

**Minutes of Committee
Monday, June 28, 2010
7:00 p.m.**

PUBLIC AFFAIRS AND SAFETY COMMITTEE

- 1) Jackson & Adams Street – West of Spring Rd. – Yield Sign Request
- 2) Traffic Issues:
 - a. Crescent Avenue at York Street “No Left Turn” Request
 - b. Vallette Street – York Street to Poplar – Multi Way Stop Request
- 3) Discussion – Emergency Notification System
- 4) Other Business

Members Present: Wagner & Pezza

Elected Official Present: Wagner & Pezza

City Staff Present: Neubauer, Kopp, Bacidore, Novak, McGrew, Gandy

Guest: Robert Carlton

DISCUSSION AND COMMENTS:

1. Jackson & Adams Street – West of Spring Rd. – Yield sign Request

Committee reviewed a report from Brent Coulter, City's consultant engineer, regarding a complaint by Mr. Sam Gambill of 896 Hawthorne regarding the following unregulated intersections:

- Adams and Hawthorne
- Adams and Fairfield
- Jackson and Hawthorne
- Jackson and Fairfield
- Jackson and Hillside

Mr. Coulter studied all 5 intersections and determined they did not meet the warrants for stop signs; however, they did meet the warrants for yield signs. Based on Mr. Coulter's findings, staff recommended that yield signs be installed at the above mentioned intersections. After short discussion, the committee agreed and signed a committee report to that effect.

2. Traffic Issues

a. Crescent Avenue at York Street – “No Left Turn” Request

Mr. Coulter reported on the issue of no left turns for westbound Crescent at York Street. This intersection was brought to the attention of the City as possibly being dangerous due to the proximity of the Canadian National Railroad tracks on York Street for emerging westbound Crescent traffic. Mr. Coulter reviewed the intersection and the accident history and focused on two points. First of all, the accident history of the intersection shows it to be reasonably safe. Mr. Coulter continued that if left turns were prohibited for westbound Crescent to southbound York, traffic would then naturally divert to westbound Vallette. This could increase traffic on the side streets connecting to Vallette and would increase the queuing time for left hand turns on Vallette during rush hour traffic. The committee felt that at this time no action should be taken and would ask staff to monitor the intersection if there are future problems.

b. Vallette Street – York to Poplar – Multi-Way Stop Request

Mr. Robert Carlton, 260 E. Vallette Street, was present at the meeting. He had approached the City about speeding autos on Vallette between Poplar and York. Mr. Carlton had suggested putting a series of 4-way stops along Vallette in order to slow traffic down. City engineering consultant Coulter reviewed the request and reported the following. First of all, Mr. Coulter reported that stop signs are not an appropriate measure to reduce speeding. Stop signs are put in place to allow people to safely negotiate intersections. Mr. Coulter reviewed the crash history of the intersecting streets.

There were zero crashes at the intersecting streets on Vallette between York and Poplar over three years. The few crashes that occurred in that area were mid block. Mr. Coulter suggested the following:

- Enforcement
- Signage at the reverse curve at Arlington warning of the need to slow down
- Review the radius of the curve on Vallette to see if that could be changed during the fall reconstruction to help channel or slow traffic down
- Implementation of the speed sentry or the smart trailer.

Mr. Carlton requested that speed data be collected after the enforcement campaign to see if there is a difference in the overall speed in the neighborhood. Chief Neubauer advised it would be done at the end of August just prior to the resurfacing of Vallette Street in early September. No formal action by the committee.

3. Emergency Notification Systems

Battalion Chief Novak, head of the Elmhurst ESDA, updated the committee regarding our reverse 9-1-1 system. Battalion Chief Novak reported that the City had a reverse 9-1-1 system and the contractor did not meet the parameters of the contract. That system has been dropped and the contract cancelled. The City has sought, with the assistance of DuComm, a new reverse 9-1-1 vendor. DuComm could not get a consensus amongst DuComm communities to share the cost of a reverse 9-1-1 system; hence the full financial obligation would fall on the City of Elmhurst. These systems are extremely expensive for one community to own. Police and Fire representatives will continue to review private reverse 9-1-1 vendors. In the mean time, the City has full access to a reverse 9-1-1 system owned by the Sheriff's department.

4. Other Business

a. Parking Sign Change

The committee was advised that several years ago parking was prohibited on Babcock, Junior Terrace, Mary Court and Sunrise during the evening hours because of a very successful bar on Lake Street. This bar created very heavy traffic in the neighborhoods. That is no longer the case. Review of these signs determine that an ordinance was never enacted to have these signs placed. The committee was advised the signs will be removed and no action is needed by committee.

b. Berkeley and Alma Request for Crosswalk Striping

Engineering was requested to review the intersection of Berkeley and Alma for a possible painted crosswalk. This crosswalk would facilitate pedestrian traffic exiting

Public Affairs and Safety Committee

Minutes, June 28, 2010

Page 4

York High School. Due to the layout of the intersection, there was no place for a crosswalk. However, pedestrian traffic still walks through the intersection. After review and field visits from the engineering staff, it was decided that additional double-sided stop signs would be added and speed enforcement would continue periodically to help make this intersection as safe as possible for pedestrians. No committee action was needed.

The Committee was adjourned at 8:03 p.m.
Submitted by Steven Neubauer, Chief of Police