

PARKING & TRAFFIC COMMISSION

Minutes of Public Hearing

February 20, 2001

Downers Grove Public Works Facility
5101 Walnut Avenue, Downers Grove

Chairman Ross Johnson called the February 2001 meeting of the Parking and Traffic Commission to order at 7:05 p.m. He then asked for a roll call.

ROLL CALL

Present: *Commissioners:* Mr. Fera, Mr. Kren, Ms. McNamara, Mr. Stapleton, Mr. Thurston, Mr. Yeksigian and Chairman Johnson

Absent: None

Present: *Staff:* Mr. Jack Bajor, Mr. Dave Conley, Mr. Bob Schiller, Dan Grecco and Mrs. Janet Schwabe, Recording Secretary

Absent: None

Visitors: Ms. Janis Farrington, 5211 Lee Avenue; Ms. Marilyn Gerloff, 4241 Highland Avenue; Ms. Mary Ellen Young, 1821 Elmore Avenue; Ms. Leslie Doyle, 1911 Elmore Avenue; Ms. Lucy Kolschowsky, 1906 Curtiss Street; Mr. Ken Keller, 5131 Lee Avenue; and Ms. Chris Fregeau, 1918 Elmore Avenue.

Mr. Schiller introduced Mr. Jack Bajor, the new Director of Public Works, to the Parking & Traffic Commission.

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. Chairman Johnson asked the Commission if there were any comments or changes after their review to the minutes of the January 16, 2001 meeting.

COMMISSIONER MCNAMARA MOVED THAT THE MINUTES OF THE JANUARY 16, 2001 PARKING AND TRAFFIC COMMISSION BE ACCEPTED AS SUBMITTED.

COMMISSIONER KREN SECONDED THE MOTION. *Motion carried 7:0*

NEW BUSINESS

File #03-01 Sidewalk Matrix Discussions

Chairman Johnson stated that there is a very small agenda this evening. He said that the primary purpose of tonight's meeting is to discuss the Village's Sidewalk Matrix. He explained that the Sidewalk Matrix was

established a number of years ago at the request of the Village Council as a way of prioritizing sidewalk requests and needs throughout the Village. He stated that at first the process was designed for handling sidewalk requests of residents and locating hazardous walking conditions around schools also to ensure adequate walking routes for students. Chairman Johnson went on to say that over the years the Sidewalk Matrix has expanded and the Village Council had voted to establish a policy to eventually place a sidewalk on at least one side of every street in the Village. He explained that the Council then asked the Parking & Traffic Commission to establish a method of prioritizing the streets in the Village according to their need for sidewalk. He stated that, with the help of the Engineering Department & Village Staff, the Parking & Traffic Commission has established the Sidewalk Matrix. He stated that the purpose of tonight's meeting is to review the process of determining a street's priority rating on the Sidewalk Matrix. He explained that this became an issue prior to the installation of the sidewalk on Elmore Avenue. He further stated that at that time the Council explained that although they were sympathetic to the resident's concerns, they felt that the major concern is providing safe walking routes for all residents in the community. He explained that the Council then mentioned that perhaps the Parking & Traffic Commission should look at the various classifications and criteria that is used for establishing the Matrix. He stated that some of the Commissioners felt that consideration should be given to the desires of the residents that live on those streets, such as if they would like sidewalks or not. He explained that this became a major issue in the Community north of Ogden Avenue, south of 39th Street between Main Street, and Fairview Avenue. Chairman Johnson said that he is aware that most of the audience here tonight is concerned about sidewalk installation on Lee Avenue and would like to see Lee Avenue removed from the Sidewalk Matrix. He further stated that he explained at the November 21, 2000 Parking & Traffic Meeting that the Parking & Traffic Commission does not have the authority to remove streets from the Matrix and that it is a matter that the Village Council would have to make the final decision on. Chairman Johnson went on to say that it was also stated at the November meeting that the Commission would be notifying the Lee Avenue residents of the next meeting that would be held to discuss these matters further. He stated that Lee Avenue sidewalk is on the Agenda for March. He stressed that tonight's meeting is being held to take a look at, and possibly refine, the Matrix and the criteria and classifications used for determining the points system associated with the Sidewalk Matrix. Chairman Johnson then asked Mr. Schiller if there was anything that he would like to add.

Mr. Schiller replied that he had nothing further to add.

Chairman Johnson stated that the present Matrix provides for eight conditions, four of which are considered major conditions and four of which are considered minor conditions. He explained that the major conditions have a greater weight on the Matrix. He asked if the Commission and audience had copies of the Matrix and the Sidewalk Priority Classification sheet.

Audience members asked if there are copies available for them to look at.

Chairman Johnson replied that copies would be made for them. He then proceeded to discuss the Sidewalk Priority Classification. (See attachment #1) He explained that the point range for all of the major conditions is from 10 to 0. He stated that the average daily volume of traffic is the first major condition. He explained that 10 points would be given to streets that carry over 7,000 vehicles per day and 0 points would be given to streets that carry less than 250 vehicles per day. Pedestrian Volume is the second major condition. He explained that this is the number of pedestrians that actually walk on the roadway and that this number varies from season to season. He stated that 10 points are given to streets that have over 50 pedestrians per day and 0 points are given to streets that have less than 15 pedestrians per day. The third major condition is Pedestrian Clearance Width. Chairman Johnson explained that this condition concerns the width of the roadway. He stated that if pedestrians have less than one foot of roadway to walk on then the street will receive 10 points and if they have more than 9

feet of roadway to walk on then it will be given 0 points. He stated that this condition is applied to streets that have a pavement width less than 24 feet for vehicular traffic. The fourth major condition is the street's proximity to a grade school (Kindergarten through 6th grade). He explained that if the street is 0 – 999 feet from a grade school it will receive 10 points and if it is more than 6,000 feet from a grade school it will receive 0 points. Chairman Johnson then discussed the minor conditions. The first minor condition is proximity to a pedestrian generator. He stated that this includes the street's proximity to such places as movie theaters, restaurants, parks, etc. He asked the audience to look at their sheets to see how the points are given. The second minor condition is lighting. He explained that this has to do with the adequate amount of light that a street has. The third condition is roadside sight obstructions. He said that this condition has to do with how easy it is for motorists to observe pedestrians as they are walking on the roadway. The final minor condition looks at if there are existing sidewalks along the roadways or not. Chairman Johnson explained that the Commission then established an overall point range using the points received from the different conditions. He stated that this point range determines a street's priority rating to receive sidewalks. He stressed that all the streets in the Village were placed on the Sidewalk Matrix using this point system. He stated that the Matrix shows both the priority number of the street as well as the point range. (See attachment #2) Chairman Johnson stressed that this was done to provide a logical mechanism for the Village to determine what roadways should have sidewalks constructed on them when monies become available. He stated that he realizes it is not a perfect system and that this is the reason that the Commission is reviewing it today.

Ms. Christine Fregeau, 1918 Elmore Avenue, asked how the major and minor conditions are weighted right now.

Chairman Johnson replied that the weighting is factored in to the points that are given. He said that the major conditions are given between 0 and 10 points and the minor conditions range from 0 to 4 points. He then opened the discussion to the Commission.

Mr. Yeksigian asked if the Commission should review the proximity to grade schools condition due to the recent changes in the bussing requirements from a mile to a mile and a half. He then asked if, with the exception of Barth Pond and McCollum Park, all other parks and forest preserves are excluded as pedestrian generators.

Ms. Fregeau asked why parks would not be considered pedestrian generators.

Mr. Yeksigian replied that they probably should be and that the Commission should look into this as well.

Mr. Grecco stated that they chose the two busiest parks, Barth Pond and McCollum Park, because they have year round activities unlike other parks which mainly have seasonal activities.

Mr. Yeksigian asked if other criteria, such as pedestrian volume, would be considered seasonal as well.

Mr. Grecco replied that they always take an average to maximum pedestrian volume.

Chairman Johnson stated that he believes that the Village has tried to do that in all of their studies. He stated that they always try to pick the best weather conditions when doing a study, which is why some studies are put off until spring.

Mr. Yeksigian said that another possible criteria to consider is the average speed that a street is driven at. He went on to say that most of the criteria that the Matrix is based on is safety related. He said that resident input

could possibly be used as a tiebreaker in situations where two different areas have received the same point value. He further stated that resident input could be given a point value of 1 to break a tie amongst streets.

Mr. Grecco stated that the Village already does do that in an informal manner. He stated that if there is a petition on hand for a particular street the Village does take that into consideration.

Mr. Yeksigian stated that, to make it a formal part of the Matrix, resident input could be assigned a value of 1 point if they are in favor of sidewalks and 0 points if they are not in favor of sidewalks. He said that he did not know what would occur if half of the street wanted them and the other half did not.

Chairman Johnson said that it is something that would have to be thoroughly researched. He said that at this time the Village is finding out what the residents' feelings are on sidewalks at the neighborhood meetings. He said that he is unsure of how else they would acquire the information they would need from the residents. He stated that the Village would not want to get into a position where we are polling every resident at one time. He said that it could become very cumbersome if we try to poll residents in advance.

Ms. Leslie Doyle, 1911 Elmore, stated that she believes it is absolutely necessary that the Village question the residents on whether they would like sidewalks installed on their streets or not. She said that otherwise it creates a very uncomfortable situation amongst residents on the street as they try to poll each other on the issue. She said that if the Village sent out a simple questionnaire to the residents it would allow them to voice their opinions in a non-confrontational manner and it may alleviate some of the tension that arises between neighbors.

Ms. Fregeau stated that many of the residents on Elmore Avenue that had reservations about the sidewalk being installed are now, for the most part, very pleased with the outcome. She is concerned that the Matrix is being viewed as a political issue. She stated that sidewalks do not only involve those people that live on that street but also all people in the community that use that street for various reasons. She stressed that it is a community issue, a safety issue and a civic responsibility to provide safe access for anyone in town that would like to safely walk on a Village street. She asked that since this is the case, shouldn't the input also come from the community. She said that it seems to be becoming popularity versus necessity issue.

Chairman Johnson stated that this is the reason that resident input was left out of the Matrix to begin with. He stated that he wanted to stress that the Parking & Traffic Commission are not elected officials and merely make recommendations. He said that the Village Council has to make the final decisions. He went on to say that he believes that residents' opinions should be left out of the decision making process of establishing the Matrix at this point. He said that what the Village Staff is doing at the present time has been working rather well with a few exceptions. He said that initially the Village Council had said that the Village should have a sidewalk on every street in the Village strictly as a safety issue. He said that there are many problems with engineering, costs, impracticalities, etc. on various streets that interfere with sidewalk construction. He stated that if the Village policy is maintained that every street should have a sidewalk, then the decision is made to try to work with the residents in the best way possible to reach this goal and the politics are then left out of it.

Ms. Fregeau stated that having gone through the process of having sidewalks installed along her street, she has seen how responsive the Village Staff has been to the residents. She commended the Village Staff on their flexibility with the sidewalk plans.

Chairman Johnson asked Ms. Fregeau if the residents of Elmore Street that were against the sidewalk installation are relatively happy with it now after a year has gone by.

Ms. Fregeau said that she could only speak for the people that she has spoken with but that the sidewalk does appear to be in constant use. She stated that several residents that were against sidewalks have said that they are very happy with the way that the sidewalk has turned out. She stressed that she can not speak for everyone on the street but that she could provide at least four or five names of residents who were against sidewalks that are now very pleased with them.

Ms. Marilynn Gerloff, 4241 Highland Avenue, stated that the focus should not be lost that the Village Council initially said that a sidewalk should be installed on every street in the Village. She said that she believes that Mr. Grecco and the Village Staff are doing a fine job in working with the residents to get the sidewalks installed. She stated that she lives a long way from Elmore, but that she made a point of going over there to see their beautiful new sidewalk and thinks that it is magnificent.

Ms. Janice Farrington, 5211 Lee Avenue, said that she would like to note that it is stated in the TCD II Report that it is not feasible to put sidewalks on every street. She said that perhaps it should be a question on the priority classification as to whether or not sidewalks are feasible for that street.

Mr. Yeksigian stated that engineering surveys and studies are not usually done until a street gets up in the Matrix.

Ms. Farrington stated that if it is known that a street is not feasible for sidewalk it should not have to go through the process of getting to the point of having engineering studies done on it.

Mr. Fera stated that there are some streets that do not have the width to sustain a sidewalk even though the residents may want one. He said that he agrees with Ms. Farrington that there should be some sort of acknowledgement of these types of streets that have no feasible possibility of sidewalk on the Matrix.

Mr. Kren stated that it is his understanding that the Village Council had stated that all streets were to have a sidewalk installed on at least one side. He said that all streets must therefore be placed on the Matrix even if it would be numerous years before a street was surveyed for sidewalk, if ever. He then asked how much work it would be to put the average speed that a street is driven at on the Matrix.

Chairman Johnson said that one of the purposes of tonight's meeting is to determine if the Sidewalk Matrix needs any additional categories added to it or the weights changed on any existing categories.

Mr. Kren stated that he also believes that the parks should be included as pedestrian generators.

Mr. Schiller stated that he believes that it would be a benefit to add the streets' speeds to the Matrix. He stated that, per traffic studies, streets with the same speed limit will vary in their 85th percentile speed limit by sometimes 12 or more MPH. He stated that even though a street may be posted at 30 MPH the actual speed that people are traveling on that street may be anywhere from 26 to 39 MPH.

Mr. Ken Keller, 5131 Lee Avenue, stated that along with the speed on Lee a major issue is a couple of blind hills on Lee. He further stated that from 55th Street there is approximately a five-block stretch where there are no stop signs and this is the point where speed is being accelerated. He stated that the blind hills should be factored into the roadside sight obstruction condition.

Chairman Johnson stated that blind hills should be considered a sight obstruction but that possibly more weight should be given to those blind hills. He said that he would like to state that stop signs do not slow traffic and that speeding on Lee is an issue that needs to be looked into.

Ms. McNamara stated that she believes that the Matrix should not get too detailed. She said that she believes that once a street is being considered for sidewalk then these details should be considered.

Chairman Johnson stated that how detailed the Matrix needs to be is one of the reasons for tonight's meeting.

Ms. Gerloff said that she printed a copy of the Sidewalk Matrix off of the Internet that is dated February 8, 2001. She said that next to Lee Avenue under comments it says surveyed in 1999 and deferred by Parking & Traffic 1/16/01. She asked the Commission if they could explain what that means.

Mr. Grecco replied that it is actually a misprint that occurred and that Lee Avenue is still on the Matrix. He stated that it means that it was deleted as an option on a list of alternatives that was presented to the Village Council.

Mr. Fera asked if the residents of a street provide the Village with petitions stating that they want a sidewalk to be installed on their street if it would move it up on the list.

Chairman Johnson stated that a similar situation occurred on Earlston when the street's residents did not want sidewalk and therefore it was deferred for future consideration. He said that if the majority of the residents on Earlston would have wanted sidewalk it would have been installed with the other streets in the neighborhood that scored equally on the Matrix.

Mr. Schiller said that he would like to clarify that hypothetically if Woodward follows Traube on the Matrix that does not mean that Woodward would be done after Traube. He stated that to be cost effective the Village selects an area to concentrate installing sidewalks on using the Matrix as a tool to determine an area.

Mr. Grecco stated that the way the system works now is that if a street's residents do want sidewalk right away, they would have to wait for another street's residents to defer. He also stated that adding a speed criterion may be repetitive since traffic volume is already a condition in the respect that where there is more traffic there is usually higher speeds. He went on to say that the Matrix was established to be impartial and polls may make it difficult to use the Matrix in a non-biased way. He further stated that generally the State does not poll people about putting up stoplights at unsafe intersections.

Chairman Johnson stated that Mr. Grecco has a valid point and that safety is the main issue.

Mr. Grecco stated that if polls are used the Matrix may be used as a weapon in some instances instead of as a method to find unsafe areas in the Village where sidewalks are needed.

Mr. Yeksigian stated that he thought that a 1 point value assigned to resident input could be used only as a tie breaker in instances where two streets have the same point value assigned to them.

Mr. Grecco asked Mr. Yeksigian if the residents' input would be obtained through polls of the residents all at the same time or if the residents would be interviewed through public meetings throughout the process.

Mr. Yeksigian replied that 1 point is going to make very little difference anyway.

Chairman Johnson stated that if the Village sees a great deal of opposition from the residents on a certain street for sidewalks and only has so much money to spend anyway, the Village will most likely move on to another street.

Mr. Grecco stated that there was a case on Jefferson Street where 17 of the 18 residents had signed a petition stating that they did not want sidewalk. He said that Staff met with the residents and afterwards there was full support for sidewalk. He stressed that a poll would allow hearsay and rumor to have effect and would defeat the mechanics of the system as it is currently set up.

Ms. Doyle stated that the Village needs to make it clear that sidewalks are being installed for safety reasons and that it is not a personal decision of the residents as to whether they want them or not.

Mr. Kren stated that he believes speed should be made part of the Matrix whether it be a major or a minor condition.

Ms. Lucy Kolschowsky, 1906 Curtiss Street, stated that she would like to see the Village keep all of the criteria for sidewalks as objective as possible. She said that residents' desire is too subjective of an issue to bring into the Matrix. She said that she would not allow her children to walk to their friends' houses on Lee because there are no sidewalks. She further stated that she almost hit two boys on bikes along Lee Avenue due to a blind hill. She said that if the Village allows the residents of one street to decide if there will be sidewalks on that street then they forget about all of the other members of the community who use that street. She stated that if the residents are going to be polled, then all of the residents in the entire Village need to be polled and not only the ones who live on that street. She stressed that Lee Avenue does not belong to the people who live on Lee Avenue but to the entire Village of Downers Grove.

Mr. Grecco stated that a possible solution is to also include petitions for areas that do not want sidewalks in the original request column on the Matrix.

Ms. Fregeau said that would also put neighbor against neighbor to see who could get the most names on their petition. She stated that the Village would be causing problems between neighbors.

Chairman Johnson stated that the neighbors are actually the ones who are creating the problems.

Mr. Yeksigian stated that all the Village would be trying to accomplish with Mr. Grecco's suggestion is to identify potential problems and to be aware of existing issues. He said that it would not change the priority listing of the street.

Mr. Kren stated that the Village should not get involved in issues. He stated that the Village needs to stick with the priorities. He further stated that he agrees that speed, sight obstructions, and proximity to parks do need to be factored into the Matrix but he disagrees that resident input should be included. He stressed that the Village should not get in the middle of residents' feelings.

Mr. Yeksigian stated that he then thinks the code on the side of the Matrix should be deleted.

Mr. Fera stated that, practically speaking, some of the streets may not have sidewalks installed for another twenty years, if ever.

Chairman Johnson said that he would now like to discuss the speed and sight obstruction issues. He stated that Mr. Grecco made a very good point about how adding a speed condition to the Matrix may be redundant.

Mr. Yeksigian stated that he thinks the speed condition should be added to the Matrix and then it can be seen if the two conditions are repeating themselves.

Mr. Grecco said that he would be curious to see if the speed condition and traffic volume condition would be redundant.

Mr. Conley asked if the speed condition would not be merely a multiplication factor of the pedestrian clearance. He stated that speed is important the less clearance there is for pedestrians. He said that rather than posing all new criteria they are basically amending the existing criteria. He further stated that if there is sufficient clearance on a street, no matter what its speed may be, it would not receive additional points for speed.

Mr. Grecco stated that a series of ranges could be established that would determine what the multiplication factor is.

Mr. Kren stated that if there is a way of amending the existing criteria to include speed it should be done.

Ms. Fregeau asked if traffic studies would have to be more recent to be accurate.

Mr. Schiller stated that traffic counts are done in one block segments and that it takes quite a long time to do traffic counts on a large area.

Ms. Fregeau asked why traffic counts could not be done in the areas that were most likely going to receive sidewalks so that they could be kept more updated.

Mr. Yeksigian stated that maybe they should do a mirror study of the areas that have already had traffic studies done and see if it would be worth while to do new studies.

Mr. Schiller stated that one of the things that needs to happen tonight is to determine whether or not the Matrix is going to remain in its current format. He further stated that if the Parking & Traffic Commission agrees with the streets selected for this year's program there needs to be a recommendation made to Council to proceed with the Sidewalk Program in its existing format.

Chairman Johnson asked if there are any controversial streets on this year's agenda for sidewalks.

Mr. Grecco stated that, to the best of his knowledge, there is not. He said that there are some streets that are design challenges on this year's agenda.

Ms. Fregeau asked if there are copies available of this year's agenda.

Chairman Johnson stated that copies could be made. He stated that Lee Avenue is not on the list.

Audience member said that Lee Avenue is on the second sheet of this year's agenda.

Chairman Johnson stated that is an alternate list. He further stated that it is referring to Lee Avenue between Ogden and Virginia, which is north of Ogden Avenue.

Audience member asked if the budget had been increased this year for sidewalks.

Mr. Conley replied that the budget level is the same as last year. He further stated that the budget for new sidewalk installation is \$600,000.00 and \$175,000.00 for replacement. He stressed that the list is not yet approved by the Village Council.

Ms. Kolschowsky stated that she is aware that Curtiss Street sidewalks are being deferred due to the Belmont underpass and would like to know where the Village is at in terms of installing the underpass. She stated that most of the residents on Curtiss Street really do want sidewalks.

Mr. Grecco stated that when they get the green light from Council they would be glad to install the sidewalks on Curtiss Street.

Chairman Johnson stated that the feeling is that if the State and Metra would pay for a portion of the sidewalk it would be to the Village's benefit to wait until they have there plans finalized.

Mr. Conley stated that the Village has put in for a Grant for sidewalks on both Hitchcock and Curtiss Streets. He said that this is not is connection with the work on Belmont. He further stated that he has not heard back yet as to whether or not the Grant has been approved.

Ms. Kolschowsky asked how realistic it is that Metra is going to pay for sidewalks all the way over on Cornell Avenue. She asked how long the Village is going to wait.

Mr. Grecco stated that sidewalks on Curtiss, Cornell and Hitchcock are very likely to be installed. He stated that when Grant monies are applied for by a train station, the likelihood of receiving the Grant is higher. He said that if the Grant money is obtained then the Council's decision could be that much easier when the time comes.

Ms. Mary Ellen Young, 1821 Elmore, stated that perhaps the Parking and Traffic Commission could restate to the Council that the question is not if sidewalks will be installed but when. She also stated that a process that could be improved would be to notify residents one to three years in advance of when their streets are up for sidewalks and make them aware of the meetings that are held. She stated that the effect the difference in opinions on sidewalks had on her neighborhood was tremendous and horrible. She further stated that it needs to be taken out of the residents' hands. She stated that it should be put in the newspaper or Mayor's newsletter how the sidewalk program is being put into effect.

Chairman Johnson stated that it may be difficult to say exactly how many years away a street is from getting sidewalks. He said that the Village could notify the residents that sidewalks are coming soon.

COMMISSIONER KREN MOVED TO RECOMMEND TO THE VILLAGE COUNCIL THAT VILLAGE STAFF PROCEED WITH THE 2001 SIDEWALK PLAN AS SUBMITTED.

COMMISSIONER YEKSIGIAN SECONDED THE MOTION.

ROLL CALL: AYE: Mr. Kren, Mr. Yeksigian, Mr. Fera, Ms. McNamara, Mr. Stapleton, Mr. Thurston and Chairman Johnson

NAY: None

Motion Carried: 7:0

Chairman Johnson asked the Commission if they would like Village Staff to do a sampling of roughly a dozen streets and apply the speed factor to them. He stated that they may find that Matrix does not need to be changed or adjusted.

Ms. McNamara stated that she is against getting a Matrix that is so bulky that no one will read it.

Mr. Thurston asked how a roadside sight obstruction is being measured. He asked if the straightforward vision is being taken into account.

Mr. Grecco stated that it is generally not.

Mr. Thurston stated that if a street has a blind hill sign posted it could receive a point value on the Matrix.

Chairman Johnson asked Mr. Grecco if he could look into this.

Ms. Kolschowsky asked if there is anything that the Village Engineers can do to make the roads safer around the blind hills if there are not sidewalks on the streets.

Mr. Schiller replied that physically it could be done, but in reality it probably would not be done due to the high cost. He stated that the Village would weigh the cost of the project versus the benefit to the community as a whole.

Ms. Kolschowsky stated that it obviously benefits the community more to have the sidewalks installed then to try and regrade any street.

Chairman Johnson asked if the Engineering Department had come up with a figure for lowering the Hill on Forest Avenue.

Mr. Schiller stated that he believes it was a little more than a half a million dollars. He stated that this would be roughly 35% of the annual roadway budget for two hills.

Ms. Kolschowsky asked what installation of sidewalks on a complex street such as Lee Avenue would cost.

Mr. Schiller stated that it would depend on many factors such as culverts, drainage, bridges, retaining walls, etc. He said that at this point it is much too early to even estimate that cost.

Ms. Farrington stated that there are two Village owned lots on the west side of Lee just over the second blind hill. She said that perhaps the Village could put a curve in the road at that point to slow down traffic.

Ms. Fregeau stated that she would like to thank the Commission and the Village Staff for listening to the residents' input. She said that she recognizes the difficult position that they are placed in at times. She further stated that she has had very positive experiences with working with the Village Staff.

Chairman Johnson thanked the audience for their input.

Ms. Doyle stated that the process that is in place for installing sidewalks does work and needs to be followed.

Ms. Young stated that she is shocked to learn that there are only two parks included in the Sidewalk Matrix. She stated that she would like to see other parks included.

Mr. Kren stated that some of the parks are basically vacant land and these areas would not need to be included.

Mr. Grecco stated that the best way to find out which parks are the most highly used is to consult with the Park District to see what the maintenance usage is at the various parks.

Chairman Johnson stated that was a good idea.

Mr. Yeksigian stated that the original request column located on the left-hand side of the Matrix should be deleted. He then asked if the Commission should look at the increased number of walkers from the Kindergarten through 6th grade schools since the busing criteria have been changed.

Mr. Schiller stated that if the number of walkers does increase, it would do so relatively.

Ms. Fregeau stated that her address on Elmore is within the mile and a half-bussing area but because of the children having to cross Maple Avenue the children are still able to use the bus service. She went on to say that District 58, Hillcrest School, and the bus company have all designated Lee Avenue as hazardous. She further stated that the bus company considers Lee so hazardous that they pick up each child in front of their homes rather than from one pick up spot.

Mr. Grecco stated that the Village should identify the areas that are hazardous and also the areas that are between a mile and a mile and a half away from the grade schools.

COMMISSIONER YEKSIGIAN MOVED TO RECOMMEND TO THE VILLAGE MANAGER TO ADVISE VILLAGE STAFF TO REVISE AND PRESENT A PRELIMINARY STUDY OF THE SIDEWALK PRIORITY EVALUATION MATRIX USING ADDITIONAL CRITERIA OF VEHICULAR SPEED, PROXIMITY TO PARKS, SIGHT OBSTRUCTIONS AND POSSIBLY THE DISTANCE TO SCHOOLS AND HAZARDOUS LOCATIONS.

COMMISSIONER KREN SECONDED THE MOTION.

ROLL CALL: AYE: Mr. Yeksigian, Mr. Kren, Mr. Fera, Ms. McNamara, Mr. Stapleton, Mr. Thurston and Chairman Johnson

NAY: None

Motion Carried: 7:0

Chairman Johnson asked Mr. Schiller what was on the agenda for next month's meeting.

Mr. Schiller stated that Lee Avenue Sidewalk is on the agenda for March and that hopefully everything will be together for the Sidewalk Matrix at that time as well.

Mr. Kren stated that he appreciated the speed limit map. He then stated that during the Mayor's meeting that he heard about the wonderful parking deck that is going to be installed downtown. He asked why the Parking and Traffic Commission was not notified of this parking deck. He went on to say that he would appreciate if Village Council would make the Parking and Traffic Commission aware of these types of things before it becomes public knowledge.

Chairman Johnson stated that another item that will be placed on a future agenda is the "Keep Kids Alive Drive 25" program. He asked Mr. Schiller if he had anything to add in regards to this item.

Mr. Schiller stated that no new information has been received and no future meetings are scheduled as of yet.

Mr. Grecco asked if this is a local issue.

Mr. Schiller stated that it is a national program and is being presented with the possible reduction of all local streets' speed limits within the Village of Downers Grove to 25 MPH.

Chairman Johnson asked Mr. Bajor if there is anything that he would like to say.

Mr. Bajor stated that he is very glad to be here tonight.

COMMISSIONER STAPLETON MOVED TO ADJOURN THE MEETING. COMMISSIONER KREN SECONDED THE MOTION. Motion carried 7:0

The meeting was adjourned 9:20 p.m.

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Staff/p&t/01/minutes February 20, 2001