

**VILLAGE OF DOWNERS GROVE**  
**REPORT FOR THE VILLAGE COUNCIL MEETING**  
**NOVEMBER 1, 2011 AGENDA**

SUBJECT:	TYPE:	SUBMITTED BY:
Truck Weight Restrictions – Janet Street and Lacey Road	✓ Resolution Ordinance Motion Discussion Only	Nan Newlon, P.E. Director of Public Works

**SYNOPSIS**

An ordinance has been prepared to amend sections of the Municipal Code concerning the installation of 6-ton weight restrictions on Lacey Road, from Janet Street to Virginia Street, and also on Janet Street, from Lacey Road to Belle Aire Lane.

**STRATEGIC PLAN ALIGNMENT**

The goals for 2011-2018 include *Top Quality Infrastructure*.

**FISCAL IMPACT**

N/A

**RECOMMENDATION**

Approval on the November 8, 2011, Active Agenda

**BACKGROUND**

Staff has received concerns from the neighborhood regarding the excessive truck use of Janet Street and Lacey Road north of Janet Street. The concerns raised include the large construction trucks traversing primarily east-west along Janet Street throughout the year.

Janet Street is a 21-foot wide, designated residential local street. The properties along Lacey Road are primarily commercial, while those along Janet Street are residential. Lacey Road is the primary entrance to the several commercial businesses between Ogden Avenue and Janet Street. These commercial properties are expected to use Lacey Road in this section for their trucking operations.

There are no other posted speed limit signs on Lacey Road north of Janet Street or on Janet Street east of Lacey Road, and no parking restrictions posted along either Lacey Rd or Janet St. There are no existing truck weight restrictions along either Lacey Road or Janet Street.

Staff reviewed this area and found that Lacey Road is adequate to accommodate trucks turning into and out of the commercial businesses on Lacey Road south of Janet Street. Staff also found that the residential roadways are not designed for heavy equipment and supports the use of Lacey Road for direct access to Ogden Avenue by the commercial businesses on Lacey Road.

Staff proposes to restrict trucking operations to within the Lacey Road commercial area north of Ogden Avenue via the placement of 6-ton weight limit restriction signs on Lacey Road, north of Janet Street to Virginia Street, and along the entire length of Janet Street, between Lacey Rd and Belle Aire Lane. With this signage, routine truck deliveries, such as FedEx, Postal vehicles, and other delivery services can effectively use the residential portions of Lacey Road and Janet Street, while restricting the larger and heavier construction vehicles.

This item was presented to the Transportation and Parking Commission on October 5, 2011. The Commission voted unanimously to approve this action as presented.

**ATTACHMENTS**

Meeting Minutes – Oct. 5, 2011 Transportation and Parking Commission  
Ordinance

Truck Restrictions

ORDINANCE NO. \_\_\_\_\_

**AN ORDINANCE PROHIBITING OVERWEIGHT TRUCKS ON CERTAIN STREETS**

BE IT ORDAINED by the Village Council of the Village of Downers Grove in DuPage County, Illinois, as follows: (Additions are indicated by **shading/underline**; deletions by ~~strikeout~~):

**Section 1. That Section 14.164.1. is hereby amended to read as follows:**

**14.164.1. Twelve thousand pound weight limit on certain streets.**

Except for vehicles whose point of origin or destination is located within the portions of the streets described herein, it shall be unlawful for any person to drive any automobile, truck or other vehicle having a gross weight of more than twelve thousand pounds on or across any of the following streets or portions thereof:

*Franklin Street*, between Oakwood Avenue and Linscott Avenue, and between Saratoga Avenue and Forest Avenue.

*Janet Street*, between Lacey Road and Belle Aire Lane.

*Lacey Road*, between Janet Street and Virginia Street.

*Linscott Avenue*, between Chicago Avenue and Franklin Street.

*Middaugh Avenue*, between Chicago Avenue and Warren Avenue.

*Oakwood Avenue*, between Chicago Avenue and Warren Avenue.

*Prince Street*, between Chicago Avenue and Franklin Street.

*Saratoga Avenue*, between Prairie Avenue and Warren Avenue.

(Ord. No. 2954, § 3.)

**Section 2.** That all ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

**Section 3.** That this ordinance shall be in full force and effect from and after its passage and publication in the manner provided by law.

\_\_\_\_\_  
Mayor

Passed:  
Published:  
Attest: \_\_\_\_\_  
Village Clerk

DRAFT

**TRANSPORTATION AND PARKING COMMISSION  
Minutes**

October 5, 2011, 7:00 p.m.

Council Chambers - Village Hall  
801 Burlington Avenue, Downers Grove

Chairman Stuebner called to order the October 5, 2011 meeting of the Transportation and Parking Commission at 7:00 p.m.

The chairman led the commissioners and the public in the recital of the Pledge of Allegiance.

A review of the meeting's protocol followed. Chairman Stuebner reminded the public that the commission was a recommending body to the Village Council and stated the minutes were being recorded on village-owned equipment for transcription purposes.

Roll call followed and a quorum was established.

**ROLL CALL:**

Present: Chairman Stuebner, Commissioners Mr. Cronin, Mr. Schiller, Ms. Van Anne, Ms. Vlcek, Mr. Wrobel, Student Representative Ms. Celeste Aguzino (arrives 7:03 p.m.)

Absent: Mr. Saricks

Staff Present: Public Works Dir. Nan Newlon, Traffic Manager Dorin Fera; Office Tim Sembach, Downers Grove Police Dept.

Visitors: Ms. Sharon Falesch, 1650 Janet Street, Downers Grove; Mr. Paul Giagnoria, 994 Warren Avenue, Downers Grove; Mr. Tony Andina, 4250 Lacey Road, Downers Grove; Mr. Lawrence Gress, 1125 61<sup>st</sup> Street, Downers Grove; Mr. Stephen and Mrs. Sharon Laisch, 1734 Janet Street; Downers Grove; Mr. Ernest and Mrs. Donna Anderson, 1723 Janet St., Downers Grove; Ms. Darlene Chesky, 1731 Janet St., Downers Grove; Mr. Rich and Mrs. Bobbie Jawske, 1739 Janet St., Downers Grove; Mr. Bob Flint and Bob Flint, Jr., 4330 Lacey Rd., Downers Grove; Ms. Linda Kunze, Downtown Management Corp, 4801 Montgomery, Downers Grove; Ms. Chris Fregeau, 1918 Elmore, Downers Grove

**APPROVAL OF MINUTES**

July 13, 2011 Transportation and Parking Commission Minutes  
August 10, 2011 Transportation and Parking Commission Minutes  
September 14, 2011 Transportation and Parking Commission Minutes

Mr. Schiller moved to accept the above three (3) sets of minutes, as presented. Ms. Van Anne seconded the motion. Motion carried: 6-0-1. (Ms. Vlcek abstains)

**PUBLIC COMMENTS** - None

A change in the order of the agenda followed:

**2. File # 10-11. Truck Restrictions – Lacey Road and Janet Street.** Mr. Fera mentioned that this matter has been moving through the Public Works Department and the Police Department for some time. The residents along Janet Avenue and some along Lacey Road expressed concern about the truck traffic flowing down their streets, due to them being residential in nature. Photos, as submitted by the residents, were referenced. In reviewing the

area, **Mr. Fera** stated that staff agreed the streets should not be a truck route and preferred that the trucking operations be restricted to Lacey Road and Ogden Avenue.

For police enforcement purposes, staff determined that a six-ton limit restriction be placed on the roads which would allow for other, smaller trucks to travel through the area. The restriction is as follows: along Janet Street to Bell Aire and then north of Janet Street on Lacey Road so that trucks could travel in and out of their businesses but not travel up Lacey Road.

As to the south side of Janet Street, a question was raised whether other land-locked businesses (for parking) were using the side streets in the neighborhood, wherein **Mr. Fera** explained he was not sure but that they could be coming from Ogden Ave also. Looking at the photos, **Mr. Fera** believed that several types of trucking operations were using the area.

Asked what the village's regular load limit was for residential streets without posted signage, **Mr. Fera** explained that certain streets in the village were truck restricted streets (local streets) and those streets not designated in the village could have trucks heavier than six tons travel down them. **Chairman Stuebner** believed it made sense for the village to have an ordinance restricting weight limits on trucks, since it would help in the maintenance of the streets, to which staff agreed and believed coordinating efforts with the police department would be in order for enforcement.

**Mr. Wrobel** stated he rode through the neighborhood and noted two properties appeared to be affected: 1747 Janet Street and 4225 Lacey. He stated that the nearby excavating company had not dedicated route from Ogden Ave to follow, which was an unusual situation. He believed the issue was that the trucks were using Janet St. and that restricting the exit from the excavating company to Lacey Rd, while installing some form of physical barrier for the residents would prohibit trucks from going to the north or east.

**Dir. Newlon** concurred and explained that the petition was addressing exactly that, along with police enforcement and specific posted signage.

As to the cost of the fine to be issued, **Officer Sembach** explained the fine depended upon the weight of the truck, but that it would probably be about \$200.00 minimum.

A question followed as to the zoning of the D&M Corvette company on Ogden Ave, wherein **Dir. Newlon** explained the site was part of a settlement agreement with the county. Clarification followed as to where the restrictive signage would be posted. Asked if there was any village requirements for street cleaning for this area, **Dir. Newlon** stated staff could check with the planning officials working on the case. Should the request be approved, **Mr. Fera** stated the businesses would be notified of the restriction. He confirmed they were invited to tonight's meeting.

The chairman opened up the meeting to public comment.

**Mr. Ernest Anderson**, 1723 Janet Street, stated he was one of the observers of the truck traffic in the residential area and submitted much of the information. He stated that after the sidewalks were installed, the trucks continued to travel over them at the corners of Lee and Janet Streets and at Lee and Lacey Streets. The easements were being torn up. While he understood the six-ton weight limit, he also suggested that the commissioners consider the empty weight of the trucks. Mr. Anderson spoke about an unpleasant truck incident which occurred about 4 years ago regarding a disabled truck in a residential area. He voiced safety concerns for the children. As for a village wide restriction, **Mr. Anderson** seemed to understand from the village's web site that posting sign restrictions were on a request basis from the residents.

**Mr. Richard Janske**, 1739 W. Janet Street, stated only one truck business was the issue, which was Donegal, and whose owner did not care about the village. **Mr. Janske** stated the business was a seven-day operation starting at 4:30 a.m. and was noisy. He did not believe restrictive signage would be the answer and the trucks had to leave the neighborhood. He stated he read the village's ordinance regarding outside repair work on trucks and said the owner has a make-shift barn where trucks are repaired and power washed all hours of the day or night. **Mr. Janske** stated D&M Corvette was a great neighbor because the owner cared about the neighborhood. Other concerns were voiced by **Mr. Janske**.

**Chairman Stuebner** sympathized and summarized that the village was trying to address the issue with a weight restriction on the street, citations, and fines. Noise and air pollution, which **Mr. Janske** was citing, are not issues to be addressed by this commission.

**Ms. Van Anne** asked staff whether Donegal was subject to the noise restrictions of the village, wherein **Dir. Newlon** stated the matter was being worked on through the Village Attorney's office and Community Development department.

**Ms. Sharon Laisch**, 1734 Janet Street, asked to have no trucks on her street. She recalled when trucks were not allowed to park on her Street. In response, **Chairman Stuebner** stated it would put the owner out of business. Other commissioners commented that the restriction was too broad. **Ms. Laisch** supported having a barrier at the end of Janet and Lacey but the commissioners pointed out the various issues with emergency vehicle access.

**Mr. Tony Andina**, 4250 Lacey Road, discussed when he purchased his business and how he received compliments from the neighbors. He discussed his proximity to the Donegal company and that almost every day he has to get his car washed. He commented about a ticket he received from the police a few years back for being overweight and other violations that he was called on from his neighbors, who he believed were going "overboard". He discussed the fast speed of some of the trucks and the issues with them.

Again, **Chairman Stuebner** said the Commission was addressing this issue and said it was a first step.

**Ms. Donna Anderson**, 1723 Janet St., voiced concern about the fast speed of the trucks coming down Janet St. and the children's safety.

Comments followed whether the six-ton restriction was fine, wherein **Mr. Fera** stated it was.

**Mr. Ernest Anderson**, 1723 Janet St., asked how staff came to designate the six-ton restriction, wherein **Mr. Fera** explained that the village ordinance had two options --five or six ton -- and due to the streets under discussion, having heavy commercial use, the larger, six-ton restriction is appropriate. **Mr. Anderson** asked staff to research what the standard empty weight was for the types of trucks under discussion. **Chairman Stuebner** noted it was a matter of the combined weight -- truck and trailer. Clarification of the signs' locations followed. **Mr. Anderson** asked if there could be consideration for the signs to be placed north of Ogden Avenue on Belle Aire Ln. and north of Ogden Ave at Downers Dr.

A motion was entertained:

**MR. SCHILLER MADE A MOTION TO DESIGNATE A 6-TON WEIGHT LIMIT ON LACEY ROAD BETWEEN NORTH OF JANET STREET AND VIRGINIA STREET; AND DESIGNATE A 6-TON WEIGHT LIMIT ON JANET STREET, BETWEEN LACEY ROAD AND BELLE AIRE LANE.**

**SECONDED BY MS. VLCEK.**

**ROLL CALL FOLLOWED:**

**AYE: MR. WROBEL, MS. VLCEK, MR. SCHILLER, MR. STUEBNER, MR. CRONIN, MS. VAN ANNE, MS. AGUZINO.**

**NAY: NONE**

**MOTION CARRIED. VOTE: 7-0**

### **3. File # 08-11. Downtown Parking Study – Final Report.**

**Dir. Newlon** introduced consultant **Mr. Dave Burr**, from Rich and Associates, to make the Draft Final presentation of the Downtown Parking Study. She also announced that the audio portion of the September 14, 2011 meeting along with the PowerPoint presentation of the study, were posted on the Village's web site for the public to follow along.

**Mr. Dave Burr** summarized the scope of work again for this project, as discussed at last month's presentation. A review of each of the 13 areas were reviewed, along with the findings and recommendations for each area. Addressing the finding that the village was actually providing 910 parking spaces in all of the commuter lots versus the Metra-required 825 spaces, **Mr. Burr** clarified that the surplus could be converted to shopper parking. Asked if it would make sense to use some of the outlying parking available for free employee parking, **Mr. Burr** responded that whether those spaces would be used for commuter parking or employee parking, was up to the village. **Mr. Burr**, in reviewing the handicapped/accessible parking requirements, added that, in addition to the village's shortage of handicap spaces for the commuter lots, there is a new federal guideline being proposed which would also require on-street handicap spaces. When the guidelines are adopted, **Mr. Burr** stated that a diagram from the government agency would detail how such parking would be laid out, whether diagonal or parallel.

**Mr. Burr** continued his presentation, discussing the findings and recommendations for timed parking, parking around the library, and possibly converting a couple of current spaces to 15-minute parking spaces around the library for drop-offs. A question came up if the street direction the library drop box was located on could be reversed, as it did not make sense currently, to free up parking spaces. **Mr. Burr** reported that it would be up to the village to determine where it wanted to locate those 15-minute parking spaces along various blocks. **Dir. Newlon**, however, raised the fact that signage becomes an issue when businesses change or move out. **Mr. Burr** stated that as best practices go, those short-term spaces would be located at the end of a block.

A question was raised that if another future residential development comes to the downtown area, would parking be required as part of the zoning, to which **Dir. Newlon** stated yes, and that

the Planning Manager and staff will be reviewing the zoning code in 2012 as it relates to the parking requirements for downtown development.

Other recommendations mentioned by **Mr. Burr** addressed the Village's valet spaces, so that they have clearer parking signage, and also adjusting the Parking Deck rates. Commissioner comments included looking at an annual increase to the parking permit versus increasing it every few years and to consider offering a higher parking rate, similar to Naperville, since Downers Grove offered more non-stops trains to Chicago. The extra revenue could then be returned back into the village's parking program. **Mr. Schiller** agreed with the higher rate also, noting that Downers Grove's parking was in its downtown area, whereas, Naperville's spaces were not near its downtown. Additionally, he stated there was an existing demand in Downers Grove that was not offered in other communities. Other commissioners concurred.

Another commissioner suggestion raised was to offer lower parking rates at the Belmont station, thereby directing some of the non-Village residents out of the downtown parking spaces and moving them to the Belmont station, since it was noted that many non-village commuters did not patronize the village's downtown businesses anyway. **Dir. Newlon** stated the option could be considered in the Village's pricing strategy but there were aspects of the agreement with Metra and BNSF to not discriminate between residents and non-residents. **Chairman Stuebner** said it would be interesting to offer a pilot program on that point and see what the results would be. A dialog ensued. In response, **Dir. Newlon** pointed out that the parking operations group was working on promoting the additional parking located at the Fairview Ave Metra station to the occasional and mid-day users. She also believed it was an educational component.

**Mr. Burr** continued his discussion by stating that daily fee rates could be applied to handicap accessible permits, which currently are free. **Chairman Stuebner** believed that in specific areas for overnight parking there could be a restriction that vehicles leave by a certain time of day.

In closing, **Mr. Burr** reviewed the Implementation Schedule for the commissioners. First off, staff could have discussions with the private property owners to open up their spaces; speak to Metra about reducing the excess commuter parking spaces to shopper parking; re-assign spaces at Lot B; change the daily fee; add handicap accessibility spaces in lots; and charge a fee for the overnight parking. He reminded the commissioners that the aforementioned steps were low cost and would help the parking situation. Short-term recommendations included implementing the 15-minute spaces at the end of the blocks; changing the time limits in the library lot; implementing enforcement changes; conducting a parking lot condition audit; marketing the changes, obtaining a signage consultant; reviewing the loading zones and conducting an annual utilization count.

Discussion followed by **Dir. Newlon** that the village already over-sold the lots, but that a more comprehensive look at how the parking was being utilized, as suggested by the consultant, be done. **Mr. Burr** suggested that the review be done annually and to look at weekend or weekday parking to cover an entire day.

The long-range implementation schedule included, as cited by **Mr. Burr**, to add a new parking garage on the north side of the village since not much vacant land existed and any existing parking was already limited.

Regarding the suggestion of a parking garage on the north side of the tracks, **Chairman Stuebner** stated he did not know how the businesses were going to change there and if a parking garage were to be constructed, would it attract people going to the south side of the tracks? **Mr. Burr** explained that the proposed north parking garage was a matter of parking



efficiency and if the village wanted to encourage additional new development to the north, a parking garage would most likely be required, possibly with a private/public partnership.

**Chairman Stuebner** opened up the meeting to public comments.

**Mr. Paul Giagnorio**, 994 Warren Avenue, owner of Scarletti's Italian Kitchen, discussed his long-term plan to stay in Downers Grove, was pleased to see the parking study being done, and agreed parking was an issue. Regarding the 15-minute parking spaces, he supported them, as he had a carry-out business besides the sit-down portion. He appreciated the village's effort to address the parking issues.

**Ms. Linda Kunze**, Downtown Management Corp., stated her board has worked with **Dir. Newlon** and the consultant and were pleased with the parking recommendations being discussed. Her board supported the study and she thanked the consultant for presenting figures and recommendations. She was surprised, as **Chairman Stuebner** was, that more businesses did not attend this meeting, as she did inform them prior. **Chairman Stuebner** concurred, as he would have preferred to hear their feedback via email or have them attend a meeting. **Ms. Kunze** did note, however, that if there were concerns from the merchants, the merchants did meet in her office, and those that could not meet, the consultant took phone surveys and spoke to them. **Mr. Wrobel** recalled that some of the owners attended the council meetings to voice their concerns and did not necessarily know the meeting process.

Other commissioner questions included whether there was consideration to reconfigure parking on Main Street to diagonal parking, to which **Mr. Burr** indicated it was not part of the study. Asked if there was consideration to have the downtown as pedestrian only, **Mr. Burr** indicated that this was not considered. And, as to purchasing private property for the public near the library, **Dir. Newlon** recalled the topic had been discussed but explained that the economics for surface lots did not work due to the value of the property to what is charged for surface lot, which was why a vertical structure was mentioned and would probably be driven by development and other factors. Lastly, asked if there was a study done on the percentage drop when inclement weather occurs, **Dir. Newlon** explained that the snow is hauled out of the downtown after it reaches a certain height.

**Chairman Stuebner** entertained a motion.

**MS. VAN ANNE MADE A MOTION TO ACCEPT THE PARKING STUDY AS PRESENTED, INCLUDING COMMISSIONER COMMENTS.**

**SECONDED BY MR. CRONIN.**

**MOTION CARRIED BY VOICE VOTE OF 7-0.**

**1. File #09-11. 2012 Sidewalk Construction Program and Matrix Update.** **Dir. Newlon** briefly summarized the sidewalk matrix program for new commissioners and reported on some of the challenges with the seven miles of sidewalks remaining. No major changes were being proposed at this time.

**Mr. Tom Topor**, Project Engineer for the Public Works Department, discussed that the sidewalk proposals for 2012 were based on certain scores and other village projects and that a few of the sidewalk projects would be shifted to ensure that future village projects, such as drainage or stormwater projects, would not be impacted. For 2012, he said staff was recommending a number of streets in two neighborhoods: the first was Hobson Triangle (on Leonard from

Hobson to 63<sup>rd</sup> St.) and the second area was Burlington Highlands (Carol Street, from Lacey to Northcott and Virginia, from Lacey to Northcott). The high score factors for both neighborhoods were explained.

**Mr. Topor** agreed that the sidewalk matrix should be reviewed annually so as not to impact other construction schedules and to be cost efficient. **Dir. Newlon** added that today it was just announced that there would be a proposal to reconstruct roadways in the Valley View Subdivision in 2012 with two sidewalk projects (already included in the matrix) that would be included in that reconstruct. (Wall Place and Foster Place). As a noted point, **Dir. Newlon** added that in 2012 staff would be reviewing traffic calming measures that could be implemented as street reconstruction takes place in some of these areas.

Asked if the Village Council expands the budget for sidewalks, would it also expand the sidewalk matrix, **Dir. Newlon** responded that yes it would, and staff would review the next list of sidewalk projects. **Chairman Stuebner** added that he personally hoped the Village Council would provide traffic calming money before additional money was spent on the sidewalk program.

**Mr. Schiller** asked for clarification on what the commission was approving tonight, i.e., the construction program for next year and the new priorities in the matrix. **Dir. Newlon** agreed and explained it was an option for the commissioners to consider. She also continued to explain how staff generally holds three meetings with the residents to discuss the sidewalk program and receive input from them. She further explained that it had been expressed to her by some of the Commissioners that this Transportation and Parking Commission was not in the position to make certain policy decisions with the residents, and that these types of questions would be better addressed by Public Works staff. She asked for input on the matter.

**Mr. Cronin** and other commissioners believed this Commission was a sounding board for the residents and that this commission cannot do or commit to anything, but continue to hear residents' concerns being raised on other issues besides sidewalks. **Dir. Newlon** agreed that staff would be fine in conducting those meetings.

**Chairman Stuebner** opened up the meeting to public input.

**Ms. Christine Fregeau**, 1918 Elmore, reminded the commissioners she has been addressing the sidewalk program for the past 20 years and has been working with staff collaboratively on this matter. She also asked the commissioners to remind residents that the village has bonded out millions of dollars for the priorities, \$25 million in stormwater, and looking at an excess of \$25 million in road construction next year. To her point, the Village was now looking at less than 1% of that amount for sidewalks so that residents were not competing with vehicles in the streets. She emphasized the importance of safety and hope a fatality on the street would not be the motivator to have a sidewalk installed. Safety was emphasized for both the residents who walked and for the drivers. **Ms. Fregeau** expressed the positive comments she received from neighbors who initially did not want sidewalks but, once installed, were pleased to meet neighbors they never knew.

Regarding the last 57 segments of the sidewalk matrix, she voiced concerns on how the matrix was being done and reminded the commissioners that the document was fluid. **Ms. Fregeau** believed that sidewalks should not be installed only to be ripped up. To undermine what she felt were valid major and minor factors and just because the village was going to be in the neighborhood, did not make sense for reprioritizing the entire matrix and taking up staff time.

**Chairman Stuebner**, in response, took exception, and clarified that it was the dollars that were being prioritized and how they would be spent the most effectively. A dialog followed. **Ms. Fregeau** emphasized that it was a major policy change and it was changing the spirit and integrity of the matrix. She voiced concern that **Chairman Stuebner** suggested taking money out of the matrix and place it into traffic calming. **Chairman Stuebner**, again reiterated his statement, and agreed there was as much safety issues with traffic calming and as many residents appeared before the Village Council asking for money for same, only to be told there was no money.

From a citizen's perspective, **Mr. Schiller** discussed his own experience regarding sidewalks and safety. He stated that streets had been identified in the Village which have excessive speeds on them and that, if for one year, in a bad economy, not as many sidewalks were constructed, enhancing the safety of the village was far more important than adding additional sidewalks. However, **Ms. Fregeau** reminded the commissioners that it was the policy and intent of the Village Ordinance to keep the village safe.

**Dir. Newlon** closed by explaining that what was being proposed would probably address both sidewalk and traffic calming issues, i.e. the street reconstruction and would include a couple of sidewalks. And it would not be at the expense of other projects listed on the matrix. Regarding the Clyde Estates neighborhood, she explained that the project was planned to be to be done with some work to address drainage issues. **Dir. Newlon** emphasized that staff was not trying to push off Clyde Estates but when combined with drainage, it was a larger project and had to be done when there was enough available funding. As to having the same sidewalk contractors in Valley View, **Dir. Newlon** expected them to be the same contractor. As to Clyde Estates, she would have to review whether there would be one or two contractors working side by side.

(**Ms. Van Anne** leaves meeting, 9:25 p.m.)

**Mr. Wrobel** encouraged commissioners to attend upcoming budget meetings to address funding for traffic calming measures or email their concerns to the Village Council.

A motion was entertained.

**MR. WROBEL MADE A MOTION TO APPROVE THE UPDATED SIDEWALK MATRIX, AS PRESENTED BY STAFF.**

**SECONDED BY MR. SCHILLER. ROLL CALL:**

**AYE: MR. WROBEL, MS. VLCEK, MR. SCHILLER, MR. STUEBNER, MR. CRONIN, MS. AGUZINO.**

**NAY: NONE**

**MOTION CARRIED. VOTE: 6-0**

**OLD BUSINESS** - None

**COMMUNICATIONS** - None

**ADJOURN**

**MS. VLCEK MADE A MOTION TO ADJOURN THE MEETING AT 9:30 P.M. MR. CRONIN SECONDED THE MOTION. MOTION CARRIED UNANIMOUSLY BY VOICE VOTE OF 6-0.**

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



VILLAGE OF DOWNERS GROVE - PUBLIC WORKS DEPARTMENT  
TRANSPORTATION AND PARKING COMMISSION  
ORDINANCE REQUEST FORM

1. Chapter and Section of the Municipal Code to be amended 14.164.1.
2. Amend text of ordinance requested (including measurements, complete street names (i.e. Avenue, Road, etc.), directions, etc.):

ADD

Except for vehicles whose point of origin or destination is located within the portions of the streets described herein, it shall be unlawful for any person to drive any automobile, truck or other vehicle having a gross weight of more than twelve thousand pounds on or across any of the following streets or portions thereof:

*Janet Street*, between Lacey Road and Belle Aire Lane  
*Lacey Road*, between Janet Street and Virginia Street

3. Current restrictions at this location. (For example, is there currently a stop sign that is to be changed to a yield sign?)

N/A

4. List of all current ordinances that will conflict with or be affected by the requested ordinance and the requested changes to these ordinances:

N/A

*Please attach this form to the Council Action Summary Sheet.*