

VILLAGE OF DOWNERS GROVE
REPORT FOR THE VILLAGE COUNCIL WORKSHOP
JANUARY 13, 2009 AGENDA

SUBJECT:	TYPE:	SUBMITTED BY:
Parking Modifications on Florence Avenue, South of Ogden Avenue	✓ Resolution Ordinance Motion Discussion Only	Nan Newlon Director of Public Works

SYNOPSIS

An ordinance has been prepared to amend sections of the Municipal Code regarding parking restrictions on the east side of Florence Avenue, south of Ogden Avenue.

STRATEGIC PLAN ALIGNMENT

The Five Year Plan and Goals for 2008-2013 identified *Exceptional Municipal Organization*. A supporting objective of this goal is *Top Quality Core Services Responsive to Current and Future Community and Citizen Needs*.

FISCAL IMPACT

N/A.

RECOMMENDATION

Approval on the January 20, 2009 active agenda

BACKGROUND

Staff received a petition from area residents requesting that the Village reduce or eliminate the existing on-street parking restrictions on Florence Avenue south of Ogden Avenue. Florence Avenue, between Ogden Avenue and Grant Street, is currently designated as “No Parking Any Time” on the west side, and “No Parking 6AM to 6PM, Except Sundays & Holidays” on the east side. The petitioners indicated that this condition makes it difficult to utilize the street for parking by the residents and their guests during a typical week.

Staff hosted a neighborhood meeting with area residents on September 18, 2008. The Transportation and Parking Commission (TAP) considered the petition at their October 8, 2008 meeting. During both meetings residents expressed the following comments:

- The historical on-street parking by the local car dealership is no longer a problem. Occasionally vehicles do park, but they do so closer to Ogden Avenue.
- There is no longer the widespread commercial parking that previously existed. Neighbors are now concerned for their ability to park on their street in front of their homes, as much as practicable.
- The restriction on Saturdays is even a greater hardship for the neighbors than previously anticipated.

TAP voted unanimously to amend the on-street parking restrictions to be “No Parking Anytime” on Florence Avenue from the alley (south of Ogden Avenue) for a distance of 200 feet south, and to remove all parking restrictions from that point to Grant Street. Staff concurs with this recommendation.

ATTACHMENTS

Ordinance

Meeting Minutes – October 8, 2008 TAP Commission

Florence No Parking

ORDINANCE NO. _____

AN ORDINANCE AMENDING PARKING REGULATIONS ON FLORENCE AVENUE

BE IT ORDAINED by the Village Council of the Village of Downers Grove in DuPage County, Illinois, as follows: (Additions are indicated by **shading**/underline; deletions by ~~strikeout~~):

Section 1. That Section 14.98 is hereby amended to read as follows:

14.98 No parking zones-Generally.

No person shall park or let stand, any automobile, motor vehicle or other vehicle at any time in any of the following locations:

* * *

Florence Avenue, on the east side, from a point two hundred twenty feet (220') south of Ogden Avenue to a point four hundred thirty four (440') south of Ogden Avenue.

* * *

Section 2. That Section 14.102.2. is hereby amended to read as follows:

14.102.2. Same --Between 6:00 A.M. and 6:00 P.M. except on Sundays and holidays.

No person shall park or let stand any automobile, motor vehicle or other vehicle at any time between the hours of 6:00 A.M., local time, and 6:00 P.M., on any day other than Sundays and legal holidays, in any of the following locations:

~~_____ Florence Avenue, on the east side, from a point two hundred twenty feet south of Ogden to the north line of Grant Street.~~

Florence Avenue, on the west side, from a point two hundred twenty feet (220') north of Ogden to the dead end of Florence Avenue.

Washington Street, on both sides, from 39th Street to a point one hundred fifty feet (150') south of 39th Street. (Ord. No. 2692, § 6.)

Section 2. That all ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

Section 3. That this ordinance shall be in full force and effect from and after its passage and publication in the manner provided by law.

Mayor

Passed:
Published:
Attest: _____
Village Clerk

Approved November 12, 2008

TRANSPORTATION AND PARKING COMMISSION

Minutes

October 8, 2008, 7:00 p.m.

Downers Grove Public Works Facility
5101 Walnut Avenue, Downers Grove

Co-Chairman Wendt called the October 8, 2008 meeting of the Transportation and Parking Commission to order at 7:02 p.m. Roll call followed and a quorum was established.

ROLL CALL:

Present: Co-Chairmen Gress and Wendt; Members Schiller, Stuebner, Saricks, Cronin, Van Anne, Barry

Staff Present: Public Works Interim Dir. Weaver, Asst. Dir. of Public Works - Engineering, Mike Millette; Traffic Mgr. Dorin Fera; Police Sgt. Ed Harrison and Ofc. Tim Sembach; Recording Secretary Megan Dugard

Visitors: Bill Wrobel, 7800 Queens Court; Jayne Yurdzentis, with Lester School; Justin Sisul with Lester School; Mary Blanchard with Lester School; Joe Fisher 4332 Florence; Bonnie Christian, Florence Avenue; Lenny Murdis, 4339 Florence; John and Barbara Purtell, 2000 Lincoln; Lorie Pilster Downers Grove School Dist. 58; Dolores Ronaldson, 220 Lincoln; Jo Potts, 216 Lincoln; Ralph Grimmer, 4401 Florence; Cindy and Joe Gilbert, 240 Lincoln; Becky Rheintzen, 4633 Cumnor; Laura Gilmartin, 229 Indianapolis; Regina Hartnett, 300 Lincoln; Jennifer Wheeler, 306 Lincoln; Bob Labate, 4421 Florence

Co-Chair Wendt informed the commissioners and the public the meeting was being recorded on Village owned equipment to aid in the preparation of the meeting minutes.

APPROVAL OF THE SEPTEMBER 10, 2008 TRANSPORTATION & PARKING MINUTES

Clarification followed on the last paragraph of the minutes regarding the EJ&E rail line.

MR. SCHILLER MADE A MOTION TO APPROVE THE MINUTES OF SEPTEMBER 10, 2008 AS SUBMITTED. MR. STUEBNER SECONDED THE MOTION.

ROLL CALL:

AYE: MR. SCHILLER, MR. STUEBNER, MR. GRESS, MR. WENDT, MR. SARICKS, MR. CRONIN, MS. VAN ANNE, MR. BARRY

NAY: NONE

MOTION CARRIED. VOTE: 8-0

PUBLIC COMMENTS - None

File #10-08 Lincoln Avenue (Lester School) School Drop-Off Alternatives - Asst. Dir. Millette referenced the voluminous correspondence and reports pertaining to this matter, noting that this matter was addressed by the previous Parking and Traffic Commission. He noted the few changes that were made around the school to date. The bottom line -- a high amount of traffic occurs in a very short period of time to drop children off on the north side of Lester School using Lincoln. The road is 22 feet wide, two-lane, and a large gravel area exists

for buses, which area has been used for drop-offs or parking. Additionally, some parents make U-turns into driveways to head back west to Fairview. The last action item for this matter occurred when changes were made on the Indianapolis side of Lester School where a stop control change was added to the intersection of Indianapolis and Florence and a crossing guard was added.

Traffic Manager Dorin Fera explained Lester School was different than most schools in that it had two entrances on two different streets. The village's involvement with the school dates back to 2005 even though issues went back as far as 2002. Mr. Fera explained that Lincoln Avenue has 17 extra feet of useable pavement that no other school has for various uses. The undefined pavement is used for whatever reasons and the village has tried to address those issues by posting a No U-turn sign but to no avail. Because the school does not have enough on-site parking, parents are dropping off their children on Lincoln Avenue. However, the issues on Indianapolis have been addressed and appear to be working.

As to the suggestion of installing a stop sign at Lincoln and Cumnor, Mr. Fera stated staff was not sure how it would fit into the scenario of what would be discussed tonight. Staff implemented a temporary drop-off area in the gravel area for about six months to address the U-turn problem, the parking-in-the-wrong-direction problem, and forcing parents to follow the path, but with multiple entrances on Lincoln, it did not work. Some of the pavement issues remain, currently. Regarding the traffic signal at Lincoln and Fairview, Mr. Fera believes it is in the wrong location for addressing the school's needs and he believes it should have been located at Indianapolis. However, when the signal was being implemented, he recalled the school's main entrance was still on Lincoln and then eventually was moved to Indianapolis.

Mr. Fera discussed that other than the time when school begins and ends, the traffic for the street is very low.

Public Works Interim Dir. Weaver pointed out that approximately 510 students are enrolled at Lester School and bus service stopped completely in 2001, which was why there was the increased number of vehicles. Mr. Wendt, after speaking with the school recently, stated there were 320 families or, potentially 300 cars coming to the school every morning and afternoon. Mr. Fera stated the problem was more in the morning with parents having about fifteen seconds of time to drop off their child versus picking up their child in the afternoon with 45 minutes of time.

Sergeant Harrison stated he has had an officer out to the area numerous times to enforce some of the rules and agreed Lester School's situation was unique with many vehicles in a one block area and dangerous with students walking across Lincoln. Enforcement was very difficult. He received reports in his office stating that officers who have stopped parents for violations have been yelled at by them while dropping off their students. The crossing guard at Indianapolis and Florence has been sworn at by parents while they drive through the stop sign. His department tries to enforce the law and the parking procedures set by the school with a majority of cooperation by the parents but there are a few who do not cooperate, causing traffic and safety issues for others. The citations have not been helping.

Dir. Weaver stated the school has been partnering with the parents in trying to educate them about their children through a packet of materials being sent home. Mr. Millette pointed out the flyer that is sent home and the included traffic complaint written by one of the sergeants.

At this time, Asst. Dir. Millette stated there was no staff recommendation but that staff has, in the past, recommended a one-way system around the school, a temporary median coupled with a traffic circle at Cumnor, and possibly removing some of the gravel west of the crosswalk so

one cannot drive off the pavement there. Loading/unloading would take place east of the crosswalk in the remaining area. Other options were suggested. Per Commissioner Van Anne's question, Mr. Millette spoke about the results of the one-way eastbound proposal and then the westbound proposal. No consensus was reached on which way worked best. As to the long length of the traffic signal timing at Fairview Avenue, Mr. Fera stated it was required by IDOT due to an offset intersection, and the village may not change it.

Co-Chair Wendt discussed his observations, noting that things have not improved, the street was falling apart, the areas where drop-offs were taking place were basically a gravel driveway, and the street was too narrow to be a two-way street and yet not narrow enough to be a one-way street. He believed reconstruction was necessary. Personally, he believed the children's safety was important and recalled during the two previous meetings on this matter, nobody wanted to move on anything that would support the children.

Discussion followed that it appeared by a raise of hands that the majority of the students lived west of the school. Asked whether staff considered having two one-way streets in one direction, Mr. Millette stated he did not consider it. Mr. Fera recalled the last time the one-way system was used, the residents on Indianapolis did not want any one-way system of any kind.

Ms. Mary Blanchard, 420 Franklin Street, stated she was the PTA Secretary on behalf of the PTA Board and explained that the board did not publicize this particular meeting because the board was trying to keep the discussion moving forward.

Co-chair Gress agreed that he would like to keep the matter moving forward and come to a resolution fairly quickly due to the length of time the matter has been discussed. He posed a question to the school representatives on whether any type of road could be cut through the site, such as near the basketball court.

Ms. Jane Yurtzentsis, Principal of Lester School, pointing to a map, noted the potential for a drop-off area near the intermediate students' playground. Co-Chair Gress suggested installing some sort of temporary barricades and removing them when the bell rings. Co-Chair Wendt suggested using a temporary barricade to make the street one-way during the rush hour in the morning and afternoons only. He recalled that the topic was discussed but went away because no one wanted to be responsible for putting up and taking down the barricades.

As to having a discussion with School District 58 about a driveway being cut through the school site, Dir. Weaver said it was discussed but bad soils were located on the site. She did discuss some entrance options and possibly installing some cones to separate the students from the cars until the bell system rings, but noting that a student could run through the cones. It would keep the traffic drop-offs internal versus external. She also said she had discussions with the school about eliminating the gravel as a parkway and duplicating what was on Indianapolis, i.e., parking farther from the traffic light with fewer people turning in and having a backup. It would also be less tempting for a driver to do a U-turn if the driver was closer to an intersection. The school has indicated to Village staff their interest in working on that gravel improvement. The school has rejected the internal circulation.

Mr. Schiller was surprised about the lengthy discussion about the one-way option and it was not even tried. He spoke about his own experience growing up in Chicago and the streets there changing from two-way to one-way and it not being a significant issue. He asked the residents what their largest issue was with that.

Mr. Cronin also agreed that if there were partial signs at the east ends of Indianapolis and Lincoln Streets, it would be matter of having the maintenance engineer placing a horse for one-

way traffic during 8:00 a.m. to 8:45 a.m. and 2:40 p.m. and 3:15 p.m., similar to what is seen in the city. He suggested to patrol the area for the first couple of months.

Co-Chair Wendt opened up the meeting to public comment.

Ms. Regina Hartnett, 300 Lincoln, in speaking about the one-way option, stated parents begin to arrive about 2:25 p.m. and suggested blocking streets at 2:20 p.m. Regarding the driveway option, she stated parents still park their cars and pull U-turns when the children are playing there or not. She asked what the difference was.

Ms. Laura Gilmartin, 229 Indianapolis, stated that being home last year and watching the chaos, she cannot pull in or out of her driveway between the hours of 2:20 p.m. and 2:50 p.m. due to the cars parked on both sides of Indianapolis. She believed that whatever gets resolved on Lincoln Avenue will spill over to Indianapolis. She supported a one-way street. Also, as far as the children playing, she stated the school opens up the gate on Lincoln for afternoon pickup, but the older students run through the parking lot to get to the playground. As to making that specific area a driveway, she did not know why it was not currently an issue at the end of the day. There was no regulated movement with those vehicles.

Ms. Lorie Pilster, Dir. of Business Services for School District 58, stated part of the issue of making the area a drive-through lane, to get from one street over to the next, was the same concerns as described by the officer and some of the behaviors of the parents. The district did not want to install a straight drive for them. Additionally, the students are assembled in that area to come inside for the morning and the district does not want a drive coming through the area. Secondly, the issue of taking a majority of the traffic from Lincoln and sending it over to Indianapolis was not a good idea since a great deal of traffic already existed on Indianapolis.

Mr. Ralph Grimmer, 4401 Florence, was not present for this specific petition, but did notice a difference between the morning and afternoon foot traffic of students. He stated the children walking on foot are the first to the parking lot before the majority of traffic arrives. In the afternoon, the vehicles are parked in the lot before the children are released from school. He and Ms. Pilster agreed it was nothing like the stressful time in the morning hours.

Ms. Jo Potts, 216 Lincoln, is a licensed family/child care provider said she has eight children four of which attend Lester. She thinks many of her neighbors now think the one-way option is a good idea and cost effective. She pointed out that another school in Westmont became used to the one-way and the residents here had to do what was safest for the children. Ms. Potts believed she and her neighbors would adjust.

Mr. Saricks queried as to how one would coax a vehicle down to the end of the drop-off in order to have the most efficient flow through the area, wherein Mr. Millette responded that the gravel area being used now would be eliminated. Dir. Weaver also added that two current crossing-guards exist and a budget for a third crossing guard does not currently exist.

Co-Chair Gress asked for a show of hands of those residents living on Lincoln and those residing on Indianapolis.

Ms. Jennifer Wheeler, 306 Lincoln Avenue, stated she was opposed to one-way streets, the cones, etc. If the street had to be one way, she preferred that it be the opposite one-way. She has never seen anything bad happen and there were only three driveways on the block that were not paved which was where the activity was taking place. She would like pavement across the street because the dust from the gravel is a health issue. She did not understand why the gravel still existed. She believed all the cones, etc. were an eyesore and brought down

property values. She did not have issues with the drop-offs/pick-ups because it was expected when living next to a school. She felt the older kids could cross the street just fine.

Ms. Becky Rheintgen, 4633 Cumnor Rd., stated the citizens had to look at the common good for the children and neighborhood. She felt it was so dangerous that she was willing to sacrifice her personal convenience for the good of the neighborhood. Speaking to her group, she felt that some of her neighbors would have to be inconvenienced but it was best for the children.

Ms. Cindy Gilbert, 240 Lincoln, asked whether the one-way direction would be for certain hours or permanent, wherein Co-Chair Gress stated it was not decided but it could be recommended as a temporary or permanent installation. She recalled from the last meeting that a majority of the Lincoln Avenue residents were in favor of a temporary one-way direction for certain hours.

Per a question, Dir. Weaver stated that the meeting that took place with residents on Lincoln and part of Cumnor discussed the possibility of a temporary circle and those being inconvenienced by limited use of that light on the street. The full neighborhood was not addressed because it was only local residents at the time.

Ms. Jennifer Wheeler, 306 Lincoln Avenue, did not understand why the light wasn't on Indianapolis, since it was so long to wait for it. She commented on her observations of police enforcement.

Mr. Jim Fisher, 4332 Florence, was attending on another matter but in listening to the comments, he asked why the bus services was discontinued when on the west side of Fairview the schools had service. He believed the one-way street was the best option and making it a temporary a one-way street in the morning and in the afternoon, installing flashing lights, and having an officer out in the area for the first couple of months. He said too much time had been spent on discussing the matter and it was so obvious to make it a one-way street.

Asked how effective the one-way option was at Whittier, Sgt. Harrison said he did not have a violation history but the area was working fine. In this particular matter, he stated one-way signs and temporary one-way signs would be easier to enforce because everyone would be traveling in the same direction, whereas, currently because so many vehicles were traveling in different directions, it was difficult to stop a violator. The public's safety also came into play.

Per Mr. Stuebner's question about the person responsible for the placement of the barricades, Asst. Dir. Millette stated at Whittier, the school's maintenance individual takes care of that. Ms. Pilster, with School District 58, stated that the procedure would be fine. Responding to the bus service question, Ms. Pilster stated the service was eliminated in 2001 due to budget cuts and the state requirement for busing is a mile and one-half. No one at Lester School lives a mile and half a way.

Ms. Barb Purtell, 200 Lincoln, who resides at the corner of Cumnor and Lincoln, was not opposed to a one-way street. She preferred having it with the restricted hours. She suggested having a flashing sign for those hours only rather than having someone place the barricades.

Mr. Fera explained that within the village's ordinance currently, there were two streets designated with one-way systems, that being North High School with a one hour closing, and Whittier School being one-way from 8:00 a.m. to 4:00 p.m. From a traffic operations perspective, Mr. Fera stated restrictions like those were more difficult to enforce and more difficult for the public to comprehend, especially when the restriction returns back to normal.

Ms. Jennifer Wheeler, 306 Lincoln, stated it was not fair to compare Whittier to Lester School because the street by Whittier School was narrower and had no room for drop-offs, and two, possibly one home was on Whittier as opposed to an entire block of homes near Lester School. She did not believe as many residents were affected by Whittier's one-way system.

Discussion followed on how the actual one-way change would occur and whether it would be two lanes of one-way. Commissioners explained it would be one-way with a drop off- lane.

Ms. Pilster, in discussing the one-way system, reminded the commissioners and public about keeping in mind the other road improvements that may be needed, i.e., the gravel area and moving the parking and drop-off so that it is not strictly just a one-way system, but instead a "package" that is being considered. Co-chair Wendt felt that a majority in attendance agreed that should be part of the solution when one is determined.

Dir. Weaver interjected, stating the improvements were not on the schedule for next year. Questions followed on whether the drop-off area could be improved. Dir. Weaver explained the parkway was gravel and to allow vehicles to drive on it was not consistent with protecting the utilities below it, etc. Ideally, she said it should be re-seeded to a parkway and have it as a protected buffer from the school or pedestrians, etc. She also said the loading zone could be mirrored like the one on Indianapolis. She said the school indicated they could pave a portion of the drive apron to match the one on Indianapolis.

Ms. Regina Hartnett, 300 Lincoln, was under the impression that money was set aside since her street had not been improved for 15 years and she recalled seeing the line item for it in the budget. Dir. Weaver stated it was not in the budget for 2009 but could be in 2010. She explained the priority and ranking of street improvements and that others areas of town were worse off and due to increasing fuel costs, less was being done. Ms. Hartnett said that if the streets around Lester School were going to be one-way why couldn't the village hire a crossing guard.

In response, Co-chair Gress stated one of the commission's preferences would be to eliminate the crosswalk in the middle of Lincoln as part of the project because it was a safety issue but then no crossing guard would be needed.

Mr. Ralph Grimmer, 4401 Florence, recalled the crosswalk was there where the path cuts through the retention pond, leading to Florence and Otis. Without the crosswalk there, he believed it was cutting off the students walking to school. He and other parents believed the students would not walk down to Cumnor.

Ms. Laura Gilmartin, 229 Indianapolis, stated that if the area becomes one-way traffic, it would make it that crosswalk safer. She asked how the whole traffic issue arose in general. Dir. Weaver explained how the matter was brought to her attention, i.e., U-turns occurring in the parkway.

Mr. John Purtell, 200 Lincoln, recalled the issue arose initially when a resident complained of a vehicle blocking her driveway while waiting for her child and the resident could not back out. He was pleased that the discussion about the barricades was stopped and believed he and his wife would be fine with a temporary one-way system during certain hours. Per a commissioner's question, Mr. Purtell stated it was "treacherous" turning southbound from Indianapolis. Other residents concurred, stating that vehicles use Cumnor.

Ms. Lori Pilster, School District 58, stated that getting the crossing guard and the stop sign on Florence at the T-intersection has improved much of what was occurring on Indianapolis. And

the Right Turn Only onto Fairview from Indianapolis was a positive but now the school was trying to focus on Lincoln Avenue.

Ms. Jayne Yurdzientis, for Lester School, pointed out on the map where the bottleneck was occurring and spoke about the benefits of the improved area relieving that bottleneck. She believed having the one-way system and communicating to parents that the drop-off was only on the one side, would help relieve the bottleneck, the cross walk area, and some homes.

Ms. Barb Purtell, 200 Lincoln, was not opposed to the one-way system as long as it was during certain times of the day. She stated that if traffic has to go either north or south on Cumnor, it will create more traffic down her driveway. She had already noticed that Cumnor has become very busy since the time she has moved to her home.

Ms. Regina Hartnett, 300 Lincoln, stated she uses her barrier cones because she was almost hit seven times in the last eight years, vehicles were destroying her lawn, and for her own safety. She went to the village to seek assistance.

Asst. Dir. Millette interjected and stated that at the next meeting staff will be bringing observations from Cumnor and from Ogden to Chicago, and some residents will be receiving notice on that matter very soon. He expects to hold a public meeting next week and to return to the commission with a recommendation from tonight and how it would play into what would be done or not done on Cumnor.

In closing, Co-chairman Wendt was of the understanding that this meeting was informational and the commission was not required to provide a recommendation at this time but could make a recommendation to staff. Mr. Stuebner believed a recommendation to staff was in order.

Mr. Stuebner made a recommendation to staff to install a one-way system during the day with limited hours and that temporary barricades be used. Mr. Cronin seconded the recommendation and agreed, believing that the one-way system would eliminate the drivers' options and make traffic flow better. He believed in eliminating the amount of cars at the site by having both Indianapolis and Lincoln heading east for the limited amount of time along with the stipulation that the school district be responsible to monitor and put up the temporary barricades (but not on a trial period). Discussion followed on what hours the streets would become one-way.

Ms. Dolores Ronaldson, 220 Lincoln, stated this was the fourth or fifth meeting that the one-way system was being discussed and she was pleased to see that it may occur in her lifetime. She stated it was much easier to make the restriction on an hour to hour basis, i.e., 8:00 a.m. to 9:00 a.m. and 2:00 p.m. to 3:00 p.m.

Asst. Dir. Millette directed the commissioners to Page 81 of the packet noting the existing turn onto Fairview and the time restriction (8 to 9 and 2 to 3) for the No Right Turn. He stated the same time restriction could be applied to Lincoln Avenue and the system would function better.

Ms. Jayne Yurtzientis, for Lester School, reiterated there was much traffic on Indianapolis and with the three-way stop at Florence Avenue, and the Left-Turn Only onto Indianapolis and the Right-Turn Only onto Fairview, it was in place and working.

Ms. Lori Gilmartin, 229 Indianapolis, stated Indianapolis basically functions as a one-way street during the afternoon already and where she lives, there is no parking restriction, so cars park on both sides of the street, allowing only one car to fit between them. She stated there was really no area to do a three-point turn, but cars have pulled into her driveway to do so. With the

changes that have been made, she definitely saw improvements in the drop-off/pick-up process but the congestion and the students were still there.

A question was raised by Mr. Saricks on whether traffic counts on Cumnor would be monitored coming off of Lincoln and back to Indianapolis to see if there was an increase in traffic. Mr. Millette stated staff would follow up. As to the drop-off process, Mr. Saricks suggested that some parents volunteer to ensure that vehicles keep moving to the front of the queue to keep the traffic flowing and to not block driveways. Ms. Lori Pilster, School District 58, stated the district was always told that parents could not direct traffic.

Ms. Mary Blanchard, 421 Franklin Street, stated the whole discussion was very frustrating and there was no real discussion about the safety of the children. She was also hearing about budgetary issues. She stated the PTA board took this matter on as one of its "pet projects" for the year and she was completing her year this year and hoped to get the matter resolved. She stated the meeting was already an hour and a half with no real direction on what will be recommended. Lastly, she wanted to get on to the next phase in this meeting.

Co-Chair Gress agreed and believed the commission was close to a recommendation.

MR. STUEBNER MADE A MOTION THAT THE TRANSPORTATION AND PARKING COMMISSION MAKE A RECOMMENDATION TO STAFF THAT LINCOLN AVENUE BECOME A ONE-WAY EASTBOUND STREET BETWEEN THE HOURS OF 8:00 A.M. TO 9:00 A.M. AND 2:00 P.M. TO 3:00 P.M. WHEN SCHOOL IS IN SESSION, WITH TEMPORARY BARRICADES TO BE PUT IN PLACE BY LESTER SCHOOL AND WITH VILLAGE STAFF TO MONITOR THE IMPACT ON TRAFFIC PATTERNS ON INDIANAPOLIS AND CUMNOR. SECONDED BY MR. CRONIN.

Co-Chair Wendt clarified to Asst. Dir. Millette that the commission wanted staff to take the necessary steps to make the area safer. Co-Chair Gress also confirmed that staff would get the Police Department's support during the initial phases, make notification to the residents as well as notification through the PTA to the parents.

Mr. John Purtell, 200 Lincoln, asked if the hours would be posted on school days only.

Dir. Weaver clarified that the motion was a recommendation to the Village Council with a final vote by the Council. A timeframe would have to be worked out with Lester School.

Ms. Regina Hartnett, 300 Lincoln, thanked the commission for the recommendation, since she was the one who raised the issue initially.

ROLL CALL:

AYE: MR. STUEBNER, MR. CRONIN, MR. SCHILLER, MR. SARICKS, MS. VAN ANNE, MR. BARRY, MR. GRESS, MR. WENDT

NAY: NONE

MOTION CARRIED. VOTE: 8-0

Co-Chair Wendt thanked the residents and Lester School for their patience.

Ms. Lori Pilster, District 58, also thanked the commission.

File #07-08 Florence Avenue - Ogden Ave. to Grant Street, Parking Modifications - Mgr. Fera explained that this matter was raised back in 2002 and the discussions back then focused on the problems at Ogden and Florence Avenue caused by, as stated by the public, Luxury Motors and abuse of parking south of Ogden on a regular basis. The former commission had staff institute strict parking restrictions, i.e. No Parking 6 AM to 6 PM Monday through Saturday. While it addressed the problem initially, it made it difficult for the residents to park their own vehicles. As a result, the residents have a new petition to review the situation. A meeting was held on September 18, 2008 with residents to discuss their needs. To date, because Luxury Motors has purchased more land and there is the belief from staff and the residents that Luxury Motors will provide their own internal parking for their employees and customers off the street, there is no need for the current restriction to be in place.

Therefore, staff was proposing to remove the restriction on the east side of Florence entirely and leave the west side of Florence as is. Mr. Fera said he did discuss with the residents the chance that Luxury Motors may return to their on-street parking habits. The residents stated they would be willing to talk to Luxury Motors in person and offer some requests instead of village staff.

Mr. Fera also alerted the commission that he received a couple of phone calls from two residents on the north side of Florence who were petitioners back in 2002 but did express reservations about the proposal. However, Mr. Fera noted there appeared to be an overall majority of residents who supported the request.

Co-Chair Wendt inquired whether Florence Avenue was still being used as a test track for Luxury Motors, commenting that usually parked cars slow down vehicles.

Mr. Ralph Grimmer 4401 Florence felt the original petitioners' complaint probably involved more of LaMantia Enterprises employees versus Luxury Motors. To date, he said LaMantia moved and Luxury Motors purchased a building. He agreed a dozen cars would be parked from the stop sign running south on the east side of Florence daily. He did not know if Luxury Motors was the biggest culprit, however.

Mr. Schiller, while he supported the residents' request to return the parking, did ask if there was the option for the village to designate a particular area for resident parking only using a sticker. Mr. Millette stated there was nothing in the ordinance to allow residential zones.

Mr. Joe Fisher, 1432 Florence, said that once the No Parking signs were installed, he was under the impression that there was only one No Parking sign which was from his driveway to Ogden Avenue, which did clear out the traffic. He asked if the restriction could be just for the few hundred feet and not the entire side of the street because it seemed more logical.

Mr. Bob Labate, 4421 Florence, asked about the status of Luxury Motors given the residents were present last year and there appeared to be a hurry to get an approval for the street renovation. He clarified that it appeared Luxury Motors had no timeline. Mr. Millette understood that the detention installed under Florence was undertaken prior to the end of last year and completed this spring. He did not have further details and suggested the residents speak to the Manager's Office. Mr. Labate continued by stating Luxury Motors was still dropping off cars in the middle of the street and he and his wife would continue to call the police department. He suggested that if the parking ban was going to be lifted, that it only be for the residential portion.

In response, Mr. Fera stated the parking restriction imposed in 2002 was to allow parking on the east side between Ogden and the alley. The west side was always restricted because of the turns and visibility issues at Ogden Avenue. Staff was now asking to remove the parking

restriction on the east all the way to Grant; the west side would remain as No Parking. Mr. Fera explained from a staff perspective it was a matter of removing the signs.

Mr. Labate voiced his concerns again and stated that Luxury Motors deserves no credit at all and believes they will return to their old ways because they have shown no concern for the neighborhood.

Mr. Lenny Mordis, 4339 Florence, stated he was the person who initiated the petition to get the signs removed. He agreed LaMantia abused the parking. He has not seen car racing, other than the trucks from Auto Zone. He has not seen any Luxury Motors employees parking on the east side of the street from the alley to Ogden. He believes they have are using their own parking lot.

Mr. Bob Labate asked about the steps to follow if the abuse returns. Co-Chair Gress said the process would start over again unless everyone agreed to move forward on a temporary basis.

Mr. Ralph Grimmer, 4401 Florence, said he conveyed to Mr. Fera at the previous meeting that he did in fact contact the president of Luxury Motors and has become the spokesperson for his neighbors and he does have the ability to contact the president again should the abuse return. He stated that since the time the restrictive signs have appeared, Luxury Motors acquired more parking on the southwest corner and now no need existed to park on the street anymore.

A resident stated that when Saab first opened, there were no parking issues on Cumnor. When Luxury Motors purchased Saab, the vehicles began parking on Cumnor and residents started calling and complaining. He was concerned that if the restriction was lifted the vehicles would return.

Mr. Mordis expressed concern that if the commission votes to restore the parking the way it used to be and it is abused, was there a way to by-pass some of process, wherein Co-Chair Wendt stated the process would have to begin all over.

Mr. Joe Fisher, 4332 Florence, stated the parking problem only extended 100 to 200 feet past the alley. He did not understand why there was a need to make the one entire side of the street as No Parking. He believed the village could make the residents happy by having just a limited parking area and leave the rest of the street open. There would be no trial period necessary. He said the west side could remain as No Parking but on the east side, make it from the alley south 200 to 400 feet leaving a majority of the area open for residents to park on the east side. He clarified the problem did not exist on the entire east side of the street; it only existed for a few hundred feet.

A female resident asked whether the parking for the business could be eliminated, noting her company provides parking for her.

For informational purposes Mr. Fera explained that there were many other business along Ogden Avenue that have the same need for parking in and around their business. The village's objective was to find a balance between the businesses and the residents. He reiterated that for this particular petition, a physical cut-off point was preferred, and not dividing the block halfway.

Asked if an area could be stripped diagonally to restrict parking, Mr. Fera explained the ordinance allows the village to paint the curb line yellow to designate No Parking, which could be done. Mr. Stuebner stated he was concerned that if the restriction was removed for the

entire side, the residents would be returning, particularly those on the north end.

Mr. Ralph Grimmer, 4401 Florence, reminded the original petitioner was the woman who lived in the northern most home on the east side of Florence. He recommended placing restriction signs south of her property.

Since there was no curb, Mr. Stuebner asked if the striping could take place on the street, wherein Mr. Millette said it was possible to do.

Some ideas were discussed on how to restrict the area. Mr. Fera offered a suggestion of a lesser restriction between certain hours. Asked if residents were asking for No Parking from the alley north to Ogden, resident, Mr. Labate spoke on how he would like the business parking to remain, followed by a No Parking restriction, followed by an unrestricted area for the residents.

Another resident believed the issue was not being addressed correctly and believed that Luxury Motors would stick to their word and improve the nearby lot and they would have a place for vehicles to park and the residents would not be discussing restrictions. Co-Chairman Gress suggested that the resident or resident(s) should take up the issue with the Village Manager or the Village Council.

MR. CRONIN MADE A MOTION THAT THE TRANSPORTATION AND PARKING COMMISSION MAKE A RECOMMENDATION THAT THE VILLAGE INSTALL A NO PARKING RESTRICTION FROM THE ALLEY TO A DISTANCE OF 200 FEET SOUTH OF THE ALLEY AND REMOVE ALL EXISTING RESTRICTIONS TO GRANT.

SECONDED BY MR. STUEBNER.

ROLL CALL:

**AYE: MR. CRONIN, MR. STUEBNER, MR. SCHILLER, MR. SARICKS, MS. VAN ANNE,
MR. BARRY, MR. GRESS, MR. WENDT**

NAY: NONE

MOTION CARRIED: VOTE: 8-0

File #08-08 Prentiss Drive - Woodward Ave. to Puffer Rd. Parking Modifications -

Mr. Millette explained the parking restriction is for the south side of Prentiss between Woodward and Puffer. Reviewing the photographs, the area is exclusively apartment buildings which have interior parking lots. Staff has recommended that the areas be striped as part of the bicycle plan approved in 2000. Discussion followed on where the bike path connected to and future engineering of the path. Staff has received no response from the apartment management companies on this matter. Sgt. Harrison said he was the committee policing sergeant and stated one of his officers was assigned Prentiss Creek and the matter was brought up to management, who had no issues with the restriction.

MR. STUEBNER MADE A MOTION THAT THE TRANSPORTATION & PARKING COMMISSION FORWARD A POSITIVE RECOMMENDATION TO THE VILLAGE COUNCIL THAT THE FOLLOWING BE IMPLEMENTED: AUTHORIZE A "NO PARKING ANY TIME" DESIGNATION ALONG THE SOUTH SIDE OF PRENTISS DRIVE BETWEEN WOODWARD AND PUFFER ROAD.

SECONDED BY MR. SARICKS .

ROLL CALL:

**AYE: MR. STUEBNER, MR. SARICKS, MR. SCHILLER, MR. CRONIN, MS. VAN ANNE,
MR. BARRY, MR. GRESS, MR. WENDT**

NAY: NONE

MOTION CARRIED. VOTE: 8-0

File #09-08 Sidewalk Matrix - 2009 Projects - Mr. Millette expects the process for updating the sidewalk matrix will return to this commission in February/March 2008 which is routine. He briefly explained how the original matrix process worked and how funding worked at that time. To date, he described the sidewalk projects that were being proposed and noted some scheduling changes took place to match other capital projects to save money, i.e., some of the stormwater projects. He provided examples around town, calling attention to the fact that 6th, 2nd, 4th, 8th, 7th and Victor Streets will have a preliminary storm water design by the time the sidewalks are being designed. Asked if any residents were interested in repairing their own sidewalks, Mr. Millette stated there is a cost-share program (up to 50%) for residents but the village does have a sidewalk Removal and Replacement program which the village is obligated to move trip hazards. Asked if there would be more savings to both the village and the resident if there was alternates to the proposals so that contractors could piggyback on top of the program, Mr. Millette stated the Removal and Replacement program was a large enough contract that prices were good.

OLD/NEW BUSINESS

Mr. Wrobel was welcomed by the Chairmen.

Mr. Wrobel said he appreciated hearing the input on Lester School and was pleased to see the matter moving forward quickly, since the matter was ongoing for years.

Mr. Millette announced the traffic circle that was being tested on College and Katrine was pulled up and enough data was received. The humps remained. As to the Claremont Street issue, only 10 humps were placed on Claremont and not the 11 as recommended. The additional 18 traffic counters were also approved by Village Council last night and will be used on Monday. All humps will be lifted up starting October 31st, due to the upcoming snow season.

Mr. Fera announced that Darien's traffic speed bump on east 71st Street has been converted to a more permanent speed hump. He asked commissioners to visit and test drive over it. Also, he noted the Downers Grove Bike Club was monitoring this commission and will be possibly attending these meetings to provide input and to promote their bike program. He had available copies of the village's Bikeway Plan as adopted in 2000. Mr. Wendt asked Mr. Fera to bring in copies for the next meeting.

Mr. Stuebner asked about the status of the loading zones in the Downtown Business District and traffic counts for Palmer Street, wherein Mr. Millette said the earliest he will get to the counts will be in November.

Mr. Bill Wrobel, 7800 Queens Court, noted that the pattern of installation for the speed humps on Darien's 71st Street has been three humps. The last configuration installed was four groups of "pillows". He actually found it very practical.

ADJOURN

MR. SARICKS MOVED TO ADJOURN THE MEETING. MR. SCHILLER SECONDED THE MOTION. THE MEETING WAS ADJOURNED AT 9:37 P.M.

Respectfully submitted,

Celeste Weilandt,
Recording Secretary
(as transcribed by tape)