

**Staff Responses to Council Questions**  
**June 5, 2018**

**7. Consent Agenda**

**E-F. Resolutions: Authorizing an Agreement with Sada Systems, Inc and an Amendment to the G Suite Customer Agreement with Sada Systems, Inc**

*G Suite and SADA - Why are these items presented with two contracts and one staff report?*

The agreement and amendment are two separate agreements and therefore a resolution was needed for each item on the agenda. One staff report was sufficient to describe both resolutions.

**ATTACHMENTS**

rEmarks are attached.



rRemarks Data for June 5, 2018 Village Council Meeting

Agenda Section	Agenda Item	Comment	Commenter
Manager's Report	MOT 2018-7794 A motion directing staff to construct sidewalk on Drendel Road between Prairie Avenue and Indianapolis Avenue	As a homeowner that resides on the street I support the construction of sidewalks on Drendel Road. While we reside north of the Indianapolis intersection, we have friends and neighbors that live south of Indianapolis. I believe sidewalks will increase the safety and connectivity of the entire neighborhood.	Scott Rogers, 4504 Drendel Rd Downers Grove
Manager's Report	MOT 2018-7794 A motion directing staff to construct sidewalk on Drendel Road between Prairie Avenue and Indianapolis Avenue	<p>Hello Village Council,</p> <p>Thank you for reconsidering the installation of sidewalks on Drendel Avenue south of Indianapolis to the Prairie. While my family not reside on this street, we walk here on a regular basis. I feel strongly this street should have sidewalks installed for safety, connectivity, and all of the many other benefits sidewalks provide a neighborhood like ours.</p> <p>I hope you will prioritize neighborhood safety over some residents apprehension for change.</p> <p>Best Regards, Lauren Singdahlsen and family</p>	Lauren Singdahlsen, 2529 Indianapolis Ave Downers Grove
Manager's Report	MOT 2018-7794 A motion directing staff to construct sidewalk on Drendel Road between Prairie Avenue and Indianapolis Avenue	<p>I thank the Council for instructing staff to eliminate the sidewalk from plans for lower Drendel. I am opposed to the proposed change under MOT 2018-7794. The reasons for this position follow.</p> <p>1.) This segment of Drendel Road south of Indianapolis is a dead-end street. There is no destination at the end, like a parking lot. With only residences, likely undevelopable wet lands and just maybe 2-3 buildable lots, the traffic patterns and levels are different than surrounding roads with more traffic other than the residents.</p> <p>2.) I am very sympathetic to the petitioners and people on Indianapolis and Cross for having to wait until 2019 for sidewalks. This is especially true given the higher scores for sidewalks/roadwork in the Sidewalk Matrix. From personal experience driving and running on those roads for four decades, the relative scores probably should be higher for Indianapolis and maybe Cross. Denial of this MOT will do nothing to negate future construction in 2019. However, the concerns expressed by those living outside this segment of Drendel seem to generate undue consideration regarding this proposed sidewalk. The concerns seem to be centered on two issues: security and compliance with the policy of a sidewalk on every street.</p> <p>3.) The issue of security should not be governed solely by feelings. Parents have a right to express them, but a decision should be more rational if possible. I am not advocating you deny this proposal due solely to a feeling it is different as a dead-end street. The village has data about the different levels and patterns of traffic among the roads. At least, I assume the traffic study provided some granularity of this data to the village for the expense. In addition, there probably was a comparison to metrics from experts to suggest modifications in traffic signs to meet a level of safety. Whether the village actually received this detailed information remains to be seen. In any case the village did get recommendations about changes in traffic signs. I suspect this was a conservative estimate. But the village's engineers can verify what portion of the recommendations were incorporated as a measure of one conservatism. Certainly the proposal for stop signs at the two ends of Cross before entering Prairie was eliminated. Sometime around the third quarter of 2017 and after completion of the traffic study, a map was produced that showed the proposal for sidewalks. I cannot find it online. But there was no sidewalk proposed for this segment. Presumably the data in some form from the traffic study were incorporated. I do know that many residents of the segment were under the impression that there would be no sidewalk. A map was not included with the letter announcing the meeting on February 15, 2018, when the sidewalk was first displayed to others and me. Needless to say, it was a shock. It has never been explained what changes in needs for security led to this change. If you choose to pass this motion based on concerns of security, please use the best data available to support that decision and hopefully explain the reasons for the addition.</p> <p>4.) I suggest the village's a policy of providing a sidewalk on one side for every street should not be implemented on an absolute, cookie cutter basis. A similar suggestion is made for interpretation of Top Quality Infrastructure. Some flexibility should be incorporated. The policy in a simple form is good as it provides fairness in allocation of resources and some level of consistency through the village. This policy seems to stem from TCD II from around 1993 as a recommendation of a limited group of people. Conditions change though. One obvious example is the village's level of support for Heritage fest for years before 1993, afterwards, and then subsequent to the downturn. Issues of drainage and impermeability were also of far less concern 25 years ago. In particular, the chances seem slim that people then would have recommended taxing impermeable portions of land, including initially non-profits. The financial condition of the village also varies from then. The point is a simple statement from the past should consider some flexibility for current or specific conditions. It is not unprecedented with regards to sidewalks. Note the example of Clyde Estates, which included roads that were not dead ends.</p> <p>5.) At least part of the reason for this MOT is due to the comments from four people at the May 8th Council meeting. They have a right to be surprised. However, the letter announcing the May 2nd meeting included a map so the change was known before the meeting. In February that was not the case. Everyone first learned of the addition of sidewalks when they entered. In February, less than 122 hours after the beginning of the meeting, a petition was presented to the Council by residents on the street to eliminate the sidewalk. Council acted favorably. Now, the proposed MOT seems to ignore this expression. If the MOT is just designed to formalize the elimination of the sidewalk, I agree. Council has other issues to deal with. If the MOT is designed to ignore the petition, some explanation should be given why this money will be spent.</p> <p>6.) The four commenters at the May 8th meeting included two residents from separate residences on the segment, one on Indianapolis and one about 400 feet north of Indianapolis on the west side of Drendel. The two residents have every right to have their opinions. However, the net impact of the pair should be discounted by portion of those included in the petition. The background information in the MOT reflects only expressions of those residents on the street. This filter is appropriate. Nine residences, not people, had representation in the petition versus the 2 residences. That expansion of the background seems relevant.</p> <p>7.) This last point may prove moot after the staff's presentation. This drainage project needs to get done for at least two reasons. It is a solution for an immediate problem on Drendel. Secondly, solving this drainage issue includes the storm sewer on Cross below Prairie. I am under the impression that pipe is a prerequisite for solving more complex drainage issues on Cross above Prairie. The sidewalks and road reconstruction are all part of that project in 2019. As of May 2, the 2018 project was scheduled for August-October. Obviously, staff's assessment is best of the impact of adding the sidewalk to plans now. If plans currently exclude the sidewalk, it might</p>	David Kriz, 4633 Drendel Road Downers Grove
Manager's Report	MOT 2018-7794 A motion directing staff to construct sidewalk on Drendel Road between Prairie Avenue and Indianapolis Avenue	Putting sidewalks on Drendel south of Indianapolis is needed for safety, connectivity and sense of community. Please approve this construction. Thank you.	Shante! Smith, 4611 Drendel