

STREETS & ALLEYS COMMITTEE MEETING MINUTES
January 11, 2005 – 7:00 P.M.

Chairman Berg called the meeting to order at 7:00 p.m. Committee members present were Aldermen Berg, Marzahl and Perkins. Alderman Bellon was absent. Also present were Aldermen Nolan and Dikun, City Clerk Wells, City Administrator Nelson, Supt. Carbonetti and members of the audience.

Stop Signs in Park Pointe

Chairman Berg encouraged input from the Park Pointe residents in the audience and reviewed the proposed stop signs for Park Pointe Subdivision as follows:

<u>Thru Street</u>	<u>Stop Street</u>
Yellowstone Ln.	Galvin Parkway
Joshua Tree Dr.	Yellowstone Ln.
Yellowstone Ln.	Shawnee Ln.
Dewey St.	Shawnee Ln.
Shawnee Ct.	Shawnee Ln.

At Scott Logan's inquiry, Alderman Berg clarified that in order to install anything more than a two-way stop, the City must go through the Illinois Dept. of Transportation warranty procedure which entails meeting a certain volume of traffic through the intersection which would not be met with any of the intersections in Park Pointe. Scott Logan noted that all the intersections in Park Pointe are T-intersections and recommended that stop signs be placed at the street that dead-ends at each intersection. There was considerable discussion and input from Park Pointe residents with recommendations for stop signs at the following locations: Yellowstone Lane @ Galvin Parkway; Yellowstone Lane @ Shawnee Lane; Galvin Parkway at Dewey St.; Dewey St. @ Shawnee Lane; Shawnee Court @ Shawnee Lane and Joshua Tree @ Yellowstone Lane.

Moved by Marzahl, seconded by Perkins to recommend to the City Council to amend the proposed list for stop signs at the following locations: Yellowstone Lane @ Galvin Parkway; Galvin Parkway at Dewey St.; Yellowstone Lane @ Shawnee Lane; Shawnee Court @ Shawnee Lane; Dewey St. @ Shawnee Lane and Joshua Tree @ Yellowstone Lane. All ayes. Motion carried.

Stop Signs in Oak Grove Crossings

Administrator Nelson noted that this is not an agenda item, but asked the Committee to review the staff recommendation. This will be on the next Streets and Alleys Committee agenda.

District #50 Request re Jefferson School

Dr. Gross, Supt. of School District #50 addressed the Committee with respect to the Jefferson School traffic flow patterns and related safety concerns with vehicles coming off Highway 14 going east on Harrison St. and unloading children into traffic on Harrison St. in front of the school. Additionally, Hart St. going towards Jefferson St. is currently a two-way street and cars are parking on both sides of Hart St. even though there are no parking signs on the west side, and you end up with what amounts to a one-way lane with two-way traffic. Dr. Gross reviewed a proposal for traffic flow (see attached) as follows:

- Two-way traffic on Jefferson going into Harrison St. on the east side of Jefferson St. which would become a one-way going west on Harrison St. between Jefferson and Hart St.
- Maintain the one-way street on Harrison St. going east from Highway 14 to Hart St
- Hart St. going south from Harrison St. to Blaine St. become one way
- No parking on the north side of Harrison St.
- No parking on the east side of Hart St.

Dr. Gross stated their proposal would allow for students to be loaded on the west side of Hart St. along the curb and that people would be available to make sure the kids get crossed in front of the school onto the Hart St. sidewalks. Chairman Berg related a conversation with Supt. Carbonetti who reported on behalf of Chief Slowey that the Fire Protection District felt that the proposal improves safety provided that the existing no parking on the east side of Hart St. and no parking on the south side of Harrison St. is maintained. The committee and residents discussed numerous concerns and suggestions: drivers who don't pay attention to the existing no parking signs; changing the one-way on Harrison between Jefferson and Hart will add high school drivers coming west on Harrison St. into the traffic flow; the change will in effect create pick-up and drop-off zones in front of residents homes; existing laws (no parking, seatbelt, smoking, etc.) should be enforced before making a change in the traffic flow; safety concerns with one-way southbound traffic from Hart St. going into two-way traffic on the other side of the Blaine St. intersection; the School District should consider developing a drop off/pick up on the other side of Jefferson School and opening up a turn around on school property. Chairman Berg noted that the issues surrounding the traffic flow

at the school are complex and recommended that discussion be tabled until after the next City Council meeting on January 19th at which time another committee meeting will be called and residents notified. Also for the Police Dept. to enforce existing regulations in the area. Administrator Nelson suggested having a conversation with School District #50 to split costs to conduct an engineering study. Moved by Marzahl, seconded by Perkins to table discussion until after the next City Council meeting with the police department to enforce the existing laws. Administrator Nelson was directed to obtain a cost estimate for a engineering study. All ayes. Motion carried. Dr. Gross was asked to consider sending a note home to the students or inclusion in the school newsletter that the City would be enforcing the existing no parking regulations in the area.

Long Term Road Plan

Dave and Sue Dacy addressed the Committee with respect to Dacy Airport and the City's long term road plan. They indicated their desire to stay in business and grow with the City. Dave expressed their concerns that there isn't a road going down the middle of the airport or buildings too close to the airport.

Administrator Nelson reviewed several options in developing a long term road plan.

1. A comprehensive transportation plan to figure out traffic patterns and flows throughout the entire community which would include widening of intersections, speed studies, plan out construction of new highways and local streets, plan out transportation corridors throughout the entire community. Ballpark expense - \$70,000.
2. Taking future corridors both inside existing community and outside in those areas the City would like to see developed and putting those corridors on a map and applying road policies as to how areas are expected to be developed
3. Develop a map with no road policies

Administrator Nelson recommended the city consult with our engineers for cost estimates for the development of a map both with and without road policies. The general consensus was for Dave to proceed with obtaining cost estimates for Options 2 and 3 and report back to the Committee with the prices.

At 8:16 p.m., moved by Perkins, seconded by Marzahl to adjourn the meeting. All ayes. Motion carried.

Submitted by:
Chairman Berg