

VILLAGE OF DOWNERS GROVE
Report for the Village Council Meeting
7/11/2017

SUBJECT:	SUBMITTED BY:
Motion to Consider the Construction of Public Sidewalks in the Northwest Belmont Area	Nan Newlon Director of Public Works

SYNOPSIS

Consideration of a motion to proceed with the design of public sidewalks in the Northwest Belmont Area.

STRATEGIC PLAN ALIGNMENT

The goals for 2015-2017 include *Top Quality Infrastructure*.

FISCAL IMPACT

If Village Council approves the motion, the Proposed FY18 Budget will include this sidewalk project in the Capital Fund for further Village Council consideration during the budget review and approval process.

UPDATE & RECOMMENDATION

This item was discussed at the June 20, 2017 Village Council meeting. Staff recommends approval at the July 11, 2017 Village Council meeting.

BACKGROUND

In the summer of 2016, the Village received two petitions from residents in what is referred to as the “Northwest Belmont Area”. One petition was related to the construction of sidewalks and one was related to general traffic concerns. The “Northwest Belmont Area” is bounded by Ogden Avenue to the north, Belmont Avenue to the east, Burlington Avenue to the south and Walnut Avenue to the west. This area was annexed to the Village in 2012 and is currently being studied for drainage and street improvements.

The Village constructed new sidewalks on a proactive basis for the past several decades. The construction of new sidewalks supported the long-standing goal of providing a sidewalk on at least one side of every street within the Village. This goal, identified during Total Community Development II in the early 1990’s, is intended to improve pedestrian safety and enhance pedestrian access throughout the Village.

In 2015, the Village began using a petition driven approach to new sidewalk construction. Under this approach, residents requesting new sidewalk construction would petition the Village to complete this work. As a result of the petition received, the Village presented this item to the Transportation and Parking Commission (TaP) at their meeting on July 13, 2016 to discuss the merits of constructing public sidewalks in this neighborhood. The neighborhood is located within ½ mile of Henry Puffer School, and a short distance to the Belmont Commuter Station and Ogden Avenue. Because of the close proximity to several

walking destinations, these street segments were next on the planned sidewalk construction plan when the Village changed approaches to sidewalk construction in 2015.

Through late 2016 and early 2017 staff proceeded with the neighborhood traffic study and a drainage study. Based on continued support for sidewalk construction in this neighborhood this item was again presented to the TaP Commission at their April 2017 meeting to provide residents the opportunity to provide comments and for TaP to make a recommendation.

The Village received a petition requesting the construction of public sidewalks signed by 19 residents. At the April 2017 TaP meeting about 20 residents made public comments. The ratio of residents who supported sidewalks compared to those who did not support sidewalks was approximately 2:1. Concerns expressed by those residents not supporting sidewalks included: completing drainage and street improvements first, and that sidewalks be connected to destinations.

Street widths in this neighborhood are typically 22 to 24 feet wide with no curb and gutters. Projects are planned within the next five years to improve drainage and street conditions. If sidewalks are to be constructed it would be best to provide them with the overall design to insure the optimal location, minimize tree loss and provide the best ditch design. At the TaP Commission meeting, the commission unanimously voted to forward a positive recommendation to Village Council to implement sidewalks in conjunction with proposed drainage improvements in this area.

ATTACHMENTS

Excerpted minutes July 2016

Staff report July 2016

Excerpted minutes April 2017

VILLAGE OF DOWNERS GROVE
COUNCIL ACTION SUMMARY

INITIATED: Public Works DATE: July 11, 2017
(Name)

RECOMMENDATION FROM: _____ FILE REF: _____
(Board or Department)

NATURE OF ACTION:

STEPS NEEDED TO IMPLEMENT ACTION:

- Ordinance
- Resolution
- Motion
- Other

Motion to proceed with the preliminary design and initial layout of public sidewalks in the Northwest Belmont Area.

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SUMMARY OF ITEM:

Motion to proceed with the preliminary design and initial layout of public sidewalks in the Northwest Belmont Area.

RECORD OF ACTION TAKEN:

TRANSPORTATION AND PARKING COMMISSION
Minutes

July 13, 2016, 7:00 p.m.

Council Chambers - Village Hall
801 Burlington Avenue, Downers Grove

Chairman Stuebner called to order the July 13, 2016 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 Stuebner, Commissioners Aguzino, Carter, Saricks, Wilkinson, and Wrobel

Absent: Commissioner Schiller

Staff Present: Public Works Director Nan Newlon

Public:

Jeff Mohd 4605 Cross, China Delesh & John Hott 4608 Cross, Wayne Hoppenrath 4512 S. Cross, Michael A. Hendron 4823 Cross, Scott Rogers 4504 Drendel, Wayne Ewerson 4805 Cross, Aaron & Raegan Cates 2537 Indianapolis, Elaine Carbine 4511 Cross, Miriam Fife 4516 Cross, Judi Davenport 4617 Cross, Mark & Donna Samiec 4615 Drendel, Chris & Donna Dalu 4617 Drendel, Lorie Pilster, School District 58, Gordon Goodman 5834 Middaugh, Donna Aikens 4618 Cross, Gary Mori Hamilton Partners

File # 04-16 – Drendel/Cross/Indianapolis – Public Sidewalk Request: Ms. Newlon reported that this item was initiated by a petition that was submitted on behalf of residents in this neighborhood request consideration of the construction of public sidewalks. Ms. Newlon presented the attached Powerpoint presentation that provided an overview of the request, the Village's policy toward sidewalk construction and approach to sidewalk construction. She stated that the purpose of this meeting is to provide an opportunity for the public to provide comments and to create a public record.

Mr. Wrobel stated that prior to the meeting he drove through this neighborhood and observed that the streets are narrow and do not provide an area for pedestrians.

Chairman Stuebner opened up the meeting to public comment:

Gordon Goodman, 5834 Middaugh, Downers Grove, he volunteers at and visits the Prairie and is familiar with this neighborhood and feels that the pedestrian amenities could be improved. He referenced the Village's Comprehensive Plan.

Raegan Cates, 2537 Indianapolis, she has lived in the neighborhood for 3-4 years, young children, neighborhood changing, more children, concern about safety and condition of streets

Jeff Mond, 4605 Cross – NW Belmont Improvement Association, 96-97 plan for new routing related to the proposed Walnut Commuter Station, address cut through traffic, width of Indianapolis, flooding, etc.

China DeLishe, 4608 Cross – Flooding, never addressed narrow streets

Donna Daly, 4617 Drendel – Streets need improvements, drainage, address these first

Wayne Enerson, 4805 Cross – Across from prairie, does not have a strong opinion about sidewalks. Would school still provide busing if sidewalks were built, limited row by Prairie?

Judi Davenport, 4617 Cross - does not believe sidewalks are needed, address speeding

Scott Rogers, 4504 Drendel – has children, runs and uses the Belmont Commuter station, supports sidewalks

Donna Aikens, 4618 Cross Street

Wayne Hoppenrath 4512 Cross – Streets and drainage, concerned that children could be in danger because of coyotes

Co-signers of petition spoke a couple of times and said that signatures of petition all fully supported sidewalks

Judi Davenport, 4617 Drendel, supports sidewalks

4805 Cross – likes coyotes

Raegan Cates, 2537 Indianapolis, verified that petition was signed by households, not individuals, measures were included in home construction to mitigate drainage

Mark Samiec, 4615 Drendel – problem with Hertz parking – put down gravel

MOTION BY MR WILKINSON THAT THE TRANSPORTATION AND PARKING COMMISSION FORWARD A RECOMMENDATION TO THE VILLAGE COUNCIL TO COMPLETE A COMPREHENSIVE REVIEW OF TRAFFIC, DRAINAGE, STREET CONDITIONS AND SIDEWALKS FOR THIS NEIGHBORHOOD.

MOTION CARRIED UNANIMOUSLY BY VOICE VOTE OF 6-0.

Public Works Staff Report

New Sidewalk Request - Drendel/Cross/Indianapolis

ISSUE

Residents of Drendel Road, Indianapolis Avenue and Cross Street have requested that the Village construct public sidewalk along one side of the following street segments:

- Drendel Road from Indianapolis Avenue to Ogden Avenue – 900 ft
- Cross Street from Prairie Avenue to Ogden Avenue – 1850 ft
- Cross Street from Haddow Avenue to Prairie Avenue – 720 ft
- Indianapolis Avenue from Drendel Road to Cross Street – 550 ft

BACKGROUND

Staff met with homeowners in this neighborhood who expressed interest in the construction of new sidewalks in the recently annexed area of Drendel, Indianapolis and Cross Street. A neighborhood petition was subsequently received, signed by 19 homeowners from 4500 block of Drendel, 4500 block of Cross and 2500 block of Indianapolis.

In response to the request, staff conducted traffic counts along the designated streets. The traffic data was used to analyze the relative priority for sidewalks utilizing the same scoring technique used to rank the street segments on the Sidewalk Matrix in the past. The scoring system includes major factors such as average daily traffic (ADT), vehicular speed, street width/pedestrian clearance, proximity to schools, continuity of the street. Minor factors include proximity to pedestrian generators, sight obstructions and proximity to parks. The streets included in the petition have consistently scored high on the majority of these factors, indicating that these street sections would have been a priority under the former Sidewalk Matrix.

POLICY

The following language related to the Village's policy related to the construction of public sidewalks was included in the adopted 2015 Long Range Plan:

Sidewalks

The Village has been constructing new sidewalks for the past several decades. The construction of new sidewalks supports the long-standing goal of providing a sidewalk on at least one side of every street within the Village. This goal, identified during Total Community Development II in the early 1990's, is intended to improve pedestrian safety and enhance pedestrian access throughout the Village.

Recommended Level of Service	A sidewalk on at least one side of every street All sidewalks maintained in a safe condition
Current Status	95% of street segments have sidewalks on at least one side Sidewalks are being maintained according to industry standards
Recent Performance & Actions Completed	The Village has been constructing new sidewalks according to the sidewalk prioritization plan for the past several decades Constructed approximately 6.75 miles of sidewalks from 2011 to 2015 In 2014, the Village Council approved a plan for the construction of the remaining sidewalks along Ogden Avenue For the past several years, the Village has completed sidewalk maintenance activities according to industry standards In 2015, the Village Council decided to not construct new sidewalks in Clyde Estates
Issue	The multi-year new sidewalk construction prioritization plan is nearly completed
Strategies & Solutions	Continue to maintain the existing sidewalk system Temporarily stop constructing new sidewalks on a Village-initiated basis Consider constructing new sidewalks in response to resident requests Allocate funds traditionally used for new sidewalk construction to other Village needs
Current Funding Amount & Sources	\$200,000 per year required for maintaining the current system \$200,000 per year provided Property Tax Home Rule Sales Tax Telecommunication Tax

COST

The estimated cost to construct sidewalks on one side of the requested street segments, not including potential improvements to the roadways or drainage, is estimated to be \$311,000.

\$63,000 - Drendel Road from Indianapolis Avenue to Ogden Avenue

\$150,000 - Cross Street from Prairie Avenue to Ogden Avenue

\$58,000 - Cross Street from Haddow Avenue to Prairie Avenue

\$40,000 - Indianapolis Avenue from Drendel Road to Cross Street

BENEFITS OF NEW SIDEWALKS

The area is in close vicinity to Henry Puffer School; however, students rely on a bus service due to a lack of a safe walking route to school. The number of grade school students who live in this area has been requested from school officials. Areas near schools especially benefit from sidewalk installation, as they provide a safer way for students to walk to school. This area is also within walking distance of the Belmont Commuter Station and the Ogden Avenue corridor.

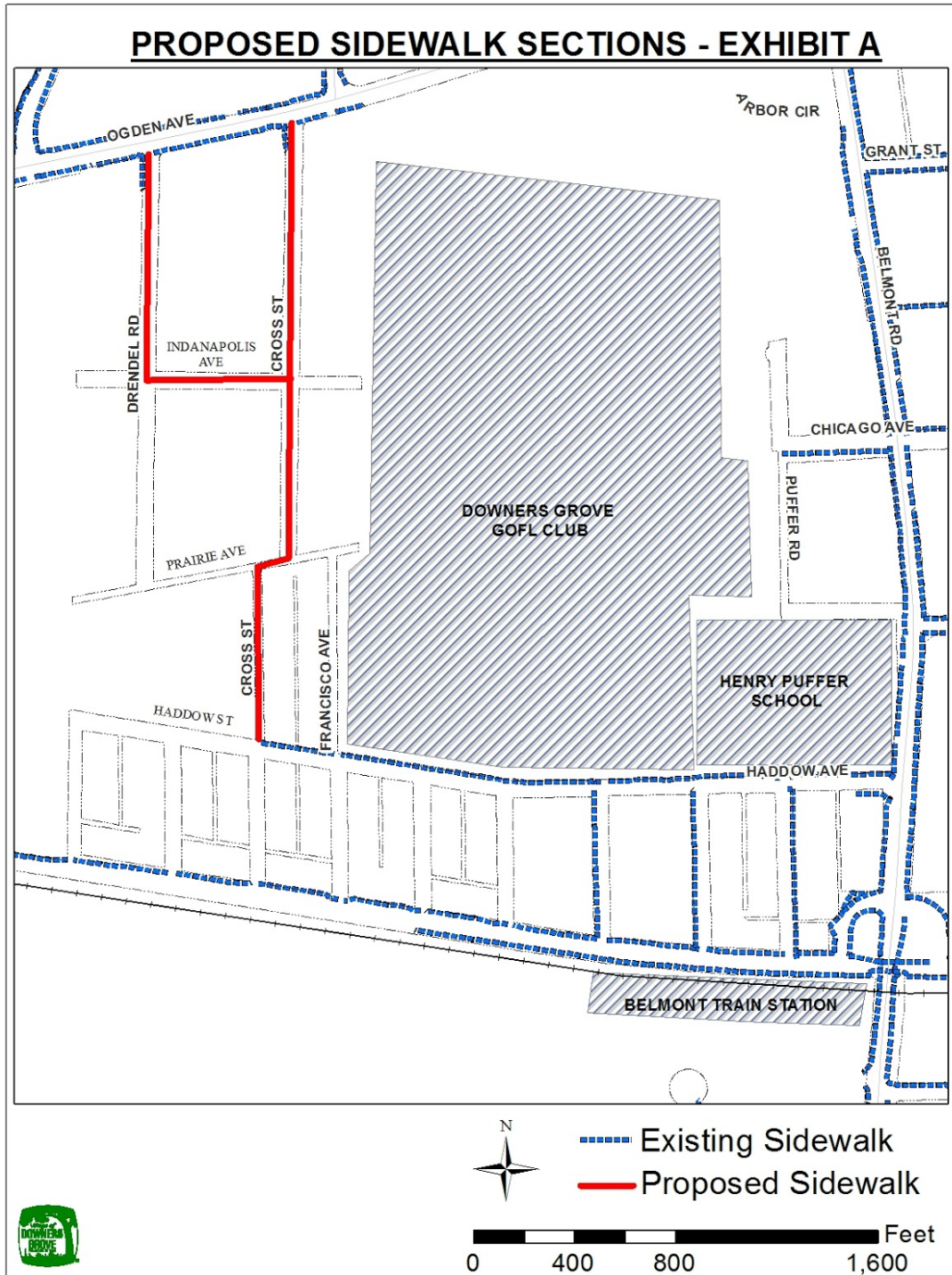
Sidewalks separated from the roadway are the preferred accommodation for pedestrians. The presence of sidewalks reduces the need to walk along the side of the road and therefore reduces the chance of vehicle/pedestrian crashes. Additionally, sidewalks provide other benefits including safety, mobility, and healthier communities and tend to contribute to increased walking for recreational purposes providing a comfortable way for residents to get a recommended allotment of physical exercise.

CURRENT CHALLENGES

Some of the challenges of constructing sidewalks along these street include less than standard widths of right-of-ways, particularly along Cross Street, south of Prairie Avenue. This area was developed in the County and annexed to the Village in 2011, and some property setbacks and street widths do not adhere to current standards. Localized drainage issues may also need to be addressed prior to sidewalk installation, as well as potential removal of mature trees. With adequate project funding the Village has successfully mitigated these challenges on prior projects.

RECOMMENDATION:

Staff recommends that the Transportation & Parking Commission conducts a public meeting of the neighborhood to share information and express interest and concerns.



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TRANSPORTATION AND PARKING COMMISSION
Minutes

April 26, 2017, 7:00 p.m.

Council Chambers - Village Hall
801 Burlington Avenue, Downers Grove

Chairwoman Dunne called to order the April 26, 2017 meeting of the Transportation and Parking Commission at 7:00 p.m. and led the meeting with the recital of the Pledge of Allegiance. Roll call followed and a quorum was established.

ROLL CALL

Present: Chairwoman Dunne; Commissioners Carter, Saricks, Wilkinson, Wrobel

Absent: Commissioner Schiller

Staff Present: Public Works Traffic Engineer Will Lorton

Others: Aaron AND Raegan Cates, 2531 Indianapolis Ave.; Lauren and Anders Singdahlon, 2529 Indianapolis Ave.; Phil Albert, 4839 Cross St.; Sue Zid, 4528 Cross St.; Bill and Nalen Hollison, 4852 Fransisco Ave.; Tony and Irma Tran, 4708 Cross St.; Robert Bartos, 4750 Cross St.; Donna & Mark Samiec, 4615 Drendel Rd.; Karen Samiec, 4613 Drendel Rd.; Judith Davenport, 4617 Cross St.; Scott Rogers, 4504 Drendel Rd.; Adam & Beth Curey, 4524 Cross St.; Michael Hendron, 4823 Cross St.; Jackie Olkiewicz, 4506 Drendel Rd.; Guy Thacher, 4521 Cross St.; Dan & Miriam Fife, 4516 Cross St.; David Growdy, 4801 Cross St.; Jeff Mont, 4605 Cross St.; Wayne Hoppendorf, 4512 Cross St.; Kurt Schaefer, 4510 Drendel Rd.; Garry Horak, 4507 Drendel Rd.; Katie Novosel, 236 Indianapolis Ave.

File #9-17 Neighborhood Study – Sidewalk Installation: Traffic Engr. Lorton reviewed a history of the former sidewalk matrix program. He explained the new sidewalk study recommended a sidewalk on at least one side of the roadways within the neighborhood with improvement on pedestrian safety and improving separation of pedestrians and vehicles. Mr. Lorton shared the discussion from the neighborhood meeting in February 2017. Details followed regarding the physical installation of the sidewalks and the fact that a tree survey would be completed prior to installation of a sidewalk. Installation would cut through driveways with temporary access provided and the parkway would be restored when completed.

Mr. Lorton emphasized the design was not finalized and tonight's discussion would only focus on whether sidewalks should be implemented and to receive feedback from the neighborhood. Further details followed on the steps that would be taken if sidewalks were desired and the fact that more discussion would take place. Mr. Lorton explained that the location of the sidewalks will be based on the least impact of the trees, drainage, overall costs, driveways, and neighborhood feedback.

Chairwoman Dunne invited public comment.

Ms. Karen Semiec, 4613 Drendel Road, stated there were much more severe problems than kids walking to the bus stop since the area was served by school buses. No children were walking from her area to the school so there was no need for sidewalks. However, she proposed that the location of the sidewalk be on the opposite side of where the children lived and direct the walkway to the bus stop. She stated the drainage in her area was made "awful" by the village by it allowing high density housing. The roads were in terrible shape and proposed sidewalks would sink due to the area's drainage issues. She suggested spending money on other improvements. (Ms. Semiec provided photos to Mr. Lorton.)

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Mr. Garry Horack, 4507 Drendel, asked for an explanation of staff's comment about a 50/50 chance of not running into infrastructure and how staff proposed to do that.

To the chairwoman's question about funding sources to pay for the sidewalks, Mr. Lorton was not sure about the funding sources, but offered to say that costs would probably be broken into a two or three-year phase. Mr. Worthman stated that would be a village council discussion/decision.

Mr. Dan Fife, 4516 Cross St., expressed concern about the logic of the entire study, commenting that it was basically delaying the resurfacing/refinishing of a road that the village neglected.

A resident returned, recalling he saw a sidewalk study that was done last year reflecting the estimated costs broken down by block. He estimated it was about \$200,000 for sidewalks and suggested reviewing the Public Works records.

To Mr. Saricks' question regarding the installation of the sidewalks where drainage was an issue, Mr. Lorton explained an ongoing engineering study was taking place where drainage and topography were being reviewed for possible solutions. Should sidewalks be installed, the drainage would be designed to handle the additional impervious area. Should they not be installed, an issue could arise in the future. Mr. Worthman added that was the reason why they were looking at the neighborhood holistically, commenting that the village did not want to resurface streets only to have to rip them up a few years later to install storm sewers to improve drainage.

Mr. Robert Bartos, 4715 Cross Street, shared concerns about a water main existing under Cross Street on his side of the street and how it would affect the appearance and condition of the sidewalk when the village had to access the older water main. He did support sidewalks.

Ms. Mary Fife, 4516 Cross, supported sidewalks if the road was not going to be widened. She expressed that there were safety concerns for her children when walking on the current narrow roads, especially when it snowed. If the roads were going to be widened she would not support sidewalks. She discussed the amount of vehicle and pedestrian traffic she sees going to the train station and supported sidewalks. Recalling last year's petition she spoke with many of the neighbors and recalled many of the neighbors on the west side of Cross Street supported sidewalks. Per a question, she stated that the right-of-way along the rear of the golf course was used by the residents/students walking to the school. And in the winter, it could get icy.

Ms. Donna Samiec, 4615 Drendel Road, reiterated that the village cannot install sidewalks on her road because it is a dead-end street due to the slope and drainage. She discussed the amount of water that accumulated during a past storm. She noted no sidewalks should be installed unless the drainage issue was addressed first. Lastly, she said if sidewalks were installed they were the responsibility of the residents to shovel them which she stated she could not do at this time. She discussed the issues she and her husband have faced when the village snow plows during the winter. She did not support sidewalks currently.

Ms. Karen Samiec, 4613 Drendel Road reminded commissioners this area was covered by bus service for the school. Sidewalks were "a luxury" and drainage had to be addressed which caused flooding due to high density housing.

Chairwoman Dunne reminded the public to keep their comments to the sidewalks.

Ms. Judy Davenport, 4617 Cross Street, attended all of these meetings and recalled that only 19 families signed the petition for sidewalks in the area under discussion. She did not want sidewalks and did not want 19 households controlling the entire area. She asked if there was a process to vote on the matter.

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Ms. Raegan Cates, 2537 Indianapolis, recalled there were 19 families that signed the petition for sidewalks but she started the petition. The roads were narrow and not improved properly. She noted that students were bused and she lived .55 miles from Puffer school, which she found unacceptable. Students could not walk because they could not do it safely. Money could be saved by not having to bus children when they could walk to school. She believed that if the drainage issues were addressed it could change her neighbors' opinions. Regarding the shoveling, she agreed it was a safety concern for those shoveling as well as the students trying to get to school. She asked staff whether there was an ordinance requiring that residents have to shovel their snow. (Staff could not confirm.) She supported sidewalks due to their positive health and social benefits.

Ms. Lauren Singdahlnson, 2529 Indianapolis Ave., explained it was not a matter of 19 families wanting sidewalks. She supported the sidewalks and described how she and others obtained the signatures required for the petition. She shared the importance of walking and stated that kids are bussed because it is considered "hazardous" for them to walk less than a half mile to school. She noted the sidewalk map located a variety of locations that the residents could walk to besides the school and link them together. As to the comment that sidewalks are "a luxury", Ms. Singdahlnson stated they were a luxury and as a resident she should have that luxury and have them at least on one side of the road and to be able to walk safely. Regarding costs, she understood the village was researching the costs and that some of the sidewalk costs could be covered by a "Safe Routes to School" grant. She supported sidewalks.

Mr. Scott Rogers, 4504 Drendel, supported sidewalks and was concerned about safety, as he did have small children. He shared the challenges students have to face walking to the bus stops during the winter. He shared the safety concerns for those commuters who walk home in the evening during the winter months.

Mr. Jeff Mahn, 4605 Cross Street, asked if the commissioners have physically seen the area under discussion. He suggested tabling the motion until the other studies arrived and then return to the sidewalk topic after that.

In response, Mr. Worthman explained that sidewalks were important to address now because ditch drainage currently existed along with a need for some storm pipes. Design details with, and without sidewalks, were explained.

Mr. Richard Mackie, 4613 Cross Street, did not support sidewalks and noted that generations of kids had grown up in the area without sidewalks. While he knew of the drainage issues, he was not affected by them. He supported widening the streets.

Mr. Garry Horak, 4507 Drendel Road suggested holding off on improvements and was against the sidewalks.

Mr. Wayne Hoppenrath, 4512 Cross Street, stated he was told the only reason there were school buses was because there were no sidewalks. In later years, he noticed the amount of coyotes in the area and expressed concerns about the safety of children. He did not support sidewalks.

Mr. Dan Fife, 4516 Cross Street walks to/from the train station and when he arrives home it is dark. He said there has been one or more occasions where he has almost been hit by a driver. He supported sidewalks.

Mr. Anderson Dalson, 2529 Indianapolis, discussing the line of cars picking up/dropping off students, explained that having sidewalks would help alleviate that problem. He discussed the positives of walking and currently walked in the street. He supported sidewalks.

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Mr. Aaron Cates, 2537 Indianapolis Ave., discussed the increase in children over the past 10 years and the fact that there was the possibility of accidents increasing with them. It was beneficial to have a safe passage to the school. He supported sidewalks and appreciated discussing the drainage issues in the area.

Mr. Adam Kerry, 4524 Cross St., supported sidewalks. Buses dropped off students but they also walked three-quarters of a block, in the street. A sidewalk for that short distance would be a positive.

Ms. Marianne Fife, 4516 Cross Street, referring to those residents who lived in the neighborhood for many years and did not support sidewalks, recalled hearing that in the last 15 years the golf course has become more popular and a number of locations have increased in population, making it an entirely different neighborhood than 30 to 40 years ago. She agreed the neighborhood is turning over with more small children than there were 10 years ago.

Ms. Beth Kerry, 4524 Cross St., agreed with many of the comments being made, commenting she and her husband have a young son and want to ensure he has a safe place to play and walk to school.

Mr. Dimitri Goloff, 4904 Western, supported sidewalks and was not even aware there was a petition and he did not sign it. He believed if it went door to door, it probably would have received more signatures. Currently, he and his wife walk much. He agreed there were drainage issues but said even if the sidewalks were not installed now, they should be planned for the future.

Ms. Jackie Okowitz, 4506 Drendel, supported sidewalks since she has small children and it was a safety issue. She wanted to be connected to her neighborhood. She currently walks with her dog. She believed the village had to look at the issues holistically, especially concerning the drainage issues. Her backyard also flooded.

Ms. Raegan Cates, 2537 Indianapolis Ave., acknowledged the overall increase in pedestrian traffic over the years and stated when she moved into her home initially, it was not incorporated, as were her neighbors' homes. However, without her knowledge, she became incorporated and was fine with it. However, she felt if 95% of the village had sidewalks and amenities that she paid high taxes for, then the residents should receive the benefits of sidewalks.

Ms. Amanda Vernderholm, 4505 Drendel, has resided in the village less than year but she would like sidewalks since she has young children. Connection was important, as was walking in the community, and getting the children to move outside.

Mr. Mark Samiec, 4615 Drendel, did not support sidewalks since he lived on the southern end of Drendel, which was a dead-end street with very little foot traffic. He did not know if there was any pedestrian study on who uses the street but it sounded like Cross Street received more pedestrian traffic versus Drendel.

Per Mr. Sarick's question on the actual location of the sidewalk, Mr. Lorton explained that typically installation takes place near the right of way line but he would have to review the area to determine where exactly the sidewalk would be installed.

Another resident returned and asked whether the dead-end of Drendel would be considered under the Safe Routes to School grant program since it did not connect anywhere and the fact that the residents in that location indicated there was low pedestrian traffic in that location. Wherein

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Mr. Lorton believed that issue would have to be up for discussion in design because it could tie into Indianapolis. Details followed.

Susan ____, 4528 Cross Street, supported sidewalks. She asked who decides what infrastructure gets installed at Indianapolis Avenue between Cross and Drendel due to the drainage issues there.

Another resident returned and inquired as to who would be responsible for installing the sidewalks on Ogden Avenue, off of Drendel, to the recreational center, or those areas where the car dealerships were located. This resident voiced concern that if sidewalks were installed for the residents, where would they lead to and would there be pathways leading to empty lots? He voiced concern that the plan did not include everything – streets, sidewalks, sewers, etc.

A resident recalled that the village was going to come up with a comprehensive plan that addressed traffic, street repair, widening, sidewalks, drainage, and safety but that it was “back to piecemeal again.” He voiced his frustrations.

Another resident spoke and acknowledged that there were residents who supported sidewalks and those that did not and the neighborhood continued to change. People who were moving into the neighborhood were younger with children of their own. This resident believed the trend would continue to grow and if changes were going to be made it would be a disservice to not include sidewalks from the master plan.

Chairwoman Dunne closed the public comment portion of the meeting.

Mr. Lorton shared that prior to tonight’s meeting there was one phone call against sidewalks; three emails received by staff with two against sidewalks and one against sidewalks on both sides of the street.

Ms. Karen Samiec, 4613 Drendel Rd., stated she tried to send an email to the village but the letter that was sent out had the wrong email address so staff did not receive comments that it would have.

The chairwoman closed the public comment portion again.

Chairwoman Dunne pointed out from the testimony that this was a safety issue, demographics were changing, pedestrian traffic had increased, and the area was incorporated. There were young children in the area and it was a disgrace that children living close to the school had to be bussed. Main reasons against sidewalks appeared to be construction or drainage which would be addressed as the design moved forward. Installing sidewalks, to her, was not making conditions worse. She supported sidewalks in this neighborhood.

Mr. Saricks asked for clarification of what it was approving tonight, understanding that it was basically to approve a comprehensive design and not necessarily the exact location of where sidewalks would be placed, wherein Mr. Lorton stated the recommendation was to include sidewalks with the design. Mr. Carter supported sidewalks, seeing the village was going through an expansion with the schools, etc. and bussing within a half mile of a school was an issue. Mr. Wrobel asked if there was a construction ordinance requiring sidewalks to be added to new construction wherein Mr. Lorton stated there was not. Dialog followed that the Nelson Meadow development was having sidewalks installed because it was part of the agreement with the developer.

Asked who else would be involved in the design of the master plan for the area, Mr. Lorton stated the Public Works engineering department would be involved. Tonight’s vote would influence their plan and overall assessment of the area. Further discussion followed on how the process would

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move forward once approved by the village council, noting that additional neighborhood input would be received.

Mr. Wilkinson asked if it was feasible to have at the next neighborhood meeting a plan with sidewalks and a plan without sidewalks with minimal cost? However the chairwoman disagreed to move in that direction due to the excellent reasons for or against sidewalks as voiced by the residents. Mr. Wrobel pointed out that the village's master plan discussed having sidewalks on at least one side of the roadway throughout the entire village. He shared his observations at prior meetings on this topic. He agreed there were changes in demographics, there was connectivity with sidewalks and people were moving more.

WITH RESPECT TO FILE #9-17, MR. WILKINSON MADE A MOTION THAT THE TRANSPORTATION AND PARKING COMMISSION FORWARD A POSITIVE RECOMMENDATION TO THE VILLAGE COUNCIL TO IMPLEMENT SIDEWALKS IN CONJUNCTION WITH PROPOSED DRAINAGE IMPROVEMENTS AS PROPOSED BY STAFF.

SECONDED BY MR. CARTER.

MOTION CARRIED UNANIMOUSLY BY VOICE VOTE OF 5-0.

OLD BUSINESS: None.

COMMUNICATIONS – Refer to commissioners' packets.

ADJOURN

HEARING NO FURTHER DISCUSSION, THE CHAIRWOMAN ADJOURNED THE MEETING AT 9:15 P.M.

Respectfully submitted,

Celeste Weilandt
Recording Secretary
(transcribed from MP3 recording)