPH limit, which he felt was reasonable. Barnard thought it would be appropriate to have a reduced speed limit near the curve.

Robert Bradford, 1537 Haines Drive, stated that his major concern related to traffic flow through the subdivision. Residents are concerned that more than 300 cars/hour travel on the street. Thomas said he could not respond to the traffic flow issue, since Haines Drive is a public street. Bradford said Haines was used as an alternate route for people wanting to avoid the intersection of Fabyan/Randall. Homeowners are very concerned about their safety, home values, ability to enjoy their homes, and traffic noise.

Thomas said he also thought it would be appropriate to use the department's speed display unit on a regular basis for the next several months. Traffic enforcement would also be stepped up on Haines with a focus on speeders and stop sign violators. Thomas recommended that these measures be implemented and then reviewed to determine if they are effective. If not, other steps can be evaluated.

Dietz asked if the traffic count data had been obtained by officers in marked squad cars. Thomas said both counts were done using devices on the street that count the number of cars in both directions and record speeds.

City Engineer Basquin said he reviewed traffic counts, which were approximately 2,000 cars/day. Roadways are classified as follows: local (2,000 cars/day), collector (2,000-12,000 cars/day), arterial (12,000-40,000 cars/day), and highway (>40,000 cars/day). Haines Drive does not have the extreme number of cars in the neighborhood that Prairie or Pine Streets do with 5,000-6,000 cars/day; it falls within the local road classification.

Bradford felt Prairie and Pine were wider streets, while Haines was a narrow winding road. He asked what could be done to redirect traffic off Haines Drive and onto Randall Road. Basquin said he agreed with Chief Thomas's recommendation for additional signage. If this is unsuccessful, other options would have to be considered. Bradford believed that people develop habits and thought City staff would want to direct them to a more appropriate route.

Miller requested that traffic counts be taken in the spring after motorists have had a chance to adjust to the new Randall/Fabyan intersection. Those counts could be compared with the counts taken this fall. She felt people would return to Randall Road once they see it is moving well again. Miller preferred to review the additional information before making any decision. She said that the road was meant to provide a connection for people to reach certain destinations.

Bradford noted that the traffic seems to coincide with the timing of lights at Randall/Mill.

Volk said stop signs and reduced speed signs were placed on Millview Drive, but it did not reduce traffic flow. He suggested that a few of the neighbors park their cars on the street as a traffic calming measure. Bradford said this was done, but someone called the Police Department; the responding officer asked that the cars be removed because they were impeding traffic.

Basquin noted that any restrictions on the roadway would also apply to local residents. Bradford said he was willing to accept that in order to enjoy his front yard without fear for his safety.

Barnard said restricting traffic may not be the answer, but perhaps reducing and enforcing the speed limit would discourage people from cutting through. Bradford asked

if the Police Department had a patrolman to enforce it, and Barnard said that was being worked on. Basquin pointed out that the proposed sign was an advisory sign—not a speed limit sign—and tickets could not be issued.

Wolff noted that speeds on streets with a posted limit of 25 MPH usually average actual speeds of 35-36 MPH, which is almost identical to speeds for 30 MPH streets. He did not believe that lowering the speed limit would reduce actual speeds. Barnard felt a visible police presence would cause people to slow down.

Vance said she had requested statistics from Commander Thrun on accidents and traffic tickets, and speed does not seem to be as much of an issue as the amount of traffic. Vance said 30 MPH did seem fast for the street conditions, and she did not see how people could speed. Reduced speed limits do not slow people down because they travel the speed they are comfortable with. Vance asked if new traffic counts were done after Randall Road was completed. Thomas said counts were done on November 11 and 13 after construction was completed.

McGrath explained that the counts taken during construction were done on a weekend, and the most recent ones were done during the week so more data was needed. He said staff understands the residents' concerns, but Haines Drive is a public street that people are entitled to use. Certain streets were designed to connect into commercial areas so that Randall Road and Fabyan Parkway were not overloaded. He recommended proceeding carefully, one step at a time, and reviewing the situation again in the spring. McGrath said staff would never recommend preventing through traffic or making the street into a cul-de-sac.

Julie Stuttle, 1562 Haines Drive, said she was very discouraged with tonight's outcome. She asked if the signs and pavement markings were used elsewhere in Batavia and what type of outcome was seen. Stuttle was concerned about excessive speeds on Haines and cars going into front lawns. Thomas said he could not recall using the painted lines elsewhere, but felt the cul-de-sac at the curve on Haines Drive was unique in Batavia. Curve warning/advisory speed signs were used on North Avenue approaching Jefferson. Stuttle asked if a reduced speed could be posted at the curve. Thomas said he would check the regulations on traffic sign placement to see if that was possible for that stretch of the road. "Special Traffic Enforcement Area" signs were posted on Elm Street near Route 31 and complaints about cut-through traffic decreased significantly.

Stuttle asked if Mill Street would extend west past Sam's Club. Miller said Mill Street was designed to give people an alternate route. Brown said the developer of the Landmeier property would connect Mill Street to McKee Street to Branson Drive. He said it is good traffic planning to provide as many options as possible. Stuttle asked if the City followed set parameters for the various road classifications. Basquin explained that Haines Street is 28 feet back-to-back with parking on both sides, whereas an arterial would have a 24-foot lane with an eight-foot parking lane on both sides.

Narrowing the road serves as a calming effect, as does having parked cars on both sides of the street. Haines Drive was designed as a local roadway. Brown noted that staff looks at incorporating curves into roads to keep traffic at a lower speed. Volk pointed out that the original plan for Haines Drive was for it to go straight through from North Avenue to Mill Street. McGrath pointed out that the existence of the Braeburn Marsh prevented additional east-west connections from Western Avenue to Randall Road, south of Fabyan Parkway.

Miller she frequently travels on Haines Drive to reach the commercial area. She thought that 30 MPH signs might cause some people, who may be traveling under that speed now, to go even faster.

Stuttle then asked if the "No Left Turn" sign from the theater parking lot could be reinstated. Wolff said residents of Ellen Lane requested a "No Right Turn" sign from Millview Drive to keep people from using their street as a shortcut; several years later they asked that it be removed because it restricted them, as well.

Stuttle asked if it would be possible to have a "No Left Turn" sign at Mill/Haines. Volk reiterated that the City could not restrict traffic flow, because everyone purchasing gasoline pays motor fuel taxes that are used to repair streets. Volk recalled that the "No Left Turn" sign at the theater exit was part of the development agreement; McGrath will follow up. Schmitz asked if that sign would be enforceable, and Volk said signs on private property cannot be enforced.

Amy Lewen, 1507 Haines Drive, stated that her mailbox had been hit several times. When the subdivision was being built, prospective buyers were concerned about the road connection of Haines to Randall, but the builders said it wouldn't connect. Lewen suggested that unmarked vehicles be used to do radar to get a more accurate picture of speeds, and McGrath said the Police Department intends to use this method. Miller pointed out that one of the best ways to redirect traffic is for the street to be known for heavy enforcement.

Susan Fous, 435 North Avenue, stated that she had previously appeared before the committee regarding speeds at Waubensee Trail and North Avenue. She requested that this area also receive increased enforcement. Fous commented that the 15 MPH advisory signs at the curve on North Avenue had not been effective in slowing traffic. Volk said he wanted to take steps that would have a real impact, and enforcement is a key aspect of the solution.

Chris Skupa, 1627 Haines Drive, asked what preventive measures could be taken to keep Haines Drive a local street. He asked that the signs be posted immediately. McGrath explained that the counter devices could not be used when there is snow on the ground, but signs could be installed relatively soon.

Michele Abrahams, 430 Aldrin, asked how street classifications are defined. Basquin said classifications were based on a federal standard. She asked if residents could obtain copies of the traffic statistics, and McGrath said he would provide counts. Volk requested that the information be posted under "Hot Topics" on the City's web page. Abrahams asked how soon the signs would be posted, and Volk thought they could be put up in 3-4 weeks. Painting must be done in the spring because it will not adhere in cold weather. Abrahams asked if this would affect enforcement, and Volk said no.

Thomas said it was his intent to do radar on the Haines Drive straightaway; the 15 MPH sign at the curve is advisory and cannot be enforced. Abrahams asked that the stop sign at Aldrin/North also be monitored.

Frydendall asked how much traffic would be normal for that subdivision. Basquin said he would need to review trip generation data. Frydendall said each home generates multiple trips every day. He pointed out that when a new subdivision is built, it generates more traffic through adjacent subdivisions. Frydendall said regardless of where people live in a growing community, traffic will increase. Amy Lewen said most of the cars driving through the subdivision do not turn into driveways and are not residents. Frydendall said the City Council cannot arbitrarily change speed limits and must have a good reason to do it. Ideally, the entire city would be built on a grid system to provide more options. Lewen asked how Millview Drive warranted a 25 MPH speed limit, and Volk said a previous City Council attempted to appease residents but it did not work. Brown thought the speed limit was set during the initial development, and it may have related to the location of Engstrom Park. Brown said the speed limit and stop signs have not worked on Millview, but enforcement does help. Residents can contact their aldermen for help and the Police Department will conduct additional enforcement, causing people to alter their habits.

Volk summarized that enforcement would be increased, signage would be installed, and lines would be painted on the pavement in the spring.

## **7. Sigalos and Associates Contract and Architect's Fee Increase**

Previously discussed.

## **8. Other**

### **A. Animal Control Issues**

Volk said Commander Thrun contacted a trapper that works with the City of St. Charles. Thrun will modify the agreement with Kane County so it covers dogs and raccoons and the committee can review it in January.

Frydendall noted that Kane County is proposing a substantial charge and perhaps the Tri-Cities Police Departments should investigate whether a private firm would be willing

to provide the service on an annual basis. Volk said one advantage of using Kane County is that they will impound dogs rather than euthanize them.

### **B. Request to Change Meeting Date**

Vance requested that the committee consider changing the December 20 meeting to December 19. Volk said bids for the fire truck would not be opened until December 12 and the Fire Department needs time to review the bids and prepare a recommendation.

**Motion:** To change the City Services meeting to December 19 at 6:30 p.m., given that the fire truck is the only issue on the table  
**Maker:** Vance  
**Second:** Frydendall  
**Roll Call:**  
**Ayes:** Vance and Frydendall  
**Nays:** Volk, Dietz, and Liva  
2 Ayes, 3 Nays, Motion Defeated  
(Barnard was not present)

Dietz said the fire truck specifications were 97 pages long and he was unwilling to try to rush through the decision in a very limited time. He would reconsider if 1-2 bids met the specifications exactly as designed. Volk said the bids would be opened on December 12 at 12 noon and Dietz was welcome to attend the bid opening. Vance favored leaving review of the specifications to the experts at the Fire Department and wanted to focus on the big picture. Volk said the decision may be difficult if all bids meet requirements and have a very slight price difference. Frydendall asked why the decision had to be made this year, and Volk said there is a long lead time to assemble the truck and the City Council needs to make a commitment.

### **9. Adjournment**

A motion was made to adjourn the meeting at 8:49 p.m.

Minutes prepared by  
Kathy Montanari