

CITY OF WEST CHICAGO

WHERE HISTORY & PROGRESS MEET

PUBLIC AFFAIRS COMMITTEE

**Tuesday, October 6, 2015
6:00 P.M. - Committee Room (A)**

AGENDA

1. Call to Order, Roll Call, and Establishment of a Quorum
2. Approval of Minutes
 - A. Public Affairs Committee of August 11, 2015
3. Public Participation / Presentations
4. Items for Discussion
 - A. 2016 Railroad Days
 - Discussion of Location
 - Discussion on Event Coordinator
5. Items for Consent
6. Unfinished Business
7. New Business
8. Reports from Staff
 - A. Traffic Management Report
 - B. Parking on Arbor Avenue
9. Adjournment

DRAFT

MINUTES

PUBLIC AFFAIRS COMMITTEE

Tuesday August 11, 2015, 6:00 P.M.

1. Call to Order, Roll Call, and Establishment of a Quorum.

Chairman Chassee called the meeting to order at 6:00pm. Roll Call found Earley, Banas, Hallett, and Birch.

Alderman Meissner joined the committee at 6:15pm.

Alderman Edwalds was not present.

Also in attendance were Mayor Pineda, City Administrator Michael Guttman; Rosemary Mackey, Marketing and Communications Coordinator; Valeria Lopez, Public Information Officer; Dave Sabathne, President of the Western DuPage Chamber of Commerce; Sara Phalen, Museum Director/Curator; Fernando Ramirez, President of the Mexican Cultural Center.

2. Approval of Minutes.

A. Public Affairs Committee of June 22, 2015. Alderman Earley made a motion, seconded by Alderman Banas to approve the minutes of the Public Affairs Committee meeting with no changes. Voting Aye: Chairman Chassee, Alderman Earley, Banas, Hallett, and Birch. Voting Nay: 0. Motion carried.

3. Public Participation / Presentations.

A. Final Railroad Days Report from the Western DuPage Chamber of Commerce.

B. Marilyn Kroll, a resident of West Chicago, proposed to have an Open House for the Chief of Police Michael Uplegger at the police department possibly in the fall. Chairman Chassee thanked Ms. Kroll for the proposed idea and would look into it.

4. Items for Discussion.

A. Healthy West Chicago Initiative. The committee gave a recommendation to fund a facilitator for the first year of the program with 30K and to continue utilizing their time and efforts on behalf of the West Chicago.

Alderman Banas made a motion, seconded by Alderman Earley. Voting Aye: Chairman Chassee, Alderman Earley, Banas, Hallett, and Birch. Voting Nay: 0. Motion carried.

B. 2016 Railroad Days. The committee gave direction to staff to proceed with the research of the two locations for the event and give preliminary costs at the next Public Affairs meeting.

5. Items for Consent.

A. Halloween Parade – City Museum. Alderman Birch made a motion, seconded by Alderman Meissner to direct this item to City Council for approval. Voting Aye: Chairman Chassee, Alderman Earley, Banas, Hallett, Birch and Meissner. Voting Nay: 0. Motion carried.

B. Fall Fling Races – ABD Cycle Club. Alderman Banas made a motion, seconded by Alderman Hallett to direct this item to City Council for approval. Voting Aye: Chairman Chassee, Alderman Earley, Banas, Hallett, Birch and Meissner. Voting Nay: 0. Motion carried.

C. Amendments to the 2015 Mexican Independence Day Event/Funding Agreement. Alderman Birch made a motion, seconded by Alderman Banas to direct this item to City Council for approval. Voting Aye: Chairman Chassee, Alderman Earley, Banas, Hallett, Birch and Meissner. Voting Nay: 0. Motion carried.

D. ABD Cycle Club Bicycle Training Criteriums. Alderman Meissner made a motion, seconded by Alderman Hallett to direct this item to City Council for approval. Voting Aye: Chairman Chassee, Alderman Earley, Banas, Hallett, Birch and Meissner. Voting Nay: 0. Motion carried.

6. Unfinished Business.

7. New Business.

A. Alderman Meissner asked if it was possible to put up more bike racks around the city. Rosemary Mackey informed staff that the Infrastructure Committee and Cultural Commission will be looking into this topic in the September meeting.

B. Chairman Chassee asked Chief Uplegger to research neighboring communities if they have encountered any parking concerns in residential neighborhoods where businesses are adjacent to them and what type of enforcement do they have, if any. Chief Uplegger informed staff that he would research this concern and present it at the next meeting.

8. Reports from Staff.

A. Traffic Management Reports.

9. Adjournment. Alderman Earley made a motion to adjourn, seconded by Alderman Meissner. The motion was approved by voice vote, and the meeting adjourned at approximately 7:05pm.

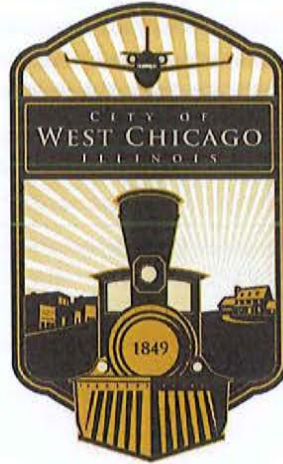
Respectfully submitted,

Yahaira Bautista

Yahaira Bautista
Administrative Assistant
West Chicago Police Department

DEPARTMENT OF

PUBLIC



WORKS

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MEMORANDUM

TO: Michael L. Guttman, City Administrator

FROM: Robert E. Flatter, P.E., Director of Public Works
Michael Uplegger, Chief of Police

DATE: October 1, 2015

RE: Railroad Days Alternative Site Evaluation

City Staff was tasked with evaluating alternative locations within the City to host the annual Railroad Days Festival. The following summarizes our analysis.

Parameters used in our site location evaluation were:

1. Open space of approximately 400,000 sq. ft.
2. Designated parking for approximately 500 vehicles. Current parking restrictions and needed hard surface parking improvements.
3. Transportation – Ease of access to and from the site both by vehicle and foot.
4. Safety – Ability to secure site.
5. Impact on neighboring properties.

As our comparison parameters, we considered the space used in Reed-Keppler Park prior to the construction of the ARC Center. The area utilized for the carnival, performances/stage, beer garden, and gathering was approximately 700'x 600' or 420,000 sq. ft. (area south and west of the Park's previous entrance road, east of Reed's Place, and north of the Illinois Prairie Path). Considering all designated parking spaces around the Park, excluding the spaces along the west side of the Park near the Dog Park (access to these areas was typically closed off), staff calculated approximately 500 designated/stripped parking stalls. This count includes all spaces designated for the Aquatic Center (~243), all spaces along the Park's previous entrance road, south of the baseball fields and immediately west of the Aquatic Center parking lot (~60), all spaces along National Street (~30), spaces available in the old Skate Park parking lot (~40), spaces available in the two parking lots on Arbor Avenue (~52), and all spaces available in the

parking lots on the north side of the Park (~80). On street parking which typically only occurred on Saturday evening for fireworks was not directly considered.

Four sites were considered based on ability to meet open space parameter (400,000 sq. ft.):

1. Cornerstone Lakes Park (West Chicago Park District Owned)
2. Pioneer Park (West Chicago Park District Owned)
3. Kerr McGee Factory Site (Currently operated by West Chicago Environmental Response Trust)
4. Kress Creek Farms (West Chicago Park District Owned)

Cornerstone Lakes Park

• Site Location Pros

- Large open area available for carnival/festival (approximately 980,000 sq. ft., excluding areas east of Norton Creek School)
- Safe pedestrian access from Cornerstone Lakes Subdivision. Site is surrounded by sidewalk and/or pedestrian pathway for ease of pedestrian access from nearly all directions.
- Cornerstone Lakes Park is equipped with lightning detector system.
- Structural emergency shelters (Norton Creek School) located immediately adjacent to the Park.
- Location may attract residents from St. Charles and Wayne to carnival/festival.

• Site Location Cons

- Remote location necessitates that most visitors will drive to site.
- Visitor parking is limited to the West Chicago Park District's parking lot on Smith Road, west of Norton Creek School (~109 spaces), Norton Creek School (~92 spaces) or on-street parking within the Cornerstone Lakes Subdivision
- Increased potential for water related accidents due to a pond on-site.
- Site is adjacent to Smith Road (main thoroughfare-collector street (posted 40 mph speed limit))
- High density residential area adjacent to site so festival music complaints could be received.
- Site restoration of grassed areas (i.e., topsoil, seed, and erosion blanket) would be required after carnival/festival.
- Access to parking areas from Smith Road could present traffic problems requiring additional traffic control measures and police patrols/enforcement.

• Construction Costs

- If additional hard surface parking were desired to be comparable to that which is available at Reed-Keppler Park (~500 designated/striped spaces), an additional approximately 300 space parking lot would need to be constructed. Assuming approximately 400 sq. ft. per parking space (takes into consideration drive aisle, landscape islands, and ingress/egress lanes), a 120,000 sq. ft. parking lot would need to be constructed. Assuming construction cost of \$15.00 per sq. ft., an estimate of cost to construct a 120,000 sq. ft. parking lot would be approximately \$1,800,000.00.

- **Alternative to constructing additional on-site parking**
 - Allow on-street parking within the Cornerstone Lakes Subdivision.
 - Pros – Save approximately \$1,800,000.00 in construction costs.
 - Cons – Residents closest to the Park will receive greatest volume of traffic and possibly complain about such.
 - Allow off-street parking on grassed area(s)
 - Pros - Save approximately \$1,800,000.00 in construction costs.
 - Cons – Grassed areas could become difficult to transverse if the site receives significant amounts of rain during carnival/festival, significantly increasing overall restoration costs.
 - Shuttle buses could be used to transport patrons from remote parking lot (i.e., Pheasant Run, Charles Town Mall, Walmart, etc.).
 - Pros – Save approximately \$1,800,000.00 in construction costs.
 - Cons – Patrons will likely not utilize remote parking areas and shuttle buses due to inconvenience and will either attempt to park on-street within the Cornerstone Lakes Subdivision or avoid carnival/festival.
 - Cons – Need approval from property owner to allow for off-site parking.
- **City Utilities**
 - The only City utility that has been made available for the carnival/festival in the past is City water for use by food vendors and carnival workers/trailers. Water is typically made available by allowing the connection of garden hoses to a manifold distribution system that is connected to a fire hydrant meter, with a backflow prevention device attached, that is then connected to a fire hydrant.

For Cornerstone Lakes Park, fire hydrants are readily available around Norton Creek Elementary School and one or two could be utilized for the carnival/festival without additional cost to the City.

Kress Creek Farms (North of Wilson Street, east of Kress Creek, along the west side of Joliet Street)

- **Site Location Pros**
 - Wide open area available for carnival/festival (approximately 650,000 sq. ft.).
 - Limited residential area north and east of site location so festival music complaints would be reduced.
 - Lightning detector system present.
 - Patrons would not need to utilize Wilson Street to access this site location.
 - Patrons would not need to cross over Kress Creek to access this site location.
 - Site is immediately adjacent to Joliet Street which would increase visibility of carnival/festival and add to ease of access from Illinois Route 38 and Illinois Route 59.
 - If fireworks launched from west side of Kress Creek (i.e., area currently being filled and graded by Park District) then entire Park would likely be available for viewing.
- **Site Location Cons**
 - Remote location necessitates that most visitors will drive to site.
 - Extremely limited or no off-street hard surface parking on Joliet Street. Parking would likely be in the field along Joliet Street.

- If parking were allowed in areas along Wilson Street, access/bridging over Kress Creek would have to be considered.
- No pedestrian safe access along Joliet Street due to lack of sidewalks in area.
- Site is immediately adjacent to Joliet Street (heavily traveled main thoroughfare-collector street (posted 40 mph speed limit)).
- Close proximity to Kress Creek, immediately west of site location.
- Limited available area lighting would increase potential for water related accidents.
- Retention pond exists at southwest corner of site location which increases potential for water related accidents due to a pond on-site.
- The creek is a primary contributor to the West Branch DuPage River and any significant rainfall would create an even more dangerous situation should someone fall in.
- There are limited structural buildings (i.e., Park District Director's residence, Pole Barn, Park District storage buildings, etc.) adjacent to site for emergency sheltering.
- Site restoration of grassed areas (i.e., topsoil, seed, and erosion blanket) would be required after carnival/festival.
- Access to parking areas from Joliet Street could present traffic problems requiring additional traffic control measures and police patrols/enforcement.
- **Construction Costs**
 - If hard surface parking were desired to be comparable to that which is available at Reed-Keppler Park (~500 designated/striped spaces), an additional approximately 500 space parking lot would need to be constructed. Assuming approximately 400 sq. ft. per parking space (takes into consideration drive aisle, landscape islands, and ingress/egress lanes), a 200,000 sq. ft. parking lot would need to be constructed. Assuming construction cost of \$15.00 per sq. ft., an estimate of cost to construct a 200,000 sq. ft. parking lot would be approximately \$3,000,000.00.
 - If a sidewalk or asphalt pedestrian pathway were to be constructed along the west side of Joliet Street for pedestrian access from Joliet Street, the approximate construction cost would be approximately \$50,000.00.
 - If parking were allowed in areas along Wilson Street, the condition of Wilson Street would need to be considered. Wilson Street, which is a privately owned street under the jurisdiction of the West Chicago Park District, is in poor condition and likely would not hold up under the volume of traffic expected during the Railroad Days festival. Estimated cost to patch and resurface the roadway with minimum 2" asphalt surface mix is \$40,000.00.
- **Alternative to constructing additional on-site parking**
 - Allow off-street parking on grassed area(s) in Kress Creek Farms.
 - Pros - Save approximately \$3,000,000.00 in construction costs.
 - Cons - Grassed areas could become difficult to transverse if the site receives significant amounts of rain during carnival/festival, significantly increasing overall restoration costs.
 - Shuttle buses could be used to transport patrons from remote parking lot (i.e., Jewel/Osco, LaChiquita, Bowling Green Sport Center, Stahlen Properties, etc.).
 - Pros - Save approximately \$3,000,000.00 in construction costs.
 - Cons - Patrons will likely not utilize remote parking areas and shuttle buses due to inconvenience and will either attempt to park on-street within neighboring subdivisions (i.e., Whispering Oaks, Kresswood Trails, etc.) or avoid carnival/festival.

- Cons - Need approval from property owner to allow for off-site parking.

** Note: This site location is the best location when considering Kress Creek Farms as an alternative carnival/festival site. Other locations are available within Kress Creek Farms but they will present more significant challenges. **

- **City Utilities**

- The only City utility that has been made available for the carnival/festival in the past is City water for use by food vendors and carnival workers/trailers. Water is typically made available by allowing the connection of garden hoses to a manifold distribution system that is connected to a fire hydrant meter, with a backflow prevention device attached, that is then connected to a fire hydrant.

For Kress Creek Farms, City water main exists on the east side of Joliet Street. To make water readily available for the carnival/festival the City water main would need to be tapped and at least one fire hydrant would need to be extended/installed to the west side of Joliet Street. Estimated cost is \$25,000.00 per fire hydrant (significant portion of cost involves auguring water main under Joliet Street or replacing pavement on Joliet Street if open-trenching is allowed).

Pioneer Park

- **Site Location Pros**

- Large open area available for carnival/festival (approximately 1,000,000 sq. ft., excluding areas associated with Pioneer School and the West Chicago High School Varsity Athletic Fields (i.e., boys baseball field on north side of Park and girls softball at southwest corner of Park). Largest area being on the north end of the Park.
- Safe pedestrian access from neighboring subdivisions (i.e., Alta Vista, Old Heidelberg, etc.). Site is surrounded by sidewalk or pedestrian pathway for ease of pedestrian access from nearly all directions.
- Location of site is near multiple subdivisions/neighborhoods, a large volume of patrons would likely walk to the carnival/festival.
- If fireworks launched from east side of CN railroad tracks (i.e., Kerr McGee REF Site) then entire Park would likely be available for viewing.
- CN railroad tracks are not a large concern based on fencing and raised elevation of tracks.
- Pioneer Park is equipped with lightning detector system.
- If festival music is oriented southeast it will limit the loud music from adjacent residential area.
- Structural emergency shelters (Pioneer School, Educare) located immediately adjacent to the Park.

- **Site Location Cons**

- Very narrow streets in the Alta Vista Subdivision area surrounding the Park (i.e., Lincoln Avenue, Parkside Avenue, Kenwood Avenue, Brown Street, etc.) which would require additional parking enforcement patrols to ensure emergency ingress/egress routes remain open. All streets except Lyman Street could be posted "No Parking" help eliminate concerns.
- Limited off-street parking and most visitors will attempt to utilize on-street parking in the Alta Vista Subdivision area surrounding the Park (i.e., Lincoln Avenue, Parkside Avenue,

Kenwood Avenue, Brown Street, etc.) which would require additional parking enforcement patrols to ensure emergency ingress/egress routes remain open. All streets except Lyman Street could be posted "No Parking" to help eliminate concerns.

- Visitor parking is limited to the West Chicago Park District's parking lot on the south side of Pioneer Park, at the intersection of Forest Avenue and Pearl Road (~130 spaces), District 33 parking lot at the north end of Pioneer Park (~76 spaces), Pioneer School parking lot, at the intersection of Brown Street and Lyman Street (~48 spaces), and on-street parking along the east side of Lyman Street (~60 spaces).
- High density residential area adjacent to site so festival music complaints could be received.
- Site restoration of grassed areas (i.e., topsoil, seed, and erosion blanket) would be required after carnival/festival.
- Increased potential for water related accidents due to a pond on-site.
- Wooded area adjacent to tracks will require additional patrols on foot/ATV for illegal activity.
- Limited parking would likely require majority of carnival workers to overnight off-site.

- **Construction Costs**

- If additional hard surface parking were desired to be comparable to that which is available at Reed-Keppler Park (~500 designated/striped spaces), an additional approximately 186 space parking lot would need to be constructed. Assuming approximately 400 sq. ft. per parking space (takes into consideration drive aisle, landscape islands, and ingress/egress lanes), a 74,400 sq. ft. parking lot would need to be constructed. Assuming construction cost of \$15.00 per sq. ft., an estimate of cost to construct a 74,400 sq. ft. parking lot would be approximately \$1,116,000.00.

- **Alternative to constructing additional on-site parking**

- Allow on-street parking within the Alta Vista Subdivision.
 - Pros – Save approximately \$1,116,000.00 in construction costs.
 - Cons – Residents closest to the Park will receive greatest volume of traffic and possibly complain about such.
 - Cons – Current on-street parking creates traffic issues on a daily basis. Additional traffic related to the carnival/festival would severely impact flow of traffic and substantially decrease safety.
 - Availability of on-street parking limited due to large contingent of on-street parking by residents.
- Allow off-street parking on grassed area(s)
 - Pros - Save approximately \$1,116,000.00 in construction costs.
 - Cons – Grassed areas could become difficult to transverse if the site receives significant amounts of rain during carnival/festival, significantly increasing overall restoration costs.
- Open pedestrian underpass under CN railroad tracks, south of Brown Street near Sherman Street, construct access pathways, and utilize off-street parking in the Wood Street/Factory Street parking lot (~208 spaces). However, this would require the removal of the Kerr-McGee REF rail spur tracks.
 - Pros – Save approximately \$1,116,000.00 in construction costs.
 - Pros – Provides easy access to additional hard surface parking.
 - Pros - Within reasonable walking distance to Pioneer Park, especially if carnival/festival is located on north end of Pioneer Park.

- Pros – Provides pedestrian access for residents on east side of railroad tracks (i.e., Stimmel Street, Pomeroy Street, Brown Street areas, even those areas east of Joliet Street).
 - Pros - Pedestrian underpass currently constructed.
 - Pros - Opening underpass would allow safe access from east side of railroad tracks without having to cross tracks and/or wait of train.
 - Pros - Opening of underpass would likely decrease number of vehicles traveling to carnival/festival, would likely increase number of patrons visiting carnival/festival by foot, and would like decrease need for additional hard surface parking.
 - Pros – City owns Wood Street/Factory Street parking lot. Parking lot is leased to Community High School District 94 for student parking, which would not be utilized in the month of July.
 - Cons – Additional pedestrian pathways would need to be constructed to connect the Wood Street/Factory Street parking lot to Pioneer Park via the underpass and make the underpass usable. Estimated construction cost for additional pathways is \$210,000.00.
 - Cons - Removal of Kerr-McGee rail spur tracks would be required prior to opening of underpass.
- **City Utilities**
 - The only City utility that has been made available for the carnival/festival in the past is City water for use by food vendors and carnival workers/trailers. Water is typically made available by allowing the connection of garden hoses to a manifold distribution system that is connected to a fire hydrant meter, with a backflow prevention device attached, that is then connected to a fire hydrant.

For Pioneer Park, no fire hydrants are readily accessible around the Park to use for the carnival/festival. City water main exists on the east side of the Park, through the middle of the Park, and along the north side of Brown Street on the north side of the Park (recently installed). Fire hydrants also exist on the west side of Lyman Street. To make water readily available for the carnival/festival the City water main would need to be tapped and at least one fire hydrant would need to be extended/installed into the Park. Estimated cost is \$10,000.00 to \$25,000.00 per fire hydrant depending on staging of carnival/festival and desired location of fire hydrant (upper limits of cost estimate involves replacing pavement on Brown Street if fire hydrant is extended from that water main).

Kerr-McGee REF Site

- **Site Location Pros**
 - Large open area available for carnival/festival (approximately 1,620,000 sq. ft., excluding areas immediately east of the CN Railroad Tracks between Ann Street and Brown Street.
 - Safe pedestrian access from neighboring subdivisions (i.e., Alta Vista, Old Heidelberg, residents on east side of railroad tracks, even those areas east of Joliet Street).
 - Site is surrounded by sidewalk or pedestrian pathway for ease of pedestrian access from nearly all directions.
 - Good pedestrian access and centralized location for people to walk to.
 - Fencing along the west side and parking lot entrances creates a natural security barrier.

- Visitor parking could utilize off-street parking in the Wood Street/Factory Street parking lot (~208 spaces).

- **Site Location Cons**

- West Chicago Environmental Response Trust (WCERT) still retains ownership of the property and clean-up operations continue at this time.
- Extremely close proximity to residences.
- Close proximity to the CN railroad tracks.
- No lightning detector system present at the location.
- There are no structural buildings adjacent to site for emergency sheltering
- Limited off-street parking and most visitors will attempt to utilize on-street parking along Stimmel Street, Pomeroy Street, Brown Street, Wood Street, and Factory Street, which would require additional parking enforcement patrols to ensure emergency ingress/egress routes remain open.
- Off-street visitor parking is limited to the Wood Street/Factory Street parking lot (~208 spaces).
- High density residential area adjacent to site so festival music complaints could be received.
- Site restoration of grassed areas (i.e., topsoil, seed, and erosion blanket) would be required after carnival/festival.

- **Construction Costs**

- If hard surface parking were desired entirely on the REF site to be comparable to that which is available at Reed-Keppler Park (~500 designated/striped spaces), an approximately 500 space parking lot would need to be constructed. Assuming approximately 400 sq. ft. per parking space (takes into consideration drive aisle, landscape islands, and ingress/egress lanes), a 200,000 sq. ft. parking lot would need to be constructed. Assuming construction cost of \$15.00 per sq. ft., an estimate of cost to construct a 200,000 sq. ft. parking lot would be approximately \$3,000,000.00.
- Assuming that the Wood Street/Factory Street parking lot (~208 spaces), is utilized; if additional hard surface parking were desired to be comparable to that which is available at Reed-Keppler Park (~500 designated/striped spaces), an additional approximately 292 space parking lot would need to be constructed. Assuming approximately 400 sq. ft. per parking space (takes into consideration drive aisle, landscape islands, and ingress/egress lanes), a 116,800 sq. ft. parking lot would need to be constructed. Assuming construction cost of \$15.00 per sq. ft., an estimate of cost to construct a 116,800 sq. ft. parking lot would be approximately \$1,752,000.00.

- **Alternative to constructing additional on-site parking**

- Allow on-street parking within the neighboring areas.
 - Pros – Save approximately \$1,752,000.00 in construction costs.
 - Cons – Residents closest to the site will receive greatest volume of traffic and possibly complain about such.
 - Cons – Additional traffic related to the carnival/festival would severely impact flow of traffic and substantially decrease safety.
- Allow off-street parking on grassed area(s)
 - Pros - Save approximately \$1,752,000.00 in construction costs.

- Cons – Grassed areas could become difficult to transverse if the site receives significant amounts of rain during carnival/festival, significantly increasing overall restoration costs.
- Open pedestrian underpass under CN railroad tracks, south of Brown Street near Sherman Street, construct access pathways, and utilize off-street parking near Pioneer Park and Pioneer School (~314 spaces). However, this would require the removal of the Kerr-McGee REF rail spur tracks. Please refer to the “Pioneer Park” analysis for additional clarification.
 - Pros – Save approximately \$1,752,000.00 in construction costs.
 - Pros – Provides easy access to additional hard surface parking.
 - Pros - Within reasonable walking distance to Kerr McGee REF site.
 - Pros – Provides pedestrian access for residents on west side of railroad tracks (i.e., Alta Vista Subdivision).
 - Pros - Pedestrian underpass currently constructed.
 - Pros - Opening underpass would allow safe access from west side of railroad tracks without having to cross tracks and/or wait of train.
 - Pros - Opening of underpass would likely decrease number of vehicles traveling to carnival/festival, would likely increase number of patrons visiting carnival/festival by foot, and would like decrease need for additional hard surface parking.
 - Cons – Additional pedestrian pathways would need to be constructed to connect the Wood Street/Factory Street parking lot, Kerr McGee REF site, and Pioneer Park via the underpass and make the underpass usable. Estimated construction cost for additional pathways is \$210,000.00.
 - Cons - Removal of Kerr-McGee rail spur tracks would be required prior to opening of underpass.
- **City Utilities**
 - The only City utility that has been made available for the carnival/festival in the past is City water for use by food vendors and carnival workers/trailers. Water is typically made available by allowing the connection of garden hoses to a manifold distribution system that is connected to a fire hydrant meter, with a backflow prevention device attached, that is then connected to a fire hydrant.

For the Kerr-McGee REF Site, a fire hydrant is readily available on the west side of Weyrauch Street, near Lester Street, and another is available on Factory Street, south of Brown Street. Depending on staging of carnival/festival, one of the referenced fire hydrants could possibly be utilized. If not practical to use one of the existing fire hydrants, the City water main could be tapped and at least one fire hydrant could be extended/installed into the site (likely from Weyrauch Street). Estimated cost is \$10,000.00 to \$25,000.00 per fire hydrant depending on staging of carnival/festival and desired location of fire hydrant (upper limits of cost estimate involves replacing pavement on Weyrauch Street).

Police Presence

- Police staffing for the carnival/festival would essentially be the same as what we traditionally had for the festival at Reed-Keppler Park with the addition of an extra two officers to patrol several blocks around the Park for any parking and crime related activity due to the close

proximity of neighboring residential areas. These officers would also be used to patrol the parking lots on the other side of the tracks if the pedestrian underpass is utilized. These additional officers would not be required for the site location at Cornerstone Lakes Park or Kress Creek Farms due to the increased distance between the festival location and the surrounding neighborhoods.

Lighting

- Temporary lighting utilizing city owned light towers, supplemented by rental units, would be needed for any of the proposed sites. Kress Creek Farms would require the most supplemental lighting to ensure the area along Kress Creek was well lit.

WEST CHICAGO POLICE DEPARTMENT TRAFFIC MANAGEMENT REPORT

Item # 8.A.

	Current vs. Prior Month				2 Prior Months				2015 vs. 2014			
	Aug 15	Jul 15	% Change	Jun 15	May 15	% Change	YTD 2015	YTD 2014	% Change	YTD 2015	YTD 2014	% Change
TRAFFIC CITATIONS												
Regular Duty & Crash	197	130	52%	152	194	-22%	1673	2870	-42%	1673	2870	-42%
Selective Enforcement	3	17	-82%	7	44	-84%	81	185	-56%	81	185	-56%
PARKING CITATIONS												
Parking Citations	305	328	-7%	218	149	46%	1791	2635	-32%	1791	2635	-32%
COMMERCIAL OVERWEIGHT ENFORCEMENT												
Citations	2	7	-71%	0	6	-100%	44	33	33%	44	33	33%
DUI ARRESTS												
Regular Duty	4	2	100%	7	4	75%	42	53	-21%	42	53	-21%
Selective Enforcement	0	0	NC	0	2	-100%	2	0	NC	2	0	NC
ADMINISTRATIVE TOWS												
No Valid Driver's License	1	0	NC	0	1	-100%	6	31	-81%	6	31	-81%
Driving While License Suspended	0	1	-100%	0	0	NC	7	24	-71%	7	24	-71%
Driving While License Revoked	0	0	NC	1	0	NC	2	2	0%	2	2	0%
DUI (Alcohol or Drugs)	2	1	100%	5	4	25%	30	46	-35%	30	46	-35%
Drug Possession	0	0	NC	0	0	NC	3	2	50%	3	2	50%
Warrant Arrest	0	0	NC	0	0	NC	0	0	NC	0	0	NC
Sound Amplification	0	0	NC	0	0	NC	0	0	NC	0	0	NC
Illegal Transportation of Open Alcohol	0	0	NC	0	0	NC	0	0	NC	0	0	NC
Total Administrative Tows	3	2	50%	6	5	20%	48	105	-54%	48	105	-54%
TRAFFIC CRASHES/INJURIES/FATALITIES												
Non-Injury Crashes	56	59	-5%	60	42	43%	498	541	-8%	498	541	-8%
Injury Crashes	13	11	18%	16	11	45%	77	66	17%	77	66	17%
Fatal Crashes	1	0	NC	0	0	NC	1	0	NC	1	0	NC
Total Crashes	70	70	0%	76	53	43%	576	607	-5%	576	607	-5%

TOP CRASH LOCATIONS										INCEPTION		SCHEDULE	
	Aug 15	Jul 15	% Change	Jun 15	May 15	% Change	YTD 2015	YTD 2014	% Change				
North Ave & Powis Rd	1	1	0%	1	1	0%	15	8	88%				
North Ave & Neilnor Blvd	5	3	67%	6	8	-25%	34	38	-11%				
Neilnor Blvd & Hawthorne Ln	1	0	NC	0	1	-100%	2	4	-50%				
Neilnor Blvd & Washington St	1	1	0%	1	0	NC	13	6	117%				
Neilnor Blvd & Main St	0	2	-100%	0	1	-100%	7	11	-36%				
Neilnor Blvd & Forest Ave	1	1	0%	1	0	NC	3	5	-40%				
Neilnor Blvd & Dayton Ave	0	0	NC	0	1	-100%	3	0	NC				
Neilnor Blvd & Michael Browning Way	0	3	-100%	1	1	0%	8	11	-27%				
Roosevelt Rd & Sarana Ave	0	0	NC	1	1	0%	3	4	-25%				
Roosevelt Rd & Michael Browning Way	0	0	NC	0	0	NC	0	3	-100%				
Roosevelt Rd & Joliet St	1	2	-50%	6	2	200%	15	11	36%				
Roosevelt Rd & Fabyan Pkwy/ Washington St	4	1	300%	6	1	500%	20	14	43%				
Neilnor Blvd & Joliet St	2	0	NC	4	1	300%	12		NC				
PROGRAMS													
SMART Trailer										January 1, 2001		Ongoing	
During the month, the SMART trailer was used: (21) times													
5 Ton Truck Enforcement - Hawthorne Ln										June 1, 2010		Ongoing	
During the month, (0) tickets were written													
5 Ton Truck Enforcement - Joliet St												Ongoing	
During the month, (0) tickets were written													
5 Ton Truck Enforcement - E Washington St												Ongoing	
During the month, (0) ticket was written													
PERFORM CITY WIDE INOPERABLE/ABANDONED VEHICLE INVESTIGATIONS													
(2) Vehicles were investigated										CYear-To-Date 2015	CY2014 Total		
										15	13		
TRAFFIC RELATED HOT SPOTS													
LOCATION										CONCERN			
Rt 64 and Prince Crossing Rd										Increased Crash Incidents			
Rt 38/Fabyan Pkwy/Washington St										Contraction Zone			
Hawthorne Ln, Joliet St, and E Washington St										5-Ton Violations			
Rt 64 and Rt 59										Speeding			

WEST CHICAGO POLICE DEPARTMENT

MEMORANDUM

DATE: AUGUST 17, 2015
TO: Chief Michael Uplegger
FROM: Commander Stephen Laub
RE: Parking Problem-Arbor Ave

Recently, the City was made aware of a parking concern regarding deliveries being made to Arbor Liquors, which is located within a residential neighborhood (west side of Arbor Avenue between Washington Street and McConnell Avenue). Staff was directed to research the issue and make recommendations to address the situation.

Survey of Existing Conditions

Arbor Avenue is posted no-parking on both sides of the street, thus restricting the truck drivers' ability to park, unload and deliver products to the business. Arbor Liquors receives approximately eight truck deliveries a week.

City Code Review

Staff reviewed the Code and determined that it permits parking on the west side of Arbor Avenue in this block, despite the fact that the posted signs state otherwise.

Survey of Neighboring Communities

Then, Police Department staff contacted employees in the Batavia, St. Charles, Warrenville, Geneva and Wheaton Police Departments to understand how each manages similar parking problems. Batavia Police Department officers attempt to educate the delivery drivers and work with the business owners in an effort to avoid hardships for all those affected. Wheaton Police Department staff advised they do not consider a truck unloading as being parked and therefore would not cite it for illegal parking. The St. Charles Police Department officers will not cite a delivery truck for unloading in a no-parking zone so long as it does not obstruct traffic. St. Charles has designated loading and unloading zones for truck deliveries in their downtown areas. The City of Warrenville has an exemption in their ordinance, specifically for delivery trucks, so long as they do not disrupt the normal flow of traffic. The Geneva Police Department has not experienced the parking problem in question.

Moving Forward

Staff spoke with the manager at Arbor Liquors and he stated that he has been successful recently in gaining voluntary parking compliance from the delivery drivers. He also stated that he personally spoke with the concerned neighbor and indicated that they have started communicating about how to keep the area clean and encourage his customers and drivers to abide by the laws.

Another possible solution to the parking problem would be to amend the City Code to create a loading/unloading zone on the west side of this block of Arbor Avenue. However, the parking

issue seems to have been addressed (for now), with the focus changing to suspicious vehicle/person complaints. That said, staff recommends that no action be taken at this time (other than removing the non-compliant No Parking signs on the west side of Arbor Avenue), and monitoring the situation, while continuing to work with the business manager and enforcing local ordinance violations as they are witnessed.