

Mr. Roger Godil, 1237 60th Place; Mr. & Mrs. Mike Myles, 1231 60th Place; Mr. Dale McCormack, 6009 Carpenter Street; Ms. Jennifer Rook, 6224 Middaugh Avenue; Mr. & Mrs. Mike Legel, 5939 Brookbank Road; Mr. & Mrs. Tim Schalk, 4236 Florence Avenue; Mr. Andrew Clark, 1226 62nd Street; Mr. Jerry Kuprewicz, 5943 Brookbank Road; Mr. Dave Bradley, 1032 Ogden Avenue; Mr. & Mrs. Jeff Eckdhal, 6204 Middaugh Avenue; Mr. Chuck Sebasici, 6035 Middaugh Avenue; Ms. Joan Michael, 6004 Middaugh Court; Ms. Nancy Stapleton, 1220 62nd Street and Mr. Kelso, 1224 60th Place.

Chairman Johnson informed the public that the meeting was being recorded on Village owned equipment to aid in the preparation of the minutes of the meeting. He then asked the Commission if they had any comments or changes regarding the minutes of the May 15, 2001 meeting.

COMMISSIONER YEKSIGIAN MOVED THAT THE MINUTES OF THE MAY 15, 2001 PARKING AND TRAFFIC COMMISSION MEETING BE ACCEPTED AS SUBMITTED.

COMMISSIONER STAPLETON SECONDED THE MOTION. *Motion carried 5:0.*

NEW BUSINESS

File #11-01 Parking Restrictions for Bunker Hill Circle and Concord Drive

Chairman Johnson stated that the first item on the agenda this evening is the consideration of parking restrictions on Bunker Hill Circle near Concord Drive. He then read the Staff Report.

BACKGROUND

Public Works Staff has recently received a petition and evaluated the report for the placement of parking restrictions from the residents of Concord Drive near Bunker Hill Circle and on Bunker Hill Circle. This request has been made in response to concerns about increased Downers Grove South High School student parking within the area. This increased demand for parking is a result of an increase in student drivers and vehicles that have been displaced by other postings and parking restrictions and the continued construction at South High School. As more and more cars find this area for parking, Staff has observed parked vehicles partially obstructing driveways, obstructing sidewalks, and parking within the intersections in the area. Recently the Parking & Traffic Commission's recommended and the Council approved an ordinance placing parking restrictions on the north side of Concord Drive at all times 50 feet on either side

of Bunker Hill. As the demand for parking increases around high schools, students try to find alternative locations for parking. Due to this high demand it had been necessary for Staff to periodically reevaluate parking restrictions and make adjustments accordingly. It has been necessary to expand these restrictions several times throughout the years.

RECOMMENDATION

As part of the evaluation of the expansion of parking restrictions around the high schools, the Parking and Traffic Commission has deemed it appropriate to consider reduced hours of parking restrictions. This reduction in restricted time will allow residents more available on street parking. This will afford residents more time or the capability to move vehicles in and out of driveways during early morning hours as well as open additional hours for resident parking during the afternoon periods. **Staff recommends that the north side of Concord Drive from a point 50 feet east of Bunker Hill circle be designated no parking from 8:00 a.m. to 11:00 a.m. except Saturdays, Sundays and Holidays. Additionally, Staff recommends that both sides of Bunker Hill Circle be designated no parking from 8:00 a.m. to 11:00 a.m. except, Saturdays, Sundays and Holidays.** This reduced restriction will allow enough time for police to patrol and enforce the parking restrictions yet allow the flexibility for residents in the area to use the available on street parking near their homes.

Chairman Johnson asked Mr. Schiller if he had anything to add.

Mr. Schiller replied that he did not.

Chairman Johnson stated that this agenda item is pretty straightforward. He asked the Commission if they had any comments or concerns on this item. Hearing none, he invited the audience to voice their comments or concerns.

Mr. Mike Ignash, 6742 Bunker Hill Circle, asked if the Village has contacted the High School to find out if there is additional parking. He said that there have not been parking problems until recently. He stated that it appears as if the problem continues to be pushed farther out as the parking restrictions are placed. He asked if the Village has looked into the possibility that when construction on South High School is completed more spaces would be available and there may not even be a parking problem.

Chairman Johnson stated that this has been discussed. He further stated that this year has been exceptionally bad due to the construction. He said that the schools do not have the capacity to provide all of the parking that is needed for the number of students that drive to school. He said that ample bus service is provided for the students but that they prefer to drive. He went on to say that the more parking restrictions that are placed the farther away the students have to park and they appear to be willing to park very far away. He stressed that this is an ongoing problem. He stated that the Commission is aware that parking is not the only problem. He said that there are also problems of littering, loitering, improper parking, etc. He said that these parking restrictions should curtail these problems as well. He stated that at the completion of the construction at

South High School, the parking lot is supposed to be a little bigger. He then asked Mr. Schiller if this is correct and if he has heard anything about additional parking.

Mr. Schiller replied that the original parking lot will be a little larger and there will also be two parking lots added. These parking lots will be located between the drive on the south side of the high school and Norfolk and north of the high school's driveway where the portable classrooms were. These parking lots will be for staff and student parking. He stated that this would allow for some additional parking after the construction is completed.

Chairman Johnson stated that the Village did not know how many additional spaces there would be at the completion of construction but that it would most likely not make much of a difference.

Mr. Ignash asked how many parking spaces would be for students.

Chairman Johnson replied that he did not know.

Mr. Ignash asked why restrictions would be placed now when the Village is unsure of how many additional parking spaces there will be after construction is completed.

Chairman Johnson stated that there are two issues. He said that it is clear that the problem is not going to go away. He further stated that the Village is responding to a petition put out by the residents to help with this problem. He stressed that the additional parking will probably not be significant. He said that he thinks that the school is trying to do everything that they can without completely eliminating their ball fields, etc. Additionally, North High School is adding a small visitor parking lot.

Mr. Ignash stated that he understands these issues. He said that he was under the assumption from the last meeting that the additional parking spaces were going to be investigated. He said that he is not sure if the parking problems that have been occurring over the past year are permanent problems or if they will be alleviated by the completion of construction. He stated that he is concerned that the restrictions that would be placed would be permanent and the problem would not be. He stated that he does not just want to push the problem further out but would rather try to fix the problem. He said that there are parks located on both sides of his street and that these parking restrictions would make it difficult for people to use the parks. He went on to say that the addition of two parking lots should help the parking problem.

Chairman Johnson stated that the restrictions could be removed later on if they were not needed.

Mr. Schiller stated that the high school has not committed to how many of the new parking stalls will be for staff and how many will be for students. He stressed that the school is not obligated to give the Village this information.

Mr. Ignash stated that unless the school has many more teachers most of the additional spaces should be used for students.

Mr. Schiller replied that the high school is being expanded and therefore there would be more teachers and staff in need of parking spaces. He stated that the Village is not aware of how many additional parking stalls would be allocated to students.

Chairman Johnson asked the audience if there were any other thoughts on this issue.

Mr. Frank Constantino, 6724 Bunker Hill Circle, stated that he supports the parking restrictions assuming that the problem is not going away after construction. He stated that the street is very narrow and that when all of these cars are parked on it, plowing is near impossible.

Chairman Johnson asked Mr. Constantino if he found the parking restriction hours of 8:00 a.m. to 11:00 a.m. to be a problem for him or his neighbors.

Mr. Contantino stated that he assumes that the Village is doing this because the students usually arrive at 7:30 and with these restrictions they would not be able to park there until 11:01 a.m., which is when they would be in school.

Chairman Johnson replied that this is correct.

Mr. Constantino stated that he does not have a problem with that time frame. He further stated that he and his wife would like to support the parking restrictions.

Ms. Kim Kemper, 1724 Concord Drive, stated that she lives just west of Concord Square Park and for four years the students have been parking right in front of her house. She stated that she strongly supports the parking restrictions.

Ms. Dolores Gronych, 6706 Bunker Hill Circle, stated that the parking problems have gotten much worse. She further stated that the students are speeding. She stated that she supports the parking restrictions.

Chairman Johnson stated that the Commission's experience has shown that students from both North and South High Schools are willing to park farther away. He said that the Village does not place parking restrictions in an area unless the residents notify the Village that there is a problem. He said that the Village is responding to a petition that was presented to the Village by the residents of the area requesting that parking restrictions be placed. He stated that the parking restrictions must be applicable to all motorists so that one particular group is not singled out. He further stated that the restrictions must be in place for at least three hours so that the police have ample time to patrol the area. He asked if anyone else from the audience had any further comments. Hearing none, he asked the Commissioners if they had anything that they would like to add.

Commissioner Yeksigian stated that the Commission has seen the problem of student parking expand and it appears to be almost limitless. He stated that he does not believe that the problem would go away after construction is completed.

Chairman Johnson then read e-mails from residents. (See attachments # 1 & # 2)

COMMISSIONER YEKSIGIAN MOVED TO RECCOMEND TO THE VILLAGE COUNCIL THAT THE NORTH SIDE OF CONCORD DRIVE FROM A POINT 250 FEET EAST OF BUNKER HILL CIRCLE TO 50 FEET EAST OF BUNKER HILL CIRCLE BE DESIGNATED NO PARKING FROM 8:00 A.M. TO 11:00 A.M. EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS AND ALSO THAT BOTH SIDES OF BUNKER HILL CIRCLE BE DESIGNATED NO PARKING FROM 8:00 A.M. TO 11:00 A.M. EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS.

COMMISSIONER MCNAMARA SECONDED THE MOTION.

**Roll Call: AYE: Mr. Yeksigian, Ms. McNamara, Mr. Stapleton,
 Mr. Thurston and Chairman Johnson.**

NAY: None

Motion Carried: 5:0

Ms. McNamara stated that the Village does not like to take parking away. She further stated that she never thought that the students would park this far away.

Chairman Johnson stated that that the Parking and Traffic Commission is only a recommending body. He said that they look at parking and traffic issues and make recommendations to the Village Council or the Village Manger depending on the type of issue. He stressed that the Commission acts as a sounding board for the Village Council and is here to listen to the concerns of the residents. He said that this item should go before the Village Council is in approximately two to three weeks. He said that the Village Council has workshop meetings on the 2nd and 4th Tuesdays of the month and formal Council meetings on the 1st and 3rd Tuesdays of the month. He went on to say that to find out the exact date that this item will go before Council one could either call the Village Clerk or watch the Village Corner section of the Downers Grove Newspaper. Chairman Johnson then stated that he would like to move on to the next item on tonight's agenda.

File # 12-01 Parking Restrictions for Florence Avenue North of Ogden Avenue

Chairman Johnson then read the Staff Report for file # 12-01.

BACKGROUND

During the past several weeks the Public Works Department has received a request from the residents of Florence Avenue to restrict parking at all times on both sides of Florence Avenue from Ogden Avenue to the dead end. There currently are no parking restrictions on Florence and this roadway is a no outlet roadway. When vehicles are parked on both sides of the street it becomes difficult for emergency vehicles, refuse trucks, and snow removal equipment to access all residents on the street.

I met with Luxury Motors and explained the problem and they are willing to park any cars and employees on the west side of Florence Avenue. They were very understanding when I explained to them that the residents and service vehicles have a difficult time trying to access the north end of the roadway.

RECOMMENDATION

Staff recommends that a positive recommendation be forwarded to the Village Council to **restrict parking at all times on the east side of Florence Avenue from the north line of Ogden Avenue to a point 185 feet north of the north line of Ogden Avenue.** These restrictions would insure that the residents have safe access to and from their homes.

Chairman Johnson stated that Luxury Motors is doing some construction in their lot, which has precipitated more vehicles parking on Florence and has compounded the problem. He then asked Mr. Schiller if he had anything to add.

Mr. Schiller stated that the recommendations of Staff are by no means final. He said that if the residents of Florence Avenue feel that further restrictions are necessary then they should voice their opinions.

Ms. Starla Stalk, 4236 Florence Avenue, stated that she lives directly next door to Luxury Motors. She said that there does appear to be a problem when a vehicle first turns onto Florence but she does not feel that restrictions on both sides of the street are necessary. She said that Luxury Motors does not park their cars down Florence near the residents' homes and if they do are very cooperative if you ask them to move them.

Chairman Johnson asked Ms. Stalk if she has noticed both sides of Florence to be an ongoing problem or if this has primarily been a problem due to the construction at Luxury Motors.

Ms. Stalk replied that the problem has primarily been because of the construction. She said that sometimes Luxury Motors would have two trucks either loading or unloading on Florence that makes it difficult for a vehicle to get in and out of the street. She stressed that she does not think that both sides of the street require parking restrictions.

Chairman Johnson read a transcribed phone message from a resident. (See attachment # 3)

Ms. Kathy Hampton, 4227 Florence Avenue, stated that she feels that there are too many cars parking on Florence. She then passed pictures of the parking problems on Florence out to the Commission. She said that she feels that both sides of the street do require restrictions.

Chairman Johnson stated that the Village does not want to over restrict parking. He said that parking restrictions could be placed gradually and if problems persist then more could be added later. He stated that it might be wise to start off with gradual restrictions until after the construction at Luxury Motors is completed. He then asked Mr. Schiller if he knew when the construction is supposed to be completed.

Mr. Schiller replied that he is unsure of the extent of the construction. He stated that he did go to Luxury Motors and they appeared to be very cooperative. He said that he explained to Luxury Motors what the problems are and they were very receptive about only parking in front of their business.

Chairman Johnson stated that the construction would have increased the problems over the past couple of days. He then asked if anyone else had anything to add.

Commissioner Yeksigian stated that if access in and out of Florence is a concern then there should at least be a restriction on the west side of Florence near the corner.

Mr. Schiller stated that there is a standard restriction of no parking 30-feet from the stop sign at the corner.

Chairman Johnson stated that by ordinance this restriction could be posted if there continues to be a problem.

Ms. Helene Mackie, 4241 Florence Avenue, stated that she and her husband live directly behind Valvoline, which is adjacent to Luxury Motors. She stated that Luxury Motors constantly unloads their cars in front of her house making it impossible to get into her driveway. She said that they are not cooperative when she asks them to move. She said that she does not think that the problems will go away after the construction at Luxury Motors is completed. She stated that she would like restrictions placed on both sides of Florence.

Mr. Schiller stated that since there are commercial entities on both sides of Florence at the corner on Ogden, both sides of the roadway for approximately 185 feet on either side have been widened to either 26 or 28 feet with curb and gutter. He stated that going north on Florence the roadway reduces to a 20-foot roadway which causes the east side of Florence to be favored. He stated that this is the reason for the recommendation to place parking restrictions on the east side Florence and allow parking on the west side of Florence.

Chairman Johnson asked Mr. Schiller if he had spoken to Luxury Motors about where they will load and unload their cars after construction.

Mr. Schiller stated that he did ask them about loading and unloading. He stated that he was under the impression that most of this will be occurring on the south side of Ogden Avenue on Florence.

Commissioner Stapleton stated that he is afraid that Luxury Motors will move their cars down Florence.

Chairman Johnson stated that he thinks that the Commission needs to either move ahead with this or wait until after construction is completed.

Commissioner Yeksigian asked what would happen if the parking restrictions were placed and Luxury Motors uses the area for loading and unloading.

Mr. Schiller replied that there are no restrictions for that at this point. He said that if they are unloading up against the curb line it would still provide a clear lane for a vehicle to travel down Florence. He further stated that Ms. Heintz had the idea to post weight restrictions north of Ogden along Florence.

Chairman Johnson stated that the Village cannot completely cut a business off from using a street but they can restrict them from using a residential street.

Ms. Heintz stated that Florence Avenue is not a conducive street for the loading and unloading of vehicles.

Mr. Schiller stated that if Luxury Motors is using Florence to load and unload then they must have been backing out onto Ogden Avenue since Florence is a dead end.

Chairman Johnson asked Mr. Schiller if he had discussed employee parking with Luxury Motors.

Mr. Schiller replied that when he went to Luxury Motors it appeared as if they had every inch of usable space taken up by vehicles, both employee vehicles and vehicles for sale. He said that there were seven or eight cars parked on the roadway which were a combination of employee vehicles and vehicles for sale. He stated that he is not sure if Luxury Motors was overstocked or if that is the way that they plan on keeping their lot all of the time.

Chairman Johnson stated that the Commission should put the restrictions into effect and take a look at it again in a couple months. He stated that if additional restrictions are needed then they could be added later. He asked the Commission for their input.

Commissioner Yeksigian asked what type of weight restrictions would be appropriate on Florence Avenue.

Mr. Schiller replied that typically a 10,000-pound, 5-ton weight restriction would be placed.

Ms. Heintz stated that this weight restriction would allow Luxury Motors to still have deliveries made but would keep all trucks that were not making actual deliveries to an address on Florence off of the street.

Commissioner Yeksigian stated that the trucks would be making deliveries to Florence.

Ms. Heintz replied that Luxury Motors has an Ogden Avenue address.

Chairman Johnson stated that he feels that it is worthwhile to try out the restrictions on one side of Florence first to see if Luxury Motors would be cooperative.

COMMISSIONER STAPLETON MOVED TO RECOMMEND TO THE VILLAGE COUNCIL TO RESTRICT PARKING AT ALL TIMES ON THE EAST SIDE OF FLORENCE AVENUE FROM THE NORTH LINE OF OGDEN AVENUE TO A POINT 185 FEET NORTH OF THE NORTH LINE OF OGDEN AVENUE.

COMMISSIONER YEKSIGIAN SECONDED THE MOTION.

**Roll Call: AYE: Mr. Stapleton, Mr. Yeksigian, Ms. McNamara,
 Mr. Thurston and Chairman Johnson.**

NAY: None

Motion Carried: 5:0

Chairman Johnson stated that the Village would be keeping a close eye on this issue. He asked that the residents inform the Village of any problems that they see. He then stated that he would like to move on to the next item on the agenda.

File # 13-01 Traffic Related Discussions Regarding Bradley Land Group's Proposed Subdivision Near Brookbank Road

BACKGROUND

Staff has been asked to bring this item before the Parking & Traffic Commission for traffic related discussions. These discussions are to include the possible completion of Brookbank Road, the possible vacation of a portion of Middaugh Avenue and traffic patterns for the entire area. Would the completion of Middaugh Avenue and Brookbank Avenue benefit the area?

I have attached a synopsis of the developer's request and the plan Commission's discussions prepared by Mr. Ken Rathje, Director of Planning Services, outlining discussions by the Zoning Board of Appeals and the Plan Commission. (See attachment # 4)

Chairman Johnson stressed that the Commission is not in the position to readdress the plan itself and is here only to discuss traffic related issues. He stated that there have been numerous meetings regarding Brookbank Road. He said that he is aware that many people have been concerned about when Brookbank Road would be opened up. He further stated that he is also aware that there are many concerns about Middaugh Avenue being opened. He said that Village Council has asked the Parking & Traffic Commission to look into the traffic issues relating to this issue and forward them a recommendation.

Mr. Schiller stated that the Commission has been provided a copy of Ordinance 23-24, which is an ordinance adopting a neighborhood plan. He further stated that he also has a set of plans with him if any of the Commissioners would like to look at exactly what The Bradley Land Group is proposing for the area.

Chairman Johnson stated that the neighborhood plan discussed in Ordinance 23-24 describes the decision that was made many years ago that Middaugh Avenue south of 59th Street not be developed so as to permit through traffic but that it is to be maintained so as to provide access to Park District property. He stated that this neighborhood plan was approved in 1979. He reminded the residents that the Commission is not here to revise the plan itself.

Commissioner Yeksigian asked if the basic changes to the area are the completion of Brookbank and part of Middaugh going into the cul de sac. He further asked if Middaugh being made a through street is also part of this.

Mr. Schiller stated that this is correct. He stated that the proposal is for Middaugh to be extended up to the cul de sac area and for the right-of-way north of the proposed cul-de-sac the length of the Bradley parcel to be vacated, half to the Park District and half to the subdivision.

Chairman Johnson stated that the improvement of the sidewalk and easement is also included in the proposal.

Mr. Schiller stated that there are several easements listed in the proposal that would be used for utilities and walkways.

Commissioner Yeksigian asked if Brookbank is a single lane road.

Mr. Schiller replied that Brookbank is a two-lane boulevard with the exception of the 300-foot that the proposed property is adjacent to. He stated that this is the final section of Brookbank that needs to be completed. He further stated that this section is currently a single-lane roadway that is one-way northbound. He stated that the proposal is to

complete the boulevard and make this section a two-lane roadway with a grassy median down the center.

Chairman Johnson then asked the residents to voice their comments or concerns.

Mr. Andrew Clark, 1226 62nd Street, stated that he is opposed to the vacation of Middaugh Avenue. He said that if Middaugh were completed it would provide a convenience to the neighborhood and would also provide safety access for emergency vehicles to the new subdivision. He stated that he does not believe that excessive traffic down Middaugh would be a problem if it were put through. He then passed out a flyer showing that the developer's plans would not be disrupted if the vacation of Middaugh were not done. He said that the vacation of Middaugh that would go to the developer is a matter of about 4,785 square feet, which is very insignificant in comparison to the overall property. He stressed that he never wants to see Middaugh vacated.

Mr. Jeff Eckdahl, 6204 Middaugh Avenue, stated that it would be very helpful to have Brookbank opened up since Carpenter is currently the only way into the neighborhood. He said that Middaugh is very narrow and would be very dangerous if it were opened up.

Mr. Mike Johnson, 6021 Brookbank Road, stated that putting Middaugh through would not be a good idea. He stated that he and his neighbors are very concerned about the increase in traffic that would occur once Brookbank is completed. He stated that there are many children in the area and that there currently is a problem with speeding vehicles. He asked what the criteria are for determining whether a stop sign or a yield sign is installed at an intersection.

Chairman Johnson replied that he does not have the numbers in front of him right now. He said that there are many different criteria that are looked at. He further stated that the purpose of stop signs and yield signs are to designate who has the right-of-way and not to discourage traffic. He said that most likely the reason that yield signs were installed on Brookbank instead of stop signs was due to the relatively low volume of traffic on the roadway. Chairman Johnson stated that Brookbank would probably change after it is put through, but the extent of this is yet to be seen. He stated that if stop signs are found to be needed then they could be installed.

Mr. Johnson stated that he and his neighbors realize that the installation of a stop sign would not deter the volume of traffic. He said that they are concerned with the increase in speed that the road may be driven at and thought that a stop sign may help slow it down. He said that there are no sidewalks on the east side of Brookbank and therefore the children have no where to ride their bikes or play. He said that the fact that the cars are occasional makes the high speeds of the cars even more dangerous because the children are not used to seeing them coming down the street. He asked if there have been any traffic studies done for this area.

Mr. Schiller stated that in 1997 counts were done on Brookbank between 62nd Street and 63rd Street. He said that at that time Brookbank was a single direction street. He stated

that the total count was 264 cars with an 85th percentile speed of 32 MPH. He explained that the 85th percentile speed is the speed that 85 % of the vehicles that use the street are driving at or below. He then stated that he took counts at the same location just yesterday and the data he received was essentially the same as it was in 1997. He said that the traffic volume was 566 cars, going both directions, with an 85th percentile speed of 32 MPH.

Mr. Johnson asked what the time period is for the traffic counts.

Mr. Schiller replied that they are done over a 24 hour time period.

Mr. Johnson stated that the traffic count tubes were placed fairly close to the intersection of 63rd Street and therefore cars that were turning from 63rd Street to go north on Brookbank would just be entering Brookbank. He stated that the speed of the cars increases as they go farther north on Brookbank.

Mr. Schiller stated that it is his intention to take additional counts in the area. He said that he took this one count to get a sample to compare the information from 1997.

Mr. Johnson stated that he would like to suggest that a traffic count be done at the intersection of 60th Street and Brookbank. He stated that this is the closest intersection to the proposed property and seems to be the intersection where vehicular speeds are at their highest in the area.

Mr. Schiller stated that the Village does not take traffic counts at intersections because it skews the numbers since many of the cars are turning. He said that he would be able to do a mid-block count.

Mr. Johnson stated that a count could be done just south of 60th Street.

Mr. Schiller stated that this would be done.

Mr. Ronald Meravec, 5935 Brookbank Road, stated that he is a 27 year resident of the area. He said that when the ordinance that stated Middaugh should not be completed was passed there were no houses in that area. He stated that since then there has been a tremendous boom in housing and a great increase in traffic. He said that he thinks that the ordinance does not make any sense today. He went onto say that the Village should not give away property so that a house can be built on it. He said that if the Village gives this property away it would forever preclude another street (Middaugh) from being put through. He stated that Carpenter and Brookbank are already two streets in the area that do not go through. He said that he understands that no one wants traffic on his or her street. He further stated that a radical proposal may be to close off the entire south subdivision and stop all of the cut through traffic. He said that this would keep all of the commuter traffic on the busy streets where it belongs.

Mr. Kelso, 1224 60th Place, stated that he lived at 6124 Carpenter Street for 15 years and has lived at his current address of 1224 60th Place for 27 years. He said that he applauds the Commission and the builder for finally proposing to put Brookbank through. He said that he has had numerous near misses of severe accidents. He stated that he is very concerned about the safety of Middaugh if it is made a through street. He said that something would need to be done about the blind hills along Middaugh.

Mr. Dale McCormick, 6009 Carpenter Street, handed out a copy of his presentation to the Commissioners and Staff. He then proceeded to read this presentation. (See attachment # 5)

Ms. Jennifer Rook, 6224 Middaugh Avenue, stated that she just recently moved to her home. She said that she is very concerned about the safety of her street if Middaugh is opened up. She said that Middaugh is a very narrow road. She further stated that the traffic volume on Middaugh is currently enough to make it dangerous. She said that the hills on the road make it extremely dangerous. She went on to say that her driveway is also very narrow and when she backs out of it her car is entirely exposed across both lanes of the street. She said that this is also true for her neighbors when they back out of their driveways. She said that she lives right next to the blind hill and that backing out of her driveway would be very dangerous if Middaugh were made a through street. She stressed that increasing the traffic on Middaugh would be detrimental to the residents who live on Middaugh. She further stated that she bought her home because it is in a secluded area and wanted to raise her children in a safe area. She stressed that safety needs to be the main focus.

Ms. Nancy Stapleton, 1220 62nd Street, stated that she has lived in the area for almost 29 years. She stated that she has mixed feelings on the issues. She said that she hates to see the Village give away a piece of property that they may want in the future, but at the same time she does not want to see Middaugh be made a through street. She said that it is very dangerous to make a left hand turn off of 63rd Street onto Middaugh. She said that as cars come down 63rd Street there is a very dangerous blind hill. She said that if Middaugh does go through the first thing that would need to be done is to place a no turn sign on Middaugh. She said that this would reduce most of the northbound traffic and therefore Middaugh would be useless as a through street. She stated that another point that she would like to make is that the sidewalks along Brookbank would not be shoveled. She said that they have this problem on Middaugh right now. She explained that the houses back up to the sidewalk on Middaugh at Whallen Place and no one shovels them because they are not directly in front of their homes, which makes the sidewalks unusable. She then asked who would be paying for the portion of Middaugh from the Bradley Subdivision to 59th Street if Middaugh were made a through street. She asked if the two homeowners would be responsible for this.

Chairman Johnson stated that the taxpayers would be paying for it eventually.

Mr. Schiller stated that if the Village decides to extend Middaugh through that portion of property then the Village would fund it.

Ms. Stapleton stated that the blind hill on Middaugh south of 62nd Street is very dangerous. She went on to say that there are no parking signs posted there that people completely ignore. She further stated that these signs may be ignored because they are posted in the wrong places or there should be more of them. She said that at one point she was told by an engineer of the Village that if Middaugh was ever made a through street then the hill would need to be cut down. She then stated that there is also a second blind hill at the entrance to the Bradley Subdivision. She further added that the only subdivision that has been added to the area since the ordinance was established in 1979 is Whallen Place, which is a twelve home subdivision that exits onto Brookbank. She said that therefore traffic in the area has not increased dramatically since 1979. She then stated that the Village needs to seriously think about all of the problems that opening up Middaugh may cause.

Mr. Emil Rusnak, 6001 Brookbank Road, stated that the hills on Middaugh are insignificant. He stated that the hill on Carpenter and Blanchard is twice as dangerous as the ones on Middaugh. He said that the Village should open up Middaugh so that there is a sensible entrance and exit for the area.

Mr. Vernon Smith, 1236 60th Place, stated that Middaugh Avenue should not be made a through street because the two blind hills are very steep and make the roadway very dangerous. He further stated that the bridging that would be required for the street to be opened up would be extremely expensive. He stated that as a taxpayer he is not willing to pay for this.

Mr. Chris Hayden, 1219 60th Place, stated that he previously lived at 5707 Middaugh and would like to comment on the traffic flow on Middaugh. He said that during the period of February of 1986 through 1987 a series of traffic studies were done by the Parking & Traffic Commission on behalf of the residents. He went on to say that during that one-year period the gauging of traffic preceding north and south on Middaugh north of 59th Street between Jefferson, Blanchard and all the way down to 55th Street was gauged at over 470 cars per day. He stated that he would like to respectively submit to the Commission that the opening of Middaugh would allow for a channeling of an additional 400 – 500 vehicles per day on Middaugh. He said that the potential traffic flow needs to be thoroughly examined. He then stated that residential streets are designed to be used by the residents of the area and not to be used as through streets. He said that he believes that the potential for no left turn signs at Middaugh is an excellent idea. He then stated that a series of petitions have been presented to the Planning Commission and should have therefore been forwarded to the Parking & Traffic Commission. He further stated that he would like to call the Commission's attention to one petition in particular that was presented anonymously and denoted as "Open Up Middaugh Avenue." He said that he would like to read formally for the record a statement from a group of twelve residents who have signed this petition. He then read the following statement, "We the undersigned wish to bring it to the attention of the Downers Grove Village Council and the Parking & Traffic Commission that the petition attached to the 'Open up Middaugh' petition is not the document that was originally

circulated. The cover page as well as the content of the document has been altered from its original form as presented in April of 2000. The petition that was circulated by Mr. Emil Rusnak of April 2000 has been fraudulently altered to reflect an alternate series of issues. This alternate document was not honestly presented to the Commission in July of 2001. We encourage the Village and all of its offices to eliminate this petition from consideration as a valid document denoting the opinions of the people surrounding the area of development.” He then presented a written copy of this statement to the Commission.

Chairman Johnson stated that the Commission did not receive the aforementioned petition but did hear about it and will forward the statement to Village Council.

Mr. Roger Godel, 1237 60th Place, stated that he and his wife have lived in the area since 1976 and do not want to see Middaugh be made a through street for several reasons. He said that the road is too narrow, blind hills are present, and there are numerous children on the street that would be put in danger by the increase of traffic. He then stated that he would like to see the developer pay for the road instead of the citizens.

Mr. Mark Morrison, 6002 Middaugh Avenue, stated that he lives directly across from the proposed subdivision. He stated that he agrees with a lot of what Mr. McCormick had presented earlier. However, he believes that opening up Middaugh would provide a village wide alternative to Dunham Road and would greatly increase the traffic along Middaugh. He said that this would bring many people who do not live in the area into the neighborhoods as a way to avoid traffic on Dunham. He said that he would like to present a petition signed by 63 residents, most of whom live on Middaugh Avenue, to the Commission stating that they do not want Middaugh to be made a through street. He went on to say that the blind hills that are present on Middaugh are not insignificant in any way and are quite steep. He stated that the adults that ride their bikes in the area have to walk their bikes up the hill because it is so steep. He said that currently there are no good short cuts through this area, which is why other motorists avoid it. He stated that opening up Middaugh would openly invite motorists into the neighborhood at high speeds. He stressed that opening up Middaugh would not help the area, instead it would be a very expensive endeavor that would create safety concerns above and beyond the ones that presently exist. He said that Ordinance 23-24 details that Middaugh should stay closed. He stressed that there are arterial roadways just blocks away (Dunham & Main) and that another one is not needed. He then urged the Commission to forward a positive recommendation for the Bradley Land Group to proceed with their plan for Arnold Court to the Village Council.

Mr. Anitole Mankinski, 5814 Middaugh Avenue, stated that he has lived in the area for 46 years. He said that Middaugh used to be a speedway from 59th Street down and he has seen many accidents there. He stated that he is opposed to the opening of Middaugh Avenue because of the safety issues that have been previously mentioned.

Mr. Robert Michael, 6004 Middaugh Court, stated that he has lived at his address for twenty-five years. He said that he is one house away from Middaugh Avenue. He went

on to say that he knows that it would be convenient to have Middaugh opened up but that it would be a very bad idea to do so. He said that it would make Middaugh very dangerous because of the blind hills and the narrowness of the street. He further stated that it would be very costly to open up Middaugh Avenue because of the bridging that would be required. He also stated that if Middaugh were opened up it would cut into the wetlands. He then stated that his main concern is that the children that walk to school along Middaugh would be greatly endangered if Middaugh were opened up.

Ms. Sandra Rushing, 5923 Brookbank Road, stated that she is against Brookbank being put through because she lives on the street but realizes that it is going to be put through regardless. She then stated that safety should be the main issue. She stated that she does not think that Middaugh should be made a through street even though it would be convenient to have it opened up. She then asked if the Village would be addressing the issue of the numerous street signs that are on the one block of Brookbank between 60th Place and 59th Street. She said that she has counted 18 signposts with 27 signs on this block.

Chairman Johnson replied that many of the signs would be addressed and removed with the improvement of Brookbank.

Mr. Mike Myles, 1231 60th Place, stated that he does not think that Middaugh should be made a through street. He then said that Brookbank is very dangerous and cannot be operated the way that it is now. He went on to say that he would like to put in numbers just how narrow Middaugh Avenue is. He said that the street in front of his house is 30-foot wide, which is a standard street with curbs. He said that Middaugh Avenue is 21-½ - feet wide, which is a difference of 8 ½ - feet. He said that the narrowness of Middaugh is what makes the hills on Middaugh so dangerous.

Ms. Maria Intveld, 1230 60th Place, stated that the traffic from South High School is already atrocious in the area. She said that the kids from the high school are constantly speeding through the area. She further said that if Middaugh were put through it would make the traffic problems much worse.

Mr. Ken Rathje, Director of Planning Services for the Village of Downers Grove, stated that he would like to give a little history on the issue and clarify some points that were brought up tonight. He said that he was the author of the neighborhood plan and conducted the hearings for the neighborhood plan in 1979. He stated that the Village did know the development patterns for this area and the remainder of the south side of Downers Grove in 1979. He stated that the second amendment to the Gallagher & Henry Annexation Agreement was completed in 1976 and at that time the Village did understand the importance of Dunham Road and the hierarchical roadway system within the area. He said that since that time improvements have been made including some to Dunham Road and 63rd Street. He went on to say that when the neighborhood meetings were conducted with the residents it was explained and noted what the hierarchical roadway system was in the area. He stated that the Village took into account the fact that there area a number of plots of five-acre parcels of land located between Middaugh

Avenue and Brookbank Road. He stressed that the Village had a very clear understanding to the likely or close to likely development pattern was for the area. He stated that at the time the Village did not know how difficult wetlands were going to be work in and to regulate. He further stated that the difficulties and the changes in legislation for wetlands is relatively new, however, the Village had recognized the presence of the creek and the very poor drainage issues of the area. He stressed that the Plan Commission had taken all of these issues very seriously and had made it very clear in the neighborhood plan that the section of Middaugh that is up for discussion should not go through. He stated that the Park District had expressed their interest in maintaining some means of access from the north and the south primarily for pedestrian use but also so that they could get their work vehicles into the area to take care of the park land on the west side as well as the land that they have on the east side of Middaugh Avenue. He then stated that one of the audience members stated earlier in tonight's meeting that failure to vacate this section of right of way would be of little concern to the developer's property. He said that Bradley Land Group, Mr. Bob Jungwirth and himself have spent the last year working with an extraordinarily difficult piece of property from the stormwater management and wetland point of view. He explained that a little over an acre of the site is designated as a regulatory wetland and they had to figure out a way to develop a drainage plan and a subdivision plan which kept hands off entirely. He stated that there is probably an excess of another acre of additional land that would be developed for stormwater management. He stated that there is also additional land, which would fall within private lots and would be set aside as restrictive covenants or buffer areas for the wetlands. He went on to say that several of the lots, which are located along the northern quadrant of the site, actually require some lot depth variations even though there is probably another 250 – 300 feet or more of land to the east of that land that would fall into the wetlands. He stated that, with respect to the statement that was made earlier regarding fire access, he had requested the opinion of Fire Chief Lanny Russell on any problems that would be associated with the possible vacation of Middaugh Avenue from an emergency service perspective. He said that Chief Russell affirmed to him early on in the process and twice since then, including today, that the vacation of Middaugh would not cause any problems for emergency service vehicles. He then stated that, in May of 2000 as one of the very first steps in the development of the subdivision plan, the petitioner came before the Plan Commission with a request to vacate about a 140 – 143 feet of the Middaugh Avenue right-of-way. He explained that this was a co-petition between the Downers Grove Park District and the Bradley Land Group. He stated that the Plan Commission gave very serious and careful consideration to the proposed vacation in public hearing. He explained that one of the procedures that the Village undertakes with all street or alley vacations is the notification of all of the various utility companies, Village Departments with interest in the vacation and all of the government entities including the Sanitary District, the Park District and the School Districts. He went on to say that there were series of requests for easements to be retained, however no one had any issues with the vacation of the right-of-way. He stated that the Village, the School Districts and the park District all wanted to guarantee that there would be a pedestrian walkway available very much the same way that it is now but improved with a narrow pathway. He then stated that the Park District asked Mr. Bradley if he would approve the pathway off site from his property. He explained that typically

public improvements are restricted to the area on site or immediately adjacent to the property. He said that Mr. Bradley stated that he would reconstruct the pathway to the area north of his north line to 59th Street with a 5-foot wide gravel path, which would be topped with black stone screenings. He went on to say that he had asked Mr. Cermack if this was a reasonable choice of materials for the path and Mr. Cermack had said that these materials were comfortable to walk on and were easy for his staff to maintain and could be repaired fairly easily after a washout. He stressed that this piece of property had many challenges and the final design did not come about easily and there is not much room to modify it. He said that if Middaugh is made a through street then one lot would be lost to subdivisions because of the presence of the wetlands. He then stated that he is more than willing to answer any questions on behalf of the Zoning Board of Appeals and the Plan Commission.

Chairman Johnson thanked Mr. Rathje.

Mr. Rusnak stated that he had presented an honest petition and will not stand to be accused of falsifying any documents. He stated that he added the top page as an addendum to emphasize the safety issue of closing the road.

Mr. Jerry Kuprewicz, 5943 Brookbank Road, stated that he just moved into the neighborhood this past year and is concerned that Brookbank would be a speedway when it is put through. He asked if it is the intent of the Village to make Brookbank another Dunham Road. He said that in Chicago they are adding cul de sacs and blocking off streets to prevent crime and in Downers Grove we are opening them up.

Chairman Johnson stated that the Village is generally against closing streets or opening them up. He explained that this is because of many of the reasons that were addressed here tonight. He said that he feels that the area has worked well with Middaugh Avenue not being a through street and should be left the way that it is. He further stated that the opening of Brookbank Road would present problems and that it is the responsibility of the Village to address these issues and to make Brookbank a safe street. He explained that residential streets in the Village carry an average of 800 – 900 vehicles per day. He stated that this is almost twice as many vehicles as the amount that drive on Brookbank every day.

Mr. Schiller stated that Brookbank currently carries approximately 560 vehicles per day.

Chairman Johnson stated that people are creatures of habit and will always take the path of least resistance. He stressed that the Commission would do everything that they can do make Brookbank a safe street. He stated that the Village's main concern is safety. He then asked the Commission if they had any thoughts on the issue.

Commissioner Yeksigian stated that the Commission has looked at Brookbank numerous times in the past and is glad to see that the area is being developed. He stated that he does not think that Middaugh Avenue should be made a through street.

Chairman Johnson asked Mr. Schiller if he had anything to add.

Mr. Schiller stated that the Village would need to be careful if they ever did want to remove the median strip or widen the lanes on Brookbank because widening the roadway gives the appearance of the ability to travel the road at a higher speed.

Commissioner Stapleton stated that moved to his address on 62nd Street twenty-eight years ago and has waited 28 years for Brookbank to be completed. He said that he has heard all of the concerns about speeding but he sees his own neighbors speed, drive the wrong way and dump garbage through the area all of the time. He said that he feels that Brookbank needs to be completed to manicure the whole area. He went on to say that the northbound lane has eased the traffic on Carpenter although the traffic does increase in the afternoon between 4:00 p.m. and 5:00 p.m. He then stated that he does not think that Middaugh should be made a through street because of the two blind hills. He stated that there are also two blind hills northbound from Blanchard up to 55th Street. He said that he almost hit a man on skates at this hill on Saturday morning. He reiterated that he is in favor of Brookbank being finished, in favor of the Bradley subdivision and is opposed to Middaugh being made a through street.

Chairman Johnson stated that the Village Manager and the Village Council would like a recommendation from the Commission on this issue as it effects traffic issues. He stressed that once a street is vacated it is done and there is no way to take it back, at least not without a lot of cost. He then commended Mr. Bradley for developing the property.

Commissioner McNamara stated she does not think that the Village should vacate the land because it is permanent.

COMMISSIONER YEKSIGIAN MOVED TO RECOMMEND TO THE VILLAGE COUNCIL TO ACCEPT THE PLAN COMMISSION'S PLAN FOR THE PROPOSED SUBDIVISION NEAR BROOKBANK ROAD AS PRESENTED WITH THE VACATION OF MIDDAUGH AVENUE AND THE COMPLETION OF BROOKBANK ROAD.

COMMISSIONER STAPLETON SECONDED THE MOTION.

**Roll Call: AYE: Mr. Yeksigian, Mr. Stapleton,
 Mr. Thurston and Chairman Johnson.**

NAY: Ms. McNamara

Motion Carried: 4:1

Chairman Johnson thanked all of the residents for coming. He then said that he would like to move on to the next item on the agenda, the Bicycle and Pedestrian Plan Update.

OLD BUSINESS

File # 03-98 Bicycle and Pedestrian Plan

Chairman Johnson stated that he assumed that everyone had read the Staff Report.

BACKGROUND

Adopted by the Village Council by resolution on June 6, 2000, the Village Bikeway Plan serves as a blueprint for bikeway improvements in Downers Grove. Besides being adopted by the Council, the Village has received letters of support for the plan from the League of Illinois Bicyclists, the Elmhurst Bicycle Club, and the Conservation Foundation. The plan was also recognized by the Chicago Area Transportation Study as the best bicycle plan in the Chicago area as part of their Sole & Spokes Conference in 2000.

Fiscal constraints have been a primary consideration in the plan's implementation. Shortly after the bikeway plan was adopted, a new program was established as part of the Village's Capital Improvement Plan that is specifically designed to set aside funds for design and construction of bikeway projects. The amount of funds budgeted equals the Village's anticipated share of project costs after grant revenues are accounted for. In other words, as presently budgeted, bikeway design and construction is largely grant-dependent. To this end, staff is actively pursuing all avenues to secure grant funds for these projects.

The bikeway plan is affecting long-term decisions regarding the development of bikeway facilities in Downers Grove. DuPage County recently updated their bikeway plan, and incorporated the Village's planned projects into it. At the same time, a copy of the plan is on file with the Chicago Area Transportation Study, and will be considered in the update of their long-range transportation plan for the Chicago area. This is important because this inclusion of desired local bikeway improvements in countywide and regional-wide plans serves as a formal mechanism to cause their consideration in county and state roadway projects. A good example of where this is occurring is the Belmont Grade Separation Project. The bikeway plan includes an on-street bikeway on Warren and Burlington Avenues through the proposed project area. Because of this, Metra and their engineers are designing roadway widths to properly accommodate an appropriate bikeway facility.

Bikeway improvements are being incorporated into local roadway projects as well. The Village recently learned that funding has been secured to improve and rehabilitate Dunham Road between Lemont Road and the 71st/Andrus intersection. The project design will include an on-street bikeway as described in the plan. The Village is also working with the Illinois Department of Transportation on the possible improvement of Maple Avenue from Fairview Avenue east, as part of the state project to improve that roadway from Downers Grove To Route 83. The State has specifically requested information on planned bikeway improvements on Maple, and staff expects that some

type of on-street bikeway may be included in that project as well. It is evident that despite local fiscal constraints, the existence of the bikeway plan is affecting long-term decisions about where and how bikeway improvements are completed. It requires engineers and planners consider bicycles as integral users of roadway projects.

Several residents and the Village Council inquired about certain pedestrian issues during the development of the bikeway plan. A request was made for staff to amend the Village's agreement with its engineering consultant to address these issues and develop a pedestrian plan document as well. An amendment was prepared, and approved by the Village Council. As an extension of the bikeway plan, this pedestrian plan is not designed to evaluate or replicate the Village's sidewalk matrix. The focus of the pedestrian plan is to study the pedestrian issues that were brought forth, such as difficult crossings, and use them as case studies to develop recommendations that can be applied in other areas throughout the village, for instance. Staff has received a preliminary copy of the pedestrian plan, but further research and development is necessary prior to its review by the Parking and Traffic Commission.

Chairman Johnson stated that he is disappointed that the bikeway plan will be a long-term project. He asked if anyone had anything to add.

Commissioner Yeksigian asked if the Commission would be getting annual updates on the bikeway plan.

Mr. Schiller replied that the Commission would receive updates annually or whenever any major changes occurred.

Chairman Johnson stated that Mr. John Wendt attended tonight's meeting and that he would be the new Parking and Traffic Commissioner. He then said that it has been suggested that the Commission move their meeting date to another day of the week. He asked the Commission's thoughts on this.

After discussion it was determined that the Parking and Traffic Commission would meet on the second Wednesday of the month starting in September.

Mr. Schiller stated that on the agenda for August is the school walking routes and Chicago Avenue Parking Restrictions, which is another North High School parking issue.

Mr. Schiller stated that the Commission may also want to place the library alley restrictions and the striping of Curtiss and Main Streets on the future agenda.

COMMISSIONER MCNAMARA MOVED TO ADJOURN THE MEETING.
COMMISSIONER YEKSIGIAN SECONDED THE MOTION. *Motion carried 5:0.*

The meeting adjourned at 10:15 p.m.
/je

Parking & Traffic Commission
July 17, 2001

DRAFT

staff/p&t/2001/minutes/July 17, 2001