

**Minutes of Committee
Monday, July 28, 2008
7:00 p.m.**

PUBLIC AFFAIRS AND SAFETY COMMITTEE

- 1) Police Department Request: Wireless in Car Video Systems
- 2) Discussion: Neighborhood Electric Vehicles
- 3) Draft Report: Commercial Filming in Elmhurst
- 4) Parking Restrictions on Elm Street North of First Street
- 5) Discussion: Bike Safety in Elmhurst
- 6) Other Business

Members Present: Bram, Nybo, Mulliner (7:50pm)

Elected Official Present: Marcucci, Gutenkauf, Spencer,

City Staff Present: Neubauer, Bacidore, Stenson, Kveton, Wallace, Doherty, City Attorney Spiroff

Guest: Sue and Mark Montgomery, Susan Sperl, Betty Bond, Keith Garland, Jerome Hughes, Don Whistler, David Cory, Joan Duggan, Dave and Sue Fullerton, Cathy Haibalh, Nancy Hoel, Petra Lynn Hofmann, Bob Hoel, Ted Sward, Debbie O'Bradovic, Rebecca Clancy, Bob Kopach

DISCUSSION AND COMMENTS:

1. Commander Kveton and IT Manager Mike Stenson were present to answer any questions. The committee subsequently signed the report recommending the purchase of five (5) in car video systems.
2. Passed as Mr. Bob Kopach was not present. *See further on Agenda item 2 at end of these minutes.*
3. Attorney Spiroff was present to answer any questions. Questions on the language regarding a consultant if hired by the City (page 5). After discussion, it was determined to remain as is. A typo was identified on page 7 which will be corrected. The Committee then signed the report recommending adoption of this Ordinance.
4. Alderman Gutenkauf addressed the Committee with her concerns regarding this issue. Restricting residential parking for specific users, inconsistent decision on parking issues. (Elmhurst Dental Clinic) Alderman Gutenkauf also inquired if residents were going to be surveyed. Resident Dave Fullerton asked if safety issues had been accounted for as Elm Street is the bus loading/unloading zone for YMCA programs and the west side of the property is frequently in use for recreational activity. Development Director John Said addressed the Committee advising the proposal came from a review of all parking issues. The affected residents were contacted by phone by himself; also Mr. Borchert did speak to several residents. Chief Neubauer advised this issued has been evaluated from a safety standpoint on several occasions. Access to the YMCA from Elm Street rather than having to cross First Street was preferred. Mayor Marcucci addressed the Committee advising that based on the discussion, he felt this recommendation should be tried and evaluated. If it does not work, it can be changed. After discussing a majority (Mulliner/Nybo) and minority (Bram) report will be submitted to the City Council.
5. Bob Hoel, Advocacy Chair Elmhurst Bike Club acting as spokesman, addressed the Committee. Mr. Hoel spoke on numerous issues surrounding bicycling and bicycling safety. Mr. Hoel identified immediate and long range goals to be accomplished to make Elmhurst a bike friendly community. Mr. Hoel advised he is recommending the Elmhurst City Council create an Ad Hoc Committee or Task Force to examine issues and develop a plan for Elmhurst. Additional Elmhurst Bike Club members also spoke in support of the concept and support of an Ad Hoc Committee or a Task Force. Chairman Mulliner directed staff to initiate research on this issue and directed this item to be placed on the Committee's agenda in August. (Mr. Hoel's talking points are attached to this report.)

2. Continued.

Bob Kopach addressed the Committee providing information regarding Federal regulation of Neighborhood Electric Vehicles (NEV). Mr. Kopach advised that 46 or 47 states have approved the use of the NEV. Illinois is one of 2 states that does not authorize the NEV but provides for an individual community to allow them if they choose. Mayor Marcucci expressed concern on why the State of Illinois passed the responsibility and liability onto individual communities. Mr. Kopach advised that in addition to Champaign, he is aware that Ottawa, IL has authorized the NEV. Chief Neubauer noted that Champaign's Ordinance only allows use in the University district and Ottawa is not similar to Elmhurst. The chairman directed staff to research the issues identified and report back.

The Committee was adjourned at 8:53 p.m.
Submitted by James Doherty, Deputy Chief

Bike Safety in Elmhurst – introduce myself as the Advocacy Chair of the EBC, a not-for-profit with nearly 400 members in the western suburbs.

Last few months – attending meeting of the City Council and Standing Committees.

Listened to the Council focused on sustainability.

Heard talk of car congestion in the business areas and around our schools.

Listened to citizens talk about wanting to bike to the business areas but not enough or any bike racks. Heard many comments about not feeling safe on the road.

Have surveyed the bike parking for the Metra station...80 – 90 bikes on any given week day. One car space can accommodate 10 or more bikes at a fraction of the cost.

With gas prices edging to \$5 a gallon we will see more people on bikes. The Elmhurst Police have already seen a reduction in car traffic. In a report issued just this morning by the Federal Department of Transportation, miles driven in May was off almost 2%.

Bikes can be a solution to a lot of these issues but it requires a change of mindset to get our residents to use their bikes rather than their cars. Shown in national and international studies that to get people to use their bikes more communities need to make sure people feel safe on their bike.

Sustainability

Each gallon of gas burned releases 20 pounds of CO₂.

40% of trips 2 miles or less, accounting for almost 90% of trip/errands by car.

Cars are least efficient in these first two miles while the engine is warming up.

Car Congestion

More bike errands, less car congestion. Direct correlation.

The congestion around our schools creates a greater chance of a child being hit by a car than the likelihood of them being kidnapped by a stranger. Many of these children live within a 4 block distance of the school.

Bike Racks

Need more and conveniently located racks so bikers feel they can securely lock their bikes.

Identified and signed safe routes through town.

Metra parking

How to convert more residents to bike to Metra rather than drive. In most cases the same amount of time and they can park near the station and not 2 blocks away.

