

TRANSPORTATION AND PARKING COMMISSION
Minutes

October 14, 2015, 7:00 p.m.

Council Chambers - Village Hall
801 Burlington Avenue, Downers Grove

Chairman Pro tem Schiller called to order the October 14, 2015 meeting of the Transportation and Parking Commission at 7:00 p.m. and explained the protocol for the meeting.

Roll call followed and a quorum was established.

ROLL CALL

Present: Chairman Pro tem Schiller, Commissioners Aguzino, Saricks, Wilkinson, Wrobel

Absent: Commissioners Carter, Golomb and Stuebner

Staff Present: Transportation Division Manager Matt Mayer

Public: Jerri Reimann, 4231 Belle Aire, Downers Grove; John Siragusa, 4225 Belle Aire, Downers Grove; Ken Rathje, 2112 Chicago Ave. Downers Grove

MINUTES OF SEPTEMBER 9, 2015

MINUTES OF THE SEPTEMBER 9, 2015 MEETING WERE APPROVED ON MOTION BY MR. WROBEL, SECONDED BY MR. AGUZINO. MOTION CARRIED UNANIMOUSLY BY VOICE VOTE OF 4-0-1 (SCHILLER ABSTAINS).

PUBLIC COMMENT (on non-Agenda items) – None.

File #12-15 Belle Aire Lane – Parking Restrictions – Mr. Mayer reminded the commissioners that this matter was tabled from last month due to lengthy discussion. As a result, the staff report reflected the modifications made to the parking restrictions: No Parking restrictions from 7:00 AM to 4 PM on School Days, whereas, last month staff was proposing 24hour parking restrictions. Mr. Mayer referred to the overhead map and explained the current parking restrictions. In addition, restrictions were proposed for north and south from 7 AM to 4 PM on school days on Janet Street to eliminate spill-over parking into the neighborhood.

Mr. Mayer stated that he did speak to the U.S. Postal Service about the process for relocating the mailboxes since a resident expressed their concerns regarding the postal service. In speaking to a postal representative, Mr. Mayer explained that as long as the mailboxes remained on the west side they could be consolidated into one location on a shared post. This would result in obtaining two additional spaces on the first block of Belle Aire on the west side. However, he would have to discuss this matter with the residents. Mr. Mayer recommended approval of the following recommendations:

INSTALL “NO PARKING RESTRICTION – BETWEEN 7:00 AM TO 4:00 PM ON SCHOOL DAYS” ON THE EAST SIDE OF BELLE AIRE LANE FROM A POINT TWO HUNDRED SIXTY FEET (260’) NORTH OF OGDEN AVENUE TO A POINT THREE HUNDRED FIFTY FEET (350’) NORTH OF THE NORTH LINE OF JANET STREET;
AND

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INSTALL A "NO PARKING RESTRICTION – BETWEEN 7:00 AM TO 4:00 PM ON SCHOOL DAYS" ON THE NORTH AND SOUTH SIDE OF JANET STREET, FROM THE WEST LINE OF BELLE AIRE LANE TO A POINT TWO HUNDRED FORTY FEET (240') WEST.

Mr. Saricks believed the recommendation was very consistent with what the neighbors were seeking; however, he asked staff if there was additional information about the nearby facility being used as a transportation center and whether it was consistent with the zoning. Mr. Mayer did not have any follow-up. Mr. Wilkinson noted the business was called Nationwide but was not necessarily Nationwide Insurance Company. In addition, he said the on-site trailer stated "general contractors," which implied to him that the business was a construction company bringing in contractors, etc. He believed more information about the business was necessary since it was impacting the neighborhood daily, in addition to a few other businesses.

Mr. Mayer shared that many of the recommendations that the village's community development and code enforcement departments had provided to Nationwide had been basically agreed to in good faith and were small steps to be taken by Nationwide. His understanding was that the company was also an insurance claims assessment company that had contractors go on-site. The box truck was to be removed to free up two parking spaces, but to date, was not moved.

Mr. Wrobel said he also drove the area recently and noticed that there appeared to be no parking issues on Saturday -- only Monday through Friday -- and staff's recommendation was well stated. Mr. Schiller expressed his concerns about the proposal being approved by council but Nationwide not following through -- what leverage did the village have? Also, if the restrictions were to become effective in November, what assurance did the village have that the mailboxes would be relocated appropriately before the parking changes were made and could the Public Works department assist the residents with regard to that. Mr. Mayer believed he could reach out to Public Works to assist the residents. As to leverage, he would have to speak to the Community Development department.

Mr. Schiller believed it was incumbent upon the business owner to provide parking for those individuals who traveled every day to the area only to be transported to a job site. He believed the owner was responsible to park his own business. Staff concurred. However, Mr. Wrobel added that in reading prior meeting minutes, there was an attempt made by Nationwide to find auxiliary parking in the area but none was available.

Mr. Saricks believed that staff's proposed language would address the issues identified by the residents, along with enforcement. Staff also agreed the code language was an improvement on safety in the area and the village was working towards resolving the area's issues. Mr. Saricks added that it had to be conveyed to the residents that this was not the final answer and that the parking would be monitored; staff agreed.

The chairman pro tem invited the public to speak.

Mr. Ken Rathje, with Rathje Planning Services, 412 Chicago Ave., Downers Grove, indicated he wished he had known about the commission starting its hearing on this matter last month since he appeared on behalf of Greg Nosich (phonetic spelling), owner of 4245 Belle Aire Lane and whom owned Pull Tool, a tool and die shop in the building. Mr. Rathje shared some of the discussions he had with his client regarding continuous parking issues on the street over the past few years. His client was recently alarmed by staff's proposed changes to the parking for Belle Aire Lane because his client had small semi-truck deliveries and needed access to his driveway. Mr. Rathje explained that on the east side of Belle Aire people would park and block the "flares" of his client's driveway. He shared an experience that took place today and also

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shared the fact that the area under discussion was forced annexed into the village by the village council when he was the community developer director some years ago.

Mr. Rathje discussed how the parking issues in the area eventually increased over time. As far as staff's proposed changes for the east side of Belle Aire, Mr. Rathje believed they were fine. But the few spaces in front of his client's property, he believed those would become more precious and people would park there instead of walking the distance.

Mr. Rathje preferred to see the parking restriction include the entire east side of Belle Aire from the north line of Ogden Avenue up to the termination point that staff was recommending. He emphasized that Mr. Nosich was trying to be a good neighbor by having any delivery trucks not enter into the neighborhood to turn around, but instead, use the driveway for ingress and egress. Unfortunately, he said Mr. Nosich was suffering due to the property owner located on the east side of Belle Aire by his carelessness and disregard for the need to have access to Mr. Nosich's property. Mr. Rathje requested that staff extend the parking and to not include just school hours. He also recommended having the same type of parking restriction in front of Mr. Nosich's property.

Asked why staff did not extend the No Parking restriction further south, Mr. Mayer explained it was to find every available space that was in proximity to the building. However, in reviewing what the existing restrictions were, Mr. Mayer then recommended extending the 24-hour No Parking restriction on Belle Aire Lane from Mr. Nosich's current south end of the driveway, another 20 to 30 feet, to the outside of the northern line of Mr. Nosich's driveway and then install a sign with an arrow pointing south to designate the northern limit of the 24-hour parking restriction.

However, Mr. Rathje indicated that was the current length. He and Mr. Mayer then proceeded to talk about a gravel area that had been removed for sidewalks some time ago. Mr. Rathje, again, asked for parking relief to address the issue.

Commissioners then raised dialog about a similar parking situation that occurred on Rogers Street and how that issue was resolved. Per Mr. Aguzino's question, Mr. Rathje explained the truck articulation into and out of his client's driveway when vehicles were parked currently. Further questions arose from Mr. Schiller as to why there was no enforcement taking place since one vehicle seemed to be continually triple-parking daily on the west side and impeding trucks maneuvering in and out of the driveway, wherein Mr. Mayer indicated the area was a challenging enforcement area because no pavement markings existed and because the existing regulations went up to the southern line of Mr. Nosich's property line and were not an enforced parking area. Mr. Mayer further explained the details of the area.

Further conversation was raised regarding the width of the street versus the pavement area, safety access for emergency vehicles, the owner not following what was agreed upon, and impaired sight lines. Dialog was also raised regarding where exactly the sign restriction would be installed, leaving two parking spaces.

Chairman Pro tem Schiller invited the public to speak.

Mr. John Siragusa, 4225 Belle Aire Lane, confirmed the discussion the commissioners were having was the same as discussed last month. He asked if the mailboxes were moved would there be a no parking restriction in front of them wherein Mr. Mayer explained that the location the boxes were being relocated to currently had a fire hydrant and restrictions were already in place, so there be no obstruction of on-street parking in the area. Dialog then followed

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regarding personal delivery of mail and mail service in general, wherein Mr. Mayer said he would work with Mr. Siragusa and the residents regarding the mailbox consolidation.

The chairman pro tem entertained a motion.

MR. SARICKS MADE A MOTION THAT THE TRANSPORTATION AND PARKING COMMISSION APPROVE THE INSTALLATION OF A “NO PARKING RESTRICTION – BETWEEN 7:00 AM TO 4:00 PM ON SCHOOL DAYS” ON THE EAST SIDE OF BELLE AIRE LANE FROM A POINT TWO HUNDRED SIXTY FEET (260’) NORTH OF OGDEN AVENUE TO A POINT THREE HUNDRED FIFTY FEET (350’) NORTH OF THE NORTH LINE OF JANET STREET; AND FURTHER RECOMMENDED THE EXTENSION OF THE CURRENT NO PARKING ANYTIME 180 FT. ZONE ON THE EAST SIDE OF BELLE AIRE LANE BETWEEN NORTH OF OGDEN TO A POINT TO BE DETERMINED ACCORDING TO THE NORTH END OF THE DRIVEWAY OF MR. NOSICH’S PROPERTY TO ENSURE ADEQUATE CLEARANCE FOR VEHICLES BACKING UP.

IN ADDITION, TO INSTALL A “NO PARKING RESTRICTION – BETWEEN 7:00 AM TO 4:00 PM ON SCHOOL DAYS” ON THE NORTH AND SOUTH SIDE OF JANET STREET, FROM THE WEST LINE OF BELLE AIRE LANE TO A POINT TWO HUNDRED FORTY FEET (240’) WEST.

SECONDED BY MR. WILKINSON.

MOTION CARRIED UNANIMOUSLY BY VOICE VOTE OF 5-0.

File #13-15 Highland Avenue – Parking Restrictions – Staff initiated this request due to parking requests received from Highland Elementary School for drop off/pick up times. On-site issues were explained and Mr. Mayer indicated he was invited by Ms. Pilster, from School District 58, to view the on-site challenges. Mr. Mayer reviewed the school site on the overhead as well as current operations, noting that various challenges arise when vehicles begin parking in the wrong direction i.e., a southbound-facing vehicle on the east side of the roadway will park and wait for a child who then has to cut through the drop-off line, or, a parent will leave their vehicle to pick up the child and bring him/her back, causing more conflict.

Per Mr. Mayer, the semi-circular driveway across the street at St. Luke’s School, where on-street parking also exists, serves the same purpose and is also found on the east side. Per the request of Highland Elementary School and its principal, Mr. Mayer said he is proposing a NO PARKING restriction from 8:00 AM to 9:00 AM and a NO PARKING restriction from 2:00 PM to 3:00 PM on school days to address the issues. Both the principal from Highland Elementary School and the reverend from St. Luke’s School supported staff’s proposal.

Questions and dialog followed regarding the traffic pattern the parents were using to get to Highland Elementary School, i.e., from the north and then heading south.

Mr. Schiller’s only concern was afternoon activities taking place at the school. He recommended extending the afternoon restriction another hour or two, since similar restrictions were placed at other schools, unless the two schools were fine with staff’s proposed restriction for the afternoon hours. Mr. Mayer confirmed that both schools were satisfied with the proposed afternoon restriction.

Asked whether restricting the afternoon parking on the west side of the street would increase the wait line on the church property, Mr. Mayer explained that St. Luke already addressed that

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issue by barricading off their parking lot with cones. Comments followed that the vehicle wait line for Highland Elementary would have to take place on Highland Avenue heading north. Per staff, however, there would be a handful of spaces north of the access drive for those parents who wanted to walk up to meet their child. General questions followed.

Mr. Wilkinson, recalling some prior parking issues in the late 1990s, asked staff if there was an issue with another southern access to Highland Elementary School, wherein Mr. Mayer stated it was not brought to his attention by the principal and he did not view the area specifically.

A motion was entertained.

MR. AGUZINO MADE A MOTION THAT TRANSPORTATION AND PARKING COMMISSION APPROVE THE INSTALLATION OF A NO PARKING RESTRICTION FROM 8:00 AM TO 9:00 AM AND A NO PARKING RESTRICTION FROM 2:00 PM TO 3:00 PM ON SCHOOL DAYS, DESIGNATED ALONG THE EAST AND WEST SIDES OF HIGHLAND AVENUE, BETWEEN THE ENTRANCE AND EXIT OF THE CHURCH AND SCHOOL DRIVEWAYS.

SECONDED BY MR. SARICKS.

MOTION CARRIED BY VOICE VOTE OF 5-0.

File #14-15 Highland School – Traffic Plan – Mr. Mayer recalled that he had previously brought a list of projects before the commissioners to assist him with prioritizing projects. Staff's goal would be to reach out to School Districts 58 and 99 to obtain a copy of their traffic plans and, using staff's experience and knowledge, would review, modify and/or create an operations plan for the various schools, such as the one he just completed for Highland Elementary School. Mr. Mayer also explained that the prior case file was basically used as an example for the priority projects he mentioned above and what he had in mind for other schools, by using best practices. He stated that three schools contacted him where his plan was used: Whittier, Hillcrest, and Highland Schools. As to the other schools, he assumed their operations were either working well, the schools were working with what they had, or they did not know they could reach out to the village for assistance.

OLD BUSINESS

Mr. Wrobel recalled a couple of years ago the commissioners entertained a motion from Avery Cooley School regarding ingress/egress on Maple Avenue. He thought he recalled the commission had recommended the signage going north and east from 55th Street included No Left Turns permitted into Avery Cooley driveway between certain hours but said he did not see any signs posted. He asked Mr. Mayer to research the case file. Mr. Saricks recalled it was a safety issue which was why the matter was discussed before the commission. However, Mr. Schiller stated the sign would be seen traveling northeast-bound on Dunham/Maple Avenue. Others stated the sign was not there; Mr. Mayer said he would follow up.

NEW BUSINESS

Mr. Wrobel mentioned he attended a recent budget meeting, noting that under the Public Works budget there was \$300,000 (from the sidewalk program) being re-dedicated to the stormwater fund. At the meeting he inquired whether some of the sidewalk funds could be used towards traffic calming projects recommended by the TAP. Instead, he was directed to bring this matter to Mr. Mayer. Mr. Saricks recalled the projects were mothballed and stated the list of projects could probably be found in prior sets of minutes.

Continuing and at that same meeting, Mr. Wrobel said he did speak to the police chief regarding the use of the new solar powered speed trailers for traffic calming purposes. Lastly, he mentioned that he saw \$25,000 being allocated in capital funds under the FY2016 budget for a neighborhood traffic study and asked staff to confirm whether those were funds to be used similarly to the prior neighborhood study areas that were done. Wherein, Mr. Mayer explained how some of those funds were already dedicated for software, roadway striping, and for a number of other items. However, he added that the funds could be, ultimately, used for bump-outs or speed tables, understanding that the amount of funds remaining was not as large as in previous years for traffic calming.

Other than the Claremont traffic calming project, a couple of commissioners recalled the only other traffic calming project was the one on Blodgett. Mr. Schiller shared his reluctance about any future funds being allocated towards traffic calming, given that none had been allocated in the past three years and the only way it would occur was when streets were reconstructed. He also was pleased that the sidewalk program was stopped even though there was a sideway repair fund.

Lastly, Mr. Wilkinson asked the commissioners to reconsider the resident parking stickers topic. Mr. Schiller offered to speak to Mr. Wilkinson individually about this topic. Mr. Schiller stated he supported these types of stickers for a low fee.

COMMUNICATIONS – See packet for any communications.

ADJOURN

MR. SARICKS MADE A MOTION TO ADJOURN THE MEETING AT 9:08 P.M. MR. WROBEL SECONDED THE MOTION. MOTION CARRIED BY VOICE VOTE OF 5-0.