

**TRANSPORTATION AND PARKING COMMISSION
Minutes**

April 9, 2014, 7:00 p.m.

Council Chambers - Village Hall
801 Burlington Avenue, Downers Grove

Chairman Stuebner called to order the April 9, 2014 meeting of the Transportation and Parking Commission at 7:00 p.m. and led the commissioners in the recital of the Pledge of Allegiance.

Roll call followed and a quorum was established.

ROLL CALL:

Present: Chairman Stuebner, Commissioners Cronin, Saricks, Schiller, Vlcek, Wrobel

Staff Present: Mr. Dorin Fera, Transportation Division Manager; Police Parking Supervisor
Tim Sembach

Others Present: Bill Chalberg, 1132 Curtiss St. Downers Grove; Chuck Keenley, 1518 Hillcrest Rd., Downers Grove; Becky Rheintgen, 4633 Cumnor, Downers Grove; Kelly Moran, 234 Chicago Ave., Downers Grove; John and Colleen Krizek, 1244 Grant St., Downers Grove; Beth Indelicato, 1240 Grand St., Downers Grove; Terry Ward, 1240 Grant St., Downers Grove; Marge Earl, 4720 Florence Ave., Downers Grove

APPROVAL OF FEBRUARY 12, 2014 MINUTES

MR. SCHILLER MADE A MOTION TO APPROVE THE MINUTES, AS PRESENTED. SECONDED BY MR. CRONIN. MOTION CARRIED BY VOICE VOTE OF 5-0-1. (ABSTAIN: VLCEK)

PUBLIC COMMENT (non-agenda items) - None

File # 04-14 – Grant Ave., Middaugh Ave. to Linscott Ave. -- Parking Revisions - Traffic Manager, Dorin Fera reported that staff has been receiving phone calls from residents, the school, and police department regarding the on-street congestion issues along Grant Avenue. He reminded the commissioners that the two nearby schools share part of Grant Avenue. Parking is a challenge due the existing narrowness of the road as well as due to parents arriving early to pick up their children. After reviewing the matter, Mr. Fera indicated that staff is considering a No Parking Anytime along the north side of Grant between Middaugh and Linscott which would limit parking on the north side of Grant from Saratoga to past Oakwood. While he could not confirm it was the best solution, he expected it would help with some of the issues.

Chairman Stuebner opened up the meeting to public comment.

Mr. Terrence Ward, 1240 Grant Street, who lives in one of the three houses on the north side of Grant, shared that staff did not address these issues with the residents and he, on behalf of his neighbors, were against the proposal. He stated the neighbors were not complaining; instead, it was the schools and the commuters. He questioned why the parking would be banned on Sundays. Additionally, he asked why the north side of the street was chosen for the restrictions when the south side of the street had the sidewalks. Mr. Ward suggested that if that were the case, to protect the sidewalk since that was where the children walked.

Chairman Stuebner surmised that the restriction was probably recommended for the north side of the street for consistency and for police enforcement.

Ms. Colleen Krizek, 1244 Grant Street, shared concerns about the restrictions due to having a large family and members constantly stopping in and out of her residence. She agreed the busiest time was when the parents picked up their children and were waiting. She felt it was a punishment to the residents to not be able to park on their own street and suggested that if a restriction were to be placed, that the police be directing the drivers versus a lifetime of having no parking.

Ms. Beth Indelicato, 1240 Grant Street, supported the above comments and suggested that the police enforce the area better. She stated she purchased her home knowing what the parking limitations were and have lived and abided by those rules. She confirmed the vehicles waiting were large and parked along the south side of Grant waiting as much as one-half hour with the engines running. Recent tree trimming and home construction has also caused the congestion.

Chairman Stuebner shared his personal experience regarding the schools and was very aware of the congestion but explained by not being consistent with the parking it would become difficult to enforce and the village could be setting up a traffic problem. He did not support a weekend restriction but did support no parking anytime except for the weekends and holidays. He further suggested that the residents fill out a form on the village's web site requesting to shift all of the parking to the south side and return to this commission. As he recalled it, there were not too many houses facing the south side to begin with.

Mr. Terrence Ward, 1240 Grant Street, clarified the current parking restriction was from 7:00 a.m. to 1:00 p.m. and he has never parked on the street on Saturday mornings.

Chairman Stuebner inquired of staff whether that signage only applied to weekdays, because it was unclear, wherein Mr. Fera indicated it was for the weekdays and the village did not enforce neighborhood parking on the weekends. And, while Mr. Fera did not want to revise restrictions that were working sometimes, he stated parking on both sides could not be done at that location. He pointed out that no neighbors from the south side of the street appeared tonight and he did not have an objection to placing the restriction on the south side of Grant, but he did not support the zigzag of the parking. But, if it was to cause less of a hardship and solved the problem, he was fine with that revision. He also emphasized that the letter notifying the neighbors of a parking restriction was a generic letter.

A resident asked what the criteria was for the change and the data to support the complaints. She pointed out the improvements already made to the area, i.e., stops signs, and the fact that the residents have lived with it, wherein Mr. Stuebner summarized staff's concern about the street's narrowness and limited access for safety vehicles.

However, Mr. Schiller raised the point that if congestion was occurring in the afternoon, why was the village restricting parking after the afternoon and before the afternoon? And, if vehicles were clogging up the street, he recommended that tickets be issued to clear up the situation.

The matter was discussed back and forth, options were mentioned, and the need for more data was also voiced. Mr. Fera also added that safety was an issue due to a recent pedestrian accident in the intersection and the fact that when parking was on both sides, it limited visibility to the intersection.

Mr. Wrobel shared his observation about an Alabama school and inquired whether staff spoke to the schools to dedicate a staging area to remove the vehicles from the street. Upon

the chairman's request, Mr. Wrobel said he would speak to Herrick School on this topic. However, Mr. Fera also volunteered to contact the school.

Ms. Vlcek inquired of Officer Sembach the number of tickets issued and what enforcement was taking place. His response was that the parking restrictions were from 7AM to 1PM and the problem was at 3 PM. He surmised not many tickets were being issued because the proper restrictions were not in place to enforce them.

Mr. John Krizek, 1244 Grant Street, pointed out that the entrance to the Herrick School parking lot was one way and a driver could not enter or exit from the parking lot to Ogden. He questioned why drivers were not able to drop their children off, go around, and come back out the same way back to Ogden. Chairman Stuebner agreed stating it was a good idea to address with the school.

Other comments followed by Mr. Cronin that it was a forty-minute problem at this location as well as anywhere else there was a school and the village was going to inconvenience everyone else because of that. Also, the safety issue could be used for every situation as well. He suggested that the PTA ask for parent volunteers to provide the enforcement. Chairman Stuebner recommended a restriction to 3 PM on one of the sides of Grant. However, it was suggested by Mr. Schiller that staff notify the residents on the south side of Grant in order to receive their input but he would not support staff's, or the chairman's, recommendation.

AYE: NONE

NAY: MR. SCHILLER, MR. STUEBNER, MR. SARICKS, MR. CRONIN, MS. VLCEK, MR. WROBEL

MOTION FAILED: VOTE: 6-0

Staff would follow up with more data, speak to the school about internal movement, and contact the residents on the south side of Grant.

File # 05-14 – Neighborhood Traffic Study Area #3 - Pre-Final Report- Mr. Fera

Mr. Fera briefly summarized the presentation from February 27, 2014 and explained the input that was received from that meeting, bringing it to this meeting. He referenced the study area on the overhead map for the commissioners, explaining that, in essence, two neighborhoods were combined as once study area even though the railroad cut them off in two different areas. He shared the various issues that were reviewed, the data collection that was done, and the input received from the residents for this study area.

A side dialog followed regarding the use of stop signs versus yield signs and the village moving away with yield signs, as well as dialog about studies, such as the one being discussed, and whether such studies could be used to override the criteria used for installing stop signs.

Returning to the report, Mr. Fera explained that the study's goals will include review of traffic volumes, speeding, and pedestrian safety as a neighborhood wide-scale report, with follow-up studies afterwards. Initial recommendations for Study Area No. 3 include reviewing new stop signs and removing old yield signs; increasing police enforcement at strategic points; adding some low-cost, generic traffic calming modifications (examples followed); creating some left-turn lanes at Fairview and Maple; creating school zone extensions; and having IDOT address the median on Ogden Avenue between Rosland and Cumnor. Discussion followed by Mr. Fera on

those issues that could be done sooner rather than later as well as discussion about traffic counts on Fairview Avenue being similar to Main Street.

Questions/comments from the commissioners included if there were opportunities for volunteer enforcement by the residents; redirecting trucks on Fairview to another street to avoid damaging the traffic signal at Chicago Avenue; the timeline for reconstruction at Cumnor and Roslyn; and the fact that if there were only 30 people at the last public meeting, which did not sound like many, staff received many good ideas out of a relatively small group of people.

Chairman Stuebner opened up the meeting to public comment.

Ms. Becky Rheintgen, 4633 Cumnor Road, asked for the location of the bulb-out on Cumnor Road and whether there would be a stop sign at Chicago and Cumnor. She cautioned that there was a blind spot there due to the hill and children cross there to get to Lester School.

Because it was noted that the intersection had a three-way stop, Mr. Fera offered to review that intersection again. Concern was then raised that there were no stop signs at all on Cumnor, south of Lincoln, all the way to Naperville Road, and the road becoming a straight-away. Other concerns were voiced regarding textual errors within the report.

Ms. Rheintgen shared that she was happy to see the school zones extended since driving east on Indianapolis and turning left on Cumnor it was difficult to see the school zone signage. Lastly, she questioned whether there would be a crossing guard at Florence and Chicago, wherein Mr. Fera confirmed there was no recommendation for that location.

Ms. Marge Earl, 4720 Florence Ave., stated she attended the Lester School meeting and since that meeting another issue had been identified. Specifically, the house located on the south side of Gierz Street where it meets Fairview, has a protruding porch which affects the line of sight and vehicles are pulling up to and parking on the parkway there but not parking far enough onto Gierz so that vehicles turning into Gierz cannot see those parked vehicles. She asked if a No Parking from Here to Corner sign could be installed to avoid that issue. Ms. Earl stated she was here on behalf of an older woman who lives on that corner who had asked for something to be done there.

Ms. Kelly Moran, 234 Chicago Avenue, stated she attended the Lester School meeting and asked to have a sidewalk installed on her side of the street. She shared the challenges of vehicles parking too close to the crosswalk and had to hold out her hands and peer around cars to see if it was safe to walk.

Mr. Fera would follow up but indicated that some funding from the Safe Routes to School program would address that portion of the sidewalk. Additionally, he asked that the commissioners and public feel free to send any questions to him to incorporate them into the report.

MR. SARICKS MADE A MOTION TO APPROVE TRAFIC STUDY NO. 3 PRE-FINAL REPORT, WITH SEVERAL CORRECTIONS TO TYPOGRAPHICAL ERRORS AND GRAPHIC REPRESENTATIONS, AND PROCEED WITH FINAL REPORT TO VILLAGE COUNCIL.

MR. SCHILLER SECONDED THE MOTION.

ROLL CALL:

**AYE: MR. SCHILLER, MR. STUEBNER, MR. SARICKS, MR. CRONIN, MS. VLCEK,
MR. WROBEL**
NAY: NONE

MOTION CARRIED BY VOICE VOTE OF 6-0.

File # 06-14 – Downtown Main St. - Pedestrian Enhancements - For informational purposes, Mr. Fera referred to the exhibit in staff's report and explained the various traffic-pedestrian signal enhancements planned for the downtown area. Funding for the projects will be coming from the Department of Commerce and Economic Opportunity ("DCEO") office in Springfield. Also the village is trying to incorporate into this same project some ADA requirements, i.e., sloping, LED signals, pedestrian countdowns, push buttons, etc. Details followed on how this would all be incorporated and still be under his budget. Continuing, Mr. Fera explained that the village is trying to install RRFB (rapid rectangular flashing beacons) at two locations for pedestrians to cross at intersections and alerting drivers that they are there to cross the intersection. Mr. Fera still has to confirm with Springfield whether the enhancements can be broken into smaller projects rather than being completed in one year, which he believed would not be possible. He would provide an update at the next meeting.

Commissioner Vlcek inquired what other options existed to clear snow from the handicap sidewalks near the pedestrian signals, as well as snow at the tops of light signals, due to this past year's heavy snowfall, Mr. Fera stated the village has a contractor (Snow Systems) that was supposed to be addressing those types of issues.

OLD BUSINESS

Mr. Fera reported that he spoke with the fire chief regarding the oil tanker rail cars, who indicated he is aware of such issues and is aware of training. Mr. Fera stated he did forward commissioners' emails sent to the fire chief. Chairman Stuebner shared his concerns as well as some of the rules that the Federal Regulatory Agency set out regarding oil tank cars. As to his last update, Mr. Fera reported that next week the BNSF Metra will be starting the Main Street platform work for the next few months. Minor details followed as to who would be affected and some of the anticipated closures that were to occur.

Mr. Wrobel shared the discussion that took place at the March 11th Village Council meeting regarding 55th and Webster Street and the residents appearing before this commission asking for the street to be closed. City Council approved the dead end but Mr. Wrobel stated that the matter did not come before this commission and council's action superseded this commission. Mr. Fera indicated that DuPage County prepared a memorandum regarding the options available and also agreed with staff's review some years ago that any movement out of Webster Street presented a challenge to visibility. Further details followed, with the final result of making Webster a true dead-end street. Mr. Fera explained that the county would be redesigning the street.

Per Mr. Fera, two new appointments will be forthcoming, one of which will be a student.

Mr. Wrobel asked Officer Sembach as to when the department changed its officers from sworn officers to administrative officers.

COMMUNICATIONS - See packet for more information.

ADJOURN

**MR. SCHILLER MADE A MOTION TO ADJOURN THE MEETING AT 9:03 P.M.
MR. SARICKS SECONDED THE MOTION. MOTION CARRIED BY VOICE VOTE OF 6-0.**

Respectfully submitted,

Celeste Weilandt,
Recording Secretary
(as transcribed from MP3 digital recording)