

**REGULAR MEETING OF THE BOARD OF TRUSTEES
OF THE
DOWNERS GROVE PUBLIC LIBRARY
January 13, 2010**

MINUTES

ROLL CALL

President Daniels called the meeting to order in the Library Meeting Room at 7:35 p.m. Trustees present: DiCola, Eblen, Greene, Humphreys, Read, and Daniels. Trustees absent: none. Also Present: Library Director Bowen, Assistant Library Director Carlson. Visitors: Resident John Mochel.

APPROVAL OF MINUTES

The Board reviewed the minutes of the regular meeting of December 16, 2009. It was moved by Humphreys and seconded by Greene **THAT THE MINUTES OF THE REGULAR MEETING OF DECEMBER 16, 2009 BE APPROVED AS WRITTEN**. Ayes: DiCola, Eblen, Greene, Humphreys, Read, Daniels. Abstentions: none. Nays: none. Motion carried.

PAYMENT OF INVOICES

The Board reviewed the list of invoices submitted for payment. It was moved by Humphreys and seconded by Read **TO APPROVE PAYMENT OF OPERATING INVOICES FOR DECEMBER 31, 2009 AND JANUARY 13, 2010 TOTALING \$62,370.55 AND ACKNOWLEDGE PAYROLLS FOR DECEMBER 2009 TOTALING \$246,246.24**. Ayes: DiCola, Eblen, Greene, Humphreys, Read, Daniels. Abstentions: none. Nays: none. Motion carried.

OPPORTUNITY FOR PUBLIC COMMENT ON AGENDA ITEMS

None.

OLD BUSINESS

- Appointment of a Freedom of Information Act Officer and an Open Meetings Act Designee

In the last meeting's review of recent changes to the Freedom of Information Act and Open Meetings Act Bowen reported that the Board is required to appoint a Freedom of Information Act Officer (FOIAO) to oversee compliance with the FOIA. In continuing his review of the materials available from the Illinois States Attorney, Bowen discovered that the Board is also required to appoint an Open Meetings Act Designee to receive training on compliance with the

Open Meetings Act (OMA). Online training for the FOIAO will be available starting on January 15, 2010. Online training for the OMA designee will be available starting on February 1, 2010. Training for both positions must be completed by June 30, 2010. Bowen recommended appointing the library director to fill both of these positions.

It was moved by DiCola and seconded by Greene **TO APPOINT THE LIBRARY DIRECTOR AS THE LIBRARY'S FREEDOM OF INFORMATION ACT OFFICER AND OPEN MEETINGS ACT DESIGNEE.** Ayes: DiCola, Eblen, Greene, Humphreys, Read, Daniels. Abstentions: none. Nays: none. Motion carried.

- Review and approval of the procedure for complying with Requests for Records of the Downers Grove Public Library

A draft of the procedure for requesting records under the revised FOIA was included in the board packet. The FOIA requires that any request for a body's records be treated as a FOIA request, even if the requestor does not refer to the FOIA. That is why the procedure is not titled "FOIA Requests for..." An organization is required to provide a brief description of the purpose of the organization, the types of records that are retained by the organization, and the contact information for the Freedom of Information Act Officer. The time frame for responding to requests and the fee structure follows the requirements of the FOIA. Board members recommended that the procedure be amended to state that the cost of a photocopy is "the current library rate" rather than 10 cents.

It was moved by DiCola and seconded by Eblen **TO ADOPT AS AMENDED THE PROCEDURE FOR COMPLYING WITH REQUESTS FOR LIBRARY RECORDS.** Ayes: DiCola, Eblen, Greene, Humphreys, Read, Daniels. Abstentions: none. Nays: none. Motion carried.

NEW BUSINESS

- Approval of the 2010 Calendar of Library Closings

The proposed calendar of library closings was included in the board packet. The usual closings were requested, including the New Year's Day closing on the calendar for the coming year.

It was moved by DiCola and seconded by Eblen **TO APPROVE THE 2010 CALENDAR OF LIBRARY CLOSINGS AS AMENDED.** Ayes: DiCola, Eblen, Greene, Humphreys, Read, Daniels. Abstentions: none. Nays: none. Motion carried.

- Consideration of a proposal to replace the damaged portion of the hanging sculpture in the atrium.

The board packet contained a copy of the proposal from artist Walter Gordinier for creating a new piece to replace the damaged section of "Journey to Janus." Gordinier originally indicated that he would replace it without charge, but he is not in a position to do so. Likely due to the state of the economy, Gordinier has had no commissions for some time and his studio has been

effectively shut down for months. Gordinier is willing to do the work now for \$4,016. This includes production and shipping, but does not include the cost of reinstalling the new piece. The 2010 budget does include \$5000 for artwork and it is unlikely that future budgets will be able to continue to do so in the next few years. Unless the Board decides not to replace the missing piece at all, the choices seem to be to approve this contract or wait until Gordinier receives new commissions and can afford to produce the piece at no charge (and hope that he is still willing to do so).

It was moved by Humphreys and seconded by DiCola **TO ACCEPT GORDINIER'S PROPOSAL AND TO COVER THE COST OF INSTALLATION NOT TO EXCEED \$1,500.** Ayes: DiCola, Eblen, Greene, Humphreys, Daniels. Abstentions: Read. Nays: none. Motion carried.

- Report on Library participation in an Illinois State Library Grant application for economic stimulus funds for providing broadband access in libraries.

The ISL and the Illinois Department of Commerce and Economic Development are coordinating a state-wide grant for economic stimulus funds called the Broadband Technology Opportunities Public Computer Center Program. Each participating library can apply for up to \$75,000 for hardware, furniture, and equipment. The overall emphasis of the grant is to provide Illinois residents with access to high-speed Internet access, with libraries providing access and training. The overall grant application places a big emphasis on training and creating training labs in libraries. This presents a tremendous opportunity for the Downers Grove Library.

The library has a great need for a permanent computer training lab. Currently staff set up laptops in the meeting room for computer training programs. This is inconvenient, but more importantly, it limits the number of programs the library can offer during prime time, because the meeting room is so heavily used. The demand for public computers has continued to grow. The library would like to provide more computers for patron use. Creating a new computer lab would make the training computers available for public use when they are not in use for training programs. Bowen had already intended to come to the Board with the request to re-purpose the Quiet Study Room in the second floor Reference Department from quiet study to a computer training center, but he needed to figure out how to pay for it. If successful, this grant opportunity would solve that problem.

While the two quiet study rooms were very well used for a number of years after the library building project, this use has dwindled. (Small study rooms are still in high demand, but the quiet rooms are not.) The library surveyed use of the two large quiet rooms in Reference and Literature over a three-week period last fall, and found that there were rarely more than a total of 2 or 3 people using both rooms combined. Most of those who were using the Reference Quiet Room were seeking access to power outlets to plug in their laptops. (Laptop use had been banned from the Quiet Rooms because users used to complain about the clicking of the key boards. When staff realized that the no one else was using the Quiet Room, the ban on laptops was dropped.) The library proposes retaining the Literature Quiet Room for quiet study and converting the Reference Quiet Room to a computer lab. (The Literature Room has huge exterior windows and is just too bright for the use of computers. The Reference Room would work

perfectly for this purpose. The lab would be arranged facing the east, with a projection screen for the instructor on the east wall. The mural on the north wall would not be affected by this change.

The library's grant application would also include upgrading the public wireless network and upgrading servers. The trustees liked the idea of converting the Reference Quiet Study Room to a computer training lab, and they were very pleased that the library was participating in the State-wide application for the Federal grant.

REPORT FROM THE ADMINISTRATION

The library's circulation for 2009 was 1,003,558 so the library did break one million for the first time!

Bowen is finishing and will submit the broadband grant application to the state library by the end of the week, and he will fly to Boston over the weekend to attend the American Library Association Mid-Winter Meeting, January 16-19.

Ted Waltmire's retirement party will be on January 21.

Alice Calabrese, the Executive Director of the Metropolitan Library System, recently announced her retirement. Her retirement date is October 31, 2010, so the MLS Board has plenty of time for the job search. The MLS Board is putting together a search committee that is to be made up of MLS Board members, representatives of the membership, and staff. Marilyn Boria, MLS Board Member and Director of the Elmhurst Public Library, is chairing the committee.

Some member libraries have asked MLS to provide training for library trustees, so the system is beginning a series called First Saturday Trustee/Director Forums. The first session is February 6, 9:30 – noon. The topic is "Exploring the Library Board and Director Relationships." Bowen asked the Trustees to let him know if they would like to attend and if so, he will register them and attend himself since the forums are intended for trustees and directors to attend together.

MLS will host their annual Legislative Breakfast on February 15, 2010. The breakfast is held at MLS headquarters in Burr Ridge and the trustees were invited to attend.

All copies of The Big Read book entitled *The Help* by first-time author Kathryn Stockett have been circulating, and the four Big Read Book-Club-in-a-Bag kits donated by the Friends of the Library are circulating to local book clubs too. The resource guide will be available in print and online the first of February.

TRUSTEE ANNOUNCEMENTS AND REQUESTS FOR INFORMATION

Trustee Read reported that due to the coming retirement of the MLS director and the state funding dilemma, the MLS board was considering several options, including interim leadership and collaboration with other systems. He also announced that 2010 is the last year of his second term on the MLS Board. MLS trustees are limited to two terms, so he will not be running again. He encouraged another Downers Grove Library trustee to consider running for a position on the MLS board.

President Daniels said that he and Bowen had attended a meeting of the Downers Grove Watch the previous week per the group's invitation to do a "Library 101" on library funding and activities. They felt it was a good discussion.

Trustee Greene suggested the idea of renting the new computer training lab to non-profit groups when not in use just as the library's large meeting room is rented to such groups.

OPPORTUNITY FOR PUBLIC COMMENT

None.

ADJOURNMENT

The meeting was adjourned at 8:20 p.m.

TRANSPORTATION AND PARKING COMMISSION

Minutes

May 20, 2009, 7:00 p.m.

Village Hall – Council Chambers
801 Burlington Avenue, Downers Grove

Co-Chairman Wendt called the May 20, 2009 meeting of the Transportation and Parking Commission to order at 7:15 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

Absent: Commissioner Barry

Staff Present: Village Engineer, Mike Millette; Transportation Division Manager Dorin Fera;

Visitors: Linda Welch, Whittier School Principal; Lorie Pilster, Director of Business Services for District 58; Ms. Beverly Nykiel, 5244 Blodgett; Ms. Terri Williams; Mr. Tom Nybo, 5253 Blodgett; Mr. Paul Simms, 5210 Blodgett; Mr. Ronald Koteles, 5255 Blodgett Ave; David & Marylin Weiher, 4808 Wallbank Ave; Rose Book, 5317 Park; Mr. Greg Johnson, 1116 Grove St..

APPROVAL OF THE APRIL 8, 2009 TRANSPORTATION & PARKING MINUTES

MR. STUEBNER MADE A MOTION TO APPROVE THE MINUTES OF APRIL 8, 2009 MEETING.

MR. SCHILLER SECONDED THE MOTION. THE COMMISSIONERS APPROVED THE MINUTES.

PUBLIC COMMENTS – None

File #08-09 Whittier School Hill St and Blodgett Ave Parking Modifications – Mr. Fera presented a summary of the issues regarding the parking and safety concerns brought forward by Whittier School and District 58.

In response to a Commission question, Mr. Fera further explained the drop-off issue in front of the school. Currently, there is no official Village signage and no ordinance support for the drop-off operation. Motorists have up until now, been cooperating on a voluntary basis. In response to the Whittier School, many motorists are blocking and parking in the drop-off area, and staff would like to make this drop-off operation official and enforceable to maintain safety on the street.

Ms. Linda Welch, Whittier School Principal, commented that there are only 26 teacher parking spaces in their west lot. However, those spaces are not always sufficient for the school's needs, so teachers often park on Hill Street and Blodgett Avenue. In addition, on Wednesdays, which is garbage pick-up day, the parking situation is further exacerbated in the AM due to the garbage trucks.

In response to a question, Ms. Lorie Pilster, Director of Business Services for District 58 stated that District 58 had discussed parking expansion at Whittier School. But, due to budgetary constraints, and other infrastructure projects, there are no funds available in 2009.

Ms. Linda Welch stated that Whittier has increased its student base; there are now about 300 students attending. Whittier School has no busing service.

Co-Chair Gress stated that the Village should change the garbage pick-up time to be later in the morning on Blodgett Avenue to avoid parking conflicts with the school.

In response to a Commission question, Mr. Millette stated that overflow parking will likely need to use Blodgett Avenue further north, and south of Hill Street. Also, parking on Grand Avenue will also likely see an increase of a few cars.

Ms. Terri Williams, stated that on Blodgett Avenue, not just garbage trucks, but ambulances are impeded when cars park on both sides of the street.

Ms. Beverly Nykiel, 5244 Blodgett, stated that she has lived at the corner of Blodgett and Hill for over 15 years. She would favor the parking restrictions proposed.

Mr. Tom Nybo, 5253 Blodgett, stated that speeding traffic is also a problem. Staff responded to his question about the definition of "parking". He also stated that the School District should encourage more walking, to reduce the number of cars present on the street.

Mr. Paul Simms, 5210 Blodgett, commented that enforcement by the Police Department is needed. All the signage will not have any effect unless enforced.

A comment was made to request the Police Department to enforce the signage during the first week that it is installed.

Ms. Linda Welch, stated that the District 58 Newsletter will have the parking changes for the upcoming school year in the fall.

In response to a Commission question, staff will monitor the parking usage on Grand Avenue

Ms. Terri Williams inquired about placing a STOP sign on Blodgett Avenue at Hill. In response, Mr. Millette stated that staff will take a look to see if it would be warranted.

In response to a question, Mr. Millette stated that deployment of the traffic calming speed cushions is coming very soon. Staff is trying to schedule the workers to do this work.

Mr. Millette stated in response to a question that this item would likely be presented to Village Council at their June 12, 2009 workshop.

MR. SCHILLER MADE A MOTION TO APPROVE THE PROPOSED PARKING MODIFICATIONS ON BOTH HILL STREET AND BLODGETT AVENUE, AND ALSO ADDED "WITH PROPER SCHOOL DROP-OFF SIGNAGE INSTALLED. "

SECONDED BY MR. STUEBNER. ROLL CALL:

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

NAY: NONE

MOTION CARRIED. VOTE: 7-0

File #04-09 Mochel Drive – Parking Modifications - Mr. Millette provided a summary of the recent history of the current parking designation, and the process leading up to the proposed 30-minute loading zone by staff.

Marilyn Wieher, 4908 Wallbank, stated that she has received good Village support regarding this proposed parking change. The commercial building is now marketed as retail and also office condos. She expressed concern about the proposed 30-minute loading zone designation, and if it would be an issue with enforcement, if vehicles are parked for regular business use. Staff responded that based on consultation with the Police Department, this 30-minute designation with no loading would not be an issue as long as the 30 minutes were obeyed.

In response to a Commission question, Mr. Fera stated that staff would not approve other loading zone parking requests from other downtown businesses, unless each location can demonstrate merit and specific need. This parking area on Mochel Drive apparently was constructed with a loading purpose, prior to the building being built. It is similar to the loading zone on Highland Avenue, across from the Tivoli Theater.

MR. SARICKS MADE A MOTION TO RECOMMEND THAT THE 30 MINUTE LOADING ZONE BE DESIGNATED ALONG THE EAST SIDE OF MOCHEL DRIVE.

MR. CRONIN SECONDED THE MOTION .

ROLL CALL:

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

NAY: NONE

MOTION CARRIED. VOTE: 7-0

File #07-09 Grove Street, Main St to Carpenter St. - Parking Modifications - Mr. Fera summarized the proposed improvements and the reasons for the changes.

Mr. Greg Johnson, 1116 Grove St, stated that he does not have great difficulty pulling out of his garage. He likes the parking restrictions near his house.

A dialogue followed about the advantage of a 2-hour versus a 4-hour parking restriction. A couple of Commission members favored the continuation of the 2-Hour westward to Carpenter Street.

In response to a question from the Commission, Mr. Fera explained that there are currently eleven signs along the north side of Grove Street. With the proposed parking change, only 4 to 5 signs would be needed.

Mr. Fera explained that the 2-Hour limit was appropriate for the downtown section of Grove Street, which begins at the alley adjacent to Fishel Park. From that point west to Carpenter, the neighborhood is residential in character and more suitable for a 4-hour designation.

In response to a comment about church parking on Sundays, Mr. Millette stated that Police enforcement is generally not done on Sundays.

Mr. Millette commented on another question about the overnight enforcement, stating that the Village policy is from 2:00 Am to 6:00 AM. It would not be an advantage to change only this street to begin at 1:00 AM. Another comment from the Commission stated that the people living near the downtown and close to a restaurant knew of the potential noise factor before they moved in.

MR. CRONIN MADE A MOTION TO ACCEPT STAFF'S RECOMMENDATION REGARDING THE PROPOSED PARKING CHANGES ON GROVE STREET, TO INSTALL 4-HOUR PARKING ALONG THE NORTH SIDE OF GROVE STREET, BETWEEN THE ALLEY AT FISHEL PARK AND CARPENTER STREET.

SECONDED BY MR. SCHILLER.

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

NAY: MR. WENDT, MR. SARICKS

MOTION CARRIED. VOTE: 5-2

When asked to explain their Nay votes, Co-Chair Wendt stated the he believed the current 2-Hour restriction was working OK and did not need changing. Mr. Saricks stated that the proposed changes would not be addressing the residents needs in the neighborhood.

OLD BUSINESS

Staff briefly summarized the proposed traffic calming work on Claremont Drive. Staff also stated that the letter to Mr. Claes on Claremont Drive has been sent.

NEW BUSINESS

The Commissioners expressed strong concern about the lack of Police enforcement. They are inquiring about obtaining quarterly Police enforcement reports. The question asked is: What is the enforcement plan throughout the Village. They wish to have this information to offer to the public when discussions arise.

COMMUNICATIONS - There were no communication since last meeting.

ADJOURN

MR. STUEBNER MADE A MOTION TO ADJOURN THE MEETING. MR. SCHILLER SECONDED THE MOTION. THE MEETING WAS ADJOURNED AT 8:45 P.M.

TRANSPORTATION AND PARKING COMMISSION

Minutes

July 8, 2009, 7:00 p.m.

Council Chambers - Village Hall
801 Burlington Avenue, Downers Grove

Co-Chairman Wendt called the July 8, 2009 meeting of the Transportation and Parking Commission to order at 7:00 p.m. Roll call followed and a quorum was established.

ROLL CALL:

Present: Co-Chairman Wendt; Members Schiller, Mr. Stuebner, Mr. Saricks, Mr. Cronin, Ms. Van Anne, Mr. Barry

Absent: Co-Chairman Gress

Staff Present: Village Engineer Mike Millette; Sgt. Edward Harrison; Traffic Manager Dorin Fera.

Visitors: Brian Johnson, 1338 Brian Grant Ct.; Cal Rigney, 6243 S. Springside; Marilyn Rigney, 6243 S. Springside; Kevin Osterman, 5406 Webster; Keith O'Dell, 904 55th Street; Lisa Cottrill, 5501 Washington St.; Val Moses-Shaw, 830 55th Street; Rick Shaw, 830 55th Street; Tim Gurrie, 5532 Washington; Maurice Wenter, 5377 Washington; Chad Purcell, 5513 Washington; Andi Zwit, 5541 Washington; Carol Upshaw, 5546 Washington, Drew Krupa, 5520 Washington, David Matheson, 5516 Washington; Theresa O'Rourke, 2104 Warren Avenue

Co-Chairman 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 MAY 20, 2009 TRANSPORTATION AND PARKING COMMISSION MINUTES

Mr. Saricks clarified that his Nay vote regarding the changes for Grove Street was that he thought the two-hour limitation was adequate. In addition, he stated he wanted more information and he was not prepared to vote on the matter.

MR. STUEBNER MADE A MOTION TO APPROVE THE MINUTES OF MAY 20, 2009 WITH THE CLARIFICATION. MR. SCHILLER SECONDED THE MOTION. MOTION PASSED BY VOICE VOTE OF 7-0.

Co-Chairman Wendt explained the protocol for the meeting.

PUBLIC COMMENTS

Ms. Theresa O'Rourke, 2104 Warren Avenue, stated she was unsure whether to bring up this matter, but stated she and her condominium association were requesting that the eastern-most commuter parking spaces be allowed to become over-night parking spaces because it was a safety issue for residents to walk to her building. Her petition was forwarded to Mr. Fera.

No further public comments followed.

1. File #09-09 Springside Avenue - 63rd Street to Village Boundary - Parking Modifications - Co-Chairman Wendt briefly reviewed the background of the petition noting the property under discussion was recently annexed to the village and currently had no parking restrictions in place. Also, students from Downers Grove South High School appeared to be parking on the street more frequently. A question was raised on the difference between this petition and the petition regarding Loomes Avenue a couple of months back. Mr. Fera explained that in talking to neighbors on this particular petition, there was no mention of visitor parking. However, he explained that if there were visitors, it would still be difficult for them to park on the street with two-way traffic occurring. He explained that homes on the east side of Springside did, however, have driveways long enough to accommodate parking and, if need be, some parking could occur on one side of Springside Avenue. Staff felt it was important to keep traffic moving through the area.

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

Mr. Brian Johnson, 1738 Brian Grant Court, stated more recently there has been students parking on the street and the street is very narrow for two-way traffic. Landscaping trucks were making it difficult to maneuver down the street. He supported the petition.

Ms. Marilyn Rigney, 6240 Springside Avenue, explained that she cannot get out of her driveway during the day and the street is very narrow. Seven cars now park across her property where there use to be one. Sometimes cars park on both sides of the street.

Discussion was raised if consideration could be made to keep the time restriction consistent with other restrictions in the vicinity. However, a commissioner made note that the street was so narrow to begin with and that the issue was more safety than anything.

MS. VAN ANNE MADE A MOTION TO INSTALL “NO PARKING ANY TIME” SIGNAGE ALONG BOTH SIDES OF SPRINGSIDE AVENUE FROM 63RD STREET TO A POINT 650 FEET NORTH OF 63RD STREET AND TO FORWARD THE MATTER TO VILLAGE COUNCIL.

SECONDED BY MR. SARICKS. ROLL CALL:

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

NAY: NONE

MOTION CARRIED. VOTE: 7-0

2. File #10-09 Main Street at Franklin Avenue - Handicapped Parking Review – Co-Chairman Wendt summarized that this matter was brought up by staff. The issue is that there is one designated handicapped parking space and a medical facility exists nearby. However, due to a grade incline, the handicapped space is difficult to access. Staff recommends to install one additional handicapped space along Main Street within the widened pavement area, about 60 feet south of Franklin Street. Mr. Fera added that he did speak with Downtown Management Corporation’s Manager Linda Kunze, who did speak to her board and said proper notification was made and there was no feedback from the businesses. Mr. Fera stated the additional curb cut made the proposed space more accessible and would be a positive addition to the area.

The existing white striping would be removed. Dimensions of the proposed space were discussed.

Co-chairman Wendt opened up the matter to public comment. None followed.

MR. STUEBNER MADE A MOTION TO INSTALL ONE ACCESSIBLE PARKING SPACE WITH PROPER SIGNAGE AND PAVEMENT MARKINGS ON THE WEST SIDE OF MAIN STREET WITHIN THE WIDENED PAVEMENT AREA, APPROXIMATELY 60 FEET SOUTH OF FRANKLIN STREET.

SECONDED BY MR. CRONIN. ROLL CALL:

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

NAY: NONE

MOTION CARRIED. VOTE: 7-0

3. File #11-09 Washington Street at 55th Street - Intersection Safety Review - Co-Chairman Wendt reported that the background information for this matter was presented back in May 2005 to the (then) Parking and Traffic Commission. Based on updated crash statistics from 2009 and increased traffic volume, staff re-reviewed the intersection for possible safety improvements. More background specifics followed. Mr. Fera discussed that since 2005 there are a number of issues associated with the location including the fact that the roadway is a DuPage County DOT-maintained route, traffic has increased in volume, the roadway topography on 55th Street is very steep between Webster and Washington, and accidents have been averaging about 3 to 4 annually.

Additionally, Mr. Fera stated the DuPage County DOT does not classify this mid-block location as a high-accident location. As such, the DOT would not be pursuing any mid-block improvements, but rather focus on intersection-type improvements. As a result, he stated the Village is determined to take positive action instead.

Co-Chairman Wendt reviewed staff's four options: 1) have the county widen 55th Street; 2) install barrier porkchop islands (right-in/right-out) on the north and south sides of 55th Street regulating Washington Street; 3) close off the south approach of Washington Street at 55th and install a right-turn only for southbound Washington and install No Left Turns signs on 55th Street for eastbound/westbound traffic; 4) or install Right-Turn Only signage for Washington Street traffic approaching 55th Street.

Mr. Fera referenced the Intersection Collision Diagram composed from County DOT data noting that the (16) crashes up to 2007 reflect that as many accidents occurred on the south portion of 55th Street as occurred on the north portion of 55th Street. Therefore, staff was trying to come up with combinations to address most of the types of accidents at this location. Mr. Fera referenced data from another intersection as an example-- Highland Avenue at 35th Street -- noting that about the same number of accidents (15) have occurred in a three-year period at that intersection as the one being discussed but the accident rate was much lower due to the higher volume of cars on Highland Ave.

Comments followed regarding the increased number of rear-end collisions in one direction versus another, probably due to the topography of the street. Village Engineer Millette noted a

14-foot vertical drop existed when one passes Webster Street and there is not much reaction time for someone to stop. Asked if the County DOT could reduce the speed limit, Mr. Fera explained that if the speed was decreased superficially it still would probably not resolve the vehicular speeding.

Mr. Schiller suggested that steps be taken to get a driver's attention with signage, announcing such factors as "Dangerous Intersection Ahead" or having a blinking yellow light at the intersection to warn motorists. Mr. Fera discussed some of the counter-measures he downloaded from the Federal Highway Administration's website that were similar to Mr. Schiller's suggestion and stated that he could speak with the County DOT about them, as they would be amenable to some types of improvements as long as the Village Council and this Commission approved a written resolution stating their support.

Dialog followed that the County DOT was not in the position to make any widening improvements at this time and other measures would have to be used. Asked if staff held a public meeting with the residents of Washington Street to see what impact any improvements would have on access to their homes, Mr. Fera stated no meeting had taken place to date, but staff could hold a neighborhood meeting to start moving forward. Mr. Fera proceeded to explain that road widening improvements would involve taking property because not enough width existed along 55th Street.

As to the porkchop island suggestion, Mr. Fera felt comfortable that such improvement could be pursued by the Village since it would be contained on the Washington Street side. Further dialog was raised on whether the turning restrictions would be moving the problem to another area, wherein Mr. Fera surmised some of the traffic would be expected to divert. However, Village Engineer Millette added that the majority of the cars staff observed traveling were coming southbound to make a westbound turn or traveling southbound to bypass downtown. He felt that restricting the left-turns may not be as drastic to the area.

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

Ms. Lisa Cottrill, 5501 Washington Street, stated her property is the property that keeps on getting damaged and stated the issue was that the traffic coming southbound on Washington Street was trying to cross 55th Street and the 55th Street traffic was hitting them. She had three accidents within the last month. Her remedy was to stop the traffic crossing 55th Street. She discussed the excess speed in which vehicles were traveling and the topography of the area.

Mr. Rick Shaw, 830 55th Street, discussed his concern about pedestrian crossing and including signage to warn motorists about pedestrians crossing the area.

Mr. Tim Gurrie, 5532 Washington Street, commented on the four options previously mentioned and agreed that the County DOT would not widen the road. He did believe, however, the residents would support the "porkchop" suggestion.

Mr. David Matheson, 5516 Washington, avoids Washington Street and 55th Street at all costs due to the hazards of the area. He supported the porkchop suggestion noting it would reduce traffic on his side of the street.

Mr. Kevin Osterman, 5406 Webster, referring to the accident figures, explained that the number of accidents may increase if figures are used from the intersection of 55th Street and Webster. As to the porkchop suggestion on the north side of Washington, he believed the traffic would

take Summit and head down Webster, which was a cut-through already. He asked for consideration. He believed most of the traffic was heading on the north side of Washington.

A resident of 33 55th Street suggested to consider a consistent reduced speed from Memorial Park to Barth Pond, along with the suggestion of including the yellow flashing lights.

Dialog was raised that there was no resolution of installing a porkchop at Washington north of 55th Street, wherein Village Engineer Millette felt that based on what was heard and seen, staff felt it was the left turns off 55th Street or the through traffic on 55th Street that was causing more of the issue, still allowing normal behavior on the north side, which may not be an issue. Further conversation followed that staff recently discussed other traffic calming modifications and signage for the south traffic coming down the hill. Co-Chairman Wendt supported the idea of working with the County DOT to install flashing lights and reducing the speed in the area.

Village Engineer Millette discussed various traffic models and how they applied to the issue at hand. Concern was raised that diverting traffic to another area could be an issue and that funding for such changes could take some time as changes had to be approved by the DuPage County Board. As to operational changes, Mr. Fera explained that depending upon the cost, some of the suggestions could be installed without the County Board needing to be involved. Also, he stated that if conflict points were eliminated, less accidents would likely be occurring. Emphasis was raised that the design of a porkchop would be important.

Ms. Van Anne commented that in looking at the accident data, half of the accidents had to do with people crossing 55th Street while the other half appeared to deal with the northbound side of Washington. She favored installing a porkchop island on the north side of Washington and possibly looking to install a porkchop island on the north side of Webster.

Co-Chairman Wendt than indicated that the issue may be a larger neighborhood issue and that it may be beneficial for staff to broaden the scope. If higher accidents were occurring during the school year, he suggested starting the study in August and monitoring them during the school year in order to get better accident/traffic counts. Mr. Fera stated the school district has agreed to provide staff with their school bus routes in order for those bus stop locations to be included in future traffic studies.

Co-chairman Wendt opened up the matter again to receive public comment.

Mr. David Matheson, 5516 Washington, mentioned that the reason drivers use Washington is because it is faster than Main Street to get to the north side of town. He suggested reviewing the signals and traffic behavior in the downtown district to facilitate better traffic flow.

Asst. Dir. Millette stated staff was in the process of reviewing the signal timing in the downtown area and explained the light sequences were very much tied to the railroad tracks. He was unsure if anything could be done.

Mr. Tim Gurrie, 5532 Washington, suggested looking at Elm Street in Hinsdale which has a porkchop island design.

Ms. Andi Zwit, 5541 Washington, agreed that closing Washington and Webster Streets northbound over 55th Street would force drivers to return to Main Street.

Mr. Kevin Osterman 5406 Webster, supports the porkchop on Webster and suggested another porkchop on the other side of Webster due to the hill.

Ms. Carol Upshaw, 5546 Washington Street also agreed the entire area needed consideration and suggested sending notices to all the residents of Washington. She discussed the way she travels to parking Lot C and stated that much of the traffic along Washington Street comes from the Parking Deck.

A resident of 30 55th Street said she cannot support the widening of 55th Street since it would make the problem worse.

A suggestion was made to look at the situation from a short-term perspective followed by a mid-term perspective and save money in the process. Co-Chairman Wendt agreed that a larger study was necessary and wanted to see the study expanded to the north side of Webster Street. He suggested speaking to the County DOT about the flashing light suggestion. He also supported some form of temporary physical barriers to see how it affects driver behavior. Concern was raised about enforcement if signage and barriers were installed. Other comments followed.

A representative from the Downers Grove Police Department was present and supported temporary signage but also supported some form of physical barrier because of its effectiveness rather than just signage alone. Additionally, comments followed that the signage could be installed first, followed by the physical devices. The Co-Chairman Wendt felt that such steps could be followed in sequence but also that more data could be culled by such temporary devices/signage.

Police staff also indicated that there would probably be vehicle spill-over into other neighborhood streets.

As to a question on how quickly the county could respond to having a No left Turn sign installed, Mr. Fera stated it could occur fairly quickly and that the village could provide them the signs and get permission from the DuPage DOT to install them.

MR. SCHILLER MADE A MOTION TO RECOMMEND TO VILLAGE COUNCIL THAT THE STAFF AND COUNCIL, IF APPROPRIATE, ATTEMPT TO PERSUADE THE COUNTY TO INSTALL SOME FORM OF WARNING DEVICES -- A FLASHING YELLOW LIGHT OR FLASHING YELLOW LIGHTS ON SIGNS, TO MAKE DRIVERS APPROACHING THE INTERSECTION AWARE THAT THERE IS A HAZARDOUS INTERSECTION AND TO EXERCISE CAUTION.

SECONDED BY MS. VAN ANNE. ROLL CALL:

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

NAY: NONE

MOTION CARRIED. VOTE: 7-0

MR. SCHILLER MADE A MOTION TO RECOMMEND TO VILLAGE COUNCIL TO PASS A RESOLUTION ASKING STAFF 1) TO INSTALL APPROPRIATE SIGNAGE THAT HAS BEEN

DISCUSSED ON VILLAGE PROPERTY -- WASHINGTON STREET AND/OR THE STREETS ON EITHER SIDE OF WASHINGTON, DEPENDING ON THE FEASIBILITY; 2) TO PROCEED WITH A STUDY OF THE LARGER NEIGHBORHOOD AREA AND DETERMINE THE CHANGES IN THE TRAFFIC FLOWS BASED ON IMPACT FROM THE SIGNAGE; AND 3) TO MAKE PREPARATIONS TO INSTALL TEMPORARY PORKCHOPS AS THE FINAL PHASE IN ORDER FOR STAFF TO CONDUCT TRAFFIC COUNTS TO DETERMINE THE RESULTING EFFECTS.

Discussion followed that a neighborhood meeting would be ideal just before the signage is installed.

SECONDED BY MR. CRONIN. ROLL CALL:

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

NAY: NONE

MOTION CARRIED. VOTE: 7-0

Village Engineer Millette envisioned that a neighborhood meeting could take place mid-September 2009.

OLD BUSINESS

Mr. Fera reported that the traffic calming devices remain on Blodgett all the way to Maple Street with six devices and data collection is taking place. He announced that striping for the Whittier School and Grove Street will be underway with the second half of the striping program.

COMMUNICATIONS

See packet for list of actual communications to village. Village Engineer Millette explained that the department is reviewing its capacity for temporary interventions. Details followed. He reported that open bids for the traffic calming on Claremont took place and the roadway costs was under the \$60,000 projected. Drainage bids, however, were slightly more than expected.

A commissioner commented on an upcoming agenda item on the signage for Prairie Avenue. Per staff, temporary parking signage was going out under a temporary authority from the Village Manager. Discussion followed by Village Engineer Millette regarding the higher costs for the drainage issue mentioned above. A question was asked about the Carpenter Street and Grove Avenue data collection for warranting a stop sign. Mr. Fera did not feel confident about a stop sign meeting the warrants on Carpenter. Mr. Fera referenced the village's ordinance as it relates to overnight parking. An explanation followed on the petition process between the village and a petitioner.

A general dialog was raised on whether the public could be limited in its comments, wherein it was pointed out that it was up to the chairman's discretion.

ADJOURN

SEEING NO FURTHER BUSINESS TO COME BEFORE THE COMMISSION, CO-CHAIRMAN WENDT CALLED THE MEETING ADJOURNED. THE MEETING WAS ADJOURNED AT 9:00 P.M.

Respectfully submitted,

Celeste Weilandt,
Recording Secretary
(as transcribed by tape)

ADJOURN

SEEING NO FURTHER BUSINESS TO COME BEFORE THE COMMISSION, CO-CHAIRMAN WENDT CALLED THE MEETING ADJOURNED. THE MEETING WAS ADJOURNED AT 9:00 P.M.

Respectfully submitted,

Celeste Weilandt,
Recording Secretary
(as transcribed by tape)

TRANSPORTATION AND PARKING COMMISSION

Minutes

August 12, 2009, 7:00 p.m.

Council Chambers - Village Hall
801 Burlington Avenue, Downers Grove

Co-Chairman Gress called the August 12, 2009 meeting of the Transportation and Parking Commission to order at 7:00 p.m. He led the commissioners and public in reciting the Pledge of Allegiance.

Roll call followed and a quorum was established.

ROLL CALL:

Present: Co-Chairman Gress, Co-Chairman Wendt; Members Schiller, Mr. Stuebner, Mr. Saricks, Mr. Cronin, Ms. Van Anne, Mr. Barry

Staff Present: Village Engineer, Mike Millette; Traffic Manager Dorin Fera

Visitors: Rory and Barbara McGinty, 5205 Blodgett; Tracie Siemsen, 5117 Blodgett; Jay Faler, 5115 Blodgett; John Miller, 5405 Blodgett; Ronald Koreles, 5255 Blodgett; Tom Nybo, 5253 Blodgett Ave.; Margaret and Mike Wittman, 4825 Middaugh; Milos Dottman, 4825 Middaugh; John Jacobs, 4820 Middaugh; Elmer Chessman, 4808 Middaugh; Lois and JoAnn Adamski, 5401 Blodgett; Nancy Johnson, 5336 Blodgett; Mark Bussman, 5344 Blodgett; Tim Drexler and Terri Williams, 5230 Blodgett; Roger Reed, 1530 Bolson Drive; Bill Wrobel, 7800 Queens Ct.; Guenter Congelmann, 5333 Blodgett; Hope Hathaway, 5201 Blodgett; Keith Anderson, 1828 Prairie; George and Lorraine Kirkland, 1825 Prairie Ave.; Bob Schaefer, 1726 Prairie; Linda and Mike Kunze, 4801 Montgomery Avenue; Kevin Campbell, 5404 Blodgett; Paul Simms, 5210 Blodgett; Kirt Harper, 5204 Elmwood

Co-Chairman Gress informed the commissioners and the public that the meeting was being recorded on Village-owned equipment to aid in the preparation of the meeting minutes. An explanation of the meeting's protocol followed.

Staff announced that File #14-09 was to be tabled.

MR. SARICKS MADE A MOTION TO TABLE FILE #14-09, SECONDED BY MR. STUEBNER. MOTION CARRIED BY VOICE VOTE OF 8-0.

PUBLIC COMMENTS

Mr. Keith Anderson, 1828 Prairie, Downers Grove, voiced concern about speed limits on Prairie due to the proximity of the sidewalk to the street and because school will be starting. He suggested adding stop signs on Prairie to address the issue. He noted many of the vehicles that travel down Prairie are not residents of the Village. He suggested installing a No Left-Turn off of westbound Ogden (4:00 p.m. to 6:00 p.m.) and a No Right Turn onto Prairie (4:00 p.m. to 6:00 p.m.)

APPROVAL OF THE JULY 8, 2009 TRANSPORTATION AND PARKING COMMISSION MINUTES

The following changes were noted: Page 4, 4th paragraph, second sentence, add the word "would" after the words, "since it"; Page 6, 5th paragraph, first sentence, after the words "its effectiveness", insert the word "rather". Insert the word "DRAFT" on every page of document.

MR. STUEBNER MADE A MOTION TO APPROVE THE MINUTES OF JULY 8, 2009 WITH NOTED CHANGES. MR. SARICKS SECONDED THE MOTION. MOTION PASSED BY VOICE VOTE OF 8-0.

1. File #12-09 Prairie Avenue - Belmont Road to Forest Avenue - Parking Modifications -

Mr. Millette explained that when the design was initially being discussed with the state, the village was limited to having parking on one side (south) of the road due to the narrowness of the road by state standards. The designation in the code is in conflict with the state's requirement. This request is to match the village's ordinance to the state's requirements.

Co-chairman Gress opened up the matter to public comment.

Ms. Linda Kunze and Mr. Mike Kunze, 4801 Montgomery Avenue, Downers Grove. Ms. Kunze voiced concern about parking visibility on the south side of Prairie between Montgomery and Oakwood. Specifically, Mr. Kunze said when construction was occurring, he could not see vehicles travelling when he was pulling out of his driveway. Speed was an issue. He suggested moving the parking away from the sidewalk about two or three spaces from either side for a better sight line. Ms. Kunze suggested marking the spaces as No Parking entirely. Ms. Kunze stated neighbors of hers who could not attend the meeting prepared a letter for staff's review. She handed the letter to staff.

Mr. Millette clarified for the Kunze's the proposal before them, which answered their questions.

Mr. Robert Schaefer, 1726 Prairie Avenue, Downers Grove, asked if it was illegal to pass and go into the parking lanes to go around a vehicle, wherein the police officer stated it would not be illegal. He recommended defining the parking spaces with a double line separating the eastbound lane from the parking spaces.

Ms. Lorraine Kirkland, 1825 Prairie Avenue, Downers Grove, also expressed concern about sight lines due to the current parking situation. She asked for more room on either side of her driveway. She was concerned about small children using the parking spaces as a play area.

Per a question, Mr. Fera explained how the distance was determined for the parking spaces from the corners of the block and the start of the parking spaces. He expected by end of September some of the parking quirks would be worked out.

Mr. Robert Schaefer, 1726 Prairie Avenue, Downers Grove, asked staff the purpose of the 4-hour proposed parking west of Stonewall, wherein Mr. Millette explained that either high school students or overflow drivers from the train station were the issue. The proposal was consistent with parking in other parts of the village's residential neighborhoods.

Mr. Stuebner discussed that the restriction would be lifted on weekends and holidays.

Co-chair Wendt recalled a public meeting with Prairie Avenue residents some time ago and asked whether any of the changes being presented tonight were not discussed at that meeting, wherein Mr. Millette explained the changes were consistent with what was presented back then.

Mr. Millette, again, reviewed the changes being proposed.

MR. SCHILLER MADE A MOTION TO APPROVE THE FOLLOWING CHANGES AND FORWARD THEM TO THE VILLAGE COUNCIL:

NORTH SIDE

- **INSTALL “NO PARKING ANY TIME” SIGNAGE BETWEEN BELMONT ROAD AND MAIN STREET**

SOUTH SIDE

- **INSTALL “NO PARKING ANY TIME” SIGNAGE BETWEEN BELMONT ROAD AND AT A POINT 650 FEET EAST OF BELMONT ROAD**
- **INSTALL “4-HOUR PARKING, MONDAY TO FRIDAY” SIGNAGE BETWEEN A POINT 650 FEET EAST OF BELMONT ROAD AND A POINT 150 FEET WEST OF MONTGOMERY AVENUE;**
- **INSTALL “NO PARKING ANY TIME” SIGNAGE BETWEEN A POINT 150 FEET WEST OF MONTGOMERY AVENUE AND MAIN STREET; AND**
- **REMOVE “NO PARKING 7AM TO 1PM” SIGNAGE BETWEEN MIDDAGH AVENUE AND PRINCE STREET**

BOTH NORTH AND SOUTH SIDES

- **REMOVE “4-HOUR PARKING” SIGNAGE BETWEEN BELMONT ROAD AND A POINT 650 FEET EAST OF BELMONT ROAD;**
- **UPDATE STRIPING CORRECTIONS TO THE PARKING LANE ON THE SOUTH SIDE OF PRAIRIE AVENUE TO MEET VILLAGE STANDARDS**

SECONDED BY MR. CRONIN. MOTION CARRIED BY VOICE VOTE OF 8-0.

2. File #13-09 Blodgett - Maple Avenue 55th Street - Traffic Calming Review - Mr. Fera reported this matter was a continuation from last year and many of the temporary traffic calming devices were installed during May with the purpose to collect field data and then report back. The devices were removed within the last couple of weeks. Speed counts were taken while the cushions were in place and afterwards. Staff found that the data collected was very similar to other locations in town and vehicles were speeding less. A few residential calls were discussed. No action was being requested at this time. However, staff was pleased with the effectiveness of the speed humps and stated that further action could be taken, if so directed by the commission.

Co-chairman Gress opened up the meeting to public comment.

Mr. Ron Koreles, 5255 Blodgett Ave., Downers Grove, stated that since the humps have been removed, the speeders have returned and he would like some type of enforcement.

Mr. Tom Nybo, 5253 Blodgett Ave., Downers Grove, believed the speed humps worked and asked what the next steps were, suggesting stop signs and enforcement.

Mr. Kevin Campbell, 5404 Blodgett Ave., Downers Grove, agreed that the speed humps worked. He recommended law enforcement and stop signs. He agreed the majority of the problem was that the street was used as a cut-through. Vehicle counts per day were misleading because school traffic was not considered.

Mr. Roger Reed, 1530 Bolson Drive, Downers Grove, also believed the speed humps worked and much of the traffic was cut-through. He discussed some of the steps he personally takes to slow down traffic. He voiced his overall dissatisfaction on how things were being handled by the village.

Mr. Rory McGinty, 5205 Blodgett Avenue, Downers Grove, voiced concern about children's safety since he lived closely to the school. He agreed the speed humps slowed down traffic and hoped the speed humps would return.

Mr. Paul Simms, 5210 Blodgett, Downers Grove, reviewed the timeline for this application, noting that he contacted staff back in 1998. He discussed the fact that he has never seen tickets issued by the police for the speeders. He also hoped the humps would return in a reasonable timeline. He thanked Mr. Fera for his assistance in this matter.

Ms. Terri Williams, 5230 Blodgett, Downers Grove, said that when the speed humps were in, they actually calmed the residents. She encouraged staff to make a recommendation rather than wait until spring to install the humps.

Mr. Kirt Harper, 5204 Elmwood, Downers Grove, discussed the difficulty he encounters at the Y-intersection at Elmwood and Blodgett as he pulls out of his driveway. He questioned staff's vehicle data on Blodgett, Elmwood, and Hill Streets.

Mr. John Miller, 5405 Blodgett, Downers Grove, reiterated the speed humps helped. He asked if there were records on how many police citations were issued. Police staff did not have that information available. He discussed the overall cut-through traffic that travels there but did not want to relocate the problem. He also noted that stop signs should not be used to slow down traffic. He asked if the traffic circle for Elmwood, Blodgett, and Randall is still being considered.

Mr. Millette indicated it was a place holder for traffic calming and would be something for the residents to consider.

Mr. Roger Reed, 1530 Bolson Drive, Downers Grove, inquired as to who was funding the speed humps, wherein Co-chairman Gress stated the money comes from the Village's budget; however, funding was also being cut in certain areas.

Mr. Mark Bussman, 5344 Blodgett, Downers Grove, questioned where the police action was occurring. He commented on how the humps will eventually move traffic over to other areas. He confirmed the speed humps were being used by kids as skateboard ramps.

Discussion was raised about the remaining funds in the budget to which Mr. Millette explained would depend upon the final installations on Claremont. He estimated about \$6,000. Questions followed on whether the speed humps qualified for AARA funds, wherein Mr. Millette was not aware if there were restrictions on them. Mr. Fera also noted that Triple AAA had a safety program that he forwarded onto the village's grants coordinator. Other traffic calming devices were discussed, noting that staff has considered other options. Mr. Fera agreed better communication to the residents would be key.

Per Co-chairman Gress's question about in-house projects being identified and where the money comes from, Mr. Millette stated last year the traffic calming program money was used for some of the studies and to purchase the cushions. Staff relies on the availability of in-house labor. This year, he expected the permanent installation costs will come from the traffic calming funding but pulling money from both budgets made sense. Asked if staff had the ability to reinstall the humps as permanent, Mr. Millette stated it did, but they had to remove them due to the snowplows. He did not foresee any problems with permanent speed humps being installed.

Co-chairman Gress asked that Mr. Millette return with a recommendation of the feasibility for permanent humps installation and to have more police presence in the area.

Co-chairman Wendt, after hearing all the comments, recommended the speed humps. Dialog also followed that other traffic calming measures could also be considered even though the speed humps were installed. The timing of the speed hump installation followed. Ms. Van Ann voiced concern about rushing the item and suggested that staff return in a month with a recommendation. It was also pointed out that no one objected to the speed humps as present.

Mr. Fera felt it would be appropriate for staff to have some sort of final design plan to show the residents what was being planned for the installation and to receive a concurrence before the final installation begins.

Ms. Terri Williams, 5230 Blodgett, Downers Grove, stated that her street is the only street that does not have stops signs between 55th and Maple and to push the traffic out, and it cannot dilute the traffic to other streets.

MR. SCHILLER MADE A MOTION THAT STAFF RETURN IN SEPTEMBER 2009 WITH A PROPOSED TRAFFIC CALMING SPEED CUSHIONS DESIGN TO BE INSTALLED IN THE SAME LOCATIONS AS THE TEMPORARY CUSHION AND TO BE CONSTRUCTED IN 2009, SUBJECT TO BUDGETARY CONSTRAINTS AND THE AVAILABILITY OF ASPHALT PLANTS. COPIES OF THE DESIGN AND LOCATION OF THE HUMPS WILL BE MADE AVAILABLE TO THE RESIDENTS PRIOR TO NEXT MONTH'S MEETING. POLICE ENFORCEMENT TO BE INCREASED AND ENFORCEMENT STATISTICS TO BE PROVIDED AT EACH MEETING WHILE THE INSTALLATION IS TAKING PLACE. ALL THE ABOVE SHALL BE FORWARDED TO THE VILLAGE COUNCIL FOR CONSIDERATION.

SECONDED BY MR. CRONIN. MOTION CARRIED BY VOICE VOTE OF 8-0.

Mr. Paul Simms, 5210 Blodgett, voiced his disappointment on postponing the above matter.

3. File #14-09 Burlington Avenue - Mochel to Washington Street - 30-Minute Parking Modifications - This matter was tabled. (See above.)

4. File #1509 4800 Block of Middaugh Avenue - Parking Modification - Mr. Fera stated this matter was a follow-up request from last year when reconstruction had taken place and there were questions as to whether parking signage was forgotten for the block. Per ordinance, no signage needed to be replaced on this particular section of block, since there are no restrictions in the Village ordinance. However, per the residents' request, they did want staff to consider four-hour parking on the west side of Middaugh and no parking on the east side, as similar to other sections of Middaugh.

Ms. Margaret Wittman, 4825 Middaugh, Downers Grove, confirmed there was no prior parking restrictions on the street and agreed with the parking proposal except for the four-hour restriction. She stated the street was not busy and high school students were not issue.

Mr. John Jacobs, 4820 Middaugh, Downers Grove, asked for width clarification for Middaugh south of Prairie and asked why it was narrowed. He did not support the 4-hour restriction.

Mr. Mike Wittman, 4825 Middaugh, Downers Grove, while he appreciated the repaving he did not believe the residents should be paying for the village's mistakes. He did speak to 7 out of 10 neighbors on the street who supported the one-side parking but not the four-hour restriction.

Mr. Elmer Chessman, 4808 Middaugh, Downers Grove, reiterated there were no parking issues from the students and asked to consider the parking on the west side since three fire hydrants existed on the east and would reduce parking.

Mr. Millette discussed the options before the commissions. Mr. Cronin agreed to move the parking to the west side with no restrictions on the east side and if future issues arose, the matter could be re-petitioned. Staff, however, noted that parking on both sides created difficulty for vehicles and emergency vehicles to pass through.

Co-chairman Wendt supported having the east side of Middaugh as unregulated since the west side had the hydrants. Asked if staff preferred to match the same parking restrictions as the next northern blocks of Middaugh, Mr. Millette explained parking could be consistent either coming from the north or coming from the south.

Mr. Saricks shared an earlier conversation he had with Co-chairman Gress and the residents of the 4800 block of Middaugh, in which residents voiced concern about speeders. Mr. Saricks stated that if the parking restriction is flipped-flopped, the speeding concern is reduced.

MR. CRONIN MADE A MOTION TO PLACE THE “NO PARKING ANY TIME” RESTRICTION ON THE WEST SIDE AND LEAVE THE EAST SIDE OF MIDDAUGH UNRESTRICTED.

SECONDED BY MS. VAN ANNE. MOTION CARRIED BY VOICE VOTE OF 8-0.

OLD BUSINESS

Dialog followed by Mr. Schiller that it would be helpful for the commissioners to have the specific criteria that authorizes the village to install stop signs as well as a way to add new criteria to install a stop sign. Mr. Millette, by instruction from the village attorney, did not concur because it opened up the village to increased liability. However, Mr. Fera made mention that this commission adopted an enhanced version of the Manual Union Traffic Control Devices, which includes schools, proximity to churches, etc. and he could bring that document to the Commission. Mr. Fera offered to do a Commission presentation at a future meeting with a lighter agenda.

COMMUNICATIONS

See packet for list of actual communications to village. Mr. Millette pointed out the volume of communications staff receives and the fact that 24 active petitions exist. Next month he will provide a list of the various petitions/work orders. Traffic counts were also discussed. As agenda items come before the commission, staff was asked by certain commissioners to provide brief police enforcement data for the past six months.

Discussing the above Blodgett matter, comments followed that the resident who suggested No Left Turns on 55th or 55th and Maple, was a good point, but a comprehensive study of that area has not been completed. Mr. Wendt suggested that a study be done of that area some time next year.

ADJOURN

**MR. SARICKS MADE A MOTION TO ADJOURN THE MEETING AT 9:22 P.M.
MR. STUEBNER SECONDED THE MOTION. MOTION CARRIED.**

Respectfully submitted,
Celeste Weilandt,
Recording Secretary
(as transcribed by tape)

TRANSPORTATION AND PARKING COMMISSION

Minutes

September 9, 2009, 7:00 p.m.

Council Chambers - Village Hall
801 Burlington Avenue, Downers Grove

Co-Chairman Wendt called the September 9, 2009 meeting of the Transportation and Parking Commission to order at 7:00 p.m. He led the commissioners and public in reciting the Pledge of Allegiance.

Roll call followed and a quorum was established.

ROLL CALL:

Present: Co-Chairman Gress, Co-Chairman Wendt; Members Schiller, Mr. Stuebner, Mr. Saricks, Mr. Cronin, Mr. Barry

Absent: Ms. Van Anne

Staff Present: Village Engineer, Mike Millette; Traffic Manager Dorin Fera; Police Sgt. Harrison

Visitors: Marty Schack, School District 99; John Miller, 5405 Blodgett; Dan and Laura Cozza, 5309 Blodgett; Michelle Hansen, 5209 Blodgett; Dorothy Smaror-Bauer, 5125 Blodgett; Paul Simms, 5210 Blodgett; Curt Harden, 5204 Elmwood Ave.; Robert J. Koreles, 5255 Blodgett Ave.; Tom Nybo, 5253 Blodgett; Bill Wrobel, 7800 Queens Ct.

Co-Chairman 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. An explanation of the meeting's protocol followed.

APPROVAL OF THE AUGUST 12, 2009 TRANSPORTATION AND PARKING COMMISSION MINUTES

A change was noted on page 5, third paragraph, regarding comments made by Ms. Terri Williams, 5230 Blodgett. Mr. Schiller asked for staff to listen to the tape again and to better clarify her ending statements.

MR. SARICKS MADE A MOTION TO APPROVE THE MINUTES OF AUGUST 12, 2009 WITH NOTED CORRECTION. MR. STUEBNER SECONDED THE MOTION. MOTION PASSED BY VOICE VOTE OF 7-0.

PUBLIC COMMENTS - NONE

1. File #13-09 Blodgett Avenue - Maple Avenue to 55th Street - Permanent Traffic Calming Devices - Mr. Millette recalled that the commissioners directed staff to look at different types of traffic calming devices that it could recommend for use on Blodgett Avenue within an expedited timeframe. Staff reviewed the entire corridor with a future improvement to be considered. Mr. Fera discussed that staff was now presenting and after consideration of public comment, a design with five speed humps as shown in staff's exhibit. Steps for placement of the humps were explained.

Mr. Fera referenced a few communications he received from residents and their perceptions of speed in the area. He explained that staff felt justified in the pursuit of such calming devices and planned on implementing them as soon as possible.

Questions directed to the police department followed, specifically as to how many speeding tickets were issued once the temporary humps were removed from Blodgett. In response, Police Sgt. Harrison explained that the agency's recordkeeping for ticket writing was not specific to the incident location but rather a "grid", of which the area included three grids. He could not provide a detailed location for the tickets nor the number of tickets specific to Blodgett. However, he explained how his staff is spread out to cover specific areas for speeding.

Removal costs of the humps were briefly discussed with Mr. Millette stating that installation was approximately \$7000 per hump and the removal cost would run about \$5,000 per hump.

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

Mr. Tom Nybo, 5253 Blodgett, discussed that stop signs could be used to slow down traffic and were more cost-effective or use left turns off of 55th Street. Co-Chairman Wendt noted that the stop signs were not warranted but he could consider the left turns off of 55th Street. Mr. Fera, however, confirmed that DuPage County DOT concurrence would be necessary for that.

Mr. Ron Koteles, 5255 Blodgett Avenue, asked for police enforcement for an hour before school and an hour after school since that was when the speeding occurred.

Mr. Paul Simms, 5210 Blodgett Avenue, voiced concern about yet another delay in the process but conversely, he stated the temporary humps did do their job by slowing down traffic. He thanked Mr. Fera and Mr. Dominguez for their assistance. Mr. Simms commented about the cut-through traffic in general and the difficulty of police enforcement. He asked that the removed speed hump be returned and that a speed hump be installed in the "V" area near the park.

Mr. Curt Harper, 5204 Elmwood Avenue, asked whether the locations of the humps take into account the topography of the area versus the distance between each hump, wherein Mr. Millette stated it has been taken into consideration. Per Mr. Harper's question about the speed bump material, Mr. Fera explained that the material used for the speed humps will be asphalt and will be of a curved, smooth surface and blended into the pavement with a reduced noise factor. Co-Chairman Wendt suggested Mr. Harper visit the Downers Grove South access road.

Mr. Harper inquired whether there has been consideration to install a Yield sign on southbound Elmwood at the Y intersection, wherein Mr. Fera discussed the proposed traffic circle under consideration and its positive effect on traffic control versus a yield sign. Regarding the No Turn sign from westbound 55th onto northbound Blodgett, Mr. Harper believed it would push the traffic onto another street. As to Hump Location No. 4, he hoped it would not interfere with the intersection of Summit. Lastly, he inquired as to the requirements for a stop sign.

Ms. Dorothy Bauer, 5125 Blodgett, believed there was no speeding issue at the north end of the area under discussion. She supported the traffic circle versus the speed humps. She commented on the speed humps that were installed in her condominium building at one point, only to have some of them removed because they were a nuisance. She also believed there was a parking issue at the south end towards 55th Street, especially in the evenings and weekends.

Ms. Michelle Hansen, 5209 Blodgett, commented on the previous-mentioned enforcement of the area for one hour prior to school starting and one hour after school ending, noting that speeding occurs until 7:00 p.m. She saw the speed humps work effectively in the area and supported their installation.

Mr. John Miller, 5405 Blodgett, supported the traffic circle over the speed humps, since he saw more kids playing on the speed humps. He suggested saving the money and installing the traffic circle. He discussed that other areas were experiencing the same issues and that many of the humps eventually get removed. On behalf of his neighbors at 5411, 5408, 5404 and 5535 Blodgett Avenue, he stated they did not support the humps.

Ms. Laura Cozza, 5309 Blodgett, stated for the first time she was able to get out of her driveway easily. She questioned how the traffic data was collected and believed the data should have included the traffic from the school.

Mr. Dan Cozza, 5309 Blodgett, added that a speed hump or a stop sign at Location No. 4 would be preferable. He stated that when the speed humps were removed, the speeders increased.

Asked if the police have any authority to write a ticket if a resident witnessed a speeding car, the sergeant explained it would not likely go to a conviction, but there were cases when police followed up with offenders outside the village or did a follow-up call to a speeder. As to reviewing the installation of a stop sign at Elmwood as part of the process, **Mr. Fera** stated it would be easier to install a speed hump at Elmwood but when the revised traffic circle comes into play, the hump would be removed.

Mr. Millette explained how stop signs are not used to control speed and talked about his own research on unwarranted stop signs and the liability it poses to municipalities. He clarified that traffic circles are intended to utilize stop signs.

As part of the recommendation for tonight, the chair questioned whether the No Left Turn signage could be included in a motion, wherein **Mr. Fera** stated it could but, according to DuPage County DOT, it would require a written resolution. **Mr. Millette** offered to contact the Village of Westmont and see what steps were taken to receive their No Right Turns installed with the county's support. **Mr. Fera** also believed the proposal (speed humps with turning restrictions) being discussed was a simple design to traffic calming as a first step. Questions followed on whether the proposal would meet this year's construction season, to which **Mr. Millette** felt it would not, due to the work being done on Claremont and the estimated \$35,000 cost for the five speed humps. His timeframe estimate was more in line with May 2010 and depends at what level the program is funded.

Dialog followed that the left-turn restrictions at 55th St and Blodgett Ave could come sooner.

Ms. Michelle Hansen, 5209 Blodgett, discussed her concerns that installing No-Left turn signs from Main to Fairview presented an issue with Fairview and would create back-ups during the peak times, as well as on Hill Avenue.

Mr. Paul Simms, 5210 Blodgett, stated the humps were the only effective calming measure that he has seen work.

Co-Chairman Wendt entertained a recommendation.

MR. SARICKS MADE A MOTION THAT THE PROPOSAL TO INSTALL PERMANENT SPEED HUMPS BE APPROVED BY THE COMMISSION WITH THE POSSIBLE ADDITION OF LOOKING AT RESTRICTIONS FOR NO LEFT TURNS FROM EASTBOUND 55TH TO NORTHBOUND BLODGETT, EARLIER, IF POSSIBLE.

SECONDED BY MR. CRONIN. ROLL CALL:

**AYE: MR. SCHILLER, MR. STUEBNER, MR. SARICKS, MR. CRONIN, MR. BARRY
NAY: MR. GRESS, MR. WENDT**

MOTION CARRIED. VOTE: 5-2.

Co-chairman Wendt stated he voted nay because he was not convinced it was the best solution to the Blodgett matter given the financial cost and the possibility there could be changes in the spring.

Co-chairman Gress supported the speed humps but did not support the left turn off of 55th onto Blodgett Avenue.

Commissioner Schiller commented that he hoped the Village Council would consider the matter and the work would get completed this year since the matter initially began back in 1999.

MR. CRONIN MADE A SECOND MOTION TO PLACE AS MANY SPEED HUMPS AS FINANCIALLY FEASIBLE TO INSTALL ON BLODGETT AND AS CLOSE TO WHITTIER SCHOOL AS POSSIBLE.

SECONDED BY MR. SARICKS. ROLL CALL:

**AYE: MR. GRESS, MR. WENDT, MR. SCHILLER, MR. STUEBNER, MR. SARICKS,
MR. CRONIN, MR. BARRY
NAY: NONE**

MOTION CARRIED. VOTE: 7-0

2. File #16-09 Parking Lot Z - Proposed Removal of Several On-Street Parking Spaces - Traffic Manager Fera explained that this matter was a request from District 99, as the issue stems from the school's maintenance driveway, accessing Springside Avenue and which coincides with on-street Parking Lot Z. Vehicles parking on the northern part of the lot are blocking visibility for the maintenance vehicles. **Mr. Fera** stated that because all of the parking permits have not been sold, the demand is low, thereby allowing some parking spaces to be removed next to the maintenance driveway. Staff felt the request was reasonable and no negative impacts would occur in the general area.

Co-Chairman Wendt opened up the matter to public comment.

Mr. Marty Schack, representing School District 99, added that the driveway also services the district's administrative offices, besides the maintenance vehicles, and is the emergency entrance to the stadium and that much traffic does occur on the driveway. He asked that the same consideration for the second access driveway, which the commission approved prior, be given for this access driveway. He did not believe removing a couple of spaces from south of

the driveway would impact the area. **Co-Chairman Wendt** after visiting the site, suggested removing a minimum of three parking spaces to the south of the driveway.

MR. STUEBNER MADE A MOTION THAT FOUR (4) TO FIVE (5) PARKING SPACES (JUST SOUTH OF THE DRIVEWAY) BE REMOVED FROM LOT Z.

SECONDED BY MR. CRONIN.

MOTION CARRIED UNANIMOUSLY BY VOICE VOTE OF 7-0.

Regarding the second access road to Prentiss Drive, **Mr. Schack** did not see a visibility issue since a traffic engineer and staff was consulted.

3. File #17-09 Jefferson Avenue - 1100 Block - Parking Modifications - Mr. Millette stated he received a request from three of the petitioners asking that the matter be tabled to the October meeting because two of them would be out of town and also due to the notices not being delivered by the Postal Service in time. Also, staff reviewed with legal counsel its staff report and found some wording issues existed as it related to a dedicated right-of-way and to the timeline on the matter. **Mr. Millette** asked that the commission honor the petitioner's request.

MR. SCHILLER MADE A MOTION TO TABLE THE MATTER TO THE OCTOBER 14, 2009 MEETING DATE.

SECONDED BY MR. CRONIN.

MOTION CARRIED BY VOICE VOTE OF 7-0.

A brief dialog followed on the current owner of the property.

OLD BUSINESS

Mr. Millette said the figures for the internal tracking sheet were being distributed and a final form would be forthcoming and be sent to the Village Council. Questions about the information should be directed to him or **Mr. Fera** or **Mr. Lou Dominguez**. The Traffic Calming Report for Claremont was also referenced. Regarding the citation count for traffic hot spots, **Sgt. Harrison** stated the police department will be doing the best it can given the shortage in staffing and the statistics will not necessarily be accurate. A question was asked if there was a reason why the police department could not focus on the streets versus grid system.

Co-Chairman Wendt voiced his concern that the residential street issues appeared to be coming regularly before the commission and had similar speeding problems but the resources were not being applied to reduce the speeding in the residential areas but, instead, were being focused on the traffic flow on the larger arterials. He suggested that more officers may need to be added. In response, **Co-Chair Gress**, spoke about the budget issues facing the village. **Sgt. Harrison** also explained the perception of his officers and the residents can differ regarding speeding issues. He discussed some of the challenges his officers face on the streets.

A general dialog followed on whether the police had a way to track the amount of time that they spend on a request, which the sergeant explained they did. Commissioners felt that type of information would be beneficial to the commission; the sergeant agreed, but reminded the

commissioners that they would not get data specific to the street under petition, but instead, the grid that the street falls into.

On another matter, asked if the commission's purview covers street striping, **Mr. Fera** explained that in the past, the commission's input was not necessary for a request, but more recently, their input has been beneficial although not required.

Lastly, **Mr. Millette** stated the sidewalk matrix will be discussed in November and not in October.

COMMUNICATIONS

See packet for list of actual communications to village.

ADJOURN

MR. STUEBNER MADE A MOTION TO ADJOURN THE MEETING. MR. CRONIN SECONDED THE MOTION. MOTION CARRIED UNANIMOUSLY. THE MEETING WAS ADJOURNED AT 9:00 P.M.

Respectfully submitted,

Celeste Weilandt,
Recording Secretary
(as transcribed by tape)

APPROVED November 11, 2009

TRANSPORTATION AND PARKING COMMISSION

Minutes

October 14, 2009, 7:00 p.m.

Council Chambers - Village Hall
801 Burlington Avenue, Downers Grove

Co-Chairman Wendt called the October 14, 2009 meeting of the Transportation and Parking Commission to order at 7:00 p.m.

The commissioners and the public were informed that the meeting was being recorded on Village-owned equipment to aid in the preparation of the meeting minutes. Co-Chairman Wendt led the commissioners and the public in the recital of the Pledge of Allegiance.

Roll call followed and a quorum was established.

ROLL CALL:

Present: Co-Chairman Wendt; Members Mr. Schiller, Mr. Stuebner, Mr. Saricks, Mr. Cronin, Ms. Van Anne

Absent: Co-Chairman Gress, Mr. Barry

Staff Present: Public Works: Village Engineer, Mike Millette; Traffic Manager Dorin Fera; Police: Sgt. Harrison

Visitors: Ms. Jill Raci, 5610 Springside; Mr. Chuck Woodward, 5619 Springside; Ms. Claudia Kappel, 5724 Springside; Ms. Marie __, 5538 Springside; Ms. Sandra Kolius (phonetic spelling), 5701 Springside; Ms. Laura Williams, 5705 Springside; Ms. Maria Brummel, 1121 Jefferson Ave.; Ms. Beth Riordan, 1133 Jefferson Ave.; Mr. Michael Cwiakala, 407 Claremont Dr.; Mr. Kevin Luke, 5702 Katrine Ave.; Mr. Geoff Thoren, 5700 Springside; Mr. Ed Wiese, 1137 Jefferson; Mr. Bill Wrobel, 7800 Queens Ct.; Mr. Daniel Loftus and Ms. Linda Kunze, Downtown Management Corporation.

An explanation of the meeting's protocol followed.

APPROVAL OF THE SEPTEMBER 9, 2009 TRANSPORTATION AND PARKING COMMISSION MINUTES

MR. SCHILLER MADE A MOTION TO APPROVE THE MINUTES OF SEPTEMBER 9, 2009. MR. CRONIN SECONDED THE MOTION. MOTION PASSED BY VOICE VOTE OF 6-0.

PUBLIC COMMENTS - No public comment received at this time.

A change in the agenda followed:

5. File #20-09 Springside Avenue - Maple to Jefferson - Traffic Calming Review - Village Engineer, **Mr. Millette**, discussed that since the speed cushions have been put into place, a 10 to 12 mile drop in speed reduction has occurred. Per the chair's question, **Mr. Fera** felt that the issue on this street was due to the fact that it is was a convenient street to get off Maple and the speeds have increased over the years. As to staff having evidence of increased traffic volume on Plymouth during the same timeframe, **Mr. Fera** stated staff did not, but he noted that vehicle estimates on Springside Ave were about 80 to 100 vehicles less. He suspected with the new cushions, vehicles were traveling to Dunham to make their southbound trips. As to the number of vehicles per day on Springside Ave, **Mr. Fera** stated that compared to similar streets in the Village, the numbers were "very low."

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

Ms. Jill Raci (phonetic spelling), 5610 Springside, stated she was surprised to receive a letter from the village on this matter and believed better enforcement would be a positive. She did not support the speed cushions and believed property values would be affected by them.

Mr. Chuck Woodward, 5619 Springside, did not notice any speeding issues when he moved in. However, with the installation, he noticed it even more. He did not support the cushions.

Ms. Claudia Kappel, 5724 Springside, supported the speed cushions, due to them calming down the vehicle noise from one of her neighbors.

Sgt. Harrison reported that 54.1 hours were directed in the Springside quarter of the grid system (5 blocks square) and 74 speeding tickets were issued, approximately 84 warning citations were issued. He noted that direct patrol was also provided for 5 hours.

Ms. Marie _____, 5538 Springside, stated that vehicles slow down initially but then accelerate afterwards. She did not believe the cushions helped and supported more police enforcement.

Ms. Sandra Kolius (phonetic spelling), 5701 Springside, believed four cushions was a bit too much and were distracting. She stated that the speeders should receive the tickets but the residents should not be punished for those who are speeding. She supported one cushion over four cushions.

Ms. Laura Williams, 5705 Springside, on behalf of her parents, stated she and her family avoid the cushions at all possible. She also understood there was no money in the budget for the speed humps and questioned why the village was wasting its time when there is no money.

In response, **Mr. Fera** stated there was a petition for this project and that the cushions would be removed either by the end of October or the start of November.

A general discussion followed by the **Co-Chairman Wendt** that the village did follow up with its due diligence on this matter and did receive resident input and it appeared that the consensus among residents and the commissioners was to not proceed with this matter. Should the petition die at this commission, **Co-Chairman Wendt** confirmed that no further action would take place and police patrol would continue to take place in the area.

THE CONSENSUS OF THE COMMISSION WAS TO NOT PROCEED ANY FURTHER WITH THIS PETITION.

1. File #14-09 Burlington Avenue - Mochel to Washington Street. Parking and Parking Meter Modifications - Traffic Manager, **Mr. Fera**, explained that a discussion between the Village and future tenant took place and some slight changes to the parking modifications have occurred. The Downtown Management Corporation also provided input into this matter. Dialog followed that the 12-hour per day parking meters brought in \$3.00 per day but those spaces were being moved to the parking deck which had a fee, and basically on the revenue side it became a "wash".

Per **Ms. Linda Kunze**, with the Downtown Management Corporation, she stated size of the proposed tenant space will be 6,000 sq. feet, and with the town growing, she was asking that the new spaces be reserved for shoppers. Questions followed regarding the number of patron

traffic estimated for the project, the parking availability for a prior grocery store, and the fact that other nearby parking areas had two-hour parking restrictions, making the request consistent.

Mr. Dan Loftus, Chairman of the Downtown Management Corporation, thanked the commission for considering the request and hoped that the Public Works Department continue to fund a more comprehensive parking study which addresses the needs of the downtown retailers. He believed the modifications should be made as soon as possible, since a lease has been signed. Further questions followed on whether there were enough handicap spaces, which staff confirmed there are.

MR. SCHILLER MADE A MOTION TO IMPLEMENT THE MOST RECENT PARKING CHANGES, DATED OCTOBER 13, 2009.

NORTH SIDE

MODIFY NINETEEN (19) "12-HOUR METERED PARKING" SPACES WITH "2-HOUR PARKING", BETWEEN MOCHEL DRIVE AND WASHINGTON STREET; REMOVE PARKING METERS.

SOUTH SIDE

INSTALL TWO (2) "30-MINUTE LOADING ZONE" SPACES, IMMEDIATELY EAST OF MOCHEL DRIVE;

- **REMOVE ONE (1) EXISTING HANDICAPPED SPACE NEAR MOCHEL DRIVE;**
- **INSTALL NINE (9) "1-HOUR" PARKING SPACES, ADJACENT TO "30-MINUTE LOADING ZONE SPACES, EAST OF MOCHEL DRIVE;**

INSTALL ONE (1) HANDICAPPED PARKING SPACE AT 935 BURLINGTON AVENUE , AT FRONT DOOR ENTRANCE;

- **MODIFY NINE (9) "3-HOUR PARKING" SPACES WITH 2-HOUR PARKING.**

SECONDED BY MR. SARICKS. ROLL CALL:

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

NAY: NONE

MOTION CARRIED. VOTE: 6-0

2. File #17-09 Jefferson Avenue - 1100 Block. Parking Modifications - (Mr. Cronin recuses himself.) **Mr. Millette** explained that the residents of the 1100 block of Jefferson Avenue are seeking relief to a parking issue whereby the residents would like to have permitted parking on the north side of the road. However, there is no north side of the road. The roadway is 14 feet wide which is not passable for two vehicles. Staff met with neighbors recently and did an actual drive by on the block. In researching the background of the matter, **Mr. Millette** stated that the platted Nelson Meadow subdivision was located to the north and the northern half of the **Jefferson Ave** right-of-way was dedicated for public use as a road. However, the subdivision was not started and there was a possibility the plat could be abandoned in total because it was initially platted two years ago. Currently, its status is in limbo. In general, **Mr. Millette** stated that staff did not feel comfortable changing the grassy land north of the roadway to parking status in order to be consistent with other subdivisions. Examples followed.

Discussion followed on the fact that there was confusion as to the parking tickets being issued, i.e., some citations were issued based on vehicles parking on private property, while the original ordinance to be enforced was based on parking in a parkway. Due to the current circumstances and not knowing when the property ownership is resolved, it was suggested by a commission member that some allowance be made for the residents to use the north side of the road as a relief parking area or place a moratorium on issuing tickets until more information was gathered.

(For the record, **Mr. Millette** clarified that the above comments received from Mr. Saricks pertained to a copy of an email staff received from one resident, **Mr. John Schofield**, regarding correspondence between **Deputy Chief Bluder** and a resident who had been issued a ticket, which was distributed to commissioners on the dais.)

Regarding ownership of the northern portion of the road, **Mr. Millette** stated it was owned by the public and the Village had concerns that the land was not improved and it could revert back. Other concerns raised by **Co-Chairman Wendt** were the fact that there was no direction from Village Council and that the commission could also be setting a precedent. While he agreed the residents deserved a service, he cautioned the commissioners on what to do.

The matter was discussed further with suggestions to encourage the developer to complete the roadway and/or somehow make the roadway safe for the residents in the interim.

Co-Chairman Wendt opened up the matter to public comment.

In response to the email (referred to above by **Mr. Millette**), **Sgt. Harrison** responded that the issue was confusing and he recommended holding off issuing citations until clarification of the issue was made.

Mr. John Schofield, 1125 Jefferson Avenue, stated the TC-3 has indicated that directions for the Village, although not adopted yet, should focus on the uniqueness of neighborhoods, which he believed this was a unique neighborhood and the petition supported it. He stated the street is very narrow and he believed it was safer to park on the grass and leave the pavement for the traffic rather than vice versa. He also believed the residents would accept any solution which frees up the issuance of tickets. **Mr. Schofield** pointed out that in the Rules of the Road, the rules for rural parking direct that vehicles park off the road and onto the berm for safety purposes, and that is what the residents were seeking. He stated the timeframe for the street improvement of Jefferson Ave had passed.

Ms. Maria Brummel, 1121 Jefferson Avenue, commented that her birthing class may have started this issue, given the number of cars that parked in the area to attend her class. She reported that when people do park on the south side of the street and she tries to maneuver around them, it is somewhat hazardous. The other issue is that whatever the council/commission decides, she asked that there be some reassurance that no one will receive a ticket. She supported the above-mentioned moratorium.

Mr. Ed Wiese, 1137 Jefferson, stated that he asks his visitors to park on the north side of the street as a courtesy for the remainder of his neighbors. He asked for support for his neighbors and to let them continue to police their own area.

Mr. Mark Cronin, 1117 Jefferson, believed the issue was a personal issue between the developer and the residents after the developer had removed 35 trees. He asked for village assistance in the matter.

MR. STUEBNER MADE A MOTION THAT THE COMMISSION DIRECT VILLAGE STAFF TO REQUEST THAT THE VILLAGE MANAGER DECLARE A MORATORIUM ON ISSUING PARKING TICKETS IN THE 1100 BLOCK OF JEFFERSON AVENUE, EXCLUDING OVERNIGHT PARKING, UNTIL PROPERTY OWNERSHIP IS RESOLVED AND THE PROPERTY IS DEVELOPED.

Mr. Schofield, 1125 Jefferson, appreciated the discussion and noted a petition was before the commission. He hoped the commission would affirm the petition and follow up with an appropriate solution.

Ms. Beth Riordan, 1133 Jefferson, acknowledged that her neighborhood was different in that they had half a roadway and there was never an issue parking on the grass until the current builder purchased the property and when residents raised concern about his practices. She discussed the cohesiveness of her neighbors.

Sgt. Harrison suggested that legal council review the wording of the petition and the words "permit parking." However, in his own experience, he said the police department has granted parking permission for overnight parking due to the confusion of the area. He stated the residents did not appear to see parking as an issue and he would leave the final decision rest with the Village Council and police chief.

MOTION WAS SECONDED BY MR. SARICKS. ROLL CALL:

AYE: MR. WENDT, MR. SCHILLER, MR. STUEBNER, MR. SARICKS, MS. VAN ANNE
NAY: NONE

MOTION CARRIED. VOTE: 5-0-1 (MR. CRONIN ABSTAINS)

3. File #18-09 College Avenue - Katrine Avenue to Walnut Avenue - Permanent Traffic Calming Designs - Mr. Millette recalled that when this issue was last discussed some refinements were discussed. As to having a raised intersection, **Mr. Fera** stated vehicles will be able to drive over it with the intent to slow them down, especially for westbound traffic. Per **Mr. Fera**, one of the residents who attended the neighborhood meeting volunteered to contact the township and he had not heard from the resident or the township commissioner. **Mr. Millette** confirmed that the township was notified regarding the temporary calming devices but more recently, did not hear back from them. Clarification followed on the village right-of-way boundaries for the intersection. Discussing budget, **Mr. Millette** explained this project would only be a project for 2010 if funding is restored to the Traffic Calming Program in the proposed CIP. Furthermore, he explained the priority process for such projects and how they compared with other similar projects. **Co-Chairman Wendt** felt that this project should be done given the work done by the residents and provided enough money existed for same.

Mr. Bill Wrobel, 7800 Queens Court, updated the commissioners on the \$219,000 found by the Village Council for road repair and the fact that it could be found money for the Blodgett Ave traffic calming project and the College Avenue project.

Mr. Kevin Luke, 5702 Katrine Avenue, was pleased to see this project moving along and wanted it completed as soon as possible. It was needed for safety purposes.

Ms. Lynn Godsala, 2605 College Road, was pleased to see the improvements moving along.

Mr. Kevin Luke, 5702 Katrine Avenue, asked that when the humps are installed that they are positioned at the end of his driveway.

MS. VAN ANNE MADE A MOTION TO INSTALL PERMANENT TRAFFIC CALMING DESIGNS IN ACCORDANCE WITH THE VILLAGE'S TRAFFIC CALMING PROGRAM ON COLLEGE ROAD, BETWEEN KATRINE AVENUE AND WALNUT AVENUE, TO INCLUDE THE FOLLOWING:

- 1) RAISED INTERSECTION AT COLLEGE ROAD AND KATRINE AVENUE;**
- 2) TWO (2) SPEED HUMPS ON COLLEGE ROAD BETWEEN KATRINE AVENUE AND WALNUT AVENUE AT CALCULATED INTERVALS.**

SECONDED BY MR. SCHILLER.

MOTION CARRIED BY VOICE VOTE OF 6-0.

4. File #19-09 Claremont Drive - Parking Modifications at Traffic Calming Locations - Mr. Fera explained that staff requested this change due to the recent roadway/median changes done on Claremont Drive and the fact that vehicles could possibly park in the single lane area. Staff felt it was important to designate that single lane area as NO PARKING in order to allow vehicles to pass. Currently the changes there were temporary and, if passed by this commission, would become permanent.

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

Mr. Mike Cwiakala, 407 Claremont, stated the median is in front of his house. He has never had an issue with traffic other than some speeding. With the installation of the island, neither the speed nor traffic volume has decreased. He believed it was an inconvenience and expressed concern about emergency vehicles hitting the branches of the trees and the safety of bike riders. He suggested that police enforcement be increased.

In response, **Co-Chairman Wendt** stated this board did, in good faith, attempt to resolve some traffic issues on Claremont Drive. Per **Co-Chairman Wendt 's** question, Mr. Millette stated the speed count studies will continue next Spring.

Sgt. Harrison stated his officers were out in the area in excess of 10 hours of dedicated radar control. In September and October, his officers dedicated 5 hours to enforcement and did not issue any tickets. Their perception was that the islands were slowing down traffic.

Mr. Mike Cwiakala, 407 Claremont Drive, stated on the north side is a fire hydrant and the NO PARKING sign is two feet from that fire hydrant. If a car parked the two feet from that hydrant, he said vehicles will have to drive on the opposite of the island to go around that vehicle.

Mr. William Wrobel, 7800 Queens Court, reminded everyone that this street is a "laboratory" and a learning experience. He commended the commission and told them to discount the human dynamics.

MR. SARICKS MADE A MOTION TO INSTALL "NO PARKING HERE TO CORNER" SIGNS AT THE FOLLOWING LOCATIONS: 1) CLAREMONT DRIVE AT BLACKBURN AVENUE, WEST SIDE; AND 2) CLAREMONT DRIVE AT OSAGE AVENUE, WEST AND EAST SIDES.

SECONDED BY MR. CRONIN.

MOTION CARRIED BY VOICE VOTE OF 6-0.**OLD BUSINESS**

Discussion was raised by **Mr. Stuebner** regarding the budget and the fact that it may not be large enough for some of the projects coming up the pipeline, as well as enforcement issues being constantly raised by residents. He asked how these matters are brought to the attention of the Village Council. **Mr. Millette** explained how the budget was determined, i.e., comments received from the TCD-3 study, and pointed-out that the traffic calming aspect was not defined as a priority Core Service. As to voicing concerns, **Co-Chairman Wendt** offered that this commission's concerns could be brought to the attention of Commissioner Schnell. He stated that he would contact Commissioner Schnell.

Mr. William Wrobel, 7800 Queens Court, stated this Saturday was Coffee with the Council at the new fire station and the topic would be the budget as it pertains to cutting two officers. He invited the commissioners to attend.

Mr. Millette stated he and staff were reviewing the current petitions in the queue and considering how some of them can be best served using the non-construction traffic options in the upcoming year. Prioritization of the projects will take place. **Mr. Millette** stated a formal presentation may be forthcoming at the December meeting. He asked commissioners to email their input to him.

Sgt. Harrison reported that effective January, 2010 he will be rotating back to line duties and Officer Shannon Gillette will be assuming the position of traffic sergeant.

Mr. Fera reported that a new student, Kristin Jeffries, will be replacing Commissioner Barry.

Mr. William Wrobel, 7800 Queens Court, as part of the Downers Grove Watch, has a campaign focusing on Ogden Avenue and sidewalk safety. He noted that state money will be coming soon to improve the sidewalks on Ogden Avenue. He left copies of an email and invited members to visit downersgrovewatch.org.

Mr. Millette responded that he has a preliminary schedule for part of the Ogden Avenue sidewalk improvements, which project begins in the next week or so. Details followed. He also announced the Downers Grove Sanitary District received approximately \$11-\$12 Million in stimulus money which will be used for a several projects, one of which will be a pipe link from Walnut Avenue to Cross Avenue, along Ogden Avenue. That portion of the sidewalk segment will be held off during their construction. **Mr. Millette** discussed some of the challenges with Ogden Avenue right-of-ways and ownership.

COMMUNICATIONS

See packet for list of actual communications to village.

ADJOURN

MR. STUEBNER MADE A MOTION TO ADJOURN THE MEETING. MR. CRONIN SECONDED THE MOTION. MOTION CARRIED UNANIMOUSLY. THE MEETING WAS ADJOURNED AT 9:13 P.M.

Respectfully submitted,
Celeste Weilandt,
Recording Secretary
(as transcribed by tape)