Chairman Pro tem Schiller called to order the June 19, 2013 meeting of the Transportation and Parking Commission at 7:00 p.m. The Pledge of Allegiance was recited by all in attendance.

Roll call followed and a quorum was established.

ROLL CALL:

Present: Chairman Pro tem Schiller; Commissioners Loehman, Saricks, Vlcek, and Wrobel

Absent: Chairman Stuebner and Commissioner Cronin

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

Others Present: Roger Bauman, 4500 Prince St., Downers Grove; Ms. Connie Sprovieri 1525 Brook Dr, Downers Grove; Linda and Dennis Shives, 1234 Chicago, Downers Grove; Ruth and John Wander, 4714 Oakwood, Downers Grove; Cheryl Gesior, 4505 Linscott Ave., Downers Grove; B. and M. Andrews, 4641 Seeley Ave., Downers Grove; Phil Amoruso, 4835 Saratoga, Downers Grove; Dawn Kiesling, 4958 Forest Ave., Downers Grove; Brian Dietrich, 4832 Saratoga, Downers Grove; Justin Sait, 1436 Grant, Downers Grove; Lorie Pilster, School District 58, Downers Grove; Bruce Larson, MD, 4958 Forest Ave., Downers Grove; David Haugen, 4826 Forest Ave., Downers Grove; Sandy DiGilio, on Oakwood, Downers Grove; Barbara Thompson, on Oakwood, Downers Grove; Ben Kramer, 4908 Middaugh, Downers Grove; Jamie Calhoun, 4717 Linscott, Downers Grove; William Lockett, 4712 Montgomery, Downers Grove; Alex Miller, 4612 Middaugh, Downers Grove

A review of the meeting’s protocol followed, with the chairman noting the meeting was being recorded on village-owned equipment.

A change in the agenda followed.

APPROVAL OF APRIL 10, 2013 MINUTES

MR. WROBEL MADE A MOTION TO APPROVE THE MINUTES AS PRESENTED; SECONDED BY MR. SARICKS. MOTION CARRIED BY VOICE VOTE OF 5-0.

PUBLIC COMMENT (non-agenda items) - None.

File # 02-13 – Traffic Study Area #2 – Detailed Parking Restrictions

Traffic Manager, Dorin Fera, announced that this meeting was moved back one week due to staff vacation and that the letter of invitation sent to the residents included a link to the packet for tonight’s meeting.

Mr. Fera recalled that in April 2013 this study area was presented as a more in-depth study and most recommendations made at that meeting were approved by this commission, including the parking. However, staff felt that due to its broad range, a block by block focus under three separate areas, was in order. Those areas included a school zone, a downtown effect zone, and a left-over neighborhood zone. A more detailed description followed.
Another item that would be discussed, but would not be revised, would include the village’s overnight parking restriction. Mr. Fera reminded the public that tonight’s discussion would not be final but would include public input, with a follow-up meeting in the future, to discuss those streets that have difficult circumstances. He referenced the many-received email comments and voicemails from the residents already which would be take into consideration.

Mr. Fera asked for a show of hands of those residents residing in the three various zones, which he noted were about evenly distributed. He discussed the involvement of this commission and the many reviews it had over the years regarding the proposed parking changes at Downers Grove North High, Pierce Downer and Herrick Schools and clarified that he did not want to make changes to those schools where the parking appeared to be working, but that monitoring of those areas would continue.

Mentioning the street of Saratoga Ave, near Ogden Ave, Mr. Fera explained the street was unique in that it carried more traffic on it from Prairie Ave to Ogden Ave due to the signal control. His goal was to leave the parking restrictions on Saratoga Ave the same. Regarding Warren Ave from Forest Ave to Belmont Ave, he was not proposing to address it at this time because it had different roadway and parking features and also different uses and, therefore, would be addressed under a separate study. The Downers Grove North High School area would also be under separate study to address the bus issues and weekend operations. In general, he reminded everyone that the last recommendation by this commission was to reduce the number of parking restrictions, make them more uniform, and more reasonably enforceable.

Chairman Pro tem Schiller invited residents from the Neighborhood Zone to speak.

Mr. B.J. Andrews, who resides at the corner of Seeley Ave and Chicago Ave, preferred that the parking restrictions return to the way they were when in he moved into his home during 1981, i.e., no restriction on the north or south side of Chicago Avenue.

Mr. William Lockett, 4712 Montgomery Ave, stated that the proposed restrictions between Prairie Ave and Chicago Ave (7AM to 9AM) on Montgomery were installed via a petition, due to the high school students parking there and the restrictions were working well and should not be changed.

Mr. John Wander, 4714 Oakwood Ave, also favored the current restriction on Montgomery because it was working. However, he voiced concern about Chicago Avenue, west of Oakwood, and does not want to allow parking on both sides of the street since it was a busy street and was near the elementary school. Also, there was no crossing guard there.

Chairman Pro tem Schiller asked Mr. Fera to follow up on the above two and provide a summary at the next meeting as to what action may be taken.

Ms. Marilyn Andrews stated her house faces Chicago Ave at Seeley Ave. She asked that the parking on the north side of the street be restricted from Monday through Friday to free up both sides of the street for the weekends.

Mr. Fera also stated that he spoke with Downers Grove North High School staff regarding how to apply the parking restrictions once school was out but cautioned that not everyone knew what the school days were. He hoped that with the new school parking lots now in use, less parking would occur on the neighborhood streets. However, he stated, there is an annual student parking cost associated with parking in the school lots.
A student from the high school confirmed spoke and confirmed there was a fee to park and that many students parked near her house or in her driveway because it was cheaper and they were willing to walk to school from her house.

Commissioner comments/questions followed: Had the school board considered making their parking fees more reasonable to the students or discount them if they ride-share; was there a reason why Lee Street (south of Ogden Ave.) was marked with no restrictions (due to nearby car dealership); has any one spoken to the school district to encourage students to use the buses.

Chairman Pro tem Schiller invited residents from the Downtown zone (4 hour restriction) to speak:

Ms. Sandy DiGilio resides on Oakwood between Warren and Prairie. She stated many of the homes have single-car driveways and due to people parking on the street, it makes it difficult for residents to back out of their driveway safely. She believed if the village lifted the parking restrictions, it would create more traffic difficulties on her block. Additionally, the village completed the rehab of the bricks on the street and she believed more traffic load would become an issue. She asked that the village consider who are the people using those parking spaces because they will be parked there the entire day.

Dr. Bruce Larson, Larsen Eye Center, located at the corner of Forest Ave and Warren Ave, stated he located his building at this corner due to the available street parking and stated that tonight there was not one car parked on the block. He stated that if he knew there were going to be restrictions on Warren he was not sure he would have purchased his lot. To date, he has purchased two permits for his employees and he believed the restrictions were causing more problems than solving them. He supported the village removing all of the restrictions along Warren but he did not know where his employees were supposed to park. As to the concern of commuter parkers taking over the spaces by his business, Dr. Larson stated the commuters never did before.

Ms. Barbara Thompson, lives on Oakwood Ave between Warren Ave and Prairie Ave. She was concerned about the removal of the restrictions because she also had a single-car driveway and needed some place to park her other cars. She believed if the restrictions were removed, commuters would use the spaces, so she favors keeping the parking restrictions as is.

Mr. Phil Amoruso, 4835 Saratoga Ave, stated the current two-hour restriction on his street works and should be kept. But he also mentioned that the village’s building department “encouraged one-car driveways now” due to the square footage usage of property. He believed the four-hour restriction was “overkill.” He believed enforcement for the current restriction was easier. Also, the festivals were the only time when his street was crowded. He asked that the village also redirect trucks off of his brick street.

Mr. Brian Dietrich, 4832 Saratoga Ave, supported keeping the existing 3-Hour restriction on his block. He stated he and his neighbors shuffle cars but the majority of the cars on the street are his neighbors. The parked cars also had a traffic calming effect on the street.

Mr. Phil Amoruso, 4835 Saratoga Ave, returning to the school zone discussion, stated that when he went to high school he had to pay $10.00 for a parking permit and today, the kids could “well afford” $187.00 for a parking permit.
Mr. Ben Kramer, 4908 Middaugh Ave, south of Franklin, stated that when Middaugh Ave was redone some years ago, the contractor made the street narrower than the rest of the streets in town and to park on both sides of the street would make it very restrictive. He also noted that the concerns of the residents and businesses could be solved by issuing resident and employee parking permits and it should not be a revenue-generating prospect for the residents.

Asked if Middaugh Ave had parking on both sides of the streets, would emergency vehicles be able to clear the street, Mr. Fera responded that this area of Middaugh, along with some other streets, is a gray area for parking characteristics and would need further review, and he offered to look at this issue since it was raised by other residents through email.

Mr. David Haugen, 4826 Forest Ave, between Prairie Ave and Franklin Ave on the south, stated the current parking restriction was either two or four hours and he believed it was a “left over” restriction from when there was an effort to maintain the residential character of the block. He asked whether the time of day restriction would remain or not, but it did not make a difference to him. On the topic of sight lines issues at the intersection of Forest and Prairie, he stated the trees and village signs were an issue due to the way a driver views them -- such as looking through a picket fence. He suggested clipping the smaller growths on a tree located on Prairie Avenue (on north side between Main and Forest). Also, a large hedge on a resident’s property existed on that corner. Mr. Haugen voiced concerns as a pedestrian, traversing the three-way intersection at Franklin and Forest and, lastly, he did not like the term Downtown zone because it implied the business district where before the area was described as the “Near Train” zone. He suggested renaming it the “Near Town” zone or labeling the zones as “A, B, or C”.

Chairman Pro tem Schiller invited residents from the School zone to speak.

Ms. Jamie Calhoun, 4717 Linscott Ave, stated there currently was a 7:00 AM to 1:00 PM parking restriction between Prairie and Chicago and she did not want students or commuters parking on the street, as she also had a one-car driveway. She would like her visitors to be able to park; however, she voiced concern about the proposed 8:00 AM to 11:00 AM restriction and suggested a different time change (10:00 AM to Noon) and less hours, yet reaching the same goal. She thought the three-hour restriction was “overkill.” However, she stated that in reviewing the entire map, the four-hour restriction solved a lot of the issues being raised by the residents. She supported having a resident and/or guest parking permit system.

Mr. Dennis Schives, 1234 Chicago Ave (Middaugh and Chicago), supported the current four-hour restrictions but said the student parking would always be issue and the question was whether they “will” afford the $187.00 fee or use it for something else. He believed it was best to leave the school out of the issue and that the village solve the issue by using parking restrictions in the neighborhood.

Mr. David Haugen, 4826 Forest Ave, mentioned he had a single-car driveway that widened at the street and offered it as a suggestion to the residents.

Mr. William Lockett, 4712 Montgomery Ave, has observed the school bus route in his neighborhood and believes the current restriction (7 AM to 9 AM) has worked well for the buses, and should be kept. He also has noted that afterwards the high school driving instructors bring the Drivers Ed students over to his area, since it is convenient for their driving training program.

Mr. Alex Miller, 4612 Middaugh Ave, supported the restrictions in his area to eliminate student parking since they were working. He agreed car shuffling was an issue and supported the comment that the residents should have the right to park on the street via a permit system of
some type. He also agreed the residents should be able to park on the street during the summer months. Lastly, he agreed to no parking on both sides of the street since Middaugh was a narrow street.

Due to the many comments received, **Chairman Pro tem Schiller** believed this matter should be tabled; others concurred.

**MR. SARICKS MADE A MOTION TO TABLE THE CURRENT RECOMMENDATION UNTIL RESIDENTS’ COMMENTS WERE REVIEWED MORE THOROUGHLY AND SUMMARIZED.**

**MR. WROBEL SECONDED THE MOTION.**

**MOTION CARRIED BY VOICE VOTE OF 5-0.**

**Mr. Fera** asked for instructions on how to proceed for those streets receiving no comments. **Chairman Pro tem Schiller** explained that staff should take the time to study the issues more thoroughly rather than approving something and then having petitioners requesting to undue a restriction. **Mr. Fera** concurred, mentioning these comments were all part of a puzzle and that he did have to follow-up on the emails and various phone calls he received on this matter. **Chairman Pro tem Schiller** stated he favored the idea of a resident parking permit and asked **Mr. Fera** to follow up on what it would take to implement such a program.

**File # 08-13 – Belmont Road/Finley Rd./Warrenville Rd. Turn Restrictions**

**Mr. Fera** reported this request came to the village through the DuPage County Division of Transportation (DOT). He highlighted the area on the projector, explaining that the issue arises when vehicles coming from the west traveling to Finley Rd were making a right turn and then a quick left turn, which they were not permitted to do. Due to the county’s extension of the median, however, the turn was now adjusted; however, the turn that was difficult was the one coming from Warrenville Rd and turning right onto the southbound lane and then moving to the left lane to go east on Ogden Ave.

Per **Mr. Fera**, the county asked staff to research this area with the understanding that the county would install appropriate signage and keep the cars from Warrenville coming straight south and travelling south on Belmont Rd only.

Commissioner concern was raised that this was only an interim solution. The question was raised as to why not make it a mandatory right turn onto Cross St. for any traffic that needed to proceed east on Ogden Ave and make Warrenville Rd westbound only between Finley Rd and Cross St. Another concern was whether Cross St could handle the additional traffic. **Mr. Fera** indicated that Cross St was managed by the DuPage County DOT and if the increased traffic became an issue during the peak hour, the county would look at ways to mitigate that situation.

**Mr. Wrobel** asked if a traffic count was done on eastbound Warrenville Road and also commented that it would be a relatively small amount of people that would be encouraged to travel west in order to travel east. **Mr. Fera** did not have the traffic counts since this location is not Village-maintained, but was sure the DuPage County DOT office would have that information. He estimated there are about 25,000 vehicles on Finley Rd with another 35,000 vehicles on Ogden Ave traveling through the intersection but that not many vehicles were needed to disturb the flow of the movement. After reading a comment from the report regarding enforcement, **Chairman Pro tem Schiller** suggested installing the proposed signage in order for the police to enforce the area and see its results.
Mr. Saricks voiced concern about the proposed signage being the only signage for the area, wherein Mr. Fera explained that there was warning signage located prior to the intersection. Other examples of restrictive signage were discussed.

Ms. Marilyn Andrews, 4641 Seeley Ave., discussed her traveling route in this area and stated there should not be any exit to eastbound Ogden Ave from that intersection at any time because lane blockage occurs during rush hours as well as other hours. She stated the current signage was confusing.

Mr. Saricks believed to address the issue, to install signage both at Cross St and at Warrenville and Finley Roads to inform drivers there is no eastbound access to Ogden Ave unless one turns at Cross St. Further dialog followed that in addition to the comments made above, there was nothing stopping the village from installing additional signage for clarification, to which Mr. Fera indicated there was not; however, he explained that the Warrenville signage was the county’s jurisdiction. He confirmed that the recommendations offered could be approved with some additional clarification and added that the county was looking to make minimal changes at this time, but that monitoring would be ongoing. Comments followed that the restrictions should include hours beyond rush hour.

MR. SARICKS MADE A MOTION TO APPROVE THE RECOMMENDATION, AS PRESENTED, WITH THE FOLLOWING ADDITIONS:

INSTALL “EASTBOUND TO OGDEN AVENUE PROHIBITED 6:00 – 9:00 AM AND 3:00 – 6:00 PM” TURN RESTRICTION ON WARRENVILLE ROAD, WEST OF FINLEY ROAD.

INSTALL PROPER DIRECTIONAL SIGNAGE AT WARRENVILLE RD / CROSS STREET TO SUPPLEMENT THE FINLEY ROAD SIGNAGE.

SECONDED BY MR. WROBEL.

MOTION CARRIED BY VOICE VOTE OF 5-0.

File # 09-13 – Brook Drive – Mid Block Pedestrian Crossing.

Mr. Fera located the area under discussion on the overhead map and explained that the company, Flavorchem, has properties on both sides of Brook Drive. Apparently, employees are constantly walking to and from both properties and Flavorchem has asked the village to review the area to make their employees safer when crossing four lanes of traffic. In response, Mr. Fera recommended installing a striped mid-block crossing, with signage, explaining that Flavorchem would assist with the cost of the treatments at the curb lines.

Commissioner questions included the speed on Brook Drive and the number of vehicles that travel it per day to which Mr. Fera estimated about 1000 vehicles per day travel the area in a 30 MPH speed zone.

Additional commissioner recommendations included the addition of a caution light and a speed bump. Mr. Fera indicated the caution light was more costly than just the signage but he stated he would rather monitor the situation to see whether the caution light would be necessary. As to the speed bump, he stated it was a village decision but that certain improvements were being planned to a nearby intersection, and there is a possibility to consider traffic calming measures in this area as well.
Ms. Connie Sprovieri, with Flavorchem, 1525 Brook Drive, Downers Grove, discussed the fact that her company purchased a number of properties in the area, the village installed some sidewalks along Finley (which are not connected), and that in addition to the employees, a number of other people from other businesses used the sidewalks for exercise and to walk to nearby stores. She agreed with the recommendations of a speed bump or flashing light, as mentioned above. Ms. Sprovieri further explained that the street had no lane lines and safety was an issue when crossing, especially since her company rented to other tenants who also used the sidewalks and wanted to cross the street. She hoped the village would complete the sidewalks also. Further, she pointed out that the 18-wheeler trucks were usually picking up speed at the location under discussion.

MR. WROBEL MADE A MOTION TO APPROVE AND DESIGNATE A NORTH-SOUTH “MID-BLOCK PEDESTRIAN CROSSING” LOCATION AT APPROXIMATELY 1525 BROOK DRIVE, WITH PROPER PAVEMENT MARKINGS AND SIGNAGE.

SECONDED BY MS. LOEHMAN.

MOTION CARRIED BY VOICE VOTE OF 5-0.

File # 10-13 – Burlington Ave. – West of Main St – 15-Minute Parking Space.

Mr. Fera reported this petition came to him requesting one additional 15-minute parking space in the downtown area. Per a question, the 15 minutes allowed was enough time being provided. Asked if the commissioners would agree to posting the signage between certain hours, a question was asked if there were any complaints being received regarding the other 15 minute parking spaces, to which Mr. Fera stated there were not and the usage of those short-term parking locations is evidently working as designed. Chairman Pro tem Schiller suggested not making any hourly changes at this time. Officer Sembach stated that occasionally he would receive a complaint from a business regarding abuse of the 15 minutes.

MS. LOEHMAN MADE A MOTION TO APPROVE AND INSTALL ONE (1) SHORT TERM (15-MINUTE) PARKING STALL ON THE SOUTH SIDE OF BURLINGTON AVENUE, WEST OF MAIN STREET, AS SHOWN ON EXHIBIT 1 IN STAFF’S MEMORANDUM.

MR. SARICKS SECONDED THE MOTION.

MOTION CARRIED BY VOICE VOTE OF 5-0.

OLD BUSINESS

Mr. Fera reminded everyone that the downtown Rotaryfest was going to be underway soon. Upcoming petitions and projects were briefly highlighted. Announced was the cancellation of the July meeting. Mr. Fera offered to tabulate the emails and phone messages regarding Traffic Study Area #2. Appointments were briefly commented upon. Per Mr. Wrobel, the bike and pedestrian plan was tabled at last night’s Village Council meeting.

ADJOURN

MR. SARICKS MADE A MOTION TO ADJOURN THE MEETING AT 9:10 P.M. MS. VLCEK SECONDED THE MOTION. MOTION CARRIED BY VOICE VOTE OF 5-0.

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