

**COMMITTEE OF THE WHOLE
MINUTES
February 21, 2023**

Mayor Gallo called the Committee of the Whole meeting to order at 7:30 p.m.

ROLL CALL:

Present: Mayor Gallo, Alderpersons Karen McHale, Nick Budmats, Kevin O'Brien, Jenifer Vinezeano, Jon Bisesi, Mandy Reyez and Lara Sanoica

Absent: 0

STAFF IN ATTENDANCE: City Manager Rob Sabo, Assistant City Manager/Community Development Director Glen Cole, Deputy City Clerk Judy Brose, Finance Director Molly Talkington, Police Chief John Nowacki, Deputy Fire Chief Scott Mohr, Director Public Works Aaron Grosskopf, Assistant Director Public Works JoEllen Charlton, Chief Information Officer Waseem Khan and City Attorney Melissa Wolf

Mayor Gallo announced that the floor will be open to the audience for 20 minutes to address the City Council on matters that are on the agenda after the City Council discusses with Staff. Persons wishing to address the City Council keep their comments to 5 minutes in length. Comments must be addressed to the Council as a whole through the Mayor, and profanity may not be used in any form.

1) Baxter & Woodman 2022 Water Modeling Presentation

Jason Ruffatti of Baxter & Woodman Inc presented the findings for the 2022 Water Modeling Project. This project is conducted every five years to deliver a calculated detailed analysis of our current water system within the City. The overview considers the age of the City's infrastructure, the water main materials, the life expectancy of the water mains, the number of past breaks on individual segments of the water main, the frequency of the water main breaks on each segment, water pressure, the water pumping stations and components, our deep wells and their components, water users and usage rates, current commercial and residential properties, future changes to residential and commercial areas, water interconnections with surrounding municipalities for redundancy, budgeting, capital planning, and gives data-driven options for the City to consider when looking at the sustainability, reliability, and efficiency of our water system. A detailed plan is essential for future planning, design, engineering, and construction for the City and lays out the groundwork for budgeting and capital planning. The Master Plan Report can be found in the agenda packet https://www.cityrm.org/AgendaCenter/ViewFile/Agenda/_02212023-1004.

2) Illinois Route 53 Environmental Noise Assessment

Aaron Grosskopf, Director Public Works presented Council with the results of the noise analysis along Route 53 between Algonquin Road and Euclid Avenue performed by Transystems. The location of the noise study encompassed both sides of Route 53 with the primary purpose of determining noise levels and benefited receptors in the designated area. City Staff chose the study area to establish the feasibility, process, cooperating agencies, financial assistance, cost, and long-term maintenance of providing a sound wall along the corridor. Transystems' assessment included detailed information and analysis on noise levels through the corridor, possible noise abatement scenarios, and basic information on the noise assessment process. The results of the study can be found in the agenda packet https://www.cityrm.org/AgendaCenter/ViewFile/Agenda/_02212023-1004.

As part of the scope, Transystems also provided the City with various potential scenarios for achieving noise abatement along the Route 53 Corridor.

Local Scenario: Locally funded design and construction of the noise abatement measure would be the most expeditious and costly to the City. Ideally, the barrier would be constructed on IDOT right-of-way (ROW). This could only be considered if IDOT were amenable to an Intergovernmental Agreement with the City to build the barrier and detail cost and maintenance responsibilities. IDOT would require a full noise analysis to be completed, above and beyond the noise assessment conducted by Transystems, which would detail the noise wall height and location.

If an IGA could be reached with IDOT, locating the wall in IDOT ROW, the estimated cost to the City is roughly \$6.4 Million. This is lower than the original estimates provided by City Staff due to the location of the wall in IDOT ROW. Original price estimates were created basing the location on City ROW, which has a multitude of grade changes and utility relocations adding to the cost.

State Scenario - Type II Project: Federal noise policy allows for States to implement a "Type II" noise abatement program, where existing roadways can be systematically evaluated for noise abatement. Illinois, unfortunately, does not have such a program, and there has been minimal to no interest from the State in starting one.

If the State were to implement a Type II noise abatement program, the Route 53 Corridor could potentially be a candidate for federal or state assistance.

State Scenario - Type I Project: The most probable of the three scenarios provided by Transystems is a Type I project. A Type I project scenario is a mechanism that is triggered by the following improvements to a state roadway:

- A significant change in the vertical profile, such as raising a bridge
- A major change to the alignment that brings the roadway closer to a noise receptor
- An addition of through travel lanes

The potential redevelopment of the Arlington International Racecourse to the Chicago Bears stadium mixed-use district may require infrastructure improvements to the surrounding local and near-regional areas. Improvements could include additional auxiliary lanes for added capacity for traffic on Illinois Route 53 and its interchanges at Kirchoff Road and Euclid Avenue. Improvements to accommodate additional capacity on Illinois Route 53 would likely trigger the need for a full noise assessment. Given the initial measurements seen in this monitoring effort, it is likely, though not certain, that noise abatement would be found feasible, reasonable, and cost-effective and therefore be included as part of a state-funded project. This scenario would be the best case for the City.

Possible Alternatives: An additional alternative is the installation of a screening wall that would be locally funded. This would be a short-term solution. Screening walls are much smaller and cost substantially less than a traditional noise abatement barrier, however, screening walls would not provide noise abatement measures or function. The goal of the screening wall is to provide a screen between the residential homes and Route 53. As the screening wall would not provide functional support or real noise abatement, City Staff does not recommend pursuing this option.

City Staff and Transystems recommend pursuing Scenario 3. Working closely with IDOT and all other stakeholders in the redevelopment of the Arlington International Racecourse and using potential Type 1 traffic improvements to trigger a noise modeling and abatement study and to see if additional auxiliary lanes on Illinois Route 53 will be constructed as part of any infrastructure improvements. If so, City staff should strongly advocate for the performance of a Traffic Noise Analysis as part of those roadway improvements. With the traffic noise levels seen as part of this monitoring effort and the density of the residential development along Illinois Route 53, it is probable, though not certain, that noise abatement would benefit the City and its residents.

Council discussed the different scenarios including screening walls, exploring other alternatives that don't require a sound barrier and decided to wait and see what happens with the redevelopment of Arlington Park but Staff should start planning and start to have dialogue with neighboring communities regarding this topic.

3) Considerations to Modify City Codes Related to Tobacco Sales

JoEllen Charlton, Assistant Director Public Works provided information about how different sections of the City Code currently regulate tobacco, as well as another home rule community's efforts to impose somewhat more strict tobacco regulations, with an intent that it better protects the health, safety, and welfare of its younger citizens. City Staff requested Council to provide feedback on what changes it would like to see made to the City's tobacco-related codes.

Council reviewed the City of St. Charles business license requirements regarding tobacco/vape shops and agreed that the following provisions should be included in Rolling Meadows City Code regarding standalone tobacco/vape shops:

1. Defines and allows "retail tobacco dealer – product sampler", or specialty store, where smoking is allowed in conjunction with the sale of tobacco.
2. The Police Department will perform an official background check for all tobacco/vape shops owners.
3. Identifies ineligible people to obtain tobacco licenses, including
 - a. Non-US resident
 - b. Convicted felon
 - c. Convicted panderer
 - d. A person whose license or similar regulatory ordinance was revoked for cause.
 - e. A person who at the time of application for renewal of any license issued would not be eligible for license
 - f. A person whose place of business is conducted by someone else, unless that person possess the same qualities as the licensee
 - g. A person who does not own the premises for which a license is issued or a lease thereon for the full period for which the license is issued.
4. Restrict locations within one hundred feet (100') of any school, childcare facility, or other building used for education or recreational programs for people under 21. *Staff to analyze and bring back diagrams for Council to make a decision regarding the distance.*
5. Follow State Law mandate regarding the age to sell tobacco products.
6. Prohibit tobacco vending machines.
7. The Liquor Commissioner shall be the Tobacco Commissioner.

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Council discussed performing background checks, display regulations, content neutral sign regulations, reducing the maximum number of licenses when a store closes and have a geographic accounting per area/zone just like gaming cafes.

Mayor Gallo took a straw vote for all those in favor of capping tobacco vape shops at six (6). 6 in favor; 1 opposed.

4) Implementation of Automated License Plate Readers (ALPRs) as a viable Crime Prevention Strategy

John Nowacki, Police Chief stated that recently, the City has experienced criminal activity where the offender(s) have utilized stolen vehicles in the course of committing crimes. For example, last year, numerous vehicles were stolen from a used car dealership in the City of Rolling Meadows where multiple offenders traveled to the targeted location in stolen vehicles. The vehicles taken were later recovered in the City of Chicago. In December 2022, several businesses were broken into by the offender(s) smashing out store front windows/doors to gain entry inside. Once inside, items of value were taken. In the course of investigating these crimes, it was determined that the perpetrators had arrived at targeted locations in stolen vehicles. When they eventually fled, they had committed a half dozen burglaries in just 15 minutes. The stolen proceeds were later located in the City of Chicago.

More recently, on January 19, 2023, a gas station was burglarized by numerous offenders. The common theme is that these perpetrators also arrived to the crime scene in a stolen vehicle. After the break-in within Rolling Meadows, the offenders drove to Bensenville to commit other burglaries. The offenders were pursued by Bensenville police and eventually crashed on the expressway as they attempted to drive into the City of Chicago. The offending vehicle in this incident was initially pursued after a license plate reader alerted officers of the stolen vehicle in their jurisdiction.

In just a two week period from the end of December to the first half of January, over 100 hundred vehicles were hijacked in the Chicago area. Many of these vehicles are used in the commission of other crimes. Carjacking in the last several years has increased drastically. In addition to increased patrols and target hardening of businesses, other strategies can be deployed in an effort to reduce these crimes.

One such strategy being proposed is to strategically locate several automated license plate readers (ALPRs) within the City of Rolling Meadows. The police department continues to leverage technology to increase levels of service and make for more effective and efficient use of City resources. ALPRs would complement this strategy. ALPRs have the capability to detect reported stolen vehicles and provide real time data on the location, license plate number, make and color of a stolen vehicle to officers in the field. This valuable and time sensitive information will allow officers to deploy to those areas to locate the stolen vehicle in an effort to recover it and potentially preventing an additional crime from occurring in the first place.

In addition to crime prevention, there are several other uses for the ALPRs such as, locating vehicles listed on Amber Alerts and locating vehicles reported to be associated with missing persons or individuals experiencing mental health crisis.

Council discussed data usage, storage and grant possibilities.

Mayor Gallo took a straw vote for those in favor for Staff to continue exploring the purchase and implementation of ALPRs as a crime prevention initiative for the City. 7 in favor; 0 opposed.

CLOSED SESSION:

Personnel – 5 ILCS 120/2 (c) (1) of the Illinois Open Meetings Act - To consider the appointment, employment, compensation, discipline, performance, or dismissal of a specific employee of the public body.

Mayor Gallo asked for a motion to go into closed session under section 2(c)(1) of the Open Meetings Act regarding Personnel. Alderperson Vinezeano made the motion and was seconded by Alderperson Bisesi.

ROLL CALL:

AYES: Bisesi, Reyez, Sanoica, McHale, Budmats, O’Brien, Vinezeano
NAYS: 0
ABSENT: 0

With 7 in favor and 0 opposed. City Council entered into Closed Session.

The audience and press were advised that they do not anticipate taking any action upon returning to open session.

ADJOURNMENT

There being no further business, by unanimous consent the Committee of the Whole meeting was adjourned at 9:30 p.m.

Respectfully submitted: Judy Brose, Deputy City Clerk

February 21, 2023 Committee of the Whole Minutes Approved by Council on March 14, 2023.

Judy Brose

Judy Brose, Deputy City Clerk